



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 Clerk has been informed that a Member has questions or comments prior to the start of the meeting.

Date: TUESDAY, 10 JANUARY 2023

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

Part 1 - Public Agenda

6. **INFRASTRUCTURE FUNDING STATEMENT CIL/S106***
Report of the Planning & Development Director.

For Information
(Pages 3 - 32)

7. **CITY PLAN OFFICE FLOORSPEACE DATA & TARGETS***
Report of the Planning & Development Director.

For Information
(Pages 33 - 40)

9. **BUSINESS PLANS 2022/23: PROGRESS REPORT (PERIOD 2, AUGUST-NOVEMBER)***
Report of the Executive Director, Environment.

For Information
(Pages 41 - 50)

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

For Information
(Pages 51 - 56)

11. **OUTSTANDING ACTIONS***
Report of the Town Clerk.

For Information

(Pages 57 - 60)

12. **MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE***
To note the draft public minutes of the Local Plans Sub Committee meeting on 8 November 2022.

For Information
(Pages 61 - 70)

13. **REPORT OF ACTION TAKEN***
Report of the Town Clerk.

For Information
(Pages 71 - 72)

Part 2 - Non-public Agenda

17. **COMMUNITY INFRASTRUCTURE LEVY AND ON-STREET PARKING RESERVE GOVERNANCE***
Report of the Executive Director, Environment.

For Information
(Pages 73 - 86)

18. **DEBT ARREARS - ENVIRONMENT DEPARTMENT (P&T COMMITTEE)***
Report of the Executive Director, Environment.

For Information
(Pages 87 - 94)

19. **NON-PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE***
To note the draft non-public minutes of the Local Plans Sub Committee meeting on 8 November 2022.

For Information
(Pages 95 - 96)

Michael Cogher
Acting Town Clerk and Chief Executive

Committee(s): Planning and Transportation Committee For Information	Dated: 10 January 2023
Subject: Infrastructure Funding Statement CIL/S106	Public
Report of: Gwyn Richards, Planning and Development Director – Environment Department	For Information
Report author: Chhaya Patel, Partnership and Engagement - Environment Department	

Summary

The report presents the City's Community Infrastructure Levy (CIL) and Section 106 (S106) infrastructure Funding Statement as at 2021/22 which summarises the City's CIL and S106 balances at the end of the financial year. It is a requirement under the CIL Regulations to produce an annual Infrastructure Funding Statement (IFS) for publication on the City's website.

CIL highlights for 2021/22:

- £ 10.4m receipts in Mayoral CIL
- £ 9.8m receipts for City CIL
- £ 42.0m potential City CIL (CIL Liability on planning permissions granted in 2021/22)
- £1.9m allocated to projects
- £ 4.6m spend
- £ 43m remaining City CIL balance at the end of 2021/22

S106 Highlights for 2021/22:

- £ 6.2m S106 receipts
- £ 21.0m S106 spend
- £ 2.3m potential S106 contributions secured from fourteen agreements signed but where development has not commenced
- £ 77.4m remaining S106 balance at the end of 2020/21 allocated to site specific mitigation measures as per the agreement

Recommendation(s)

Members are recommended to note the content of this report for publication on the City's web site.

Main Report

Background

1. All local planning authorities have a duty to publish an Infrastructure Funding Statement (IFS) at least annually in accordance with the Community Infrastructure Regulations 2010 (as amended). The report must include the total CIL receipts for the reported year, CIL expenditure and receipts retained at the end of the reporting year as set out in the regulations. The IFS is to include a Section 106 report for each year providing information on contributions to be provided under any planning obligation entered, contributions received, allocated and spent on relevant infrastructure projects in the financial year 2021/22.

Current Position

2. Additional resources have been committed to CIL and planning obligations to implemented changes to the CIL / S106 monitoring and administration processes. Together with the recruitment of additional officers this will resolve any delays in monitoring CIL and S106 allocations, spends, and reporting the annual Infrastructure Funding Statement going forward.
3. This report provides information on developer contributions from the Community Infrastructure Levy and Section 106 Agreements which have been secured, received, allocated and spent in the financial year 2021/22 (01 April 2021 - 31 March 2022).

Key Data Community Infrastructure Levy

4. The compact nature of the City and the intensification of development and employment, place demands on the City's services, infrastructure and environment. The City Corporation utilises the Community Infrastructure Levy (CIL), attaches planning conditions and negotiates section 106 agreements (also known as planning obligations) with developers, to secure the best and most sustainable use of land and to mitigate the impact of these demands.
5. The City of London Local Plan 2015, Core Strategic Policy CS4: Planning Contributions sets out the policy and background for securing contributions and setting the CIL Levy for the delivery of the infrastructure necessary to enable developments in the area. The policy is set out below in Figure 1.

Figure 1: Core Strategic Policy CS4: Planning Contributions

To manage the impact of development, seeking appropriate developer contributions:

1. Requiring contributions through the Community Infrastructure Levy to assist in the delivery of the infrastructure necessary to support implementation of the Local Plan.
2. Requiring s106 planning obligations, having regard to the impact of the

- obligation on the viability of development, for:
- (i) site specific mitigation meeting statutory tests;
 - (ii) affordable housing;
 - (iii) local training, skills and job brokerage;
 - (iv) local procurement in the City and City Fringe.
3. Requiring qualifying development to make an additional contribution to meeting the costs of Crossrail construction in accordance with the provisions of the London Plan.

6. CIL helps fund the infrastructure needed to deliver the City's Local Plan and address the cumulative impact of development across the City of London. A development is liable for CIL if it is creating one or more dwellings, or new floorspace of 100sqm or more.
7. The levy is payable either within 60 days of the commencement of a development, or within the terms of an instalment policy set by the CIL charging authority. The City Corporation has an Instalment Policy in place set out below:
- Where the payable amount of CIL is £100,000 or less, the whole amount shall be paid in a single instalment not more than 60 days after commencement of the development.
 - Where the payable amount is more than £100,001, developers have the option to pay two instalments:
 - The greater of £100,001 or half the value of the total payable amount is due within 60 days after commencement, and
 - The remainder is due within 240 days after commencement.
8. As a result of the Instalment Policy, CIL Demand Notices issued during the year do not necessarily equate to the CIL sums likely to be received that year. In addition, developments can be altered through further applications for planning permissions, often resulting in revised demand notices.
9. Re-issued notices are not double counted in this report. If a demand notice is issued and re-issued in the same reporting year, only the re-issued notice is relevant. Figure 2 below sets out the CIL highlights for financial year 2021/22.

Figure 2: 2021/22 CIL highlights

City CIL Highlights	2021/22
City CIL Receipts	£9,782,408.11
Outstanding Demand Notices (City CIL) at 31 March 2021	£1,629,797.01
Potential City CIL Receipts (Liability Notices issued for planning permissions granted in 2021/22)	£42,034,958.66
CIL allocated to identified agreed projects	£1,857,668
CIL Spend	£4,616,591.64

10. CIL receipts in 2021/22 for both City (£9,782,408.11) and Mayoral CIL (£10,437,423.52) were collected from twenty-seven developments.

Outstanding CIL

11. At the end of March 2022, a total £1,629,797.01 in City CIL was outstanding from two developments. These liabilities will be due on commencement of the development or in the following financial year if the instalments policy is applied (2022/23).

12. Figure 3 below provides details of the £52,014,540.34 in City CIL receipts banked cumulatively by ward as at 31/03/2022.

Figure 3: Total CIL Receipts by Ward

Ward	City CIL Liability on <i>Planning Permissions Granted</i>	City CIL <i>Demand Notices Raised</i>	City CIL <i>Received</i>
Aldersgate	£54,534.06	£40,134.25	£40,134.25
Aldgate	£16,225,414.46	£75,157.03	£75,157.03
Bassishaw	£2,453,744.84	£2,427,202.37	£681,146.83
Billingsgate	£93,659.94	£44,094.98	£44,094.98
Bishopsgate	£20,750,557.84	£5,503,985.04	£5,503,985.04
Bread Street	£154,574.37	£275,946.34	£275,946.34
Bridge & Bridge Without	£3,491,746.76	£41,121.34	£41,121.34
Broad Street	£3,292,237.46	£2,888,867.25	£2,173,526.83
Candlewick	£258,480.03	£201,009.00	£201,009.00
Castle Baynard	£2,032,226.17	£1,559,577.74	£1,080,127.76
Cheap	£3,193,804.36	£3,011,328.45	£142,107.74
Coleman Street	£8,549,835.01	£5,311,251.25	£5,116,064.59
Cordwainer	£20,319.04	£20,319.04	£20,319.04
Cornhill	£214,975.73	£214,975.73	£214,975.73
Cripplegate	£814,982.79	£814,982.79	£814,982.79
Dowgate	£110,376.15	£87,317.57	£87,317.57
Farringdon Within	£9,953,776.98	£4,605,749.28	£3,613,915.65
Farringdon Without	£2,685,562.48	£1,284,135.62	£911,338.81
Langbourn	£8,299,443.32	£103,439.44	£103,439.44
Lime Street	£37,672,392.00	£27,104,937.44	£27,104,937.44
Portoken	£76,945.25	£29,503.20	£29,503.20
Queenhithe	£578,813.91	£589,652.32	£300,245.37
Tower	£11,062,534.82	£2,964,877.47	£2,964,877.47
Vintry	£414,218.40	£414,218.40	£414,218.40
Walbrook	£89,072.70	£60,047.70	£60,047.70
Totals	£132,544,228.87	£59,673,831.04	£52,014,540.34

Potential CIL

13. CIL Liability Notices with a total value of £114.8m were issued to thirty-one chargeable developments in 2021/22. Of this, £42.0m was for City CIL and £72.7m for Mayoral CIL. Nine of these developments commenced in 2021/22.

CIL Allocations

14. In 2021/22 a total of £1,857,668 allocated to projects, Neighbourhood CIL grants and CIL Administration as set out in Figure 4 below.

Figure 4: Total CIL allocations and expenditure up to 31 March 2022

Infrastructure Project	Total CIL Allocations	Total CIL Spent	Unspent CIL Allocations*
General City CIL Project Totals	£10,630,370	£8,001,548	£2,628,821
Bloomberg Place Highway Works	£182,324	£182,324	£0
Churchyards Enhancement Programme	£85,000	£84,061	£939
Hostile Vehicle Mitigation Security Programme	£2,767,000	£1,099,853	£1,667,147
Beech Street Transport & Public Realm Improvements.	£2,022,432	£1,582,566	£439,866
Golden Lane Community Centre	£632,625	£632,625	£0
Relocation of Adult Skills & Education Services to the Guildhall Business Library	£25,000	£11,237	£13,763
City Mental Health Centre	£521,000	£502,534	£18,466
Citigen Energy Network Feasibility	£16,500	£0	£16,500
Secure City Programme - CCTV & Telecommunications	£1,527,147	£1,272,882	£254,265
Secure City Programme	£2,626,342	£2,626,342	£0
Barbican and Golden Lane Healthy Streets Plan	£0	£7,124	-£7,124
Public Realm Security Programme	£225,000	£0	£225,000
Neighbourhood CIL Project Totals	£2,594,671	£623,608	£1,971,063
Becket Pageant for London / The Skinners' Malmesbury Foundation	£24,500	£17,966	£6,534
Maggie Keswick Jencks Cancer Caring Centers Trust	£254,827	£51,609	£203,218
St Vedast-alias-Foster	£25,000	£25,000	£0
Bevis Marks Synagogue Heritage Foundation	£240,000	£0	£240,000
Age UK City of London	£48,171	£23,847	£24,324

Fleet Street Sundial CIC	£31,250	£23,250	£8,000
Barbican Centre Trust Limited	£230,730	£182,962	£47,768
Globe Studios Limited	£198,633	£12,490	£186,143
Learning Through The Arts	£49,984	£18,744	£31,240
Repowering Limited	£33,660	£13,439	£20,222
City Property Association Limited	£100,000	£25,000	£75,000
Golden Lane Estate Residents' Association	£50,000	£0	£50,000
Parochial Church Council of the Ecclesiastical Parish of St Mary-le-Bow	£18,274	£0	£18,274
The Worshipful Company of Chartered Architects	£24,600	£0	£24,600
New Diorama	£154,640	£154,640	£0
The World Reimagined Limited	£100,000	£50,000	£50,000
Temple Bar Trust	£250,000	£12,500	£237,500
Royal Society for Blind Children	£48,646	£12,162	£36,485
Outset Contemporary Art Fund	£110,932	£0	£110,932
Historical Royal Palaces	£300,000	£0	£300,000
Pollinating London Together	£230,000	£0	£230,000
Curving Road	£24,000	£0	£24,000
XLP	£46,824	£0	£46,824
City CIL Administration Totals	£436,511	£436,511	£0
* Please note allocations may be spent over multiple years			
Grand Totals	£13,661,551	£9,061,667	£4,599,884

CIL Expenditure

15. A total of £4,616,591.64 of City CIL was spent in 2021/22 comprising of £3,888,570.57 of general CIL funds, £618,708.00 of Neighbourhood CIL funds, and £109,313.07 of the City CIL administration.
16. At the end of March 2022, a total of £9,061,667 City CIL had been spent since the City introduced its charging schedule (consisting of: £8,001,548.21 of General CIL Funds; £623,608.00 of Neighbourhood CIL Funds and £436,510.84 of City CIL Administration Funds).
17. Spend on infrastructure projects (General CIL Fund) usually spans more than one financial year, therefore the allocations reported in this financial year can be spent in the next financial years.

