



Planning and Transportation Committee

INFORMATION PACK

N.B: These matters are for information and have been marked * and circulated separately. These will be taken without discussion, unless the Committee Clerk has been informed that a Member has questions or comments prior to the start of the meeting.

Date: TUESDAY, 7 JUNE 2022
Time: 10.30 am
Venue: LIVERY HALL, GUILDHALL

8. **TRANSPORT STRATEGY: 2021/22 PROGRESS UPDATE AND 2022/23 - 2024/25 DELIVERY PLAN***
Report of the Executive Director, Environment

For Information
(Pages 3 - 36)

9. **LEVELLING UP AND REGENERATION BILL***
Report of the Executive Director, Environment

For Information
(Pages 37 - 44)

10. **RISK MANAGEMENT UPDATE REPORT***
Report of the Executive Director, Environment

For Information
(Pages 45 - 62)

11. **PUBLIC LIFT REPORT***
Report of the City Surveyor

For Information
(Pages 63 - 66)

12. **VALID PLANNING APPLICATIONS RECEIVED BY ENVIRONMENT DEPARTMENT***

Report of the Chief Planning Officer and Development Director

For Information
(Pages 67 - 70)

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

Report of the Chief Planning Officer and Development Director

For Information
(Pages 71 - 84)

14. **OUTSTANDING ITEMS***

Report of the Town Clerk

For Information
(Pages 85 - 94)

19. **DEBT ARREARS - ENVIRONMENT DEPARTMENT (P&T COMMITTEE)***

Report of the Executive Director, Environment

For Information
(Pages 95 - 102)

Committee(s)	Dated:
Planning and Transportation	7 June 2022
Subject: Transport Strategy: 2021/22 Progress Update and 2022/23 – 2024/25 Delivery Plan	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 3, 5, 8, 9, 11 and 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Report of: Director of Environment	For Information
Report author: Samantha Tharme	

Summary

The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over 25 years, to 2044. The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Strategy and has been updated for the period 2022/23– 2024/25.

This report summarises progress with delivering the Transport Strategy in 2021/22 and sets out the Delivery Plan for 2022/23– 2024/25. The quarterly update for the last quarter of 2021/22 is included alongside the Delivery Plan in Appendix 2.

Key progress in 2021/22 is summarised. This includes projects that help mitigate the departmental road safety risk (ENV-CO-TR 001) and support delivery of the Climate Action Strategy. Delivery of the Transport Strategy is progressing well, but the COVID-19 pandemic has delayed some projects as reported last year. Additionally, officer time was diverted to the COVID-19 response, delaying some activities. Progress on individual schemes and rescheduled delivery dates are reported in Appendix 2.

The City of London Transport Strategy includes a set of key targets. These are reported on a bi-annual basis. Traffic data was collected in Autumn 2021, although travel was still impacted by COVID-19.

The Delivery Plan for 2021/22 – 2024/25 is provided in Appendix 2. Funding from TfL was very limited during 2021/22 with most funding going to COVID-19 response measures. The TfL funding picture remains uncertain, however funding for much of the Delivery Plan, and in particular major projects, is from developer contributions and City Corporation capital allocations.

Recommendation

- Members are asked to note the report.

Main Report

Background

1. The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over 25 years, to 2044.
2. Section 1 of this report provides an update on progress in delivering the Transport Strategy in 2021/22.
3. The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Transport Strategy and is updated on an annual basis.
4. Section 2 of this report covers any changes to the Delivery Plan for the 3-year period commencing 2022/23. The updated 2022/23 – 2024/25 Delivery Plan is attached at Appendix 2; this incorporates a summary update of progress in Quarter 4 of 2021/22 for each project.
5. The Delivery Plan has been reviewed and programme adjustments made for resource and financial implications arising from the COVID-19 pandemic. This includes the implications of TfL's financial position on availability of funding.

Section 1: Transport Strategy progress in 2021/22

6. This section summarises progress in delivering the Transport Strategy in 2021/22.
7. Key progress in 2021/22 includes:
 - All Change at Bank detailed design and options for public realm elements went to public consultation in May 2021. Statutory consultation on traffic orders for further traffic management measures took place at the end of 2021. The decision on these will be considered by the Streets & Walkways sub-committee in May.
 - Healthy Streets minor schemes at Fann Street and Brackley Street have been completed providing raised carriageway crossings. Accessibility improvements were also completed at Playhouse Yard and Mitre St/Creechurch Lane.
 - Work was finalised on the Bevis Marks experimental cycle lanes at the beginning of 2022.
 - Charterhouse school street restrictions were agreed and developed with the school and implemented on an experimental basis after the 2021 Easter break.
 - The City Corporation joined the London-wide hire e-scooter trial in June 2021. This trial will help us to better understand how e-scooters can be used safely in the Square Mile and inform future policy on and management of e-scooters.

- Modelling and option development of traffic management measures to remove the St Paul's gyratory system and Museum of London roundabout, in association with development opportunities in the area.
- Securing an operator for a last mile logistics hub at London Wall car park and progressing approvals for area fit out.
- Study completed by consultant (Bearing Point) to assess requirements and feasibility for consolidation, and refresh freight industry requirements for last mile delivery.
- Completing the development of the City of London Streets Accessibility Tool and training staff on its use.
- Transitioning remaining Covid-19 measures into the first phase of the Pedestrian Priority Programme using Experimental Traffic Orders.
- Commencing on the Healthy Streets Plans to identify traffic management and public realm options and opportunities for the Fleet Street and Temples and the Barbican and Golden Lane areas.
- Substantive completion of the first phases of the Moorgate Crossrail integration works, including walking improvements and surrounding public realm.
- Liverpool Street Crossrail integration Phase 1 substantially complete and remaining construction tasks and unspent funds transferred to Phase 2 for development in 2022.
- Globe View walkway construction programme and design was finalised ready for construction.
- Completing Barts Close public realm improvements.
- Substantially completing 150 Bishopsgate public realm improvements.
- Middlesex Street (Petticoat Lane Market) public realm and market enhancement works at the northern section of Middlesex Street are nearing completion. Design work for the central section has commenced.
- 40 trial cycle parking spaces have been converted to permanent cycle parking, 26 trial cycle parking spaces have been retained for further consideration. In addition, 80 new permanent cycle parking spaces have been added. Identification of new sites for dockless bays was completed in February 2022.
- During all of August and September the campaigns team ran a Lunchtime Streets programme in partnership with Cheapside BID and Fleet Street Quarter partnership. These ran in two locations on every Wednesday and Thursday, in Carter Lane and Cheapside, with musicians and promotions for cycling and walking. This included cycle roadshows with City of London Police.
- Alfresco dining was enabled in three streets, Widegate St, Artillery Lane and Mansion House Place, through working closely with the City's licensing team. This was to support the hospitality sector in the return to work period, while some pandemic restrictions remained in place.
- Cool Streets and Greening Programme delivered two small scale projects (Riverside planters and Vine St trees). Four larger projects have been designed in 2021/22 and are due to be implemented in 2022 (including Greening Cheapside and Bevis Marks SuDs).

Road Danger Reduction

8. Of the schemes listed above a number have a particular focus on road danger reduction and mitigating the departmental road safety risk (ENV-CO-TR 001), including:
 - All Change at Bank.
 - Healthy Streets minor schemes
 - Bevis Marks experimental cycle lanes
 - Charterhouse school street.

9. Road danger reduction education and campaigns included:
 - In 2021 more people took the opportunity for adult cycle training than in any previous years. 214 people completed adult cycle training sessions were delivered. Of these 118 were cargo bike training, and 96 standard bike training.
 - We have continued good partnership work with City of London Police on campaigns. This included enforcement and messaging around the e-scooter trial.
 - Despite COVID-19 restrictions, approximately 6 roadshows were carried out during the Summer and Autumn 2021 which were well attended by the general public. Security cycle marking by the Police and maintenance training being particularly popular.
 - The TfL free online cycle skills course also had a good take up, with 104 registered as living in the City.

Table 1: Cycle Training and Security marking.

Activity	2021/22
People completing cycle training (in person)	214
Pupils that received cycle training	35
Sign-ups to TfL's free online cycle skills course	104
Bike security marking by the City of London Police	1055
Exchanging Places by the City of London Police	
Numbers using NipNip's Dr Bike service	210

10. We are in the process of drafting a revised Vision Zero action plan (to be published later this year). This work has included developing a Road Danger Reduction Collision Data Dashboard. This PowerBI dashboard contains collision and casualty data for the City, from the start of 2017, and has been used extensively to derive insight into the collision and casualty trends in the Square Mile.
11. The dashboard is essential in ensuring that the actions contained within the plan, and the strategic focus of the Corporation and partners' investment, is oriented towards the key priorities seen from the data. The dashboard shows that in 2020, there were 128 casualties in the City, of which 41 were serious.
12. Table 2 below shows the headline figures for fatal, serious and slight injuries in the City, including provisional figures for 2021, up to and including November. Significantly lower casualty figures for 2020, and 2021, are likely

to be the result of Covid-19 impacts on reduced traffic levels and the number of people using the City's streets. The focus of the Vision Zero plan will be on ensuring that as we see an increase in the number of people travelling around the City as Covid-19 restrictions are withdrawn, this is not correlated with a commensurate increase in fatal and serious injuries.

Table 2: Casualty data

Year	Fatal	Serious	Slight	Total
2016	2	49	354	405
2017	2	52	312	366
2018	1	81	231	313
2019	1	75	267	343
2020	0	41	87	128
*2021	1	29	89	119

**provisional data to end of Nov*

Travel data and trends

13. The most recent traffic survey was carried out in October 2021. Comparing the 2021 and 2019 counts (7am – 7pm) suggests that motor vehicles volumes were 17% below pre-pandemic levels, cycling 5% below and walking 54% below. Walking still accounted for almost two thirds of traffic counted (62%). Further details are provided Appendix 1.
14. Google Mobility data suggests that from less than a third of normal at the start of January, worker footfall in the City is back up to over two thirds of pre-pandemic levels (68%) as of mid-May.
15. Underground activity in the City across the week has risen from less than a quarter of normal in the first week of January to 66% of pre-pandemic levels in week beginning 16 May. Activity in the City last week was highest on Thursday, followed by Wednesday. Activity has nearly returned to normal on the weekends – with Sunday activity exceeding pre-pandemic levels as of last week.

Progress against Transport Strategy key targets

16. The City of London Transport Strategy includes a set of key targets. These are tracked and reported against every two years. KPI data up to 2021 is included in Table 3 and the next strategic data collection exercise to update Transport Strategy KPIs is planned for Autumn 2022. The most recently collected data (from October 2021) was significantly impacted by the pandemic and may not be indicative of longer-term trends.

Table 3 – Transport Strategy Key Targets summary and progress (including impacted 2021 COVID counts)

KPI ID	Transport Strategy Key Targets	Units	2017 Baseline	2030 Target	2044 Target	2019 Progress	2021 Progress
TPR1	Reduction in motor vehicle traffic	Motor vehicles	185k	139 (-25%)	93k (-50%)	173k (-7%)	130k (-30%)
TPR2	Number of people killed and seriously injured on our streets	Persons	54	<16	0	76*	n/a
TPR3	Reduction in motorised freight vehicle volumes (24hrs)	Freight vehicles	39k	33k (-15%)	27k (-30%)	39k (0%)	32k (-18%)
TPR4	Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	9k (-50%)	2k (-90%)	18k (0%)	11k (-13%)
TPR5	People rating experience of walking in the City as pleasant	n/a	10%	35%	75%	Surveys planned 2022	-
TPR6	Number of km of Pedestrian priority streets	Kilometres/percent of all streets	25km/25%	35km/35%	55km/55%	+0.176km/26% (+1%)	+12km/12% (+50%) of pedestrian priority/pavement widening**
TPR7	People rating experience of cycling in the City as pleasant	n/a	4%	35%	75%	Surveys planned 2022	-
TPR8	Increase the number of people cycling	Cycles	44k	66k (+50%)	88k (+100%)	49k (+11%)	44k (0%)
TPR9	Proportion of zero emission capable vehicles entering the City	n/a	n/a	90%	100%	Baselining planned 2022	-

*2019 data for Personal Injury data: Changes to the data recording methodology used by the City of London Police since 2017 may explain the increase in serious injuries and corresponding reduction in slight injuries. The target remains unchanged.

**12 km of pedestrian priority/pavement widening- this includes those streets which had temporary schemes as a response to the pandemic and are retained in the current Pedestrian Priority Programme

City of London Air Quality Annual Status Report for 2021

17. In addition to traffic data, the City Corporation completes an annual report on air quality data. Motor traffic in the Square Mile is a significant contributor to nitrogen dioxide (NO₂). It also impacts on particulate matter (PM), though to a lesser extent, as particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. The Transport Strategy outcome 'The Square Mile's air and streets are cleaner and quieter' includes proposals that are directly aimed at improving air quality. Air quality is identified as a Corporate Risk (CR21).

Nitrogen Dioxide

18. NO₂ is measured using continuous analysers at two roadside sites (Walbrook Wharf, Beech Street) and one urban background site (The Aldgate School). Compared to 2020, 2021 saw a slight increase of 1 µg/m³ in NO₂ concentrations at the Aldgate School and Walbrook Wharf, and an increase of 2 µg/m³ at Beech Street. Out of the three monitoring locations, two are within the UK legal annual limit of 40 µg/m³: Beech Street (31 µg/m³) has remained within limit for a second year and Aldgate School (23 µg/m³) has now been within annual limit for 5 years consecutively. Walbrook Wharf continues to exceed annual objective at 46 µg/m³.
19. 2021 continued to see nearly all diffusion tube monitoring locations meet the annual objective of 40 µg/m³ or under. The five non-compliant sites measured an annual average of under 46 µg/m³. Compared to 2020, NO₂ levels had reduced at 35% of monitoring sites, remained the same at 26% sites and increased slightly at 39% sites.
20. For the second year running, there were no recordings of 1-hour periods experiencing concentrations of greater than 200 µg/m³ during 2021 at any of the continuous monitoring sites.
21. The 2021 annual NO₂ concentration at Beech Street increased by 2 µg/m³ compared to 2020. This is due to the combined impact of the traffic levels increasing in the COVID-19 pandemic recovery and the suspending of the Zero Emissions Street experiment in September 2021. Continuous roadside monitoring of NO₂ showed a sharp increase in NO₂ pollution at Beech Street from September to December, more so than the usual seasonal increase in winter months observed at Walbrook Wharf.

PM10 and PM2.5

22. PM10 pollution levels are measured continuously at three sites: Beech Street, Upper Thames Street and The Aldgate School. The two roadside monitoring sites saw a reduction of 3-5 µg/m³ in PM10 annual average pollution levels compared to 2020. The urban background site at The Aldgate School did not measure any difference in annual average pollution compared to 2020. Upper Thames Street remains the most polluted at 19 µg/m³, whilst Beech Street's level of PM10 pollution has reduced to become comparable with background levels at the Aldgate School at 16 and 15 µg/m³ respectively.
23. For the fifth consecutive year, all sites have met the Government annual average air quality limit for PM10 pollution (40 µg/m³) and the short-term

objective of not exceeding 50µg/m³ on more than 35 days in the year. For the first time, Walbrook Wharf has joined the other two sites to be under the World Health Organisation 2005 guidelines (20 µg/m³) for annual average concentration of PM₁₀.