Key data S106 financial Obligations

18. The City's Planning Obligations Supplementary Planning Document (SPD) sets out how S106 planning obligations in the City of London will be applied and explains how planning obligations are operated, within the context of the City of

London Local Plan. Some Section 106 agreements secure wider obligations that achieve site specific mitigation measures, which cannot be bound by condition, such as Wind Mitigation Surveys and Security/Counter Terrorism Measures.

19. Financial contributions for Affordable Housing and Local Training Skills & Job Brokerage contributions are pooled to fund City-wide programmes of works and initiatives, including development on City Corporation housing estates outside of the City. Other obligations are site specific and can only be used for the measures set out in each legal agreement. Many of these relate to highways, public realm, and environmental improvements. These are listed under the title Local Community, Environment and Transport Improvements in the table below and include sums secured on the behalf of TfL for cycle hire and network improvements, and other transport infrastructure improvements. The S106 Highlights for 2021/22 are listed below in Figure 5.

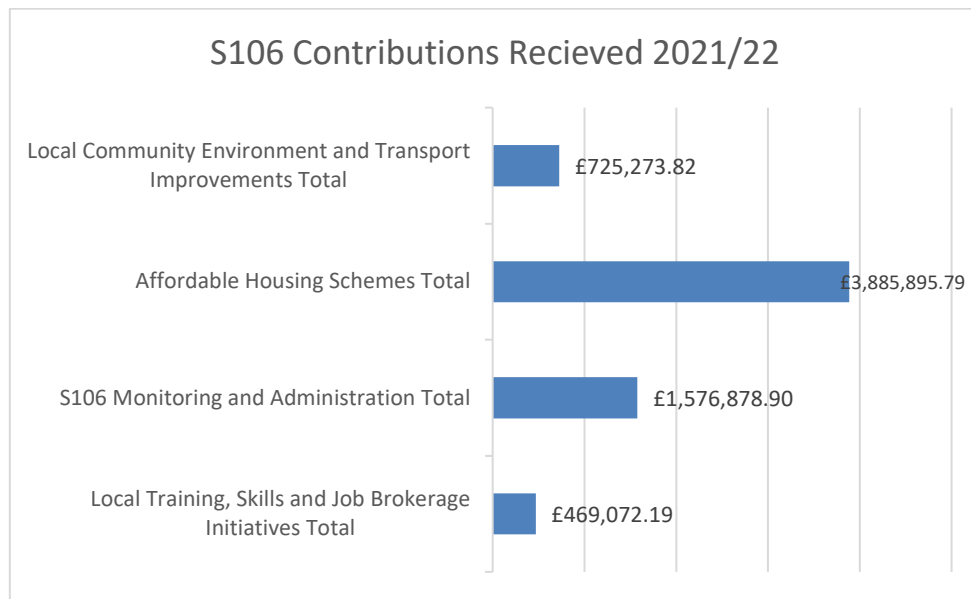
Figure 5: 2021/2022 S106 Highlights

S106 Highlights	2021/22
Total Agreements Completed 2021/22	28
Value of Contributions secured	£26.8m
Receipts in the year	£6.2m
Allocation in the year	£7m
Spend in the year	£20.9m

S106 Spend

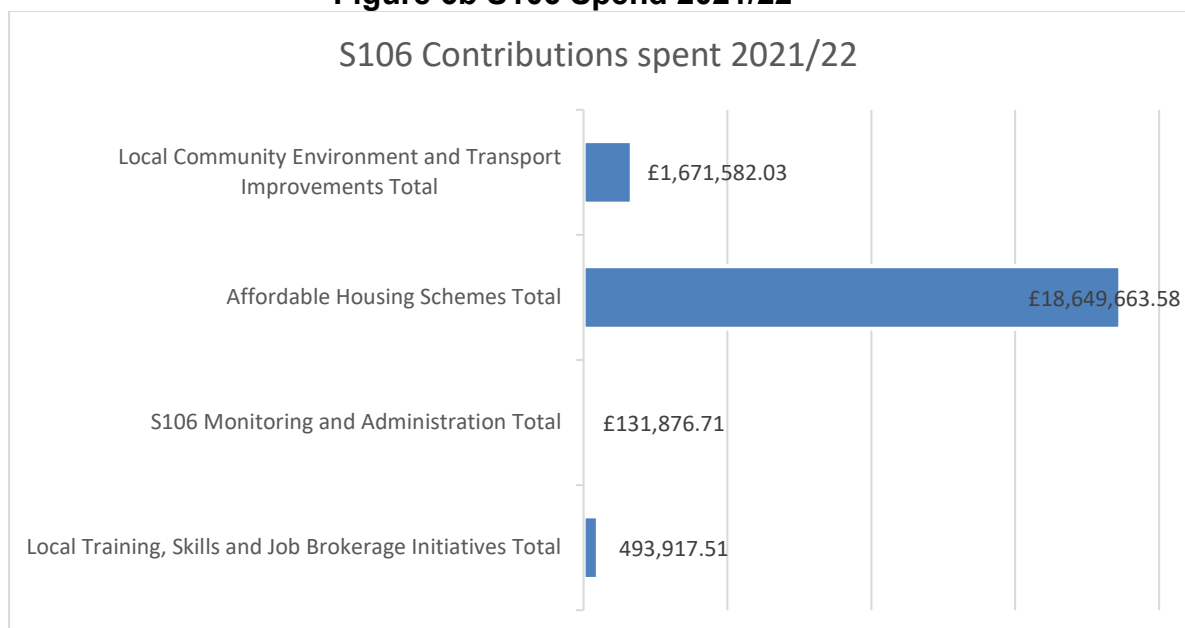
20. A total of £20,951,189 was spent towards S106 funded projects in 2021/22. This is an increase over the previous financial year total spend of £10,041,869.
21. Figure 6a and 6b provide an illustration of receipts and spend for 2021/22 by heads of terms and includes interest. Figure 6a provides an analysis of the contributions received in the financial year by covenant type, including interest and Figure 6b provides an illustration of S106 expenditure.

Figure 6a Contributions received 2021/22



22. Of the twenty-eight agreements signed in 2021/22, seven commenced in this year resulting in contributions received totalling £0.9m. Other contributions received in this financial year were received from agreements signed in previous years.
23. Spend on projects usually spans more than one financial year therefore, allocations reported in this financial year may be spent in the next financial year. For example, the total allocations in this reporting year are £ 7,055,580.34 and total spend stands at £20,815,163. This is because of projects which may have been commenced in previous years but are ongoing in this financial year.

Figure 6b S106 Spend 2021/22



24. Potential contributions from the further twenty-one development agreements completed but not triggered in the year are £22,247,347.00. However, we cannot be certain whether these developments will commence in the next financial year, and we will likely see developments commence from this and previous financial years. Figure 7 illustrates the potential contributions secured from the seven agreements signed and triggered in the reporting year and a forecast of potential receipts in the next financial year based on agreements signed but not triggered in this reporting year.

Figure 7: Projected receipts



Remaining Balance

25. The remaining balance of s106 contributions held by the City currently totals £77.4m at the end of 2021/22 and relates to contributions allocated but not spent in the financial year. Planning obligations are secured for site specific mitigation measures therefore, all money received under planning obligations as identified in the legal agreement can only be used for those purposes and are considered allocated for those purposes. Many of these projects will begin once the development is near completion. A detailed breakdown along with allocations to infrastructure projects in the pipeline can be seen in Appendix 1.

Financial Implications

26. There are no direct financial implications to the Authority from this report. However, it should be noted that references in this report to receipts relate to actual monies received between the period April 2021 and March 2022. These amounts will differ from the invoiced amounts appearing on the general ledger for this same period as a customer may be invoiced in one period and the monies received in the subsequent period.

Conclusion

27. Regulation 62 of the CIL Regulations 2010 as amended requires the charging authority to report on CIL receipts and expenditure on infrastructure projects at the end of a financial year. The detailed Infrastructure Funding Statement (CIL/S106 Report) for 2021/22 is set out in Appendix 1 and will be published on the City's website in accordance with the regulations.

Appendices

Appendix 1 - Local Plan Monitoring - Planning Obligations: Infrastructure Funding Statement

Background Papers

None

Local Plan Monitoring – Planning Obligations: Infrastructure Funding Statement

City of London

Local Plan Core Strategic Policy CS4 Planning Contributions

Period: 2021/22 (1st April 2021 to 31st March 2022)

Published by the Environment Department
December 2022



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1. Introduction

The compact nature of the City and the intensification of development and employment place demands on the City's services, infrastructure and environment. The City Corporation utilises the Community Infrastructure Levy (CIL), attaches planning conditions and negotiates planning obligations (also known as S106 agreements) with developers, to secure the best and most sustainable use of land and to mitigate the impact of these demands.

The policy is set out in the City of London Local Plan Core Strategic Policy CS4: Planning Contributions

To manage the impact of development, seeking appropriate developer contributions:

1. Requiring contributions through the Community Infrastructure Levy to assist in the delivery of the infrastructure necessary to support implementation of the Local Plan.
2. Requiring s106 planning obligations, having regard to the impact of the obligation on the viability of development, for:
 - (i) site specific mitigation meeting statutory tests;
 - (ii) affordable housing;
 - (iii) local training, skills and job brokerage;
 - (iv) local procurement in the City and City Fringe.
3. Requiring qualifying development to make an additional contribution to meeting the costs of Crossrail construction in accordance with the provisions of the London Plan.

In accordance with amendments made to the Community Infrastructure Levy (CIL) Regulations in 2019, any authority that receives a contribution from development through CIL or Section 106 Planning Obligations must prepare an Infrastructure Funding Statement (IFS). The IFS must be published by 31 December annually, and provide information on developer contributions that have been received, allocated and spent on infrastructure priorities from the previous financial year - the 'reported year'.

This report provides information on developer contributions from the Community Infrastructure Levy and Section 106 Agreements that have been secured, received, allocated and spent for financial year 2021/22 (01 April 2021 - 31 March 2022).

This Infrastructure Funding Statement Includes:

- **Section 2** - The CIL Report for financial year 2021/22 as set out in CIL Regulation (2019 Amendment) 121A Schedule 2 Paragraph 1.
- **Section 3** - The S106 Report for financial year 2021/22 as set out in CIL Regulation (2019 Amendment) 121A Schedule 2 Paragraph 3;



- **Section 4** - A list of infrastructure projects or types of infrastructure that the authority intends to fund wholly or partly by City CIL, in accordance with CIL Regulation 121A(1)(a).

CIL Regulation (2019 Amendment) 121A Schedule 2 Paragraph 4 provides the option for a local authority to provide summary details of any funding or provision of infrastructure which was secured and/or provided through a highway agreement under section 278 of the Highways Act 1990 during the reported year.

Section 278 Agreements (S278) are legally binding agreements made under the Highways Act 1990 between the City of London and Developers. S278 agreements are required for remedial and/or improvements to the highways and footways as a result of the new development.

The City of London will look at the possibility of including information for S278 agreements within future versions of the IFS.



2. Community Infrastructure Levy (CIL) Report 2021/22

The Community Infrastructure Levy (CIL) is a set charge, based on the gross internal area floorspace of buildings, on most new development to help fund the infrastructure needed to address the cumulative impact of development across the City of London. The City's CIL Charging Schedule was approved by the Court of Common Council on 1st May 2014 and was implemented from 1st July 2014.

A development is liable for a CIL charge if it is creating one or more dwellings, or new floorspace of 100sqm or more. When a CIL liable development is granted planning permission, the amount of CIL required is calculated and sent to the planning applicant and/or landowner of the development on a CIL Liability Notice.

Some developments are able to claim exemption or relief from their CIL liability. This relates to development that is self-build housing, residential annexes and extensions, social housing and charitable development. Where a developer successfully claims one of these reliefs/exemptions, the development is not required to pay any CIL.

A CIL charge is payable either within 60 days of the commencement of a development, or within the terms of an instalment policy set by the CIL charging authority. The City Corporation has the following Instalment Policy in place:

- Where the payable amount of CIL is £100,000 or less, the whole amount shall be paid in a single instalment not more than 60 days after commencement of the development.
- Where the payable amount is more than £100,001, developers have the option to pay two instalments:
- The greater of £100,000 or half the value of the total payable amount is due within 60 days after commencement, and
- The remainder is due within 240 days after commencement.