24. PM_{2.5} is measured using continuous analysers at two locations, Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. In 2021 there was a slight decrease in annual average concentration on PM_{2.5} at both monitoring sites. Both sites are well below the Government's annual average limit value (25 µg/m³) but remain just above World Health Organisation 2005 Guidelines (10 µg/m³) at 11.5 and 11 µg/m³ respectively.

Section 2: Transport Strategy Delivery Plan 2022/23- 2024/25

25. The updated 2022/23 to 2024/25 - 2024/25 Delivery Plan is attached at Appendix 2.
26. Overall, the delivery plan for the next three years is largely unchanged from the 2021/22 Delivery Plan as many projects and activities are developed and delivered over several years. Some smaller schemes are delivered under rolling programmes (such as Healthy Streets minor schemes) which will continue into the next plan period provided funding is secured. New elements within the Plan are identified and those projects which have completed by the end of 2021/22 are identified in grey.
27. Known changes to delivery dates, particularly those impacted by COVID-19, were recorded last year and have been rescheduled as necessary. TfL have awarded a limited amount of funding for minor schemes within the Healthy Streets/ programme. TfL's ability to award funding remains constrained by the impact of Covid-19 on its income streams. It remains uncertain how much will be available for the remainder of 2022/23.

Delivery Plan changes to programme or major new projects/activities

28. Notable changes are described below. Schemes completed at the end of Delivery Plan Period 2021/22 will be removed from future reporting.
29. Phase 3 Covid measures, parklets have been well received and decisions on which can and should be retained on a longer term basis will be necessary.
30. A number of schemes, programme and decisions are impacted by Bishopsgate traffic restrictions introduced by TfL, these include Leadenhall Street and some elements of Moorgate Crossrail integration.
31. The planned cycle network improvements have been retained on this revised programme however these are still subject to TfL funding decisions and some are on hold pending the outcome of the Bishopsgate TfL traffic management scheme. Further certainty on Bishopsgate is not expected until September 2022 at the earliest.
32. New projects include:

- a. Mark Lane transport improvements to facilitate and enhance pedestrian movement across the area.
- b. Widegate Street experimental timed closure to improve pedestrian comfort and amenity.
- c. A number of minor S106/S278 transport improvements around development sites in line with Transport Strategy.
- d. Salisbury Square public realm improvements
- e. A security project sponsored by a Developer and separate from the City's Public Realm Security Programme is being developed, this will also deliver street enhancements.

Corporate & Strategic Implications

33. Delivery of the Transport Strategy:

- Supports delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.
- Helps mitigate ENV-CO-TR 001– Road Safety and CR21 – Air Quality.
- Supports delivery of the City of London Climate Action Strategy.
- Supports delivery of Recovery Taskforce Outstanding Environment activities

34. Reduced funding will limit our ability to deliver some Transport Strategy projects and activities. To date we have not been successful in identifying or securing funding from other sources to mitigate the impact of the reduction in TfL funding. Details of the impacts will be set out in Transport Strategy quarterly reports. Further capital bids may be necessary and will go through the usual process.

Conclusion

35. Delivery of the Transport Strategy is progressing well, but the impacts of COVID-19 pandemic have affected the programme and still uncertainty around funding. The recognition of the Transport Strategy to deliver Climate Action Strategy and Recovery Taskforce objectives has been endorsed and priority put on schemes which will make a major contribution to this.

Appendices

- Appendix 1: City Traffic Data 2021
- Appendix 2: 2022/23– 2024/25 Delivery Plan and Q4 2021/22 update

Background Papers

- City of London Transport Strategy
<https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf>

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Appendix 1 – City Traffic Data 2021

Proportions of observed traffic across 30 strategic count sites in October 2021

The most recent traffic survey was carried out in October 2021. Comparing the 2021 and 2019 counts (7am – 7pm) suggests that motor vehicles volumes were 17% below pre-pandemic levels, cycling 5% below and walking 54% below. Walking still accounted for almost two thirds of traffic counted (62%).

Across all time periods cycles make up 3-5% more traffic on City streets compared to pre-pandemic traffic. Vans also make up slightly more traffic compared to pre-pandemic levels.

Proportions of car, PHV and taxi traffic have decreased by similar levels across the City (-27% and -26% respectively). Freight traffic volumes have experienced smaller decreases (-12% for vans and -20% for lorries). Motorcycle volumes have experienced the greatest decline (-34%). Pedestrians were observed to be 54% below pre-pandemic levels.

Change in daytime (07:00-19:00), night-time (07:00-19:00) and all-day (00:00-23:59) vehicular and pedestrian traffic volumes between 2019 and 2021

	Cars and PHVs	Taxis	Vans	Lorries	Buses and coaches	Motorcycles	Cycles	Pedestrians
Daytime	-19%	-19%	-6%	-11%	-14%	-33%	-5%	-54%
Night-time	-34%	-38%	-27%	-40%	-10%	-36%	10%	-56%
All-day	-27%	-26%	-12%	-20%	-13%	-34%	-2%	-54%

Daytime (07:00-19:00) vehicular traffic proportions in Autumn 2019 and 2021

	Cars and PHVs	Taxis	Vans	Lorries	Buses and coaches	Motorcycles	Cycles
2019	27%	16%	17%	4%	5%	7%	24%
2021	25%	15%	18%	4%	5%	6%	27%
Change	-2%	-1%	1%	0%	0%	-2%	3%

Proportions of night-time (19:00-07:00) vehicular traffic proportions in Autumn 2019 and 2021

	Cars and PHVs	Taxis	Vans	Lorries	Buses and coaches	Motorcycles	Cycles
2019	52%	16%	10%	3%	5%	4%	10%
2021	48%	14%	10%	3%	6%	4%	15%
Change	-4%	-2%	0%	0%	1%	0%	5%

Proportions of all-day (00:00-23:59) vehicular traffic proportions in Autumn 2019 and 2021

	Cars and PHVs	Taxis	Vans	Lorries	Buses and coaches	Motorcycles	Cycles
2019	36%	16%	14%	4%	5%	6%	19%
2021	33%	14%	15%	4%	5%	5%	23%
Change	-3%	-1%	1%	0%	0%	-1%	4%

Appendix 2: 2022/23 – 2024/25 Delivery Plan and Q4 2021/22 update

This appendix sets out the Delivery Plan for the current three-year period (**2022/23 – 2024/25**). The table below also includes an update on progress up to and including Q4 2021/22. (Schemes which completed at the end of March 2022 have been marked in grey and will not be included for the forthcoming year).

Major Projects Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate and Departmental Risks	2021/22 Q4 update
Bank Junction and surrounding streets 'All Change at Bank' Walking and public realm improvements	2013/14	2022/23	OSPR S106 TfL	4,000-5,600	Primary delivery of proposals 1, 2, 7 11, 12, 20, 24 Corporate plan outcomes 1, 9 ENV-CO-TR 001	The Gateway 5 report was approved at Committees in December. Project funding has been increased due to concerns with current construction and energy market trends increasing costs and the proposed design likely to be more expensive to deliver. This has been agreed as a 'green project' through the Capital Bid process. Statutory consultation on traffic orders took place at the end of 2021. This statutory element (objections to the orders) will be resolved at the May committee. Plans continue for the construction phase (subject to the outcome of the May committee).

Major Projects Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate and Departmental Risks	2021/22 Q4 update
Moorgate Crossrail Integration Walking improvements to junction and surrounding public realm (in conjunction with Crossrail)	2019/20	2025	S278 S106 Crossrail	2,000 + further S106 to be agreed	Primary delivery of proposals 1, 2, 7, 20, 47 Corporate plan outcomes 1, 9 ENV-CO-TR 001	Design options for Moorgate corridor have been prepared and initial pedestrian comfort level assessments have taken place. Meetings held with LB Islington to review options for Ropemaker Street junction. A design has been prepared for Finsbury Circus west but this has had to be placed on hold as area is required as a pit lane for period through 2022/23. (15 months from December 2021)
St Paul's gyratory removal Traffic management measures to remove St Paul's gyratory system and Museum of London roundabout and associated public realm improvements.	2013/14	2025	CIL S106	13,000 - 17,000	Primary delivery of proposals 1, 2, 24, 7, 8, 20 Secondary 11, 12 Corporate Plan outcomes 1, 9 ENV-CO-TR 001	Concept highway design work undertaken to accommodate the two potential developments to the north (London Wall West) and south (81 Newgate Street). Initial modelling undertaken. Data collection concept design and preparation of options is progressing well, with a GW3 report for option recommendation, planned for late summer 2022.
Liverpool St Crossrail Integration Improvements to the public realm, and in particular the pedestrian environment, to	2019/20	Phase 1 2020/21, Phase 2.1 2022/23	S278 S106 Crossrail	2,000 (Phase 1) +£1,400 S106 funding	Primary delivery of proposals 1, 2, 7, 20 Secondary 47 Corporate plan outcomes 1, 9	Streets & Walkways Committee in February approved for Phase 1 remaining construction tasks and unspent funds to be transferred to Phase 2. Phase 2 currently on hold pending strategic decisions around Liverpool Street Station

Major Projects Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate and Departmental Risks	2021/22 Q4 update
accommodate the new Crossrail Station on Liverpool Street		Phase 3 2022/23		for Phase 2 and 3	ENV-CO-TR 001	improvements which include fully accessible station and platform improvements directly managed by Network Rail.
Fleet Street Area Healthy Streets Plan Traffic management study and improvement required for Fleet Street between Chancery Lane and Ludgate Circus (scheme development only, implementation beyond Delivery Plan period – 2025-2040)	2020/21	2022/23	S106	250	Primary delivery of proposals 1, 2, 11, 12, 20 Secondary 38 Corporate plan outcomes 1, 9 ENV-CO-TR 001	Work on the Healthy Streets Plan recommenced in Q4. Data collection, concept design and engagement with stakeholders commenced.
Pedestrian Priority Programme Series of street improvements to manage pedestrian priority, including traffic access restrictions and pavement widening	2021/22	2024/25	CoL - CAS	6,000	Primary delivery of proposals 1, 2, 16, 20 Corporate plan outcomes 1, 3, 9 ENV-CO-TR 001 CR21	Stakeholder and Member engagement has been undertaken, TMAN from TfL approved, and the Experimental Traffic Orders for Phase 1 schemes have been advertised and came into operation in the last week of January 2022. Detailed design work on the measures is underway. Statutory consultation period has therefore commenced. And further informal consultation is proposed later in the year.

Major Projects Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate and Departmental Risks	2021/22 Q4 update
						Phase 2 is planned to go to committee to commence in 2022/23 .
1 – 2 Broadgate Public realm improvements to accommodate new pedestrian desire lines and increased pedestrian footfall	2020/21	2023/24	S278	900	Primary delivery of proposals 2, 5, 7	Concept design proposals have been prepared with the developer. Preparatory survey work and liaison with utility companies has also been undertaken. Dialogue with the developer is continuing re. S256 land swap.

City Cluster Area Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risks	2020/21 update
Traffic Reduction and Pedestrian Priority Programme Healthy Streets Plan St Mary Axe Pedestrian priority and traffic access restrictions Leadenhall Street Traffic access restrictions	 2019/20 2021/22 2021/22	 2021/22 2022/23 2024/25	 TfL – LIP & LN S106 CIL EU	 1000	 Primary delivery of proposals 1, 2, 11, 12, 13, 20, 29, 38, Secondary 24, 25 Corporate plan outcomes 1, 9 ENV-CO-TR 001 CR21	<p>St Mary Axe: The plans for St Mary Axe have been adjusted as a result of data demonstrating that pedestrian comfort levels are currently adequate and safety concerns reduced. As a result of this it is recommended that the gated daily peak timed closure, is unnecessary although a timed restriction may be appropriate in future should the City return to, or exceed, pre-pandemic levels of activity and numbers of people walking on the street.</p> <p>Streets & Walkways Committee in February 2022 agreed that the project would be refocused to provide better pedestrian crossing facilities at a key location on the street and help to rationalise areas for loading and servicing.</p> <p>Leadenhall Street: Work on Leadenhall Street is on hold pending further information on the impact of Bishopsgate traffic restrictions (managed by TfL). Some design work has continued in preparation for options. The aim to improve Leadenhall Street for people walking remains.</p>

City Cluster - Wellbeing and Climate Change Resilience Programme	2020/21	2024/25	S106, CIL, S278, TfL, OSPR	1500	Primary delivery of proposals 7, 8, 9, 10	<p>Work on this programme has been progressing with good engagement with businesses and the EC BID. Seven projects have been identified and approved to be taken forward to Gateway 5. G5 – Bevis Marks SUDS approved in Q4 for implementation in summer 2022.</p> <p>Design for Jubilee Gardens greening improvements has progressed to an advanced stage; negotiations with neighbours/UKPN finalised. Construction package and programme of works to be agreed for start in 2022/23. GW.</p> <p>Issues report for Greening measures prepared and to be submitted in July, alongside the wider programme update report.</p> <p>St. Andrew Undershaft churchyard enhancement design has commenced</p> <p>St Helen's Churchyard: Church to submit bid for CIL neighbourhood funding</p>
City Cluster - Activation and Engagement Programme	2020/21	2024/25	S106 EC BID (further funding TBC)	300	Primary delivery of proposal 7, 13	<p>A project management and curation approach has been agreed with the EC BID with the involvement of the visitor development team at CoL</p> <p>A dedicated creative producer has been appointed to set out the scope and manage the programme</p>

Smithfield and Barbican Area Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risk	2020/21 update
West Smithfield Public Realm and Transportation measures Implementation of public realm and transport measures improvements to support Culture Mile and Museum relocation. Incorporates Smithfield section of Barbican & Smithfield - Healthy Streets Plan;	2019/20	2026	CoL S106 OSPR	715 with additional costs TBC	Primary delivery of proposal 2, 7, 12 Corporate plan outcomes 1, 9 ENV-CO-TR 001 CR21	Following approval of the GW 3 -Issue report in December 2021, Stage 3.1 was finalised. This includes research and design related to lighting, Sustainability (in regard to materials and Cultural Quarters), wayfinding, and the 'artist in residence' work. A statement of Significance for the public realm was also completed. Stakeholder engagement is continuing, and it is anticipated that an update report is to be submitted to City Committees in Summer 2022, with work being focussed on Area 1 (around the future Museum of London site)..
Beech Street Transport and Public Realm Improvements air quality and public realm enhancements	2018/19	2023/24	CIL	1,700 with additional costs tbc	Primary delivery of proposals 2 11, 7, 8 Secondary 29 Corporate plan outcomes 1, 11 ENV-CO-TR 001 CR21	The experiment concluded in September 2021. The results of the experiment and the public consultation were presented in an Issues Report in December '21. Members agreed that the public should now be consulted on whether they want a permanent scheme based on the design of the experiment, this is programmed for June 2022.

Barbican & Golden Lane Healthy Streets Plan	2020/21	2022/23	CIL	141		Work commenced on the Healthy Streets Plan in Q4. Funding is for the completion of the plan only and future capital bids will be made to deliver any subsequent projects.
Barbican & Golden Lane Zero Emission Zone	2020/21	2023/24	LIP	150	Primary delivery of proposals 29, 11 Secondary 38 Corporate plan outcomes 1, 11 CR21	On hold and will be reviewed once transport and air quality impacts of COVID-19 are better understood; along with outcomes of Healthy Streets Plan above.

Minor Schemes Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 updates
Healthy Streets minor schemes Small scale interventions at targeted locations to reduce road danger, improve accessibility, enhance the walking and cycling experience, and/or deliver bus priority, people walking.	2019/20	Ongoing	LIP	920 (to 2021/22) Future years tbc	Primary delivery of proposals 1, 2, 16, 20 Corporate plan outcomes 1, 3, 9 ENV-CO-TR 001	Raised carriageways and tactile paving were implemented on Brackley Street and Fann Street in Feb 2022. Dropped kerbs to improve accessibility were also completed at Playhouse Yard and Mitre St/Creechurch Lane Preliminary design work including for improvements on Basinghall Street, Finch Lane and Minories as well as several other priority locations has been progressing as far as possible to allow the programme to be flexible should funding become available. For Charterhouse Square school street, surveys were completed in Q3 and Q4. GW6 report is planned for Streets & Walkways in July 2022 with recommendation to make the scheme permanent. Widegate Street – Timed experimental road closure to improve public amenity and safety. Informal consultation was completed in Q4. Implementation to commence in spring 2022
Riverside Walkway Globe View section. Reinstatement and improvement of Thames path for public access	2019/20	2022/23	TfL – LIP S106	650	Primary delivery of proposals 3, 5 Corporate plan outcome 9	Final agreement on detailed design and delivery programme was agreed at the end of 2021/22. Works on site commenced in April 2022 and are due to be completed in June

Minor Schemes Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 updates
						2022. Following this, there will be a legal process to declare the area as City Walkway.
Mark Lane area Phase 1 & 2 Public realm and walking improvements Phase 3 - focuses on transport improvements in the wider area	2020/21	2022/23	S106/S27 8	200		Phase 2 works ongoing. Delegated Gateway 3/4/5 report for Phase 3 submitted in April and signed off. Statutory processes are being progressed and implementation of the measures will follow once these processes have been carried out.
Minor S106/S278 transport improvements around development sites	2022/23	2025/26	S106/S27 8	TBC		Programme for 2022/23 to follow

Cycling Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
City Cycle Network Phase 1 Route 1: CS1 to Monument via Bank Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)	2019/20	On hold pending outcome of Bishopsgate ETO	TfL	2,000-4,000	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9 ENV-CO-TR 001 CR21	Route 1 – CS1 to Monument. Scheme continues to be on hold until we fully understand what the permanent Bishopsgate scheme is and the impacts it will have on this route. Route 2 – Traffic modelling, feasibility design assessment and safety audit completed. Traffic modelling results indicate that the network operates within capacity with the cycling proposals. Next step is for the design to undergo a TfL Sponsor Review.
City Cycle Network Phase 1 Route 3: Duke's Place to St Paul's Gyratory Route 4: Bank to Holborn	2023/24	2027/28	TfL	TBC	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9 ENV-CO-TR 001 CR21	Projects to commence 2023/24 subject to funding from TfL.

Cycling Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
Covid-19 Response Cycle Lanes (Bevis Marks, Queen Victoria Street and Moorgate) Protected cycle lane provision	2022/23	2022/23	TBC	20	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9 ENV-CO-TR 001 CR21	Bevis Marks experimental cycle lanes were delivered in Q4 and the scheme is now being monitored. Queen Victoria Street – the temporary scheme was removed for events and is not being re-instated. The cycling measures needed for Queen Victoria Street are being taken forward as part of the Cycleways Route 2 project. Moorgate cycle lane is to be taken forward in 2022/23.
Cycle Parking implementation of additional space for standard and dockless cycles	2020/21	2022/23	CoL	15 + external TBC	Primary delivery of proposal 25	Trial cycle parking sites have been converted to permanent cycle parking. In addition new permanent sites have been added. Identification of new sites for dockless bays has been completed in February and new bays are planned for implementation in summer 2022.

Public Realm Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risk	Q4 update
Moor Lane – Meanwhile project followed by permanent public realm enhancements	2021/22	2022/23	S106 S278	70 (temp scheme) Further costs tbc	Primary delivery of proposals 2, 5, 7	Following residents' feedback the proposals for the eastern footway have been revised, including a number of planters as part of the security measures around the development. Feasibility is being assessed before these are presented to stakeholders. Works are now scheduled to start in October 2022 in accordance with revised development programme.
Barts Close public realm improvements	2017/18	2021/22	S106 S278	4,500	Primary delivery of proposals 2, 5, 7	Project completed and GW 6 approved in Dec 2021.
55 Moorgate – public realm and walking improvements	2020/21	2022/23	S106	300	Primary delivery of proposals 2, 5, 7	Works completed with the exception of tree planting which will be completed in the new planting season in Q3 2022.
Creed Court – public realm improvements	2020/21	2022/23	S106/S278	750	Primary delivery of proposals 2, 5, 7	Final design and a revised delivery programme was agreed in Q4 of 2021/22. Work programmed to start in April 2022, with completion of Ludgate Square and Ludgate Hill sections planned for June 2022. The works in Creed Lane will be undertaken in summer 2022.

Public Realm Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risk	Q4 update
22 Bishopsgate public realm improvements	2020/21	2022/23	S278	1,300	Primary delivery of proposals 2, 5, 7	Works have been substantially completed during 2021/22; Works adjacent to the development at 6-8 Bishopsgate, at the southernmost part of Undershaft, will be completed upon a completion of this development (currently December 2022)
150 Bishopsgate public realm improvements	2020/21	2021/22	S278	1,300	Primary delivery of proposals 2, 5, 7	Works have now been substantially completed. Resurfacing of Houndsditch took place in Q4. GW6 report is being drafted, for Committee in summer 2022.
100 Minories public realm enhancements	2019/20	2022/23	S106 S278 CAS	1,000-1,200	Primary delivery of proposals 2, 7 Corporate plan outcome 9	Ph 1: S278 has been finalised and is awaiting developer signature Construction programme being developed, and timescales discussed with stakeholders. Implementation late 2022. Design for phase 2 is ongoing and is subject to agreement from London underground structures team
Mansion House Station Environs walking and public realm improvements, including routes to rail stations	2019/20	2022/23	S106 CAS	400	Primary delivery of proposals 2, 1 and 7 Corporate plan outcome 9	Issues report planned for July 2022 to set out new scope of climate resilience measures to be incorporated in the design. TfL funding is not available at present.

Public Realm Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risk	Q4 update
Salisbury Square public realm improvements An enlarged, enhanced public space in Salisbury Square, new east-west pedestrian routes between Dorset Rise and Whitefriars Street; footway / carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill	2022/23	2025/26	Unilateral Undertaking	£3,000-5,000 TBC	Primary delivery of proposals 2, 1 and 7 Corporate plan outcomes 9 & 12	Outline design for public realm and highway works has been agreed through the planning process; detailed design will commence once project is initiated. Project being initiated Summer 2022
Middlesex Street (Petticoat Lane Market) Public realm improvements to support a rejuvenated market and increase pedestrian priority at key locations	2020/21	2022/23	S106	900	Primary delivery of proposals 2, 6, 13, Corporate plan outcomes 9 & 12	Works at the northern section of Middlesex Street commenced in Q4 of 2021/22 and are due for completion at the end of May. These involve carriageway realignment, footway repaving, and installation of a security gate and power bollards. The works between Harrow Place and Gravel Lane are being discussed with LB of Tower Hamlets with a view to agreeing a revised design in Summer 2022, works commencing in

Public Realm Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risk	Q4 update
						Autumn 2022. Works are likely to include a raised carriageway, new street trees and improved lighting and signage
Middlesex Street Area: Artizan St Phase 1: Landscaping Phase 2: New entrance canopy, signage and improvements	2017	2022/23	S106	900	Primary delivery of proposals 2, 1 and 7 Corporate plan outcomes 9 & 12	Phase 1: Landscaping and paving works, were completed in 2021/22. Phase 2: Canopy, artwork and signage: design being developed in consultation with residents and stakeholders.
Public Realm SPD and Technical Manual update	2020/21	2022/23	S106	100	Supports proposal 2	Design toolkit to replace technical manual being prepared.
Seating and Greening Parklets Parklets (Phase 3 Covid Response) Seating and planting areas introduced in a number of locations around the city.	2020/21	2023/24	?	?	Primary delivery of proposals 1 and 7 Corporate plan outcomes 9 & 12	Monitoring of installation is ongoing to assess the medium to long term vision for the project. A gateway 6 report to be prepared in Q2-2022-2023.
Cool Streets and Greening Programme	21/22	24/25	CAS	6,800	Primary delivery of proposals 1 and 7	In 2021/22 Q4 two small scale projects (Riverside planters and Vine St trees) have been delivered. Additionally in 2021/22 four

Public Realm Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risk	Q4 update
Tree planting, re-landscaping, new green spaces, resilient planting, sustainable drainage. Monitoring of impacts is also being measured.					Corporate plan outcomes 11 & 12	substantial projects have been designed and programmed for delivery in 2022, (including Greening Cheapside and Bevis Marks SuDs. A number of other projects have been identified and are being developed for future years. Programme being developed to include a number of projects over 4 years..

Strategic Transportation Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risk	2020/21 update
Future Transport Programme	2019/20	Ongoing	CoL officer time	-	Primary delivery of proposals 43, 44, 45	E-scooter trial ongoing, with nearly 1 million recorded trips across the boroughs participating in the trial. Future Transport Programme under review as part of the wider Transport Strategy review.
City Wide Speed reduction 15 mph speed limit Schemed development; implementation and education programme	2019/20	2022/23	LIP	200	Primary delivery of proposal 20 Secondary 1, 2 Corporate Plan outcome 1 ENV-CO-TR 001	The application was submitted to the Department for Transport in September. The Secretary of State for Transport has however declined this request. We will continue to look at how we can achieve effective speed reduction on our streets. Investigation and planning for use of lower advisory speed limits was completed in March 2022. Recommendations for specific streets will be taken forward in next plan period.
Sustainable logistics centre Co-location major suppliers including, waste collection, courier services, (feasibility and scheme development; implementation to follow in 2030)	2020/21	2030	CoL	50 for feasibility study Future years tbc	Primary delivery of proposals 38, 39, 11, Secondary 2, 29 Corporate plan outcomes 5, 9 ENV-CO-TR 001 CR21	Bearing Point consultants completed a study into the longer-term viability of a sustainable logistics centre, along with short to medium term actions to promote and encourage freight and servicing consolidation. The overall conclusions are that last mile logistics hubs are the key area of delivery that we and neighbour boroughs can support a shift to more sustainable delivery modes. Logistics and consolidation upstream are already well managed by the industry.

Strategic Transportation Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risk	2020/21 update
CoLSAT audit and delivery plan	2021/22	2022/23	CoL Officer time	-	Primary delivery of proposals 16, 1 Secondary 2, 11 Corporate plan outcomes 1, 3, 8	Staff training on the tool was completed in November, and a wider rollout with a public launch in February 2022 was well received. Work to commence on audit of streets during 2021/22., will progress into 2022/23
Sustainable Servicing Programme policy and guidance working with TfL	2019/21	2022/23	CoL officer time	-	Primary delivery proposal 39 CR21	No activity programmed in this quarter as delayed due to TfL lead on the project delayed. Now intended to start work within current financial year unilaterally as ties in with kerbside review actions. Staff shortages in the team have limited the ability to progress this work in 2021/22 however new staff are in place to pick up this work in 2022/23.
Shared use review for walking and cycling areas policy and design guide	2019/20	2022/23	CoL officer time	-	Primary delivery of proposals 2, 20, 24, 1, Corporate plan outcome 9 ENV-CO-TR 001	No activity programmed in this quarter; project to recommence next financial year if funding and staff resource agreed.
Last mile delivery hubs Two 'last mile' logistics hubs in underutilised City Corporation assets by 2022. A further three hubs by 2025	2019/20	2022/23	CoL officer time)	-	Primary delivery of proposals 38, 39, 11 Secondary 32, 2 Corporate plan outcomes 5, 9	Approval for the contract and operator for the London Wall last mile hub was agreed in early 2020; operator is now seeking Planning Permission for change of use of the part of the car park under lease agreement.

Strategic Transportation Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risk	2020/21 update
					ENV-CO-TR 001 CR21	Work to identify suitable additional sites is progressing but sites are limited. Further discussion with freight industry through the consolidation work has update and progressed medium term planning between City Transportation and City Surveyors.
Kerbside Review Comprehensive review of on-street parking and loading activity	2019/20	2022/23	LIP	100	Primary delivery of proposal 14 Secondary 11 Corporate plan outcomes 5, 9	Actions are progressing where possible, but some have been delayed by funding and resourcing constraints. An assessment of on-street disabled parking provision is progressing with recommendations to ensure adequate provision in the right locations. Further surveys programmed for May and June 2022/23
EV Infrastructure Action Plan Assessed demand for infrastructure completed with a number of actions during 2020/21 to assist with delivering sufficient new charging capacity; including innovative projects	2019/20	2022/23	DfT; CoL	TBC	Primary delivery proposal 30 Corporate plan outcome 11 CR21	Baynard House EV charge points are expected to be available from early Summer 2022. Identification of further 4/5 on-street rapid charging sites is in progress and should be put to market tender in 2022. Barbican car parks have installed new EV charge points in 2021; new charge points in further DCCS estate planned, subject to funding (2022/23).

Events and Campaigns						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes; Corporate and Departmental Risk	2020/21 update
Sculpture in the City annual programme Temporary public art installations in the City Cluster area	2019/20	2022/23	CoL, S106 External contributions	983 (for 2021/22)	Primary delivery of proposal 7 Corporate Plan outcomes 7, 10	Installation of 11 th annual programme is underway, and delivery of new artwork is planned in June 2022. Community workshops and educational programme is on-going.
Lunchtime Streets City Cluster and Chancery Lane Further streets to be identified and funding beyond plan period	2019/20	Ongoing	TfL – LIP	100 (to 2021/22)	Primary delivery of proposals 6, 13 Secondary 1 Corporate plan outcome 1	The latest Lunchtime Streets events ended in September. Discussions ongoing with BIDs, Destination City team and City of London Police for events in 2022.
Road Danger Reduction Campaigns Behaviour change and community engagement, (including working with City of London Police)	2019/20	Ongoing	TfL – LIP	180 (to 2021/22)	Primary delivery of proposals 6, 13, 20, 21, 34 Corporate plan outcome 1 ENV-CO-TR 001	The City of London Police continue to undertake road checks for dangerous behaviour and vehicles, including speeding. Additional regular security marking and behaviour messaging for cycle and e - scooters activity takes place with the Community Policing team.

CAS - Climate Action Strategy (City funds)

CoL – City of London funds (not specified here, see individual projects)

S106 – Developer funding through planning agreements - the allocation of these has already been approved as funds are ring fenced by purpose, and in most cases by location (appvd 2019 July RASC)

S278 – Developer funding Highway scheme

CIL – Community Infrastructure Levy

Committee(s): Planning & Transportation Committee	Dated: 07/06/2022
Subject: Levelling Up and Regeneration Bill	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	n/a
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£0
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Report of: Juliemma McLoughlin, Executive Director Environment	For Information
Report authors: Peter Shadbolt and Michelle Price, Environment Department	

Summary

The Levelling Up and Regeneration Bill was announced in the Queen's Speech on 10 May 2022. The Government states that the Bill is intended to improve the planning process through reforms to enhance the plan-led system; deliver high quality design and protect heritage; enable infrastructure; enhance local democracy; provide better environmental outcomes and enable neighbourhoods to shape their surroundings.