As a result of having an Instalment Policy, the CIL Demand Notices issued during a particular year do not necessarily equate to the CIL sums likely to be received during that year. In addition, developments can be altered through further planning permissions over time, often resulting in revised Demand Notices needing to be issued. Any such re-issued Notices are not double counted in this report; if a Demand Notice is issued and then re-issued in the same reporting year, only the re-issued Notice would be included within the figure for CIL invoiced during the year. Tables 1 to 3 provide a range of information for the financial year 2021/22 as set out in CIL Regulation (2019 Amendment) 121A Schedule 2 Paragraph 1:

- Table 1: Sets out the CIL Reporting Requirements - 1a to 1l.
- Table 2: Details of City CIL Expenditure in 2021/22 - 1g(i).
- Table 3: Details City CIL Allocated but not Spent as at 31 March 2022 - 1f and 1h.
- Table 4: Details of Neighbourhood CIL Allocated and Spent in 2021/2022 - 1j(ii).

Table 1: CIL Reporting Requirements for Financial Year 2021/22

Reporting Requirements: CIL Regulation (2019 Amendment) 121A Schedule 2, Paragraph 1	Amount	Comments / Details
1 (a). The total value of CIL set out in all demand notices issued in the reported year	£14,681,459.07	
1 (b). The total amount of CIL receipts for the reported year	£9,782,408	
1 (c). The total amount of CIL receipts, collected by the authority, or by another person on its behalf, before the reported year but which have not been allocated in the reported year	£28,710,362	
1 (d). The total amount of CIL receipts, collected by the authority, or by another person on its behalf, before the reported year and which have been allocated in the reported year	£1,857,668	
1 (e). The total amount of CIL expenditure for the reported year	£4,616,592	
1 (f). The total amount of CIL receipts, whenever collected, which were allocated but not spent during the reported year	£4,384,884	
1 (g). in relation to CIL expenditure for the reported year, summary details of— (i) the items of infrastructure on which CIL (including land payments) has been spent, and the amount of CIL spent on each item; (ii) the amount of CIL spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part); (iii) the amount of CIL spent on administrative expenses pursuant to regulation 61, and that amount expressed as a percentage of CIL collected in that year in accordance with that regulation;	(i) £4,616,592 (ii) N/A (iii) £109,313	(i) See table 2 below for further details (ii) N/A (iii) 1.12% of CIL collected in 2021/22

Reporting Requirements: CIL Regulation (2019 Amendment) 121A Schedule 2, Paragraph 1	Amount	Comments / Details
1 (h). in relation to CIL receipts, whenever collected, which were allocated but not spent during the reported year, summary details of the items of infrastructure on which CIL (including land payments) has been allocated, and the amount of CIL allocated to each item;	£4,599,884	See table 3 below for further details
1 (i). The amount of CIL passed to: (i) any parish council under Regulation 59A or 59B (ii) (any person under Regulation 59(4))	(i) N/A (ii) N/A	
1 (j). summary details of the receipt and expenditure of CIL to which regulation 59E or 59F applied during the reported year including— (i) the total CIL receipts that regulations 59E and 59F applied to; (ii) the items of infrastructure to which the CIL receipts to which regulations 59E and 59F applied have been allocated or spent, and the amount of expenditure allocated or spent on each item;	(i) £1,467,361 (ii) £618,708	(i) 15% of City CIL Receipts (2021/22) allocated to Neighborhood CIL Fund (ii) See tables 2 and 3 below for further details
1 (k). summary details of any notices served in accordance with regulation 59E, including— (i) the total value of CIL receipts requested from each parish council; (ii) any funds not yet recovered from each parish council at the end of the reported year;	(iii) N/A (iv) N/A	

Reporting Requirements: CIL Regulation (2019 Amendment) 121A Schedule 2, Paragraph 1	Amount	Comments / Details
<p>1.(I) The total amount of:</p> <p>(i) CIL receipts for the reported year retained at the end of the reported year other than those to which regs 59E and 59F applied;</p> <p>(ii) CIL receipts from previous years retained at the end of the reported year other than those to which regs 59E and 59F applied;</p> <p>(iii) CIL receipts for the reported year to which regs 59E and 59F applied retained at the end of the reported year;</p> <p>(iv) CIL receipts from previous years to which regs 59E and 59F applied retained at the end of the reported year.</p>	<p>(i) £8,145,764</p> <p>(ii) £27,404,528</p> <p>(iii) £1,527,331</p> <p>(iv) £6,015,031</p>	

Table 2: Details of City CIL Expenditure in 2021/22 - 1g(i)

Infrastructure Project	City CIL Spent
General City CIL Projects	£3,888,571
Hostile Vehicle Mitigation Security Programme	£601,877
Beech Street Transport & Public Realm Improvements.	£356,966
City Mental Health Centre	£1,016
Secure City Programme - CCTV & Telecommunications	£760,487
Secure City Programme	£2,161,101
Barbican and Golden Lane Healthy Streets Plan	£7,124
Neighbourhood CIL Projects	£618,708
Becket Pageant for London / The Skinners' Malmesbury Foundation	£13,066
Maggie Keswick Jencks Cancer Caring Centers Trust	£51,609
St Vedast-alias-Foster	£25,000
Age UK City of London	£23,847
Fleet Street Sundial CIC	£23,250
Barbican Centre Trust Limited	£182,962
Globe Studios Limited	£12,490

Learning Through The Arts	£18,744
Repowering Limited	£13,439
City Property Association Limited	£25,000
New Diorama	£154,640
The World Reimagined Limited	£50,000
Temple Bar Trust	£12,500
Royal Society for Blind Children	£12,162
City CIL Administration Costs	£109,313
Total	£4,616,592

Table 3: Details of City CIL Allocated but not Spent as at 31 March 2022 - 1f and 1h

Infrastructure Project	Total CIL Allocations	Total CIL Spent	Unspent CIL Allocations*
General City CIL Project Totals	£10,630,370	£8,001,548	£2,628,821
Bloomberg Place Highway Works	£182,324	£182,324	£0
Churchyards Enhancement Programme	£85,000	£84,061	£939
Hostile Vehicle Mitigation Security Programme	£2,767,000	£1,099,853	£1,667,147
Beech Street Transport & Public Realm Improvements.	£2,022,432	£1,582,566	£439,866
Golden Lane Community Centre	£632,625	£632,625	£0
Relocation of Adult Skills & Education Services to the Guildhall Business Library	£25,000	£11,237	£13,763
City Mental Health Centre	£521,000	£502,534	£18,466
Citigen Energy Network Feasibility	£16,500	£0	£16,500
Secure City Programme - CCTV & Telecommunications	£1,527,147	£1,272,882	£254,265
Secure City Programme	£2,626,342	£2,626,342	£0
Barbican and Golden Lane Healthy Streets Plan	£0	£7,124	-£7,124
Public Realm Security Programme	£225,000	£0	£225,000
Neighbourhood CIL Project Totals	£2,594,671	£623,608	£1,971,063

Becket Pageant for London / The Skinners' Malmesbury Foundation	£24,500	£17,966	£6,534
Maggie Keswick Jencks Cancer Caring Centers Trust	£254,827	£51,609	£203,218
St Vedast-alias-Foster	£25,000	£25,000	£0
Bevis Marks Synagogue Heritage Foundation	£240,000	£0	£240,000
Age UK City of London	£48,171	£23,847	£24,324
Fleet Street Sundial CIC	£31,250	£23,250	£8,000
Barbican Centre Trust Limited	£230,730	£182,962	£47,768
Globe Studios Limited	£198,633	£12,490	£186,143
Learning Through The Arts	£49,984	£18,744	£31,240
Repowering Limited	£33,660	£13,439	£20,222
City Property Association Limited	£100,000	£25,000	£75,000
Golden Lane Estate Residents' Association	£50,000	£0	£50,000
Parochial Church Council of the Ecclesiastical Parish of St Mary-le-Bow	£18,274	£0	£18,274
The Worshipful Company of Chartered Architects	£24,600	£0	£24,600
New Diorama	£154,640	£154,640	£0
The World Reimagined Limited	£100,000	£50,000	£50,000
Temple Bar Trust	£250,000	£12,500	£237,500
Royal Society for Blind Children	£48,646	£12,162	£36,485
Outset Contemporary Art Fund	£110,932	£0	£110,932
Historical Royal Palaces	£300,000	£0	£300,000
Pollinating London Together	£230,000	£0	£230,000
Curving Road	£24,000	£0	£24,000
XLP	£46,824	£0	£46,824
City CIL Administration Totals	£436,511	£436,511	£0
* Please note allocations may be spent over multiple years			
Grand Totals	£13,661,551	£9,061,667	£4,599,884

3. Section 106 (Planning Obligations) Report 2021/22

Planning obligations (often called S106 agreements) are legal agreements with developers for the provision of, for example, affordable housing, local training and jobs, and site- specific mitigation measures to alleviate the impacts of a development proposal. A S106 agreement is intended to make a development acceptable that would otherwise be deemed as unacceptable, by offsetting the impact by making specific location improvements.

The legislative basis for planning obligations is contained within the Town and Country Planning Act 1990 (as amended), the Community Infrastructure Levy Regulations 2010 (as amended) and the National Planning Policy Framework (NPPF 2012). Paragraph 204 of the NPPF sets out three statutory and policy tests for the use of such legally enforceable planning obligations and indicates that:

“A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.”

The City’s [Planning Obligations Supplementary Planning Document \(SPD\)](#) sets out how S106 planning obligations in the City of London will be applied and explains how obligations are operated, within the context of the City of London Local Plan.

Some Section 106 agreements secure wider obligations that achieve other mitigation measures, which cannot be bound by condition, such as Wind Mitigation Surveys and Security/Counter Terrorism Measures.

Some S106 contributions such as Affordable Housing and Local Training Skills & Job Brokerage contributions are pooled to fund a City-wide programmes of works and initiatives.

Tables 4-7 provides the S106 Report for financial year 2021/22 as set out in CIL Regulation (2019 Amendment) 121A Schedule 2 Paragraph 3:

- Table 4: Reporting requirements for Section 106 3a to 3i.
- Table 5: Details of Section 106 Agreements Secured - 3a.
- Table 6: Details of Section 106 Allocated but not Spent in 2021/22 - 3e and 3g
- Table 7: Details of Section 106 Spent - 3h(i).

Table 4: Reporting requirements for Section 106 Report for Financial Year 2021/22

Reporting Requirements: CIL Regulation (2019 Amendment) 121A Schedule 2, Paragraph 3	Amount	Comments / Details
3 (a). the total amount of money to be provided under any planning obligations which were entered into during the reported year;	£26,842,800	See table 5 below for further details
3 (b). the total amount of money under any planning obligations which was received during the reported year;	£6,229,767	
3 (c). the total amount of money under any planning obligations which was received before the reported year which has not been allocated by the authority;	£0	Planning obligations are secured for site specific mitigation measures therefore, all money received under planning obligations are allocated to the purposes specified in the legal agreement
3 (d). summary details of any non-monetary contributions to be provided under planning obligations which were entered into during the reported year, including details of— (i) in relation to affordable housing, the total number of units which will be provided; (ii) in relation to educational facilities, the number of school places for pupils which will be provided, and the category of school at which they will be provided;	(i) N/A (ii) N/A	
3 (e). the total amount of money (received under any planning obligations) which was allocated but not spent during the reported year for funding infrastructure;	£76,202,414	See table 6 below for further details
3 (f). the total amount of money (received under any planning obligations) which was spent by the authority (including transferring it to another person to spend);	£20,944,086	See table 7 for further details
3 (g). in relation to monies (received under planning obligations) which were allocated by the authority but not spent during the reported year, summary details of the items of infrastructure on which the money has been allocated, and the amount of allocated to each item;	£77,486,058	See table 6 for further details
3 (h). in relation to monies (received under planning obligations) which were spent by the authority during the reported year (including transferring it to		

Reporting Requirements: CIL Regulation (2019 Amendment) 121A Schedule 2, Paragraph 3	Amount	Comments / Details
<p>another person to spend), summary details of—</p> <p>(i) the items of infrastructure on which monies (received under planning obligations) were spent, and the amount spent on each item;</p> <p>(ii) the amount of monies (received under planning obligations) spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part);</p> <p>(iii) the amount of monies (received under planning obligations) spent in respect of monitoring (including reporting under regulation 121A) in relation to the delivery of planning obligations.</p>	<p>(i) £20,815,163</p> <p>(ii) N/A</p> <p>(iii) £128,923</p>	<p>(i) See table 7 for further details</p> <p>(iii) See table 7 for further details</p>
<p>3 (i). the total monies (received under any planning obligations) during any year which were retained at the end of the reported year, and where any of the retained monies have been allocated for the purposes of longer term maintenance (“commuted sums”), also identify separately the total amount of commuted sums held.</p>	<p>Total Commuted Sum Held at 31/03/2021 £603,063</p> <p>Total Commuted Sum Spent at 31/03/2022 £57,173</p> <p>Commuted Sum Retained for future maintenance £545,890</p>	<p>See table 7 for further details</p>