The Bill is essentially enabling legislation which provides the primary legislative framework for more detailed regulation through secondary legislation and national planning guidance. This report has been prepared in consultation with the Remembrancer's Office and summarises the key provisions of the Bill as they relate to the work of the Planning & Transportation Committee, with a focus on planning reform. Where necessary, further reports responding to anticipated consultation on secondary legislation and planning guidance will be brought back to the Planning & Transportation Committee for decision.

Recommendation(s)

Members are asked to note this report.

Main Report

Background

1. In August 2020, the Government published and consulted on a Planning White Paper which set out proposals for a fundamental change to the way the planning system operates in England. The intention was that changes would be introduced through a standalone Planning Bill. The Planning & Transportation Committee approved a response to the White Paper at its meeting on 27 October 2020.

2. City Corporation officers in the Environment Department and Remembrancer's Office maintained a detailed watch on the development of the Government's approach, in particular liaising with officials on planning and open spaces issues. The Corporation made a submission to the Government's consultation. Government received over 44,000 responses to the White Paper and has yet to publish its formal response to the consultation.
3. In February 2022, the Government published a Levelling Up White Paper, setting out its proposals to reduce regional inequality in the UK and ensure that everyone across the UK has equality of opportunity and can benefit from sustained rises in living standards and well-being. The White Paper touched on planning issues but was principally concerned with the wider levelly up agenda.
4. Following publication of the Levelling Up White Paper, Ministers confirmed their intention to not bring forward a separate planning reform bill and that changes to planning arising from the Planning White Paper would be considered within a wider Levelling Up and Regeneration Bill. It seems likely, however, that the broad opposition to the Planning White Paper's proposals, including from the Government's backbenches, will result in few of the proposals being taken forward.

Current Position

5. The Levelling Up and Regeneration Bill was announced in the Queen's Speech on 10 May 2022. The Bill was published in the House of Commons for its first reading on 11 May and the second reading is scheduled for 8 June 2022. Following enactment, subsequent Government measures will bring about updates and amendments to regulations and policy. Some of these matters will be subject to public consultation.
6. The Bill contains 196 provisions and 17 schedules which set out more detailed change. The Bill is accompanied by a 248 page Explanatory Notes document and, separately, DLUHC has produced a 'further information' policy paper which particularly addresses changes to the planning system.
7. The Government states the Bill's objective is to reverse geographical disparities between different parts of the United Kingdom. The Bill has four broad aspects. First, the Bill creates a duty on the Government to report annually on progress on levelling up across the UK. Second, a framework of new devolution arrangements at county level is set out. New powers to regenerate areas and changes to the planning system are the two aspects detailed in this report.
8. The Bill seeks to improve the planning process through reforms to enhance the plan-led system; deliver high quality design and protect heritage; enable infrastructure; enhance local democracy; better environmental outcomes and enable neighbourhoods to shape surroundings. This report outlines the key Bill proposals that are relevant to the work of the Planning & Transportation Committee. The report has been prepared in consultation with the Remembrancer's Office.

A. Empowering local leaders to regenerate towns and cities and restore local pride in places

9. The Bill strengthens and introduces additional provisions to assist regeneration and the use of previously developed land, including making permanent existing temporary measures on pavement licensing that were introduced during the Pandemic. These measures streamline and make cheaper the process of applying for a licence to put furniture on the highway. Other provisions introduce high street rental auctions which would allow a local authority to compel landlords to lease out vacant commercial property on high streets and in town centres that has been vacant for more than one year. Changes are also made to enhance local authority compulsory purchase orders to encourage regeneration and to provide that fair compensation is paid for the value attributable to prospective planning permission ('hope value').

B. Making better places through a plan led system

10. Significant changes are proposed to the role and content of local plans and the process for preparing them. The current requirement for planning applications to be determined in accordance with the local plan will be strengthened, with additional weight given to up to date local plan policy and strong reasons needed to override policies in the plan. The same weight will be given to other parts of the development plan, including neighbourhood plans prepared by local communities, and spatial development strategies (the London Plan).
11. The Government has indicated it will develop a series of National Development Management Policies, building on current policy in the National Planning Policy Framework (NPPF). These national policies are intended to provide a consistent approach across England on issues which apply in most areas such as Green Belt and heritage policies, reducing duplication at the local level and replacing local policies. These policies would carry the same weight as policies in the development plan. Local plans will be limited to addressing locally specific matters such as allocating land for development.
12. The Bill proposes new commencement notices which will be required when a scheme with planning permission starts on site. In addition, the Bill will give more control to authorities to issue completion notices to developers to complete their project.
13. Existing supplementary planning documents will be replaced by Supplementary Plans, which will go through a scaled back process for preparation and public examination and carry greater planning weight.
14. In a move that has some resemblance to proposals in the Planning White Paper, the Bill provides that the process for preparing local plans will be speeded up, in part reflecting the more limited scope that local plans will have following the publication of National Development Management Policy. Regulations will be amended to set out an expectation that local plans will be prepared in 30 months, including evidence gathering, 2 rounds of community consultation and a public examination. The statutory 'duty to cooperate' with key stakeholders will be replaced with a more flexible test of alignment with neighbouring borough policies. The current requirement for plans to be updated at least every 5 years

will be retained. New Local Plan Commissioners may be deployed to support or takeover plan making if local authorities fail to meet this statutory duty.

15. Changes are proposed to the evidence requirements underpinning local plans, particularly housing delivery. The current requirement to demonstrate a 5 year supply of deliverable housing land will be removed, but only where a local authority has an up to date local plan. Conflicting ministerial statements have been made over whether the national target of 300,000 new homes per year will be retained and whether binding targets will be set for individual local authorities.
16. A number of measures are proposed to progress a wider digital delivery programme, including improvements to planning data and developing data driven planning software through, for example, setting common standards and software requirements. The local plan will be much shorter, digital and map-based. The Government considers that the use of digital tools enables greater community engagement with planning.

C. Community Engagement

17. As well as giving neighbourhood plans greater weight in planning decisions, the Bill will increase the accessibility of neighbourhood planning by allowing parish councils and neighbourhood forums to produce a 'neighbourhood priorities statement' which the local authority will be obligated to take account of when preparing its local plan.
18. The Bill includes new 'street vote' powers, allowing residents on a street to bring forward proposals to extend or redevelop their properties in line with their design preferences. Where prescribed development rules and other statutory requirements are met, the proposals would then be put to a referendum of residents on the street, to determine if they should be given planning permission.
19. Local authorities have existing time limited powers to enable developers to undertake pre-application consultation with local communities. The Bill will remove the time limitation and enable pre-application engagement with communities to be required before a planning application is submitted.

D. Delivering infrastructure

20. The Bill proposes to replace the existing Community Infrastructure Levy (CIL) and s106 planning obligations requirements with a new non-negotiable, locally set Infrastructure Levy.
21. The Levy will be charged on the value of property when it is sold and applied above a minimum threshold. Levy rates and minimum thresholds will be set and collected locally, and local authorities will be able to set different rates within their area. The rates will be set as a percentage of gross development value rather than based on floorspace. The expectation is that developers will be better able to price the cost of contributions into the value of land and allow for contributions to respond to market conditions. It is intended to remove the requirement for obligations or contributions to be renegotiated if market conditions change.

22. The Government's intention is that the new mechanism will secure at least as much affordable housing as currently. Local authorities will have a new 'right to require' enabling councils to determine the portion of the levy they receive in-kind as onsite affordable homes.
23. Local authorities will be required to produce Infrastructure Delivery Strategies outlining how the Levy will be spent.
24. Sites permitted before introduction of the Levy will continue to be subject to CIL and s106 Planning Obligations. There will be a retained role for s106 Obligations to support the delivery of infrastructure on large sites and narrowly targeted s106 Obligations will continue to be used to ensure the delivery of essential infrastructure integral to the development of a site.
25. Further consultation is promised on the detail of the new Infrastructure Levy and the intention is that it will be piloted via what is described as a "test and learn approach" and rolled out over several years.

E. Design

26. Reflecting the Government's emphasis on the need for a high quality of design in buildings and spaces, the current NPPF guidance on the need for each local authority to have a design guide or design codes in place will become a statutory requirement. Local authority-wide design codes will have full weight in making decisions on development. These guides, or codes, should either be set out within the local plan or in a supplementary plan. The national 'Office for Place' will support local authorities to turn design visions into local standards, deliver design codes and design better outcomes.
27. Designated heritage assets, including scheduled monuments, registered parks and gardens, World Heritage Sites and registered battlefields are to be given the same statutory protection as listed buildings and conservation areas. Local authorities will also have a new statutory duty to maintain an Historic Environment Record. Enforcement powers to protect listed buildings will be strengthened.

F. Environmental Assessment

28. The Bill will replace existing environmental assessment processes (Strategic Environmental Assessment, Sustainability Appraisal and Environmental Impact Assessment) with a requirement for 'Environmental Outcome Reports'. There is no detail in the Bill or supporting explanatory information on the scope of this new reporting, but the Bill does place a duty on the Secretary of State to ensure that it does not reduce the overall level of environmental protection.
29. Proposed changes to the NPPF will ensure that the reforms to the Environment Acts such as biodiversity net gain and adapting and mitigating climate change are embedded in plan making and decisions.

G. Other changes to planning procedures

30. There are a number of more detailed measures proposed in the Bill intended to make the planning process work more effectively and efficiently, including:
- Changes to enforcement provisions to extend time limits for taking action and to tighten the scope for appeals against enforcement.
 - New powers to amend planning permissions in limited circumstances to allow greater post-permission flexibility.
 - Speeding up the planning appeals process.
 - Allowing statutory consultees to charge developers for planning advice
31. Alongside the Bill, the Government also intend to increase planning fees for major developments by 35% and for minor applications by 25%, subject to consultation, to improve capacity within local planning authorities.

Potential impacts on the City of London Corporation

32. A number of changes set out in the Bill will have a direct impact on the City Corporation and the delivery of planning services within the City of London. Other changes are likely to have greater impact on authorities elsewhere in England, particularly those with Green Belt or a significant requirement for new housing development. These wider changes are likely to have a greater impact on City Corporation activity outside of the Square Mile, such as the management and operation of the City's open spaces. Officers in the Environment Department and Remembrancer's Office will engage with the Bill as it passes through Parliament.
33. The Bill is also, to a large extent, enabling, in that it provides the primary legislative basis for more detailed policy through secondary legislation and regulation, which will be the subject of consultation and engagement. Further information published alongside the Bill also sets out the intention to make substantive changes to the NPPF and other planning guidance which will also be the subject of consultation. Where necessary, further reports will be brought back to this Committee in response to these consultations.
34. Potential impacts arising from the Bill and further information as published include:
- **Local Plan Review:** In December 2021, this Committee approved a pause in the preparation of the City of London Local Plan to enable further evidence gathering and assessment to respond to public consultation objections, the impacts of the Pandemic and the need to align with the Climate Action Strategy. The intention is that a revised Plan will be brought back to this Committee later this year, or early in 2023, with a view to submit the Plan for Public Examination in autumn 2023. Unless there is further significant delay to the Local Plan, it should be able to progress to adoption before new provisions for the content and process of preparing Plans under the Bill comes into effect. It is understood that DLUHC is looking at potential transitional arrangements which potentially will enable the City Corporation to progress to adopt the current draft Local Plan provided it is sufficiently advanced at the date the Bill is enacted. Progressing the Local Plan would ensure a continued strong policy framework for planning decisions, which is

essential given the uncertainty over timescales for the proposed national changes to come into effect.

- **Infrastructure Levy:** There is still much uncertainty around the new Infrastructure Levy and how it will work. The Bill's aims to simplify the planning contributions process and ensure that contributions are linked to market performance are laudable, but it is by no means clear that the mechanisms set out will be less complex than current proposals, or how existing non-financial s106 obligations or s278 transport contributions fit within the structure. The proposals also potentially make on-site delivery of affordable housing more difficult to achieve. The City Corporation will need to continue to liaise with DLUHC and engage in the proposed consultation process to ensure that any new mechanism enables the delivery of required infrastructure and affordable housing in the City.
- **Community Engagement:** Improving consultation at all stages of the planning process is essential in the City as well as nationally. A revision of the City Corporation's Statement of Community Involvement will be brought back to this Committee in September 2022 and this provides an opportunity to embed some of the provisions within the Bill, e.g. emphasising the need for effective pre-application consultation. There has been much attention in the press on the concept of 'street votes', but currently this is just a headline proposal, lacking the further information to understand what this would mean in the City of London and how it could apply to commercial development.

Corporate & Strategic Implications

35. There are no direct corporate or strategic implications arising from this report. Implementation of the Levelling Up and Regeneration Bill and its associated secondary legislation and guidance will have a range of corporate and strategic implications. These will be detailed in future reports which address consultation on, or implementation of, relevant parts of the Bill.

Conclusion

36. The Levelling Up and Regeneration Bill was published on 11 May 2022. It seeks to improve the planning process through reforms to enhance the plan-led system; deliver high quality design and protect heritage; enable infrastructure; enhance local democracy; provide better environmental outcomes and enable neighbourhoods to shape their surroundings.

37. The Bill is essentially enabling legislation which provides the primary legislative framework for more detailed regulation through secondary legislation and national planning guidance. This report has been prepared in consultation with the Remembrancer's Office and outlines the key provisions of relevance to the Planning & Transportation Committee. Where necessary, further reports responding to consultation on secondary legislation and planning guidance will be brought back to the Planning & Transportation Committee.

Background Papers

Report to Planning & Transportation Committee 27 October 2020: City Corporation response to the Planning White Paper

Peter Shadbolt

Head of Planning Policy

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Michelle Price

Planning Officer

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Committee(s)	Dated:
Planning & Transportation Committee	7 June 2022
Subject: Risk Management Update Report	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	N/A
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Juliemma McLoughlin, Executive Director Environment	For Information
Report author: Joanne Hill, Business Planning and Compliance Manager	

Summary

This report has been produced to provide the Planning & Transportation Committee with assurance that risk management procedures in place within the Environment Department are satisfactory and that they meet the requirements of the Corporate Risk Management Framework.

Risk is reviewed regularly within the Department as part of the ongoing management of the operations. In addition to the flexibility for emerging risks to be raised as they are identified, a process exists for in-depth periodic review of the risk register.

This report only considers the corporate and departmental level risks managed by the Environment Department which fall within the remit of your Committee. The register of those risks is presented at Appendix 2.

Recommendation

Members are asked to:

- Note the report and the actions taken by the Environment Department to monitor, mitigate and effectively manage risks arising from its operations.

Main Report

Background

1. The Risk Management Strategy of the City of London Corporation requires each Chief Officer to report regularly to Committee the risks faced by their department.
2. Risk owners are consulted, and risks are routinely reviewed, with the updates recorded in the corporate risk management information system (Pentana).

3. This report provides an update on corporate and departmental-level risks held by the Environment Department which fall within the remit of the Planning & Transportation Committee.