Table 5: Details of Section 106 Agreements Secured in 2021/22 - 3a

App. Number; Address; Date Deed Signed	S106 Admin Fee	Affordable Housing	Local Training Skills & Job Brokerage	Monitoring	Education	ECC Security Measures	Construction Monitoring Costs First Year	Construction Monitoring Costs Subsequent Years	Eval & Design S278 / Public Realm	Eval & Design Security	Healthy Streets Study Contribution	Brewers' Hall Garden Contribution	Other	Eval & Design Pipe Subway	Carbon Offsetting (Estimated As Designed)	Legible London	Cycle Hire / Cycling Improvements	TfL Transport Contribution	Bus Service Capacity Contribution	Crossrail	Agreements Totals	
18/01187/FULMAJ; 9-11 Angel Court, London, EC2R 2DZ; 04-06	£ 4,000.00	£ 13,504.00	£ 2,026.00	£ 2,406.00	-	-	-	-	£ 25,000.00	-	-	-	-	-	£ 16,542.00	-	-	-	-	-	-	£ 63,478.00
20/00371/FULMAJ; 150 Aldersgate Street & 3-4 Bartholomew Place, London, EC1A 2DZ; 2021-05-20	£ 7,000.00	£ 122,532.00	£ 18,378.00	£ 4,174.00	-	-	-	-	£ 50,000.00	-	-	-	-	-	-	-	-	-	-	-	-	£ 202,074.00
19/00466/FULMAJ; 1-14 Liverpool Street & 11-12 Blomfield Street, London, EC2M 7AW; 2021-07-07	£ 6,000.00	£ 271,082.00	£ 40,662.00	£ 4,649.00	-	-	-	-	£ 100,000.00	-	-	-	-	-	£ 141,642.00	-	-	-	-	-	-	£ 564,035.00
20/00739/FULMAJ; 74 Moorgate, London, EC2M 6SE; 2021-07-08	£ 3,500.00	£ 13,187.00	£ 1,978.00	£ 2,153.00	-	-	-	-	£ 25,000.00	-	-	-	-	-	-	-	-	-	-	-	-	£ 45,818.00
18/01020/FULMAJ; 1-12 Long Lane, London, EC1A 9HF; 2021-07-20	£ 6,500.00	£ 63,459.00	£ 9,519.00	£ 3,487.00	-	-	-	-	£ 50,000.00	-	-	-	-	-	£ 87,102.00	-	-	-	-	-	-	£ 220,067.00
20/00325/FULMAJ; 101 Moorgate, London, EC2M 6SL; 2021-07-28	£ 7,000.00	£ 181,348.00	£ 27,202.00	£ 5,107.00	-	-	-	-	£ 50,000.00	-	-	-	-	-	-	£ 20,000.00	£ 10,000.00	-	-	-	-	£ 300,657.00
20/00897/FULMAJ; Salisbury Square/Fleet Street Estate; 2021-07-28	£ 3,000.00	-	-	£ 1,250.00	-	-	£ 53,820.00	£ 46,460.00	£ 100,000.00	-	£ 50,000.00	-	-	-	£ 1,085,280.00	£ 20,000.00	£ 70,000.00	-	-	-	-	£ 1,429,810.00
20/00870/FUL; 11 Pilgrim Street, London, EC4V 8RN; 2021-07-29	£ 5,000.00	£ 17,087.00	£ 2,563.00	£ 2,199.00	-	-	£ 30,935.00	£ 25,760.00	£ 25,000.00	-	-	-	-	-	-	-	-	-	-	-	-	£ 108,544.00
20/00581/FULMAJ; Northcliffe House, 26-30 Tudor Street, 16-22 Bowlerie Street, EC4V 9AT; 2021-08-04	£ 5,000.00	£ 28,820.17	£ 3,647.61	£ 2,510.10	-	-	-	-	£ 25,000.00	-	-	-	-	-	-	-	-	-	-	-	-	£ 64,977.88
18/00740/FULMAJ; 1 Leadenhall Street; 2021-08-17	£ 1,000.00	-	-	-	-	£ 483,360.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£ 484,360.00
20/00869/FULMAJ; 2-3 Fishbury Avenue, London, EC2M 2PF; 2021-08-19	£ 10,000.00	£ 1,666,210.00	£ 249,931.00	£ 23,855.00	-	-	£ 53,820.00	£ 46,460.00	£ 50,000.00	-	-	-	-	-	-	£ 20,000.00	£ 60,000.00	-	-	-	-	£ 2,180,276.00
21/00053/FUL; 20 Fenchurch Street; 2021-09-13	£ 1,000.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£ 1,000.00
20/00546/FULMAJ; 5 Chancery Lane, London, WC2A 1LG; 2021-09-16	£ 5,000.00	£ 60,390.00	£ 9,058.00	£ 2,452.00	-	-	£ 30,935.00	£ 25,760.00	-	-	-	-	-	-	£ 219,450.00	-	-	-	-	-	-	£ 353,045.00
19/01307/FULMAJ; 50 Fenchurch Street, London, EC3M 3JY; 2021-09-23	£ 10,000.00	£ 1,510,958.00	£ 226,644.00	£ 22,051.00	-	-	-	-	£ 100,000.00	£ 50,000.00	-	-	-	-	£ 110,016.00	£ 83,902.00	-	-	-	-	-	£ 2,113,571.00
17/00239/FULMAJ; Emperor House, 35 Vine Street; 2021-09-24	£ 500.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£ 500.00
21/00272/FULMAJ; 1-5 London Wall Buildings, London, EC2M 5PG; 2021-09-28	£ 2,000.00	£ 35,759.00	£ 5,364.00	£ 665.00	-	-	-	-	-	-	-	-	-	-	£ 96,606.00	-	-	-	-	-	-	£ 140,394.00
20/00671/FULMAJ; 55 Gracechurch Street, London, EC3V 0BE; 2021-09-29	£ 12,000.00	£ 452,014.00	£ 67,802.00	£ 10,501.00	-	£ 228,290.00	£ 53,820.00	£ 46,460.00	£ 50,000.00	-	-	-	-	-	£ 584,250.00	£ 20,000.00	-	-	-	-	-	£ 1,525,137.00
20/00816/FULMAJ; 70 Gracechurch Street, London, EC3V 0BQ; 2021-09-29	£ 11,500.00	£ 888,426.00	£ 133,264.00	£ 15,070.00	-	£ 448,700.00	£ 53,820.00	£ 46,460.00	£ 100,000.00	-	-	-	-	-	£ 1,120,950.00	£ 50,000.00	£ 150,000.00	-	-	-	-	£ 3,017,290.00
21/00116/FULMAJ; City Tower & City Place House, 40-55 Basilgall Street, London, EC2V 2DZ; 2021-09-29	£ 11,000.00	£ 320,443.00	£ 48,066.00	£ 8,473.00	-	-	£ 53,820.00	£ 46,460.00	£ 100,000.00	-	-	£ 200,000.00	-	-	£ 752,885.00	£ 40,000.00	£ 75,000.00	£ 42,500.00	-	-	-	£ 1,630,947.00
21/00034/FULMAJ (Option A); 100 & 108 Fetter Lane, London, EC4A 1ES; 2021-09-29	£ 8,500.00	£ 143,220.00	£ 21,268.00	£ 4,397.00	-	-	£ 53,820.00	£ 46,460.00	£ 50,000.00	-	-	-	-	-	£ 182,400.00	£ 20,000.00	£ 65,000.00	-	-	-	-	£ 595,065.00
21/00034/FULMAJ (Option B); 100 & 108 Fetter Lane, London, EC4A 1ES; 2021-09-29	£ 5,500.00	£ 131,690.00	£ 19,753.00	£ 4,280.00	-	-	£ 53,820.00	£ 46,460.00	£ 50,000.00	-	-	-	-	-	-	£ 20,000.00	£ 65,000.00	-	-	-	-	£ 396,503.00
20/00932/FULMAJ; Snow Hill Police Station, 5 Snow Hill, London, EC2A 2DP; 2021-09-30	£ 7,500.00	£ 50,272.00	£ 7,541.00	£ 3,584.00	-	-	£ 30,935.00	£ 25,760.00	£ 25,000.00	-	-	-	-	-	£ 361,950.00	-	-	-	-	-	-	£ 512,542.00
18/01178/FULMAJ; Seal House - 1 Swan Lane, London, EC4R 3TN; 2021-09-30	£ 5,500.00	£ 200,875.00	£ 30,131.00	£ 6,221.00	-	-	-	-	£ 100,000.00	-	-	-	-	-	£ 1,094,400.00	-	-	-	-	-	-	£ 1,437,127.00
20/00773/FULMAJ; Wood Street Police Station, 37 Wood Street, London, EC2P 2NQ; 2021-09-30	£ 2,500.00	-	-	£ 1,000.00	-	-	£ 30,935.00	£ 25,760.00	£ 100,000.00	-	-	-	-	-	-	-	-	-	-	-	-	£ 160,195.00
18/01044/FULMAJ; 122 Minories & 14 Crosswall, London, EC3N 3JF; 2021-11-02	£ 3,000.00	£ 571,230.00	£ 1,714.00	£ 7,037.00	-	-	-	-	£ 15,000.00	-	-	-	-	-	£ 89,205.00	-	-	-	-	-	-	£ 687,186.00
21/00627/FULMAJ; 115-123 Houndsditch, London, EC3A 7BU; 2022-02-01	£ 12,000.00	£ 2,600,780.00	£ 1,560,468.00	£ 52,537.00	-	£ 520,156.00	£ 53,820.00	£ 46,460.00	£ 100,000.00	-	-	-	-	-	£ 1,055,925.00	£ 32,000.00	-	-	-	-	-	£ 6,034,146.00
21/00755/FULMAJ; 14-21 Holborn Viaduct, 32-33 & 34-35 Farringdon Street, London, EC1A 2AT; 2022-02-07	£ 12,000.00	£ 940,698.00	£ 564,419.00	£ 20,453.00	-	-	£ 53,820.00	£ 46,460.00	£ 50,000.00	-	-	-	-	-	£ 605,910.00	£ 20,000.00	-	-	-	-	-	£ 2,563,760.00
20/00760/FULMAJ; Money House, 26-30 Holborn Viaduct & City Temple 31 Holborn Viaduct, EC1A 2AT; 2022-02-08	£ 2,000.00	£ 6,495.00	£ 975.00	£ 825.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	£ 10,295.00
Obligations Totals	£ 169,500.00	£ 10,290,469.17	£ 3,052,373.61	£ 211,336.10	£ -	£ 1,680,506.00	£ 608,120.00	£ 521,180.00	£ 1,340,000.00	£ 50,000.00	£ 50,000.00	£ 200,000.00	£ 290,000.00	£ -	£ 7,603,413.00	£ 945,902.00	£ 427,500.00	£ 42,500.00	£ -	£ -	Grand Total	£ 25,842,799.88

Table 6: Details of Section 106 Allocated but not Spent as at 31 March 2022 - 3e and 3g

Infrastructure Project	Total S106 Allocations (as at 31 March 2022)	Unspent S106 Allocations (as at 31 March 2022)
Grand Totals	£202,284,903	£77,486,057
Local Training, Skills and Job Brokerage Initiatives Total	£6,412,624	£1,247,305
S106 Monitoring and Administration Total	£1,412,567	£1,283,644
Affordable Housing Schemes Total	£102,940,306	45,817,529
Local Community Environment and Transport Improvements Total	£91,519,406	£29,137,579

Table 7: Details of Section 106 Spent in 2020/21 - 3h(i)

Infrastructure Project	S106 Spend in 2021/22
Grand Total	£20,944,086
Local Training, Skills and Job Brokerage Initiatives Total:	£493,918
S106 Monitoring and Administration Total:	£128,923
Affordable Housing Schemes Total:	£18,649,664
29800124 - Avondale Square Estate - Provision of Social Housing	£14,718
29800084 - Delivery of 600+ Units on Housing Estates	-£3,300
29800115 - Sumner Buildings Proposals	£41,666
29100081 - Avondale Square George Ellison & Eric Wilkins House Roofs & Windows	£211
29100085 - Great Arthur House New Flats	£509,180
29100098 - Richard Cloudesley Residential Design	£15,414,493
29100079 - Isleden House Provision of Additional Social Housing	£1,263,546
29100075 - Middlesex Street Conversion of Nine Shop Units	-£1,924
29100067 - Sydenham Hill Provision of Social Housing	£463,949
29100141 - York Way Estate Provision of Social Housing	£947,126
LCE and Transport Improvement Schemes Total:	£1,671,582
100 Minorities Area Enhancement Phase 2 OH	£6,413
Eastern City Cluster Security Project	£13,463

Eastern City Cluster Security Project OH	£7,972
2-6 Cannon Street Public Realm Improvements OH	£23,617
Barts Close Public Realm Enhancements S106 (CAP) OH	£7,059
Breams Buildings Reinstatement & Enhancement S106 OH.	£2,281
Greening of Cheapside Area Phase 1B	£28,160
Greening of Cheapside Area Phase 1B OH	£8,877
City Cluster & Fenchurch Street Healthy Streets Plan	£54,097
City Cluster & Fenchurch Street Healthy Streets Plan OH	£7,573
City Cluster Area - Activation & Engagement Programme OH	£5,472
City Cluster Area - Activation & Engagement Programme	£49,345
City Cluster Vision - Phase 1	£7,364
City Cluster Vision - Phase 1 OH	£1,889
St Mary Axe Experimental Timed Closure - Phase 1A	£8,654
St Mary Axe Experimental Timed Closure - Phase 1A OH	£5,482
St Mary Axe Experimental Timed Closure - Phase 1A OH.	£2,379
City Cluster Vision - Well-being & Climate Change Resilience Programme	£76,109
City Cluster Vision - Well-being & Climate Change Resilience Programme OH	£20,479
City Placemaking & Public Space Review	£63,186
City Placemaking & Public Space Review	£14,688
Cursitor Street Improvements OH	£5,274
Eastern City Cluster - Public Art (year 9)	£4,676
Fleet Street and Temple Healthy Streets Plan	£14,361
Fleet Street and Temple Healthy Streets Plan OH	£10,372
Mark Lane Enhancement Ph2 OH	£22,773
Mark Lane Enhancement Phase 3	£4,099
Mark Lane Enhancement Phase 3 OH	£2,532
Middlesex Street Phase B New Open Space (CAP) OH	£2,963
Middlesex Street Area Enhancement Phase 2	-£362
Middlesex Street Area Enhancement Phase 2 OH.	£26,090
Moor Lane Environmental Enhancements S106 OH	£7,400
RWE:Globe View Walkway S106 OH	£17,838
St Bartholomews Hospital S106 OH.	£20,657
St Pauls Churchyard - Anti Skateboarding OH	£78
Aldgate Highway Changes & Public Realm Improvements - SRP	-£864
Aldgate Highway Changes & Public Realm Improvements OH	£6,622
Bank Junction	£14,904
Moorgate Crossrail Station Links - Finsbury Circus Western Arm - Phase 2A OH	£2,580
Moorgate Crossrail Station Links - Phase 2 OH.	£7,918
Mansion House Station Public Realm Improvements (CAP) OH	-£390
100 Minories Area Enhancements Phase 2	£8,813
2-6 Cannon Street Public Realm Improvements	£180,811

Barts Close Public Realm Enhancements S106 (CAP)	£205,642
Breams Buildings S106 (Cap)	£2,721
St Mary Axe Experimental Timed Closure - Phase 1A.	£3,899
Cursitor Street Improvements (Cap)	£6,497
Mark Lane Environmental Enhancements Phase 2	£134,567
Middlesex Street Phase B New Open Space (CAP)	£4,287
Middlesex Street Area Enhancement Phase 2 (Cap)	£84,859
Moor Lane Environmental Enhancements S106	£19,602
RWE:Globe View Walkway S106	£51,374
St Bartholomews Hospital S106 (Cap)	£203,979
St Pauls Churchyard - Anti Skateboarding	£95
Aldgate Highway Changes & Public Realm Improvements Part 2	£58,568
Crossrail Liverpool Street Urban Integration Phase 2	£26,592
Moorgate Crossrail Station Links - Finsbury Circus Western Arm - Phase 2A	£13,245
Moorgate Crossrail Station Links - Phase 2.	£25,284
Mansion House Station Public Realm Improvements (Cap)	-£526
London Development S106 Phase 2	£19
S106 & S278 funding of OS 2021/22 maintenance costs_2-6 Cannon Street Public Realm Improvements - S-6 Cannon St S106	£6,193
S106 & S278 funding of OS 2021/22 maintenance costs_Barts Close Public Realm Enhancements S106 (CAP) - St Barts Close	£3,500
S106 & S278 funding of OS 2021/22 maintenance costs_St Alphage Gardens - London Wall Place S106 (LCE)	£3,000
S106 & S278 funding of OS 2021/22 maintenance costs_Plough Place - 12-14 New Fetter Lane S106 (LCE)	£933
S106 & S278 funding of Cleansing 2021/22 maintenance costs_16100359_Bloomberg Place Highway Works - Walbrook S106 (LCE)	£13,380
S106 & S278 funding of Cleansing 2021/22 maintenance costs_16100257_RWE: Millennium Bridge Area - 20 Fenchurch Street S106 (LCE)	£3,045
S106 & S278 funding of Cleansing 2021/22 maintenance costs_16100314_11-19 Monument Street - 11-19 Monument Street S106 (LCE)	£1,237
S106 & S278 funding of Cleansing 2021/22 maintenance costs_16100243_Eastern City Cluster Phase 1 - The Pinnacle S106 (LCE)	£3,899
S106 & S278 funding of OS 2021/22 maintenance costs_Bloomberg Place Highway Works - Bucklersbury House S106 (LCE)	£1,485
S106 & S278 funding of OS 2021/22 maintenance costs_Middlesex St Phase B-Artizan Street - Open Space - S106 (LCE) - 100 Bishopsgate	£3,500
S106 & S278 funding of Cleansing 2021/22 maintenance costs_16100318_Angel Court - Angel Court & 33 Throgmorton Street S106 (LCE)	£880
S106 & S278 funding of Cleansing 2021/22 maintenance costs_16100237_BAS: Moor Lane - Milton Court S106 (LCE)	£1,120

4. City of London CIL Infrastructure List

Regulation 121A(1)(a) requires the Infrastructure Funding Statement to include:

“a statement of the infrastructure projects or types of infrastructure which the charging authority intends will be, or may be, wholly or partly funded by CIL (other than CIL to which regulation 59E or 59F applies) (“the infrastructure list”)”

The City of London Infrastructure List consists of:

- Beech Street Transport & Public Realm Improvements
- Hostile Vehicle Mitigation Security Programme
- Eastern City Cluster Security
- City Mental Health Centre
- Secure City Programme CCTV & Telecommunications
- Secure City Programme
- Public Realm Security Programme

Contacts

Source:

City of London Corporation

General planning enquiries: -

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Planning and Development

Environment Department

City of London

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London EC2P 2EJ



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Committee: Planning & Transportation Committee	Dated: 10/01/2023
Subject: City Plan Office Floorspace Data & Targets	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	7,8,9,10
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: Gwyn Richards, Planning & Development Director	For Information
Report author: Peter Shadbolt, Head of Planning Policy	

Summary

This report responds to a request from Members for information on office development trends and the office evidence base being developed to support the City Plan.

The report outlines the methodology used to arrive at the City Plan office floorspace target, recent employment projections for the City, office development trends and progress towards meeting City Plan targets. It also outlines the scope of consultancy work that is being commissioned to look at future office needs and demand, including the impacts of hybrid working and demand for lower graded office stock.

Recommendation(s)

Members are asked to:

- Note the report.

Main Report

Background

1. At the meeting of the Planning Applications Sub-Committee on 13 December 2022, Members asked for a report to be brought to the Grand Committee, summarising office demand and development progress against draft City Plan Targets.

2. This report outlines:
 - a. The methodology used to develop office floorspace targets in the City Plan.
 - b. Information on planning applications and approvals since April 2016 and progress in delivering new office floorspace against draft City Plan floorspace targets.
 - c. An outline of technical work that is being commissioned to consider future office floorspace needs.

Office Floorspace Targets Methodology

3. Policy S4: Offices in the draft City Plan sets out an office floorspace target to deliver a minimum net increase in the City's office floorspace stock of 2 million square metres between 2016 and 2036. This delivery is phased as follows:

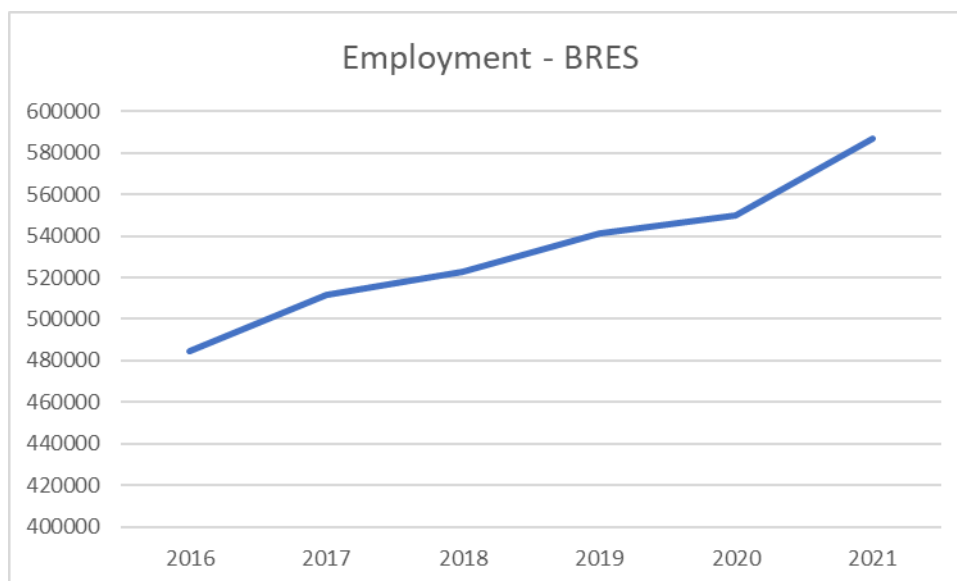
2016 – 2021 750,000m²

2021 – 2026 750,000m²

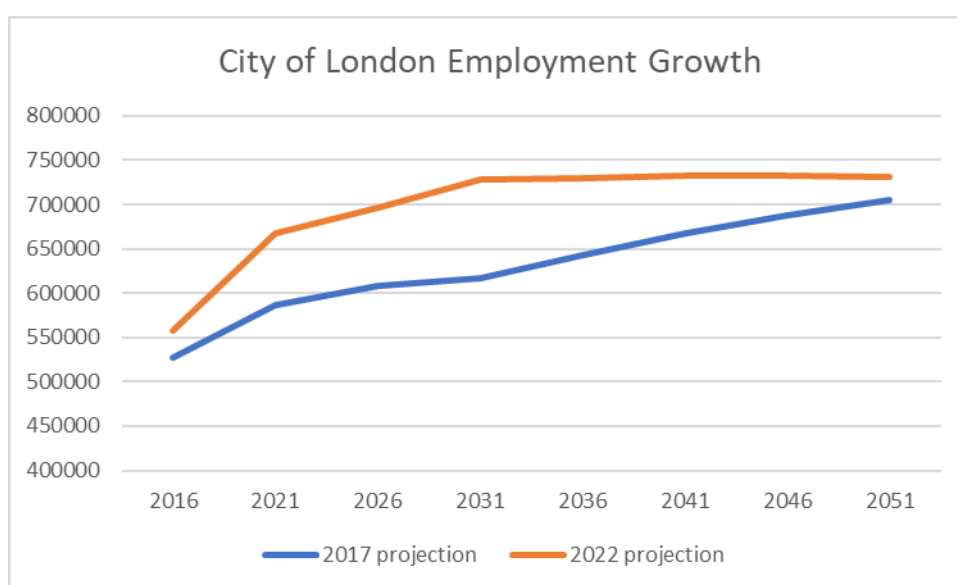
2026 – 2031 250,000m²

2031 – 2036 250,000m²

4. The office floorspace target is derived from GLA London Labour Market Projections 2017. These projected an increase in total employment in the City between 2016 and 2036 of 116,000 workers, which equates to 103,000 office workers.
5. To convert the employment projections to office floorspace targets, a number of assumptions are made on the density of occupation of City buildings, office gross to net ratios, office vacancy rates and a contingency allowance which provides a buffer to ensure a variety of spaces can be delivered in response to market demand.
6. Phasing of the target has been undertaken based on the office floorspace which had been permitted but not commenced and under construction at the 2016 base, along with assumptions about the deliverability of schemes at pre-application stage. This results in a front-loading of delivery in the first 10 years of the plan period, although this is kept under review through annual monitoring and any under-supply from one phase is carried forward into the subsequent phase.
7. An explanation of the assumptions made and the derivation of the target is available on the City Corporation's website at:
<https://www.cityoflondon.gov.uk/assets/Services-Environment/planning-draft-local-plan-evidence-office-floorspace-target-2018.pdf>
8. Since the draft City Plan was published for consultation in 2021, revised employment estimates have been published by the Office for National Statistics (ONS). This data (the Business Register and Employment Survey) relates to 2021 and suggests that employment in the City of London has continued to increase. Total employment in the City in 2021 was estimated at 586,800.