Current Position

4. This report provides an update on the key risks that exist in relation to the service areas of the Environment Department which fall within the remit of the Planning & Transportation Committee.
5. In order to reduce the volume of information presented, and accordance with the Corporate Risk Management Strategy 2021, this report includes Corporate and Departmental level risks only. Service level risks are only reported by exception, i.e. if there are changes which are considered likely to be of interest to Members.
6. The risk register at Appendix 2 captures risks held by the Planning and Development Division, the District Surveyor, and the City Operations Division in so far as they relate to your Committee. Currently, there are no corporate level risks for any of these areas of service.
7. Risks relating to the City Property Advisory Team are managed by the City Surveyor. The department provides advice regarding the City bridges to the City Surveyor's department, but the risks are owned by the City Surveyor.
8. Following the formation of the Environment Department on 1 April 2022, all of the department's risks have been recoded to reflect the new departmental and divisional names and structures.
9. It is of upmost importance that clear, consistent and compliant risk management processes are in place across the Environment Department. In order to ensure this, a full review of all risks and risk management processes is being undertaken and will be complete by September 2022.

Risk Management Process

10. Risk Management is a standing agenda item at the regular meetings of each division's Senior Management Team.
11. Between Management Team meetings, risks are reviewed in consultation with risk and control owners, and updates are recorded in the corporate risk management information system (Pentana).
12. Regular risk management update reports are provided to this Committee in accordance with the City's risk management framework.
13. Following the formation of the new Environment Department, a full review of all risks is being undertaken to ensure a consistent, robust approach to risk

management is implemented across the department. The review will be complete by September 2022.

Identification of New Risks

14. New and emerging risks are identified through a number of channels, the main being:
- Directly by Senior Management Teams as part of the regular review process.
 - In response to ongoing review of progress made against Business Plan objectives and performance measures, e.g., slippage of target dates or changes to expected performance levels.
 - In response to emerging events and changing circumstances which have the potential to impact on the delivery of services, such as the COVID-19 pandemic.
 - The risk register may be refreshed over and above the stated process for review and oversight, in response to emerging issues or changing circumstances.

Summary of Key Risks

15. The register of Corporate and Departmental risks held by the Planning and Development Division, the District Surveyor, and the City Operations Division in so far as they fall within the remit of your Committee, is attached as Appendix 2 to this report. The register includes seven departmental risks, one of which is Red, five are Amber, and one is Green. There are currently no corporate level risks.

- **ENV-CO-TR 001** Road Safety (Red, 24)
- **ENV-PD-PD 007** Adverse planning policy context (Amber, 12)
- **ENV-PD-DS-001** The District Surveyor's (Building Control) Division becomes too small to be viable (Amber, 8)
- **ENV-CO-HW 002** Service/Pipe Subways (Amber, 8)
- **ENV-CO-TR 002** Major projects and key programmes not delivered as TfL funding not received (Amber, 8)
- **ENV-PD-DM 002** Not being alive to the needs/requirements of the world business centre and the political environment (Amber, 6)
- **ENV-PD-PD 006** S106 Controls (Green, 4)

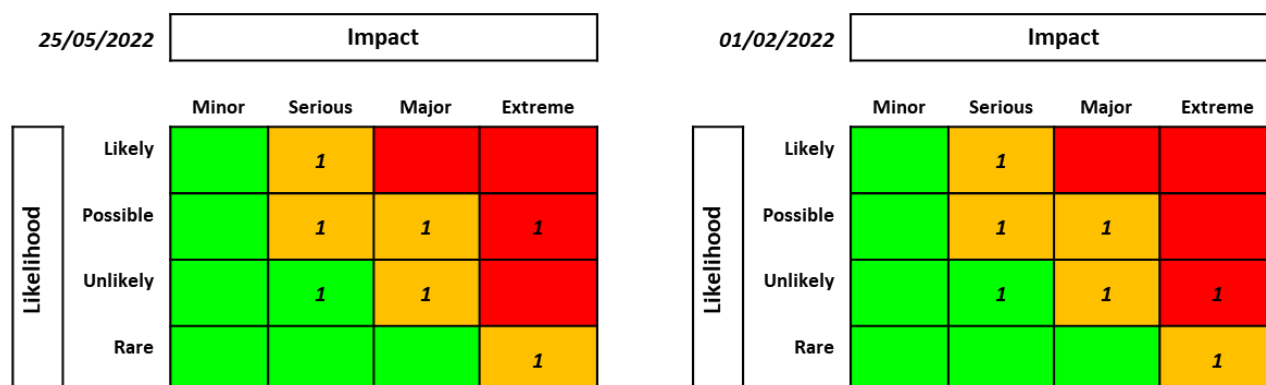
Significant risk changes

16. Since the last report to your Committee, the current rating of the Road Safety risk (ENV-CO-TR 001) has increased from:
- 16 (RED): Impact - Extreme (8); Likelihood - Unlikely (2), to
- 24 (RED): Impact - Extreme (8); Likelihood - Possible (3).

This reflects the increasing numbers of people travelling in the City and that one person has been killed in a collision in the last 12 months. Further details of the actions being taken to mitigate the risk are provided in Appendix 2.

Heatmap

17. The following heatmaps provide a graphical summary of the current departmental risks which are presented in detail at Appendix 2 (departmental risks). A comparison with the risks presented in the last report to your Committee is included. Note that this is a snapshot comparison of our risk profile.



Corporate & Strategic Implications

18. **Strategic implications:** Effective management of risk is at the heart of the City Corporation's approach to delivering cost effective and valued services to the public as well as being an important element within the corporate governance of the organisation.
19. **Financial implications:** None
20. **Resource implications:** None
21. **Legal implications:** None
22. **Risk implications:** The proactive management of risk, including the reporting process to Members, demonstrates that each service area is adhering to the requirements of the City of London Corporation's Risk Management Policy and Strategy.
23. **Equalities implications:** There are no proposals in this report that would have an impact on people protected by existing equality legislation.
24. **Climate implications:** None
25. **Security implications:** None

Conclusion

26. Members are asked to note that risk management processes within the Environment Department adhere to the requirements of the City Corporation's

Risk Management Framework. Risks identified within the operational and strategic responsibilities of each area of service are proactively managed.

Appendices

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Register of Environment Department Corporate and Departmental risks (Planning & Transportation Committee)

Contacts

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City of London Corporation Risk Matrix (Black and white version)

Note: A risk score is calculated by assessing the risk in terms of likelihood and impact. By using the likelihood and impact criteria below (top left (A) and bottom right (B) respectively) it is possible to calculate a risk score. For example a risk assessed as Unlikely (2) and with an impact of Serious (2) can be plotted on the risk scoring grid, top right (C) to give an overall risk score of a green (4). Using the risk score definitions bottom right (D) below, a green risk is one that just requires actions to maintain that rating.

(A) Likelihood criteria

	Rare (1)	Unlikely (2)	Possible (3)	Likely (4)
Criteria	Less than 10%	10 – 40%	40 – 75%	More than 75%
Probability	Has happened rarely/never before	Unlikely to occur	Fairly likely to occur	More likely to occur than not
Time period	Unlikely to occur in a 10 year period	Likely to occur within a 10 year period	Likely to occur once within a one year period	Likely to occur once within three months
Numerical	Less than one chance in a hundred thousand (<10-5)	Less than one chance in ten thousand (<10-4)	Less than one chance in a thousand (<10-3)	Less than one chance in a hundred (<10-2)

(B) Impact criteria

Impact title	Definitions
Minor (1)	Service delivery/performance: Minor impact on service, typically up to one day. Financial: financial loss up to 5% of budget. Reputation: Isolated service user/stakeholder complaints contained within business unit/division. Legal/statutory: Litigation claim or find less than £5000. Safety/health: Minor incident including injury to one or more individuals. Objectives: Failure to achieve team plan objectives.
Serious (2)	Service delivery/performance: Service disruption 2 to 5 days. Financial: Financial loss up to 10% of budget. Reputation: Adverse local media coverage/multiple service user/stakeholder complaints. Legal/statutory: Litigation claimable fine between £5000 and £50,000. Safety/health: Significant injury or illness causing short-term disability to one or more persons. Objectives: Failure to achieve one or more service plan objectives.
Major (4)	Service delivery/performance: Service disruption > 1 - 4 weeks. Financial: Financial loss up to 20% of budget. Reputation: Adverse national media coverage 1 to 3 days. Legal/statutory: Litigation claimable fine between £50,000 and £500,000. Safety/health: Major injury or illness/disease causing long-term disability to one or more people Objectives: Failure to achieve a strategic plan objective.
Extreme (8)	Service delivery/performance: Service disruption > 4 weeks. Financial: Financial loss up to 35% of budget. Reputation: National publicity more than three days. Possible resignation leading member or chief officer. Legal/statutory: Multiple civil or criminal suits. Litigation claim or find in excess of £500,000. Safety/health: Fatality or life-threatening illness/disease (e.g. mesothelioma) to one or more persons. Objectives: Failure to achieve a major corporate objective.

(C) Risk scoring grid

Likelihood	Impact				
	X	Minor (1)	Serious (2)	Major (4)	Extreme (8)
	Likely (4)	4 Green	8 Amber	16 Red	32 Red
	Possible (3)	3 Green	6 Amber	12 Amber	24 Red
	Unlikely (2)	2 Green	4 Green	8 Amber	16 Red
	Rare (1)	1 Green	2 Green	4 Green	8 Amber

(D) Risk score definitions

RED	Urgent action required to reduce rating
AMBER	Action required to maintain or reduce rating
GREEN	Action required to maintain rating

This is an extract from the City of London Corporate Risk Management Strategy, published in May 2014.

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

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Register of Environment Department Corporate and Departmental risks (Planning & Transportation Committee)

Report Author: Joanne Hill

Generated on: 25 May 2022



Rows are sorted by Risk Score

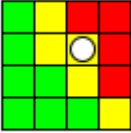
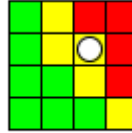

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-TR 201 (Formerly 2020) Road Safety Page 103	<p>Cause: Limited space on the City's medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver safely and effectively.</p> <p>Event: The City Corporation's statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p>Effect:</p> <ul style="list-style-type: none"> •The number of casualties occurring on the City's streets rises or remains unchanged instead of reducing •The safety and feeling of safety of the City's communities is adversely affected (Corporate Plan Outcome 1) •Physical or mental harm suffered by those involved in collisions and their associates •Economic costs of collisions impact on individuals, City businesses and wider society •The City Corporation's ability to improve road safety is adversely impacted with businesses and/or the public by virtue of loss of credibility and/or authority 	<p>Likelihood</p> <p>Impact</p>	24	<p>The risk assessment remains at 24 (Impact 8 - Extreme, Likelihood 3 – Possible), from 16. Likelihood has increased from 2 - Unlikely to 3 - Possible. This reflects the increasing numbers of people travelling in the City and that one person has been killed in a collision in the last 12 months.</p> <p>Mitigating actions include continuing to progress All Change at Bank and Pedestrian Priority Programme. We also continue to provide cycle training and support the CoLP's education, engagement and enforcement activities. Analysis of the location, pattern and nature of collisions to identify future projects and campaigns and engagement to reduce collisions and casualties has been completed. The results will inform the development of the update RDR</p>	<p>Likelihood</p> <p>Impact</p>	16	31-Mar-2027	

Appendix 2

23-Oct-2015 Ian Hughes; Bruce McVean				Action Plan which is due to be completed by July 2022 09 May 2022			Reduce	Constant
--	--	--	--	---	--	--	--------	----------

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 0011 (formerly CR20)	A programme of projects to reduce road danger on the City's streets including: <ul style="list-style-type: none"> • Bank on Safety and All Change at Bank • RDR engineering programme • 15mph traffic limit • Ludgate Circus (lead by TfL) 	Continuing to progress All Change at Bank, Pedestrian Priority Programme and St Paul's Gyratory. A limited minor schemes programme will be delivered following confirmation of only limited funding from TfL for 2022/23.	Ian Hughes	09-May-2022	31-Mar-2023
ENV-CO-TR 001m (formerly CR20)	Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including: <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Schools programme 	Opportunities for campaigns, training and engagement continue to be limited due to lack of TfL grant funding this financial year. It is anticipated that funding will also be constrained in 2022/23 meaning that only a very limited programme of campaigns, training and engagement will be possible.	Ian Hughes	09-May-2022	31-Mar-2023

Appendix 2

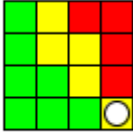
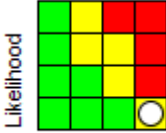
Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-PD-PD 007 Adverse planning policy context 06-Mar-2015 Assistant Director Policy & Strategy	Cause: A desire in Government and others to change the existing planning system in a way which may be detrimental to the City. Event: Changes detrimental to the City are implemented. Impact: Adverse changes cannot be prevented using local planning control.	Likelihood  Impact	12	The risk is considered to be unchanged. Permitted development rights removal will take effect in August 2022, subject to no intervention by Government before then. 20 May 2022	Likelihood  Impact	12	Accept	 Constant

Action no	Action description	Latest Note			Action owner	Latest Note Date	Due Date
ENV-PD-PD 007/a	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation.	Permitted development rights removal will take effect in August 2022, subject to no intervention by Government before then.			Assistant Director Policy & Strategy	20-May-2022	31-Dec-2022

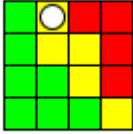
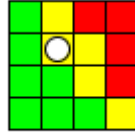

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-PD-DS 001 The District Surveyor's (Building Control) Division becomes too small to be viable <div>Page 56</div>	Cause: Reduced Income causes the service to be unviable. Event: Development market fails to maintain momentum or our market share shrinks. Impact: Reduced staffing levels do not provide adequate breadth of knowledge and experience.	<div> <div>Likelihood</div> <div>Impact</div> </div>	8	<p>The risk has been reviewed and the scoring is unchanged.</p> <p>The plans to create a Local Authority Trading Company are still on hold and are being reviewed in the light of expected changes in the Building Control Regulation regimen that arise following the publication of the Hackett Report (on the Grenfell fire) and the Building Safety Bill. The new Act received Royal Assent in May 2022, with expected implementation for Building Control around April 2023. However, we are awaiting secondary legislation to understand the full impacts.</p> <p>In parallel, the City of London is working with other Boroughs under the London District Surveyors Association to deliver the anticipated new work under the Building Safety Act across London, which is expected to commence in April 2023.</p> <p>An additional strand to the BAU control has been added (involvement with developers as part of the planning application process) and appears to be working well.</p>	<div> <div>Likelihood</div> <div>Impact</div> </div>	8	Accept	Constant
25-Mar-2015 Gordon Roy				20 May 2022				

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 001a	(1) Continue to provide excellent services [evidenced by customer survey]; (2) Maintain client links with key stakeholders; (3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working. (5) Involvement with developers as part of the planning application process.	Business as usual controls have been reviewed and are suitable.	Gordon Roy	20-May-2022	31-Dec-2022
ENV-PD-DS 001c	Following approval of Summit Group, a Business Plan is being developed and to be presented to members for consideration in due course.	Awaiting further government/Building Safety Regulator guidance. Due April 2023.	Gordon Roy	20-May-2022	30-Apr-2023

Appendix 2

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-HW 002 Service/Pipe Subways 02-Dec-2015 Ian Hughes; Giles Radford	Cause: Provide safe access and egress for utilities and maintenance functions, whilst having operatives entering the confined space to undertake checks. Event: A lack of Oxygen, poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces, fire and explosions, hot conditions, entrapment and falling debris. Impact: Fatality / Major Injury / Illnesses.	 Likelihood	8	Subways now opened to utilities further to benchmarking with other boroughs. All utilities will have to submit revised risk assessments and method statements (RAMS) for the operations. 25 May 2022	 Likelihood	8	Accept	Constant