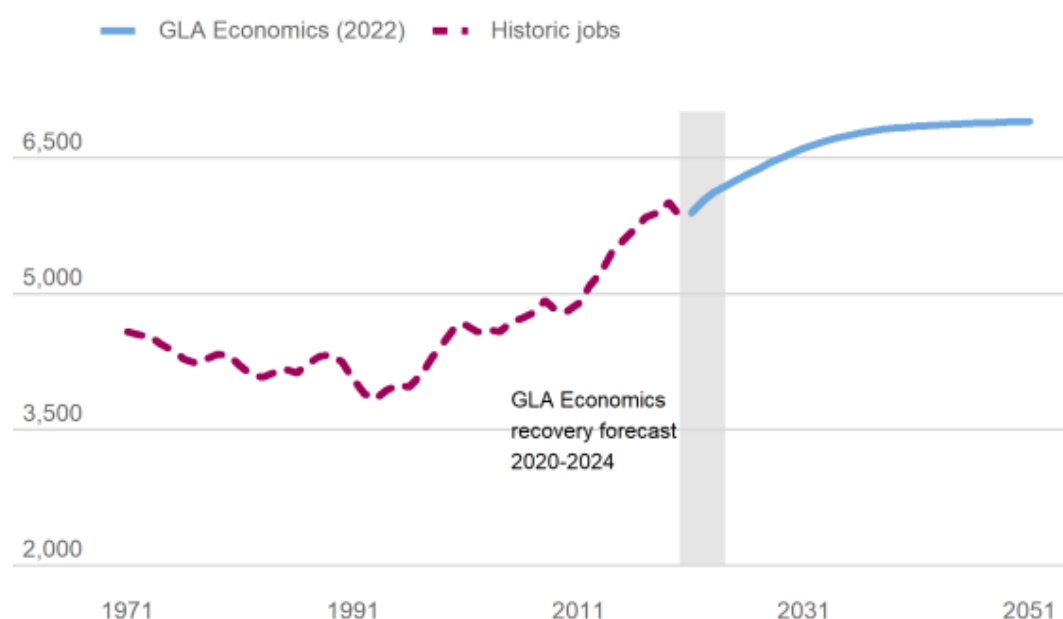


9. In late October 2022, the GLA published updated London-wide and borough level employment projections for the period up to 2051. These projections are based on historic productivity trends and assumptions about long term economic output. They do factor in potential Covid impacts, but only for the period up to 2025, with growth beyond that point being considered in relation to economic and productivity trends.
10. The table below compares the 2017 and 2022 projections for the City of London, indicating that the 2022-based projections suggest more rapid employment growth in the City during the 2020s and, ultimately, a higher level of employment by 2051 than had previously been projected by the GLA.
11. In terms of numbers, the latest GLA projections suggest an increase in employment in the City of London between 2016 and 2041 of 176,000, reaching a total of 733,000.



12. While the figures for the City of London show a levelling off for employment in the longer term, this mirrors the wider trend for the whole of London, as shown in the London-wide GLA projection below. This levelling-off is dictated by the statistical need to bring the Gross Value Added (GVA) growth rate for London into line with the GVA for the UK as a whole. The model assumes that the Gross Value Added (GVA) growth rate for London will decline from its forecast of 2.5% in 2024, to match the OBR's forecast for the whole of the UK of 1.5% in 2051. To assume otherwise would be to imply that London's economy would continue to expand more quickly than the UK's economy in perpetuity and eventually become larger than the economy for the whole of the UK – which is logically impossible.

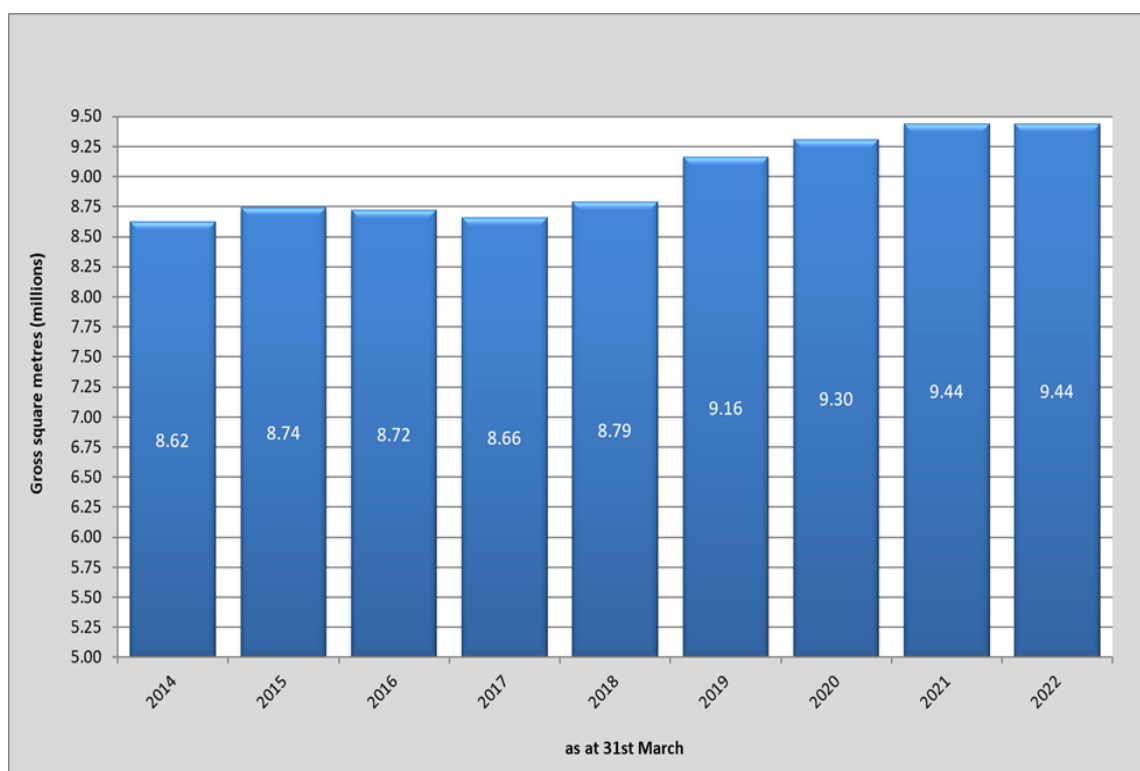
Figure 1: London Employment History and Projections (Jobs, 000s)



13. The GLA forecast that employment in London will reach 6.9 million jobs in 2051. While the GLA projections do not factor in population forecasts for London, the GLA also produce population-based employment projections as a comparison. These give a range of 6.6m to 6.85m jobs in London in 2050. This reflects the continued projected increase in people living in London and within commuting distance of the capital.

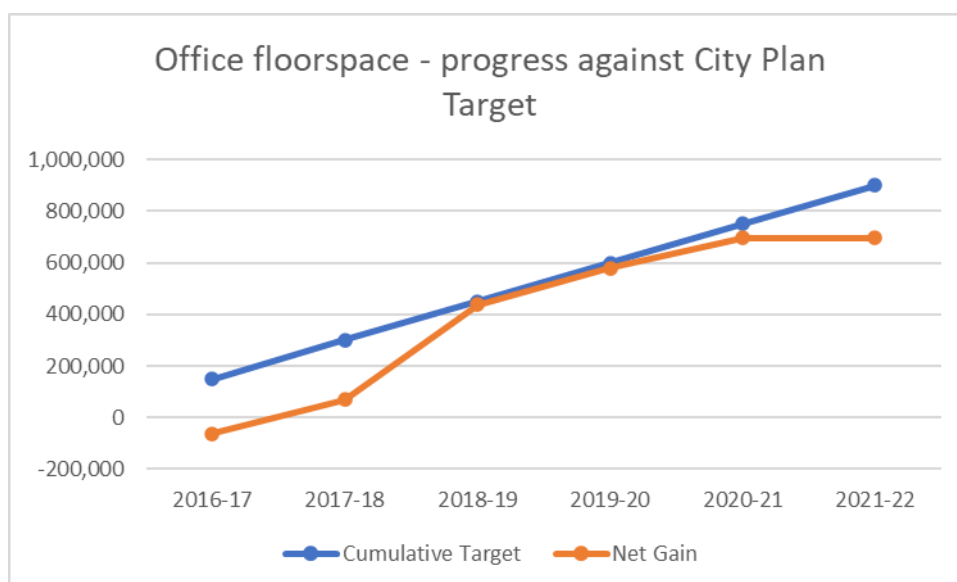
Office Development Trends

14. At March 2022, monitoring shows that the total stock of office floorspace in the City stood at 9.44 million square metres (gross). While in some years the gross total of floorspace in the City has remained the same or decreased slightly, there has been a general upwards trend in the total stock of office floorspace as demonstrated below:



15. In terms of progress against draft City Plan targets, the chart below compares the net gain in new office floorspace between 2016 and 2022, with the office floorspace target. Overall, in this period, there has been a net gain of 695,510m² of office floorspace, compared with an overall target for this period of 900,000m².

16. In addition to the completed floorspace, at March 2022, there was 570,241m² of net office floorspace in the planning pipeline, i.e. either under construction (225,763m²) or permitted but not yet commenced (344,478m²).



17. Taking account of completions and pipeline development, there is potential to deliver 1,265,750m² of net additional office floorspace, suggesting that delivery against City Plan targets is broadly on track.

Office Need Evidence

18. A number of Members have also raised questions about the impact of the Covid Pandemic on future office floorspace needs in the City of London. This is in relation to:
 - a. Overall floorspace demand and whether a shift to hybrid working is taking place, permanently reducing the need for new office floorspace.
 - b. The quality of office floorspace and whether the so-called 'flight to quality' seen amongst both developers and occupiers is reducing the demand for Grade B/older office stock that could be released for other land uses.
19. These are fundamental questions for the City Plan, in terms of the overall quantum of office floorspace that the Plan should provide for and the mix of land uses in the City going forward. Officers have been collating evidence from published commercial agent intelligence, occupiers and development demand to assist in formulating policy. Officers have also collaborated with Central London Forward who have recently published a research report "The Future of the Office in central London" <https://centrallondonforward.gov.uk/Publications/>
20. This research explores how the use of and demand for office space is changing post-pandemic, how this varies by sector and across different areas, and how changing working patterns will impact central London's economy. The report provides useful guidance on emerging and future work patterns across the wider Central London area and provides some insights into likely City patterns but does not provide a deep dive into City of London office demand and need, the impacts of hybrid working patterns or the future of the older office stock.
21. Officers are in the process of commissioning consultants to provide a more detailed examination of trends in the City of London which can provide the detailed evidence necessary to support City Plan office policies.
22. The consultancy work will consider:
 - a. The qualitative and quantitative demand for net additional office floorspace in the City, addressing issues including the existing stock of Grade A and Grade B offices and future needs; the need for SME, incubator, affordable workspace and cultural/maker spaces; the requirement for complementary retail/leisure facilities on site or in the immediate vicinity to provide an attractive development.
 - b. Current and anticipated office behaviours in the City, addressing trends for in-office, hybrid or home working across different City office sectors; daily working patterns and variations during the week; international comparator experience.
 - c. Extent to which the City's existing office stock is at risk of becoming stranded assets, and any associated geographical context, addressing specific building ages or types and/or areas of the City where redevelopment may be unviable; impact of minimum energy efficiency standards on lettable space; opportunities to re-purpose older or inefficient office stock to other uses.
23. This piece of work will be commissioned in January 2023, with a draft report due to be completed by mid-late March. The brief includes a requirement for a

stakeholder workshop and a presentation of the findings to Members of the Local Plans Sub-Committee.

Corporate & Strategic Implications

24. Strategic implications – this report outlines key data and proposed further work necessary to inform the development of City Plan office development policies. These will ensure that the City Plan evidence base accords with requirements in the National Planning Policy Framework and the London Plan. Revised office policies will contribute towards delivery of Corporate Plan targets aimed at ensuring the City remains a world leading financial and professional services centre.
25. Financial implications – Consultancy work will be funded through the Policy & Strategy Local Risk Budget.
26. Resource implications – Technical work will be undertaken by appointed consultants and by officers within the Policy & Strategy section of the Planning & Development Division of the Environment Department.
27. Legal implications – there are no legal implications arising from this report.
28. Risk implications – the provision of a robust evidence base on office need and demand will minimise the risk of challenge to the City Plan during consultation and at Public Examination.
29. Equalities implications – there are no direct equalities implications arising from this report, but the City Plan will be subject to an Equalities Impact Assessment to ensure that the requirements of the Public Sector Equality Duty are met.
30. Climate implications – there are no climate implications arising from this report.
31. Security implications – there are no security implications arising from this report.

Conclusion

32. Members have requested further information on office development trends in the City of London and progress with the development of the evidence base to support the City Plan.
33. This report has outlined the derivation of the draft City Plan office floorspace targets; recent employment estimates and projections, which show a continued increase in City employment; delivery of new office floorspace against City Plan targets, suggesting that delivery is on-track to meet targets for the period 2016-2026. The report also outlines the scope of additional consultancy work which is in the process of being commissioned and which will look specifically at the impacts of the Covid Pandemic and changing working patterns on office demand and the demand for older, Grade B, office stock.

Appendices

None

Peter Shadbolt

Head of Planning Policy

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Committee(s): Planning & Transportation Committee	Dated: 10 January 2023
Subject: Business Plans 2022/23: Progress Report (Period 2, August-November)	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9, 10, 11, 12
Does this proposal require extra revenue and/or capital spending?	No
Report of: Juliemma McLoughlin, Executive Director, Environment	For Information
Report author: Joanne Hill, Environment Department	

Summary

This report provides an update on progress made during Period Two (August-November) 2022/23 against the High-Level Business Plan 2022/23 for the service areas of the Environment Department which fall within the remit of your Committee. Key performance information is provided within the covering report and at Appendix 1.

A budget monitoring update is included in the report, with details provided at Appendix 2.

Recommendation

Members are asked to:

- Note the content of this report and its appendices.

Main Report

Background

1. The 2022/23 High-Level Business Plan sets out the key aims, workstreams and key performance indicators (KPIs) of the services within the remit of your Committee for the year ahead.
2. To ensure your Committee is kept informed, an update on progress made against the High-Level Business Plan 2022/23 will be reported to you on a periodic (four-monthly) basis, along with current financial information. This approach allows Members to ask questions and have a timely input into areas of particular importance to them.

Current Position

3. This report provides an update on progress made against the 2022/23 High-Level Business Plan during Period Two (August-July 2022) by the following service areas of the Environment Department:
 - The Planning and Development Division, including the District Surveyor
 - The City Operations Division: Highways and Transportation services
4. Appendix 1 presents key performance information as infographics.
5. Updates on progress against key workstreams and other achievements during the period are summarised below:

a) **Climate Action Strategy**

- Climate Adaption Action Plans continue to be developed across the whole of the Environment Department. Several initiatives are progressing through the project Gateway Process, including 'Cool Streets and Greening'; 'Replanting and Relandscaping'; and 'Tree Planting'.
- In November, the 'Cubic Mile' project was successfully completed. This year-long research project was carried out in partnership with the British Geological Survey and the UK Climate Resilience Programme to better understand how underground space can be used to improve resilience to climate change. Further information is available [online](#) and findings will be shared in due course.
- The City of London won the Itron Innovator Award 2022 for the City-wide climate sensor network. Upon deployment, the sensors will monitor trends over the next 20 years to identify whether interventions, such as sustainable drainage systems (SuDS) and urban greening of "heat islands", are helping to avoid disruptive temperatures and flooding of the City's streets. Ongoing monitoring of street temperatures and soil moisture will help reduce the costs of maintenance and irrigation and provide real-time data to help evaluate which climate resilience interventions are the most effective in the face of severe weather patterns.
- Funding has been secured from Defra's Woodland Creation Accelerator Fund (£82000 over 2 years) and the GLA's Grow Back Greener fund (£40000 for tree planting works in Middlesex Street).

b) **Building Safety Act 2022**

This new legislation, which received royal assent in April 2022, will see the creation of a national Building Safety Regulator (BSR) with effect from October 2023. The City of London District Surveyor continues to collaborate

with other London Boroughs to formulate a Building Control hub for London to work with the BSR on High Risk Buildings (HRBs). A separate report on the Hub will be presented to this Committee.

Members of the Building Control Team are preparing for formal competency testing that will be a requirement under the new Act for every Building Control Surveyor (local authority and private) to be registered as a Competent Building Control Surveyor with the BSR.

c) Blackfriars Bridge

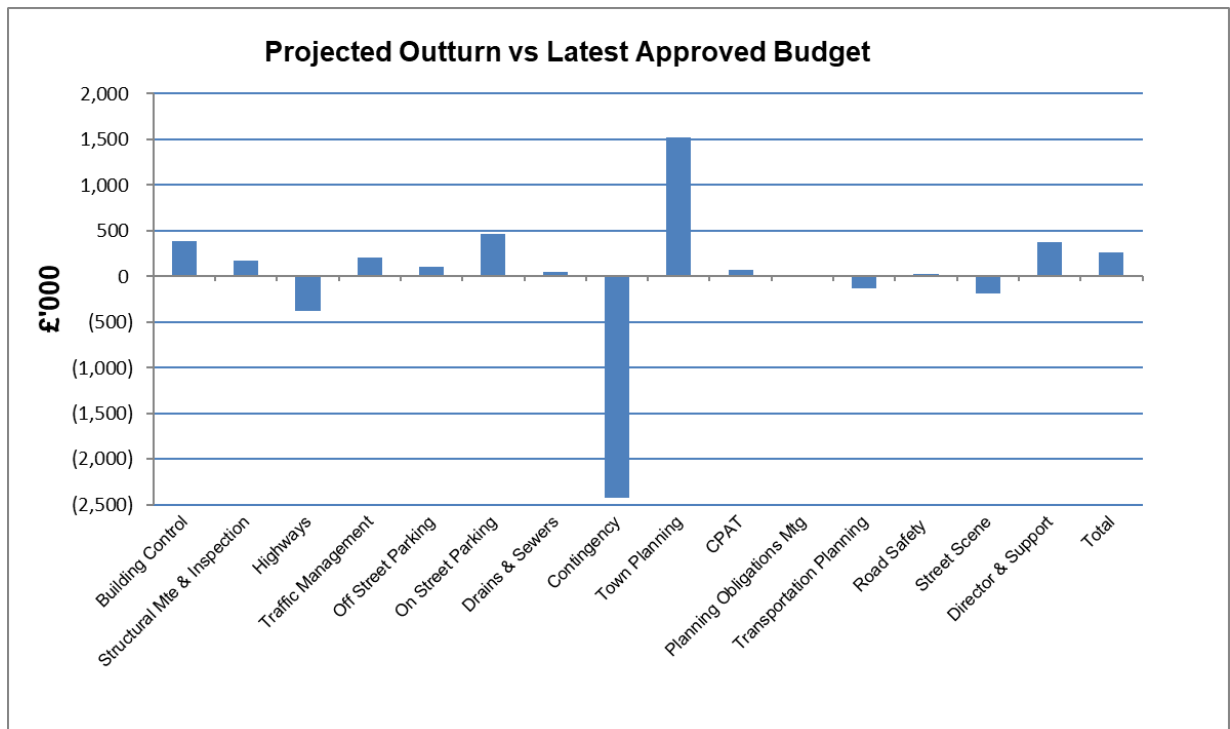
The Engineering Team, on behalf of Bridge House Estates, has continued to manage the major refurbishment works to Blackfriars Bridge. The works were recently covered in an article published in ['The Londonist'](#).

d) Transport Strategy

Detailed update reports on the Transport Strategy are presented to your Committee on a regular basis.

Financial information

6. The end of November 2022 monitoring position for the Environment Department shows a projected year end overspend of £50k overall, an improvement of £126k from the position reported at the end of August.
7. Within that overall total, the Executive Director is forecasting a projected year end underspend of £263k for her services reporting to the Planning and Transportation Committee, an improvement of £159k from the position reported at the end of August.
8. Appendix 2 sets out a more detailed financial analysis of each division of service relating to this Committee, including reasons for significant budget variations (generally those over £50k).



Notes:

1. Zero is the baseline latest approved budget for each Division of Service.
2. Graph shows projected outturn position against the latest approved budget.
3. A variance above the baseline is favourable i.e., either additional income or reduced expenditure.
4. A variance below the baseline is unfavourable i.e., additional expenditure or reduced income.
5. Overall the Committee is forecasting an underspend of £263k at year end.

9. The projected underspend for this Committee is primarily due to:
 - Additional income from the Thames Tideway SLA, road closure fees, and planning activities.
 - Salary savings as a result of staff vacancies.
 - Contract cost savings resulting from the new car park management contract.
10. These underspends have been partly offset mainly by:
 - The Committee's share of departmental unidentified savings.
 - Increased costs of highways repairs and maintenance.
 - Sculpture in the City costs incurred in excess of sponsorship secured.
 - Reductions in income from car parking fees and staff costs recharged to capital projects.
11. The Executive Director is continuing to seek further opportunities to address the small remaining projected overspend for the Department.

Corporate & Strategic Implications

Strategic implications – The monitoring of key improvement objectives and performance measures links to the achievement of the aims and outcomes set out in the Corporate Plan 2018-23.

Financial implications – Financial implications are addressed within this report, with further detail included in the appendices.

Resource implications – None.

Legal implications – None.

Risk implications – Risks to achieving the objectives set out in the Business Plan of each service area are identified and managed in accordance with the City of London Risk Management Framework. Risk Registers are reported to this Committee on a regular basis.

Equalities implications – None.

Climate implications – None.

Security implications – None.

Appendices

Appendix 1 - Key performance information

Appendix 2 – Financial information

Contacts

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Business Plan 2022/23 - Key performance information

Period 2: August - November 2022

Planning applications determined within agreed timescales

Major

100%

Minor

68%

Other

87%

(targets: 100%)

534

planning applications received
(cf. 348 in period 1)

100%

of Full Plans Building Control applications approved within standard 5 week timescale

77%

of Full Plans Building Control applications approved within agreed 8 week extended timescale

98%

of Building Regulations completion certificates issued within 10 days of final inspection of completed building work

(targets: 90%)

100%

of Sustainable Drainage Systems (SuDS) consultations responded to within 21 working days

(target: 95%)

100%

of dangerous structure reports responded to within 2 hours

(2022/23 target: 100%)

99.2%

Compliance with the 'Bank on Safety' road danger reduction scheme

(2022/23 target: 99.2%)

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Planning & Transportation Committee
Local Risk Revenue Budget as at 30 November 2022
(Expenditure and unfavourable variances are shown in brackets)

	Latest Approved Budget 2022/23 £'000	Forecast for the Year 2022/23		Notes
		Forecast Outturn £'000	(Over) / Under £'000	
<u>Planning & Transportation (City Fund)</u>				
Building Control	(941)	(551)	390	1
Structural Maintenance & Inspection	(690)	(516)	174	2
Highways	(3,281)	(3,658)	(377)	3
Traffic Management	1,013	1,220	207	4
Off Street Parking	443	551	108	5
On Street Parking	(3,594)	(3,128)	466	6
Drains & Sewers	(362)	(313)	49	
Recoverable Works	0	0	0	
Contingency	2,424	0	(2,424)	7
Town Planning	(3,014)	(1,494)	1,520	8
City Property Advisory Team (CPAT)	(466)	(398)	68	9
Planning Obligations Monitoring	0	0	0	
Transportation Planning	(1,381)	(1,514)	(133)	10
Road Safety	(295)	(272)	23	
Street Scene	(70)	(256)	(186)	11
Director & Support	(2,199)	(1,821)	378	12
TOTAL PLANNING & TRANSPORTATION COMMITTEE	(12,413)	(12,150)	263	

Notes:

- 1. Building Control** - The forecast underspend is due to salary savings as a result of staff vacancies.
- 2. Structural Maintenance** - The projected underspend is due mainly to income from the Thames Tideway SLA and staff vacancies.
- 3. Highways** - The projected overspend is mainly due increased cost of repairs and maintenance, and reduced income from recharges to capital projects, partly offset by salary savings as a result of a staff vacancies.
- 4. Traffic Management** - The projected underspend is mainly due to additional income from the Thames Tideway SLA and road closure fees.
- 5. Off Street Parking** - The projected underspend is due to new car park management contract cost savings, offset by a decrease in car park fee income.
- 6. On Street Parking** - The projected underspend is due to new parking enforcement contract cost savings and salary savings as a result of staff vacancies.
- 7. Contingency** - The projected overspend is due to the P&T Committee's share of Environment Department together with a vacancy factor still to be allocated for 2022/23.
- 8. Town Planning** - The projected underspend is mainly due to staff vacancies and additional income from planning fees, PPAs and the Thames Tideway SLA.
- 9. CPAT** - The forecast underspend is due to salary savings as a result of staff vacancies.
- 10. Transportation Planning** - The projected overspend is mainly due to reduced income from recharges to capital projects, partly offset by salary savings due to staff vacancies.

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Committee(s): Planning and transportation committee – For Information	Dated: 14 December 2022
Subject: Public Lift & Escalator Monthly Report	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	Shape outstanding Environments – Our spaces are secure, resilient, and well-maintained
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?	
Report of: City Surveyor	For Information
Report author: Matt Baker – Head of Facilities Management	

Summary

This report outlines the availability and performance of publicly accessible lifts and escalators monitored and maintained by City Surveyor's, in the reporting period 3 November 2022 to 14 December 2022. The reporting period is driven by the committee meeting cycle and the associated reporting deadlines.

The report also references publicly accessible lifts and escalators on property where the freehold is owned by the City of London Corporation, which are not monitored or maintained by City Surveyor's. This report does not provide information on availability of these assets.

In this reporting period, publicly accessible lifts and escalators were available for **93.99%** of time. The aggregated 12-month availability across all publicly accessible lifts/escalators is **88.69%**.

A detailed summary of individual lifts/escalators performance is provided within this report along with the associated actions being undertaken to improve availability.

Main Report

1. There are 16 public lifts/escalators in the City of London portfolio, which are monitored and maintained by City Surveyor's. Table 1.0 provides a breakdown of availability during the reporting period and the availability over the previous 12 months.

Table 1.0

Asset Reference	Name	Availability in last reporting period	12 Month Availability	Trend
SC6458967	Little Britain	100.00%	95.94%	↑
SC6458964	London Wall East	99.98%	96.67%	↓
SC6458969	Pilgrim Street Lift	99.96%	87.79%	↓
SC6458962	Tower Place Public Lift	99.95%	97.37%	↑
SC6458968	Moor House	99.71%	98.37%	↑
SC6458963	Tower Place Scenic Lift	99.70%	96.80%	↑
CL24	Duchess Walk Public Lift	99.57%	93.39%	↑
SC6459146	Speed House Glass/Public Lift	99.40%	95.83%	↑
SC6459244	Glass South Tower	99.40%	89.60%	↑
SC6462771	Blackfriars Bridge	95.45%	90.22%	↑
SC6458965	London Wall West	92.73%	45.34%	↑
SC6458959	London Wall Up Escalator	92.71%	87.59%	↑
SC6458966	Atlantic House	89.34%	93.03%	↓
SC6462850	33 King William Street	84.50%	87.83%	↓
SC6458958	London Wall Down Escalator	83.38%	69.17%	↑
SC6458970	Wood Street Public Lift	68.07%	94.10%	↓
		93.99%	88.69%	↓

2. Table 2.0 identifies the worst performing lifts/escalators (based on 12 month availability) and the associated actions being undertaken and expected completion dates, to improve availability.