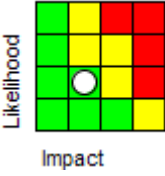
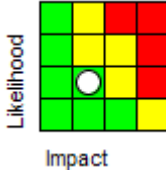
Action no	Action description	Latest Note		Action owner	Latest Note Date	Due Date
ENV-CO-HW 002a Page 58	Confined space working is avoided when possible. All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. The following PPE and equipment shall be provided, as stated in the approved code of practice. All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused. No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access. All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways. Regular inspections of the structure, covers, condition and asbestos surveys are undertaken. The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space. No smoking is allowed at any time.	All business as usual mitigations have been reviewed, they are very much current and continue to work effectively.		Giles Radford	25-May-2022	31-Mar-2023

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-TR 002 Major Projects and key programmes not delivered as TfL funding not received <div>Page 59</div> <div>20-Mar-2015</div> <div>Bruce McVean</div>	Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL. Event: TfL funding for Local Investment Plan ceased or significantly reduced. Impact: Unable to deliver highway investment & improvement programmes.	<div>Likelihood</div>  <div>Impact</div>	8	Assessment is unchanged. This reflects ongoing uncertainty around TfL funding and the unsuccessful 2022/23 capital bid to mitigate potential lack of funding Healthy Streets Minor Schemes programme. If TfL funding is not available for this programme then it is likely the we will receive stakeholder complaints and will be less able to deliver localised accessibility and road danger reduction improvements. Lack of TfL funding next year will also impact other key programmes and activities such as the Transport Strategy review and road danger reduction campaigns. 09 May 2022	<div>Likelihood</div>  <div>Impact</div>	6	30-Nov-2023	 Constant
							Reduce	

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 002a	Send Annual Spending Submission to TfL	2023/24 Annual Spending Submission expected to be submitted in November 2022, subject to confirmation of funding and process by TfL.	Bruce McVean	20-May-2022	30-Nov-2022
ENV-CO-TR 002b	Conduct quarterly meetings with TfL.	Regular meetings not currently required due to limited funding provided this year.	Bruce McVean	20-May-2022	31-Mar-2023
ENV-CO-TR 002c	Submit bid(s) in line with TfL timetable (e.g. Liveable Neighbourhoods).	Opportunities to participation in future bidding rounds will be kept under review. Opportunities are expected to be limited in 2022/23 and 2023/24.	Bruce McVean	20-May-2022	30-Nov-2022

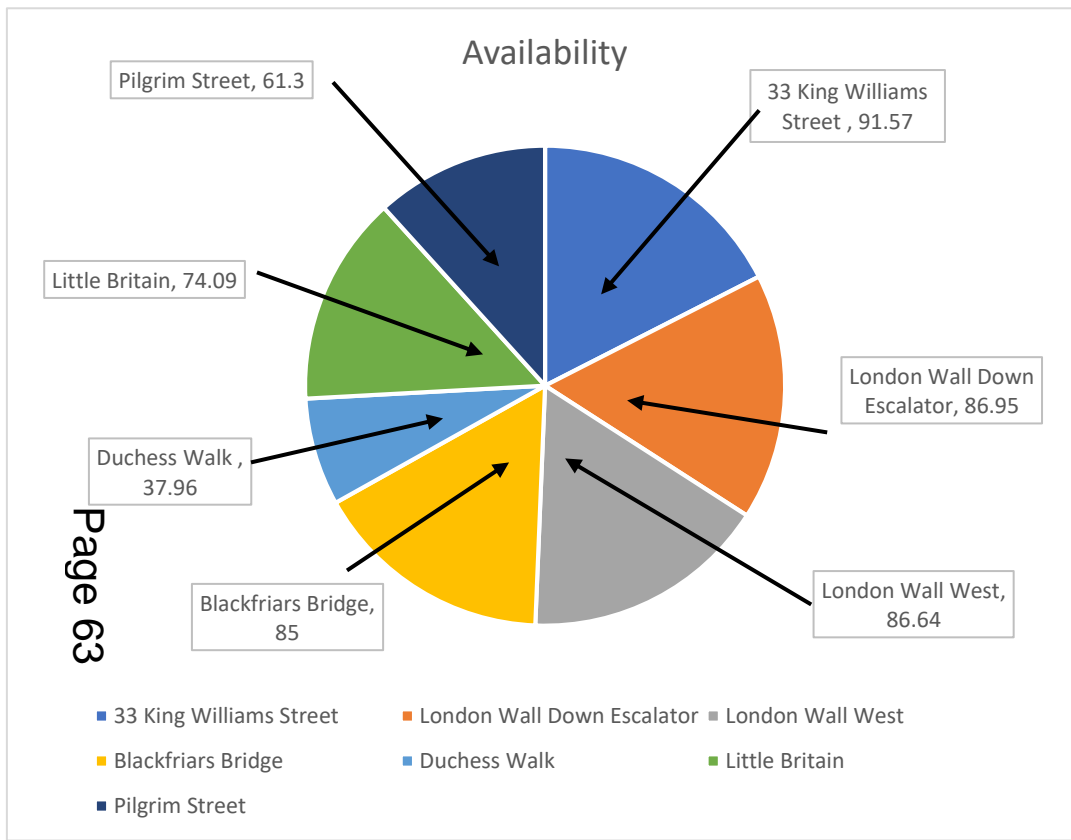
Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-PD-DM 002 Not being alive to the needs/requirements of the world business centre and the political environment 23-Mar-2015 Gwyn Richards	Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre. Event: Perception that we are not responsive to the planning development needs of the City as a world business centre. Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre.	 Likelihood	6	Impact continues to be reviewed in relation to OMICRON variant, PSG groups have stood down given the improving picture though the position is under continuous review. 20 May 2022	 Likelihood	6		 Constant
							Accept	

Action no	Action description	Latest Note		Action owner	Latest Note Date	Due Date
ENV-PD-DM 002a	(1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London Departments; & the Greater London Authority. (2) To work closely with the development industry, the City Property Association and hold regular meetings with City agents. (3) Participation at MIPIM. (4) Co-ordination with the Recovery Taskforce	The Business As Usual controls have been reviewed in the light of COVID-19 recovery and we continue to work closely with the City Property Association and co-ordinate with the Recovery Taskforce. MIPIM 2022, albeit smaller in scale, will be taking place in Cannes. The implications of legislative changes (both those that have already been introduced and those which are the subject of the White Paper) have been assessed and staff have been briefed. The City participated, through the Planning Policy Team, in the Government's consultation.		Gwyn Richards	20-May-2022	31-Dec-2022

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-PD-PD 006 S106 Controls 30-Nov-2018 David Horkan; Gwyn Richards	Cause: Disjointed control mechanisms in relation to processing and monitoring S106 agreements. Event: Failure to implement Audit recommendations. Effect: Loss of funds; non-compliance with agreements and reporting; potential reputational damage.		4	The risk has been reviewed and the likelihood and impact remain unchanged at Unlikely (2) and Serious (2). The risk remains GREEN. 20 May 2022		4	Accept	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-PD 006c Page 61	There is a need to (a) import data from CBIS into Exacom to ensure that it contains up to date expenditure and allocation information; and (b) prepare the necessary budget reports from Exacom.	Due to the mechanisms within the Chamberlain's Department whereby expenditure is apportioned to S106 and CIL annually, and not in real time, the recommendations relating to this in the Internal Audit report are not deliverable at present. This is to be the subject of a discussion between the Chamberlain's finance staff for the Environment Department and Internal Audit to consider if the recommendations need to be reviewed. Discussions have taken place with Chamberlain's which are ongoing, and Chamberlain's are recruiting a new resource specifically to update the data held on CBIS to upload to Exacom. Once this is complete, we will review the need for interaction between Exacom and CBIS and the options for reporting.	Gwyn Richards	20-May-2022	31-Dec-2022

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Code	Name	Time OOS	Availability
0916	Glass South Tower SC6459244	0 00:00	100%
0945	London Wall Up Escalator SC6458959	0 00:00	100%
0978	Atlantic House SC6458966	0 00:00	100%
7345	Speed House Public Lift SC6459146	0 00:00	100%
7730	Wood Street Public Lift SC6458970	0 00:00	100%
7963	London Wall East SC6458964	0 00:00	100%
7998	Tower Place Public Lift SC6458962	0 00:00	100%
7999	Tower Place Scenic Lift SC6458963	0 00:00	100%
7740	Moor House SC6458968	0 03:57	99%
7997	33 King Williams Street SC6462850	1 18:30	91.57%
0944	London Wall Down Escalator SC6458958	2 13:27	86.95%
7960	London Wall West SC6458965	2 17:47	86.64%
7964	Blackfriars Bridge SC6462771	3 03:37	85.00%
7921	Little Britain SC6458967	5 10:34	74.09%
0976	Pilgrim Street SC6458969	8 03:01	61.30%
0924	Duchess Walk Public Lift CL24	13 00:40	37.96%

Points to Note:

- There are 16 Public Lifts/Escalators in the City of London estate. The report below contains details of the 7 - public escalators/lifts that were available less than 95% of the time.
- The report was created on 24 May 2022 and subsequently since this time, the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

PLANNING AND TRANSPORTATION COMMITTEE REPORT 02/05/2022 – 22/05/2022

Location	Status as of 02/05/2022	% of time in service Between 02/05/2022 and 22/05/2022	Number of times reported Between 02/05/2022 and 22/05/2022	Period of time Not in Use Between 02/05/2022 and 22/05/2022	Comments Where the service is less than 95%
33 King Williams Street SC6462850	In Service	91.57%	3	41 hours	Communication failures, lift now back in service.
London Wall West SC6458965	In Service	86.95%	1	63 hours	Escalator failure, engineer attended site and reset escalator. Left lift in service
London Wall Down Escalator SC6458958	In Service	86.64%	1	63 hours	Failure over weekend not resolved until following Monday. Escalator in service.
Blackfriars Bridge SC6462771	In Service	85.00%	3	72 hours	The lift has been going out of service intermittently during this period. Lift currently in service.
Little Britain SC6458967	Out of service	74.09%	1	125 hours	Autodial SIM card not working, and source of problems has been unclear, so taken out of service due to non-compliance with emergency requirements. FM active with resolving the SIM issue. Lift Currently out of service
Pilgrim Street SC6458969	Out of service	61.30%	1	186 hours	Defective door opening system required bespoke replacement parts, which are due in 25/5 for installation. Lift currently out of service.

PLANNING AND TRANSPORTATION COMMITTEE REPORT 02/05/2022 – 22/05/2022

Duchess Walk SC6462323	In Service	37.96%	1	298 hours	Major works by PPG took place over 2 weeks to drain the front side of the lift where persistent flooding and damage had occurred. Ground works needing rebuilding. Now complete and lift returned to service.
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Committee(s)	Dated:
Planning and Transportation	7 June 2022
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

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.

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation	Applicant/Agent name
22/00312/FULL Aldgate	52 - 54 Leadenhall Street, London, EC3A 2DA	Proposed installation of four condensers on the fifth-floor roof and two condensers on the sixth-floor roof.	22/04/2022	Modus Workspace Ltd
22/00298/FULL Broad Street	23 - 26 Austin Friars, London, EC2N 2QP	Refurbishment and extension of the building to create additional office floorspace (Class E) including infill of atrium and demolition of glazed atrium roof, erection of infill extensions at fourth and fifth floor, replacement of existing windows, erection of a pavilion at roof level, installation of new terrace areas with associated landscaping at fourth, fifth and sixth floor, extension of existing plant enclosure at roof level, provision of new ancillary facilities at basement level, and other associated works.	12/04/2022	Austin Friars Properties Limited

22/00324/FULL Cheap	107 Cheapside, London, EC2V 6DN	Alterations at main roof level including new platform lift within enclosure, 2no. new air handling plant units, relocation of existing plant and associated alterations to existing plant screening, new balustrade and associated works to enable the use of part of the roof as a terrace.	25/04/2022	Cheapside SARL
22/00288/FULL Coleman Street	Chartered Accountants Hall, Moorgate Place, London, EC2R 6EA	Replacement of non-original boilers and associated plant equipment with new services infrastructure; internal and external alterations to existing Post Room and installation of new electrical substation.	08/04/2022	Institute of Chartered Accountants In England And Wales
22/00219/FULL Farringdon Without	St Dunstan In The West, 186A Fleet Street, London, EC4A 2HR	Installation of 1 no. CCTV camera externally to wall of church stair tower.	22/03/2022	The GCC of St Dunstan in the West
22/00297/FULL Langbourn	150 - 152 Fenchurch Street, London, EC3M 6BB	Retention of retail unit at ground floor; change of use of basement and part ground and upper floors to apart-hotel (Class C1) with 33no rooms; extension at rear of ground floor; creation of a mansard style roof extension at fifth floor; creation of a fifth floor roof terrace to the rear and plant enclosure to front; works of repair to front elevation glazed screen to 152, and other associated works.	29/04/2022	Thackeray Estates Fenchurch Limited

22/00180/FULLR3 Portsoken	North-West Footway of Aldgate High Street, O/s Aldgate Church, Aldgate Square, London, EC3N	Temporary installation of a sculpture for a period of up to 24 months, as part of the 11th edition of Sculpture in the City, to be taken down on or before 07 May 2024: Earthing by Jocelyn McGregor.	03/05/2022	City of London Corporation
22/00299/FULL Tower	From Jewry Street To Vine Street, India Street, London, EC3N 2AF	Insertion of a door and level access to the eastern elevation of the building.	22/04/2022	Vine Street Limited C/o Crosstree Real Estate

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Committee(s)	Dated:
Planning and Transportation	7 th June 2022
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

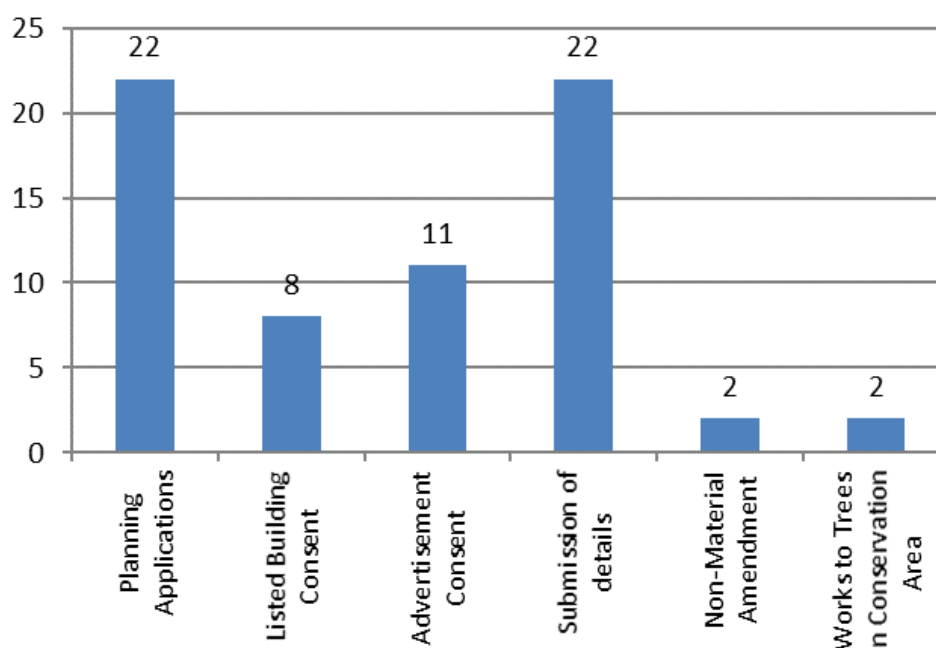
Summary

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 Sixty Seven (67) matters have been dealt with under delegated powers. Eight (8) relate to works to Listed Buildings, Eleven (11) applications for Advertisement Consent including Ten (10) refused consents. Twenty Two (22) relate to conditions of previously approved schemes, Two (2) relate to Non-Material Amendment and Two (2) relate to Works to Trees.

Twenty Two (22) Full applications for development have been approved, including Eleven (11) refused consents, with 9738 sq.m of created floorspace.

Breakdown of applications dealt with under delegated powers



Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/ Agent Name
21/00838/LBC Aldgate	Holland House 1 - 4 Bury Street London EC3A 5AW	Removal and reinstatement of external faience together with the removal and replacement of existing concrete beam together with associated works.	Approved 10.05.2022	Fortress Investment Group
21/01094/LDC Aldgate	19 - 21 Billiter Street London EC3M 2RY	Submission of details (new work and work in making good to the interior of the building) pursuant to the partial discharge of condition 4 (g) of Listed Building Consent dated 24th August 2021 (21/00506/LBC).	Approved 10.05.2022	Vanquish Properties UK Ltd
21/01033/FULL Bassishaw	88 Wood Street London EC2V 7DA	Application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary condition 13 (approved plans) of planning permission dated 18.08.2020 (Application number 20/00267/FULL) to allow for the omission of the approved entrance to the B1/D2 unit on Wood Street and installation of back-painted glass instead.	Approved 12.05.2022	Star Winner Enterprises Limited
22/00050/FULL Billingsgate	Plantation Place 30 Fenchurch Street London EC3M 3BD	Installation of structures at level 14 terrace level including seating, decking, and planters associated with the existing office use.	Approved 19.05.2022	30 Fenchurch Trustee 1 & 2 limited
21/00638/LBC Bishopsgate	5 Devonshire Square London EC2M 4YE	Demolition of the existing refuse store located to the rear of 5 Devonshire Square and its replacement with a new structure including green roof and replacement terrace to enclose the refuse yard on Harrow Place.	Approved 19.05.2022	CG Cutlers Gardens LP

22/00095/ADVT Bishopsgate	Pavement O/S 206 - 210 Bishopsgate London EC2M 4NR	Installation and display of two non-illuminated banners on a new lamp column on the pavement outside 206-210 Bishopsgate, measuring 2.5m high, 0.5m wide, at a height above ground of 5.2m.	Approved 05.05.2022	City of London Corporation
21/00930/FULMAJ Bishopsgate	1 Exchange Square London EC2A 2JN	Part demolition of the site for the refurbishment and extension to the existing facade facing onto Exchange square and upper levels; External alterations and improvements to facades facing onto Bishopsgate and at ground floor including new main entrance and new retail frontages; public realm improvements fronting Bishopsgate including new steps, seating and accessibility improvements; Increased height and widening of Exchange Arcade; creation of a new outdoor retail pavilion terrace to level 1; creation of west extension terraces; creation of wing extension terraces; provision of external terraces for occupants at levels 4, 8, 9, 10, 11, 12 and roof terrace on level 13; provision of cycle storage and other works incidental to the development (9,920 sq.m).	Approved 25.05.2022	PNBJ I Limited
21/01079/FULL Bishopsgate	Pavement O/S 18 Liverpool Street London EC2M 7PD	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommuni cations Plc
21/01080/ADVT Bishopsgate	Pavement O/S 18 Liverpool Street London EC2M 7PD	Installation and display 2no. digital 75" LCD display screens, one on each side of the Street Hub unit.	Refused 24.05.2022	BT Telecommuni cations Plc

21/01081/FULL Bishopsgate	Pavement O/s 125 - 129 Middlesex Street London E1 7JF	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommuni cations Plc
21/01082/ADVT Bishopsgate	Pavement O/s 125 - 129 Middlesex Street London E1 7JF	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit.	Refused 24.05.2022	BT Telecommuni cations Plc
22/00148/MDC Bread Street	Warwick Court 5 Paternoster Square London EC4M 7DX	Submission of details pursuant to condition 7(a) of planning permission 19/01362/FULL (dated 19.05.2020) relating to landscaping/planting to terraces at levels 4, 5, and 8 (roof).	Approved 10.05.2022	DP9 Limited
22/00150/FULL Bread Street	Paternoster Column Paternoster Square London EC4M 7DX	Temporary installation of an "Animal Table" sculpture for a temporary period between 15th May 2022 and 20th November 2022.	Approved 10.05.2022	Paternoster Square
22/00231/MDC Bread Street	Warwick Court 5 Paternoster Square London EC4M 7DX	Submission of details pursuant to condition 2 of planning permission 19/01362/FULL (dated 19.05.2020), relating to Servicing Management Plan.	Approved 24.05.2022	DP9 Limited
21/01052/FULL Bread Street	Pavement O/S Old Change House 128 Queen Victoria Street London EC4V 4BJ	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommuni cations Plc

21/01053/ADVT Bread Street	Pavement O/S Old Change House 128 Queen Victoria Street London EC4V 4BJ	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit.	Refused 24.05.2022	BT Telecommuni cations Plc
21/01075/FULL Bread Street	Cheapside Traffic Island Cheapside London EC2V 6AA	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommuni cations Plc
21/01076/ADVT Bread Street	Cheapside Traffic Island Cheapside London EC2V 6AA	Installation and display of 2no. digital 75" LCD screens, one on each side of the Street Hub unit.	Refused 24.05.2022	BT Telecommuni cations Plc
22/00101/LBC Candlewick	5 King William Street London EC4N 7DA	To partially remove a metal stud partition wall, extending an existing open plan office area into a space currently used as a lobby. A new leaf and a half door will be fitted into a new metal stud partition wall between two columns near the upper landing of the left hand side crescent staircase that leads from the ground floor reception to the mezzanine level. This new wall will be set back from the existing ceiling moulding. A new small lobby will be created by a proposed metal stud partition wall constructed between a column and the existing partition lobby wall on the right hand side of the crescent staircase. The relocation of an existing access controlled door will facilitate a new access point from the resized lobby into a client meeting room.	Approved 10.05.2022	Mr Peter Woods

21/00837/FULL Candlewick	Yarnwicke Building 119 - 121 Cannon Street London EC4N 5AT	Formation of roof terrace, including the installation of a roof deck; new toilet facilities; new plant equipment and relocated plant equipment and associated enclosures; balustrades; access enclosures; replacement doors; and other associated works.	Approved 12.05.2022	UK Properties Specialist Ltd
21/01025/LBC Candlewick	Yarnwicke Building 119 - 121 Cannon Street London EC4N 5AT	Formation of roof terrace, including the installation of decking; new toilet facilities; relocated plant equipment and associated enclosure; balustrades; access enclosures; replacement doors; and other associated works.	Approved 12.05.2022	UK Properties Specialist Ltd
22/00077/MDC Castle Baynard	65 Fleet Street London EC4Y 1HT	Submission of details for a Construction Logistics Plan pursuant to Condition 3 of planning permission ref. 19/00058/FULMAJ dated 06/04/2020.	Approved 19.05.2022	Whitefriars Limited
22/00078/MDC Castle Baynard	65 Fleet Street London EC4Y 1HT	Submission of details of a Deconstruction Logistics Plan pursuant to Condition 2 of planning permission ref. 19/00058/FULMAJ dated 06/04/2020.	Approved 19.05.2022	Whitefriars Limited
21/01054/FULL Castle Baynard	Pavement O/S 6 New Bridge Street London EC4V 6AB	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommunications Plc
21/01055/ADVT Castle Baynard	Pavement O/s 6 New Bridge Street London EC4V 6AB	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit.	Refused 24.05.2022	BT Telecommunications Plc
21/00177/MDC Cheap	Dauntsey House 4A & 4B Frederick's Place London EC2R 8AB	Submission of a Lighting Report and Plans pursuant to condition 19 of planning permission dated 14/05/2020 (app. no. 17/01057/FULMAJ).	Approved 24.05.2022	The Mercers' Company

22/00122/FULL Cheap	Cheapside House 138 Cheapside London EC2V 6BJ	Installation of external plant to the north elevation at Cheapside House	Approved 19.05.2022	Greensleeves Homes Trust
21/01058/FULL Coleman Street	Pavement O/S 120 Moorgate London EC2M 6UR	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommunications Plc
21/01059/ADVT Coleman Street	Pavement O/S 120 Moorgate London EC2M 6UR	Installation and display of 2no. digital 75" LCD screens, one on each side of the Street Hub unit.	Refused 24.05.2022	BT Telecommunications Plc
21/01083/FULL Cordwainer	Pavement O/S 60 Queen Victoria Street London EC4N 4TZ	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommunications Plc
21/01084/ADVT Cordwainer	Pavement O/S 60 Queen Victoria Street London EC4N 4TZ	Installation and display of 2no. digital 75" LCD screens, one on each side of the Street Hub unit.	Refused 24.05.2022	BT Telecommunications Plc
22/00081/MDC Cornhill	1/2 And 1/4 Royal Exchange London EC3V 3LL	Submission of details for plant, ductwork and fixings pursuant to Condition 3 of Listed Building Consent ref. 21/00350/LBC dated 11/11/2021.	Approved 10.05.2022	Incipio Group Limited
22/00088/MDC Cornhill	Units 1/2 And 1/4 Royal Exchange London EC3V 3LL	Submission of details for plant, ductwork and for fixings pursuant to Condition 4 of Planning Permission ref. 21/00349/FULL dated 11/11/2021.	Approved 10.05.2022	Incipio Group Limited

22/00110/LBC Cornhill	9 Royal Exchange London EC3V 3LL	Internal works for the refurbishment of the shop unit at basement, ground and first floor levels.	Approved 05.05.2022	Red Eight Gallery
22/00165/MDC Cornhill	1/2 And 1/4 Royal Exchange London EC3V 3LL	Submission of Construction Management Plan pursuant to Condition 2 of Planning Permission ref. 21/00349/FULL dated 11/11/2021.	Approved 06.05.2022	Incipio Group Limited
21/00986/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Submission of School Hall Community Access and Management Plan pursuant to condition 64 of planning permission 17/00770/FULL dated 19th July 2018.	Approved 12.05.2022	ISg
22/00177/FULL Cripplegate	Cromwell Tower Barbican London EC2Y 8DD	Change of use of ground and podium level void space to a single residential dwelling unit (Use Class C3) (100sqm) with associated internal alterations, replacement of external glazing and alterations to the Silk Street and Podium level elevations.	Approved 17.05.2022	Mr Christian Keesing
22/00223/LBC Cripplegate	Cromwell Tower Barbican London EC2Y 8DD	Internal alterations, replacement of external glazing and alterations to the Silk Street and Podium level elevations.	Approved 17.05.2022	Mr Christian Keesing
22/00220/LBC Cripplegate	220 Ben Jonson House Barbican London EC2Y 8DL	Internal refurbishments including a new kitchen and bathroom, removal and construction of a small nib wall to create space for a new cabinet in the bedroom.	Approved 19.05.2022	MR Shawn Andrew Mach

20/00593/MDC Farringdon Within	Creed Court 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And 11 - 12 Ludgate Square London EC4M 7AA	Submission of details (green roof) reserved by condition 15 of planning permission 17/01207/FULMAJ dated 13 February 2019.	Approved 17.05.2022	Dominvs Investments 1 Ltd
21/00368/MDC Farringdon Within	Stonecutter Court 1 Stonecutter Street London EC4A 4TR	Submission of Pedestrian Level Wind Desk-Based Assessment and Wind Memorandum pursuant to condition 10 of planning permission dated 28th March 2019 (18/00878/FULMAJ).	Approved 12.05.2022	The Stonecutter Court Unit Trust
21/01041/NMA Farringdon Within	11 Pilgrim Street London EC4V 6RN	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission dated 29/07/2021 (app. no. 20/00870/FULL) to amend condition 28 (approved plans) to allow for the infill of the internal atrium.	Approved 24.05.2022	Pilgrim Street London Real Estate SARL
21/01125/FULL Farringdon Within	Aldersgate House 135 - 137 Aldersgate Street London EC1A 4JA	Proposed roof extension to provide an enlarged plant enclosure to conceal 9 new condensers.	Approved 19.05.2022	Universal Consolidated Group
22/00064/LDC Farringdon Within	16 Old Bailey London EC4M 7EG	Details of bird deterrent measures pursuant to condition 2(a) (in part) of listed building consent 18/00154/LBC dated 24 April 2018.	Approved 10.05.2022	IPG Mediabrands
22/00065/MDC Farringdon Within	16 Old Bailey London EC4M 7EG	Details of bird deterrent measures pursuant to condition 6(a) and (b) (in part) of planning permission reference 18/00137/FULL dated 08 October 2018.	Approved 10.05.2022	IPG Mediabrands

22/00068/MDC Farringdon Within	11 Pilgrim Street London EC4V 6RN	Submission of a construction environmental management plan pursuant to conditions 2 and 3 (in part) of planning permission dated 29/07/2021 (app. no. 20/00870/FULL).	Approved 24.05.2022	Pilgrim Street London Real Estate SARL
22/00171/MDC Farringdon Within	Stationers Hall Stationers Hall Court London EC4M 7DD	Submission of details for parts (b), (d), (e), (f) pursuant to Condition 2 of planning permission ref. 19/00521/FULL approved on 17/10/2019 for details for: new door (Court Room Door) at ground floor; new door to ground floor Great Hall; new dormer window on north elevation; reinstatement of paving in Courtyard; York Stone infill to gully adjacent to the Great Hall; the ramp from Stationers Hall Court; and roof finish for the external terrace.	Approved 05.05.2022	Worshipful Company of Stationers And Newspaper Makers
22/00192/FULL Farringdon Within	15 Old Bailey London EC4M 7EF	Installation of external lighting to Holborn Viaduct, Old Bailey & Green Arbour Court elevations of 15 Old Bailey.	Approved 17.05.2022	Mr Alex Shamash
22/00233/LBC Farringdon Within	15 Old Bailey London EC4M 7EF	Installation of external lighting to Holborn Viaduct, Old Bailey & Green Arbour Court elevations of 15 Old Bailey.	Approved 17.05.2022	Mr Alex Shamash
21/01077/FULL Farringdon Within	Pavement O/s 20 Holborn Viaduct London EC1A 2AT	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommunications Plc
21/01078/ADVT Farringdon Within	Pavement O/s 20 Holborn Viaduct London EC1A 2AT	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit.	Refused 24.05.2022	BT Telecommunications Plc

21/01030/MDC Farringdon Without	Chancery House 53 - 64 Chancery Lane London WC2A 1QS	Submission of details of the roof-top plant enclosure screen pursuant to 4 of 20/00910/FULL dated 8th June 2021.	Approved 24.05.2022	Chancery House London
22/00040/MDC Farringdon Without	100 Fetter Lane London EC4A 1ES	Submission of details of a hostile vehicle mitigation plan pursuant to condition 16 of planning permission dated 29/09/2021 (app. no. 21/00454/FULMAJ).	Approved 12.05.2022	BREO Hundred Ltd
22/00061/MDC Farringdon Without	100 And 108 Fetter Lane London EC4A 1ES	Submission of details of a Rainwater Drainage (SuDS) Strategy pursuant to condition 14 of planning permission dated 29/09/2022 (app. no. 21/00454/FULMAJ).	Approved 10.05.2022	BREO Hundred Ltd
22/00073/MDC Farringdon Without	100 Fetter Lane London EC4A 1ES	Submission of details of wind mitigation measures pursuant to condition 15 of planning permission dated 29/09/2022 (app. no. 21/00454/FULMAJ).	Approved 10.05.2022	BREO Hundred Ltd
22/00079/NMA Farringdon Without	100 Fetter Lane London EC4A 1ES	Non-material amendment under S96A of the Town and Country Planning Act 1990 (as amended) to amend condition 45 (approved plans) of planning permission dated 29/09/2021 (app. no. 21/00454/FULMAJ) to allow for alterations to typical bays, spandrel heights, parapet levels, Mac's place elevation, ground floor entrance, level 12 facade, balustrade details, BMU, terrace layout design, and terrace doors; and alterations to internal layout comprising the expansion of the public house use, cycle store layout, shower facilities, and refuse store layout and access.	Approved 24.05.2022	BREO Hundred Ltd

22/00257/MDC Farringdon Without	100 Fetter Lane London EC4A 1ES	Submission of particulars and samples of the materials to be used on all external faces of the building including external ground and upper-level surfaces pursuant to condition 22 (a) (in part) of planning permission dated 29th September 2021 (21/00454/FULMAJ).	Approved 12.05.2022	BREO Hundred Ltd
22/00246/TCA Farringdon Without	Kings College Maughan Library Chancery Lane London WC2A 1LR	Works of pruning to: 1x Prunus subhirtella (Winter Cherry); 1x Betula utilis (Himalayan Birch); 1x Betula pendula (Silver Birch); 1x Prunus avium (Wild Cherry); and 1x Fig Tree (Ficus carica).	No objections to tree works - TCA 19.05.2022	Kings College London
21/01056/FULL Farringdon Without	Pavement O/S 320 High Holborn London WC1V 7PU	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommunications Plc
21/01057/ADVT Farringdon Without	Pavement O/S 320 High Holborn London WC1V 7PU	Installation and display of 2no. digital 75" LCD screens, one on each side of the Street Hub unit.	Refused 24.05.2022	BT Telecommunications Plc
22/00182/TCA Lime Street	St Helen's Bishopsgate Great St Helen's London EC3A 6AT	Works of pruning to two London Plane trees.	No objections to tree works - TCA 19.05.2022	St Helen's Church
21/01060/FULL Portsoken	Pavement O/S Aldgate House 33 Aldgate High Street London EC3N 1AH	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommunications Plc

20/00904/MDC Queenhithe	Ocean House, Fur Trade House, Queensbridge House 10 Little Trinity Lane London EC4	Submission of report to demonstrate that (i) the level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. (ii) Before any new plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound pursuant to conditions 13 and 16 of planning permission 11/00572/FULLMAJ dated 20/03/2012.	Approved 24.05.2022	Pinboard Limited
21/01062/FULL Tower	Pavement O/s 19 - 21 Great Tower Street London EC3R 5AR	Proposed installation of 1no. new BT Street Hub, incorporating 75" LCD advert screens plus the removal of associated BT kiosk(s).	Refused 24.05.2022	BT Telecommunications Plc
21/01063/ADVT Tower	Pavement O/s 19 - 21 Great Tower Street London EC3R 5AR	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit.	Refused 24.05.2022	BT Telecommunications Plc
21/00327/FULL Vintry	Warwick House 65 - 66 Queen Street London EC4R 1EB	Change of use of part ground floor and part lower ground floor from retail (Class E) to a drinking establishment with expanded food provision (Sui generis).	Approved 12.05.2022	Dalton

21/00873/FULL Vintry	95 Queen Victoria Street London EC4V 4HN	External alterations to the existing office building to include: alterations to the reception fronting Queen Victoria Street; replacement of decorative spandrel panel fronting Queen Victoria Street at ground level; replacement of glazed facade at fourth floor facing Queen Victoria Street; introduction of dedicated cycle access door fronting Lambeth Hill; alterations to form inset corner balconies at north east of building at first to third floor; alterations to plant enclosure layout at roof level; and, alterations to create a roof terrace.	Approved 12.05.2022	Quintes Services S.a.r.L
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PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
1	6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021 20 July 2021 7 Sept 2021 21 Sept 2021 26 Oct 2021 16 Nov 2021 14 Dec 2021 11 Jan 2022 1 Feb 2022 22 Feb 2022	<p><u>Daylight/Sunlight – Alternative Guidelines</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight and requested that a report be brought to Committee setting out how the City of London Corporation might go about creating alternative guidelines, including timescales, if Members were so minded and the legal implications of this.</p>	UPDATE (20 July 2021) – see action 1a)

1a)	<p>5 March 2020 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021 20 July 2021 7 Sept 2021 21 Sept 2021 26 Oct 2021 16 Nov 2021 14 Dec 2021 11 Jan 2022 1 Feb 2022 22 Feb 2022</p>	<p style="text-align: center;"><u>Radiance Studies</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</p> <p>A Member referred to a training session that had taken place for the Committee earlier this morning, and in which a consultant had expressed a view that radiance studies were the best way for laymen to assess the impact of developments on daylight where there was a genuine concern about this issue. The consultant felt that, in appropriate cases, the applicant should be asked to provide a radiance study.</p> <p>In view of this, the Member asked Officers to undertake, when future applications were received in which daylight will be an issue, to ask the applicant to prepare a radiance study to be provided to this Committee so that Members could make an informed assessment of the issue.</p>	<p>UPDATE (21 September 2021) - The Chief Planning Officer and Development Director underlined that, ultimately, Officers would be producing a planning advice note in order to create more clarity on the methodology and that they were still working through this with the BRE and other stakeholders to deliver this. He added that, to date, Officers had not had any pushback from the industry when requiring the provision of radiance studies for relevant planning applications.</p> <p>To be completed: Further report to Committee setting out/providing updates on these points by Winter 2021.</p>
2	<p>6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021</p>	<p style="text-align: center;"><u>Member Training</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director / Director of the Built Environment</p> <p>A Member questioned whether there would be further training provided on Daylight/Sunlight and other relevant planning matters going forward. She stated that she was aware that other local authorities offered more extensive training and induction for Planning Committee members and also requested that those sitting on the Planning Committee signed dispensations stating that they had received adequate training.</p>	<p>UPDATE: (17 November 2020): Members were of the view that more formal training should be offered by the Department to any newly appointed members of the Committee in line with the principles of the Planning Protocol.</p> <p>To be completed: Training offering for new Members to be considered in 2021 with a view to implementing this for the new municipal year.</p>

	12 May 2021 8 June 2021 29 June 2021 20 July 2021 7 Sept 2021 21 Sept 2021 26 Oct 2021 16 Nov 2021 14 Dec 2021 11 Jan 2022 1 Feb 2022 22 Feb 2022	<p>The Chair asked that the relevant Chief Officers consider how best to take this forward. He also highlighted that the request from the Town Clerk to all Ward Deputies seeking their nominations on to Ward Committees states that Members of the Planning & Transportation Committee are expected to undertake regular training.</p>	
3.	11 Jan 2022 1 Feb 2022 22 Feb 2022	<p style="text-align: center;"><u>Sustainability SPD</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</p> <p>A Member questioned whether the production of a Sustainability SPD could feature on the list of outstanding actions.</p> <p>The Chief Planning Officer and Development Director stated that he would be liaising with his sustainability officers to provide a more targeted timeline around the production of the Sustainability SPD and agreed to include this information in the list of outstanding actions.</p>	
4.	22 Feb 2022	<p style="text-align: center;"><u>Update to Statement of Community Involvement</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</p>	Report to Committee in Autumn 2022

		<p>The Chief Planning Officer agreed that now would be an appropriate time to fundamentally review the DBE Users Panel and look again at how best to engage with all stakeholders given that DBE no longer existed as a department with a new, wider Environment Department with a wider remit now established. He reported that work on this was already being undertaken at present and that a key element of this would be a review of the Statement of Community Involvement. It was hoped that Officers would be in a position to report back to Committee on this in Autumn 2022 as to future options around receiving feedback about how engagement with various stakeholders could be improved.</p>	
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Committee(s)	Dated:
Planning and Transportation Committee	7 th June 2022
Subject: Scheme Dashboard	Planning and Transportation Committee
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	N/A
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Director of Environment Department	For information
Report author: Catherine Evans, Environment Department	

Summary

Members are asked to note a draft template for a Scheme Dashboard intended to accompany future Committee planning application reports to allow members to have a summary overview of the key aspects of the scheme.

Main Report

Background

1. At Planning and Transportation Committee on 26th April 2022, it was requested that a Scheme Dashboard be provided as a cover sheet for reports brought to this Committee in relation to planning applications. It was requested that the Committee be presented with a draft template for the Dashboard.
2. A template for a Scheme Dashboard for a notional development is being developed by officers and the latest version is attached to this report in Appendix 1. This remains a live document and will evolve especially as new emerging planning metrics are incorporated.
3. This template would be used for all planning application reports to the Planning and Transportation Committee and would include standardised topic headings. It is proposed that graphs are included for Embodied Carbon Emission and Whole Life Carbon Emissions and examples are included in the template for information. Retained Building Elements in Situ, Operational Carbon Emissions and the Target BREEAM rating would be included as an infographic and examples are provided in the template for information.

Corporate & Strategic Implications

4. **Strategic implications-** There are no strategic implications arising from this report.
5. **Financial implications-** There are no financial implications arising from this report.
6. **Resource implication-** There are no resource implications arising from this report.
7. **Equalities implications-** There are no equalities implication arising from this report.
8. **Climate implications-** There are no climate implications arising from this report.
9. **Legal implications** - There are no legal implications arising from this report.
10. **Risk implications** - There are no additional new risks arising from this report.
11. **Security implications** - There are no security implications arising from this report.

Conclusion

12. This report presents the template for the Scheme Dashboard, which will be provided for all planning applications reported to Planning and Transportation Committee.

Appendices

- Appendix 1- Template for the Scheme Dashboard.

Report author

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APPLICATION COVER SHEET

TOPIC	INFORMATION			
1. Site Photos	EXITING		PROPOSED	
2. HEIGHT	EXISTING		PROPOSED	
	5 storeys = AOD 32.67m 9 storeys = AOD 49.05m (to top of plant) (not including aerals)		8 storeys = 45.59m 10 storeys = 54.07m	
3. FLOORSPACE GIA (SQM)	USES	EXISTING	PROPOSED	
	Class E (c) Office	4,368 sqm	11,873sqm	(+7,505 sqm)
	Class E (c) Bank	575 sqm	n/a	
	Class E (a)/(b) Retail/Restaurant/Café	255 sqm	229sqm	(-26 sqm)
	Class F1(a) Education:	827 sqm	n/a	
	TOTAL	6,025 sqm	12,102sqm	
			TOTAL UPLIFT:	6,077sqm
4. EMPLOYMENT NUMBERS	EXISTING		PROPOSED	
	<ul style="list-style-type: none"> c. 300 		<ul style="list-style-type: none"> c. 750 (if both buildings at full capacity) 	
5. VEHICLE/CYCLE PARKING	EXISTING		PROPOSED	
	Car parking spaces	11	Car parking spaces	0
	Cycle long stay	0	Cycle long stay	168 (compliant)
	Cycle short stay	0	Cycle short stay	85 (overprovision)
	Lockers	0	Lockers	168
	Showers	2	Showers	19
6. HIGHWAY LOSS / GAIN	1. 118sqm proposed to be stopped up 2. 184sqm proposed to be dedicated GAIN +66sqm NB. Of the 118sqm proposed to be stopped up, 34sqm is to become Permissive Path.			
7. PUBLIC REALM GAIN	1. New 460sqm south-facing pocket park 2. Widening of footpaths (existing 155sqm; proposed 292sqm) 3. Provision of new East-West route through the site (54sqm) 4. Provision of a "Dutch-style" cycle hub (60 cycles; 195sqm)			

8. STREET TREES	<p>EXISTING</p> <ul style="list-style-type: none"> 2 existing trees 	<p>PROPOSED</p> <ul style="list-style-type: none"> 4 new trees proposed
9. SERVICING VEHICLE TRIPS	<p>EXISTING</p> <ul style="list-style-type: none"> 18 trips per day 	<p>PROPOSED</p> <ul style="list-style-type: none"> 14 trips per day (Off-site consolidation proposed)
10. RETAINED BUILDING ELEMENTS IN SITU	 <p>0 % following detailed site investigations</p>	
11. <u>OPERATIONAL</u> CARBON EMISSION SAVINGS	<ul style="list-style-type: none"> 48% improvement against Part L 2013 using SAP 10 carbon factors (policy target 35% improvement)  <p>48 %</p>	
12. <u>OPERATIONAL</u> CARBON EMISSIONS	<p>64,220 kgCO₂e/annum 5.3 kgCO₂e/sqm/annum 318 kgCO₂e/sqm over 60 years</p> <p>(Values from CIBSE TM54 exercise, covers Module B6 only and includes the decarbonisation of the grid)</p>	
13. <u>EMBODIED</u> CARBON EMISSIONS	<p>PROJECT LIFE CYCLE EMISSIONS COMPARED TO GLA BENCHMARKS</p>  <p>WLC Benchmark by stage kgCo₂e/sqm GIA</p> <p>Legend: Modules A1-A5 (green), Modules B-C (blue)</p> <p>WLC benchmark: 950 (A1-A5), 450 (B-C) Apsiprational WLC: 600 (A1-A5), 370 (B-C) Proposed: 655 (A1-A5), 404 (B-C)</p> <ul style="list-style-type: none"> TOTAL: 12,814,687 kgCO₂e/60 years 	

14. <u>WHOLE LIFE CYCLE CARBON EMISSIONS</u> (kgCo2e/m2 GIA)	<table><tr><td>655</td><td>385</td><td>378</td><td>18</td></tr><tr><td>Product and construction A1-A5</td><td>Use B1-B5</td><td>Op. energy and Water use B6-B7</td><td>End of Life C1-C4</td></tr></table> <ul style="list-style-type: none">TOTAL: 17,338,671 kgCO2e/60 years	655	385	378	18	Product and construction A1-A5	Use B1-B5	Op. energy and Water use B6-B7	End of Life C1-C4
655	385	378	18						
Product and construction A1-A5	Use B1-B5	Op. energy and Water use B6-B7	End of Life C1-C4						
15. TARGET BREEAM RATING	<ul style="list-style-type: none">Outstanding (policy target Excellent or Outstanding) <table><tr><td>G</td><td>VG</td><td>EXC</td><td>OUT</td></tr></table>	G	VG	EXC	OUT				
G	VG	EXC	OUT						
16. URBAN GREENING FACTOR	<ul style="list-style-type: none">0.316 (policy target 0.3)								
17. DAYLIGHT & SUNLIGHT	<ul style="list-style-type: none">All habitable residential windows within the neighbouring residential building meet the target values set out within the BRE Guidelines for daylight and sunlight in VSC terms.All but 1 habitable room meets the target values set out within the BRE Guidelines for daylight distribution.								
18. AIR QUALITY	<ul style="list-style-type: none">Air Quality Neutral (policy target AQN)								

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