Table 2.0

Name	12 Month Availability	Trend	Current Issues	Action Required	Expected Completion Date
London Wall West Lift	45.34%	↑	Intermittent fault resulting in lift being turned off for health and safety. Manufacturer attendance to diagnose fault completed.	Issue rectified 9/11/22. Trending positively since rectification.	n/a
London Wall Down Escalator	66.29%	↑	Modernisation required. Some work already completed. Funding obtained.	Tender responses received 12/12/22. Instruct for completion.	31/3/23

Glass South Tower	89.60%	↑	No action required. Previous issue rectified. Availability trending positively.	n/a	n/a
London Wall Up Escalator	87.59%	↑	Modernisation required. Funding obtained.	Tender responses received 12/12/22. Instruct for completion.	31/3/23
33 King William Street	87.83%	↓	No action required. 1 x Outage caused by misuse from homeless person. 1 X outage caused following detailed investigation following entrapment (no issue found)	n/a	n/a
Pilgrim Street Lift	87.79%	↓	Overhaul required. Works tendered and instructed.	Works to commence on site 12/12/22	24/12/22
Atlantic House	93.03%	↓	Overhaul required. Works tendered and instructed.	Works to commence on site 9/1/23	30/1/23

3. Table 3.0 categorises the causes of faults/outages in this reporting period.

Table 3.0

Category	No of call outs
External/Environmental factors	3
Equipment faults/failure	7
Planned Insurance Inspections	2
Planned Repairs	2
Resets following emergency button press or safety sensor activation	1
Damage/misuse/vandalism	2
Autodialler faults	1
Total	18

4. Table 4.0 categorises the causes of faults/outages over the last 12 months

Table 4.0

Category	No of call outs
External/Environmental factors	14
Equipment faults/failure	77
Planned Insurance Inspections	15
Planned Repairs	24
Resets following emergency button press or safety stop equipment activation	48
Damage/misuse/vandalism	12
Autodialler faults	6

5. The lift/escalator monitoring system is currently undergoing an upgrade to a digital system and is due for completion in January 2023.
6. Projects. Table 5.0 summarises planned projects with approved funding that will support the ongoing improvement in lift & escalator availability.

Table 5.0

Lift/Escalator	Project	Status	Expected Completion
London Wall Up Escalator	Modernisation Project	Specification being finalised for tender and completion	31/3/23
London Wall Down Escalator	Modernisation Project	Specification being finalised for tender and completion	31/3/23
Pilgrim Street Lift	Modernisation Project	Contract Awarded.	24/12/22
Little Britain Lift	Modernisation Project	Work to commence on site Jan 2023	31/3/23
Atlantic House Lift	Modernisation Project	Contract Awarded	30/1/23

7. There are 4 properties leased by the Corporation with publicly accessible lifts or escalators either within their demise or in close proximity, across walkways adjacent to the property.
- 200 Aldersgate
 - 1 London Wall
 - London Wall Place
 - 125 London Wall (Alban Gate)

The Corporation have retained responsibility of maintenance of lifts/escalators at 200 Aldersgate and 1 London Wall. The availability of these lifts/escalators is reported above.

8. 125 London Wall (Alban Gate). The head lease and planning permission for 125 London Wall does not include any conditions relating to the maintenance of the escalators and following

extensive searches by colleagues in Enforcement, Legal and Land Charges, there is no legal agreement associated with this permission. As such there are no planning controls in respect of the ongoing maintenance of these escalators.

9. London Wall Place. Following a review of the headlease's the Corporation's property divisions chief solicitor has confirmed that the public accessible lift at London Wall Place is the responsibility of the tenant and that there are suitable enforcement provisions within the agreements to ensure availability, both in our role as landlord and local authority.
10. The Corporation's planning department have confirmed that when currently dealing with such development schemes, we do secure details of the ongoing use and maintenance of lifts/escalators through a S106 legal agreement.

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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 style="text-align: center;"><u>Daylight/Sunlight – Alternative Guidelines</u></p> <p style="text-align: center;">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>	<p>UPDATE (10 January 2023) – see action 1a)</p> <p>The new BRE guidance for daylight/sunlight was published in June 2022 which Officers are reviewing. A report will be brought back to Committee in 2023 to set out options for producing a new advice note/guidance for the City.</p>

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 26 April 2022 17 May 2022 7 June 2022 1 July 2022 19 July 2022 20 Sept 2022 11 Oct 2022 1 Nov 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 (10 January 2023) - The Chief Planning Officer and Development</p> <p>Radiance assessments continue to be requested and submitted with planning applications. An update on the use of this methodology will be incorporated into the abovementioned report to Committee setting out options for a new advice note/guidance.</p>
2	<p>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</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</p>	<p>UPDATE: (10 January 2023):</p> <p>New Committee Members are provided with training on key aspects. A programme of wider Member training will be implemented in 2023.</p>

	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 26 April 2022 17 May 2022 7 June 2022 1 July 2022 19 July 2022 20 Sept 2022 11 Oct 2022 1 Nov 2022	<p>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>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 26 April 2022 17 May 2022 7 June 2022 1 July 2022 19 July 2022 20 Sept 2022 11 Oct 2022 1 Nov 2022	<p><u>Sustainability SPD</u></p> <p>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>	<p>UPDATE 10 January 2023:</p> <p>The Sustainability SPD is being developed and will be brought to the Committee in March 2023, before public consultation.</p>

4.	22 Feb 2022 26 April 2022 17 May 2022 7 June 2022 1 July 2022 19 July 2022 20 Sept 2022 11 Oct 2022 1 Nov 2022	<p><u>Update to Statement of Community Involvement</u></p> <p>Chief Planning Officer and Development Director</p> <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>	<p>UPDATE 10 January 2023:</p> <p>The draft new Statement of Community Involvement has been approved by this committee and is currently out for public consultation. The consultation can be found here:</p> <p>https://www.cityoflondon.gov.uk/services/planning/planning-policy/other-planning-policy-documents</p>

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 8 November 2022

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 8 November 2022 at 10.30 am

Present

Members:

Deputy Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Shravan Joshi
Deputy Randall Anderson
Deputy Edward Lordw
Judith Pleasance
Ian Seaton
Paul Martinelli
Oliver Sells KC

Also present:

Deputy Marianne Fredericks (via remote link)

Officers:

Ian Hughes	- Environment Department
Gillian Howard	- Environment Department
Kristian Turner	- Environment Department
Melanie Charalambous	- Environment Department
Clarisse Tavin	- Environment Department
Tom Noble	- Environment Department
Giacomo Vecia	- Environment Department
Samantha Tharme	- Environment Department
Emmanuel Ojugo	- Environment Department
Bruce McVean	- Environment Department
Jayne Moore	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

Apologies were received from Alderman Ian David Luder.

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

There were no declarations.

3. **MINUTES**

RESOLVED, That the public minutes of the meeting of 06 September 2022 be approved as an accurate record of the proceedings.

4. **2-6 CANNON STREET PUBLIC REALM IMPROVEMENTS | PHASES 2 AND 3 - ISSUE REPORT**

The Sub-Committee considered the report of the Executive Director, Environment.

RESOLVED, That the Sub-Committee

- I. Agree the extension of the project programme from June 2022 to March 2023 to allow time to complete the project within the upcoming planting season and implement Phase 3 works;
- II. Agree that the remaining project budget of £372,163 (including any interest accrued) is revised as set out in the finance tables in Appendix E; to complete the project in accordance with the Section 106 Agreement;
- III. Approve the budget adjustment summarised in table 2 Appendix E;
- IV. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Operational Property and Projects Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that fall within the remit of paragraph 45 of the 'City of London Project Procedure– Oct 2018' (Changes to Projects: General), as prescribed in Appendix E of this report, are to be delegated to Chief Officer or escalated to the relevant committee(s); and
- V. Note that funding is subject to the capital programme review and that the final decision on whether to proceed will be dependent on the outcome of that review.

5. **BEECH STREET TRANSPORTATION AND PUBLIC REALM PROJECT**

The Sub-Committee considered the report of the Executive Director, Environment.

A Member asked why Golden Lane was not a school street and sought clarification on the process for achieving school street status. The meeting heard that a combination of traffic mitigation measures and restrictions would be in place, and that the process involved seeking a Traffic Order to close a specific street around school start and finish times. The meeting noted that parents with children were likely to have a view on option 1c and the increased traffic on Golden Lane, and that it was important that those voices be heard.

A Member asked what would be the cost of the consultation under option 1c, noting that many people would be unhappy with the probable rat run that would result from that option. The meeting heard that the consultation exercise would cost around £35K to £40K, noting that the City of London had been criticised in

the past for perceived inadequate consultation on Beech St, and that it was unhelpful to second-guess the outcome of any consultation.

A Member asked whether a timeframe was required in order to align with Healthy Streets and asked whether the Healthy Streets programme would encompass the school street process. The meeting heard that London Borough of Islington (LBI) was reallocating resources to the Healthy Streets programme to prioritise Healthy Streets.

A Member asked how the LBI was able to apparently dictate the consultation options to the City of London, commenting that option 1c was a narrow area of consultation and that the public was being excluded from all options. The meeting heard that LBI was unwilling to support consulting on options 1a and 1b and that LBI would not be implementing the measures set out in those options. The meeting heard that a notification in line with the Traffic Management Act 2004 was being implemented, and that any change to Beech St would need to be submitted to TfL, as Beech St traffic was assigned in line with the Strategic Road Network which would require support from the neighbouring borough.

A Member commented that option 1c was a long way from what was desired by the City of London as it did not provide a traffic-free zone, and there was a risk of a rat run being created.

A Member commented that were option 1c to go ahead following a consultation, a zero-emission street on Beech St would not be achieved but commented that stakeholders' perspectives were welcome, that the City of London was keen to progress the issue, and that future co-operation with LBI would be critical to achieving healthy streets. The meeting noted that option 1c together with making Golden Lane a school street could deliver a palatable outcome.

RESOLVED, That the Sub-Committee agree to proceed with Option 1c for public consultation for a zero-emission scheme on Beech Street that keeps the Golden Lane / Beech Street junction open to all southbound vehicles, noting that the left turn from Beech Street into Golden Lane would only be available to zero emission vehicles.

6. **CITY CLUSTER AREA - PROGRAMME UPDATE**

The Sub-Committee noted the report of the Executive Director, Environment.

On paragraph 12 of the report, a Member noted that it was critical to provide appealing public play spaces for younger children in order to credibly attract families. The meeting heard that there were a few playgrounds in the City already.

RESOLVED, That the Sub-Committee

1. Note the progress update;

2. Note that there is a funding gap for the delivery of future projects within the City Cluster programme and that a capital bid would be required as part of the funding strategy;
3. Approve an increase of funding of £27,000 from the S106 contribution of 40 Leadenhall Street for staff costs, for the management of the City Cluster programme including communications, for the next reporting period. As set out in Appendix 1; and
4. Regarding the St Mary Axe Improvements - Phase 1 project:
 - i. Note and approve that the scope of the work be amended to include widened footways on the western side of St Mary Axe at the junction with Undershaft to shorten the pedestrian crossing distance and improve accessibility.
 - ii. Increase the project's existing approved delegated authority cost limit (inclusive of CRP) to £329,229 from £270,000 (an increase of £122,229), and.
 - iii. Approve the updated funding strategy as shown in Appendix 1 to accommodate the above increase.

7. **FLEET STREET AREA HEALTHY STREETS PLAN**

The Sub-Committee received the report of the Executive Director, Environment.

A few Members commented that a greening element appeared to be lacking in the project that could include planters, and the meeting heard that there was a wish to enhance the greening in the area.

On appendix 3, a Member asked why there was no S106 money from the Salisbury Square Development. The meeting heard that the S106 money was from older developments in the area, and that a different type of contribution was expected from the Salisbury Square Development and that CIL money was expected in the future.

RESOLVED, That the Sub-Committee

1. Note the change in the project name and boundary from Gateway 2 as shown in figures 1 and 2;
2. Note the revised total estimated cost of the project of £276,254 (excluding risk) and the updated funding strategy set out in Table 3 Appendix 3, which includes a contribution from the Fleet Street Quarter BID of £35,000 that is still to be confirmed; and
3. Approve the budget increase of £154,054 from £87,200 to £241,254 to reach the next Gateway, funded from Section 106 receipts as detailed in Table 3 Appendix 3.

8. **MARK LANE PUBLIC REALM ENHANCEMENTS (PHASE 2B) | ISSUE REPORT**

The Sub-Committee considered the report of the Executive Director, Environment.

A Member asked what was being done to ensure that delays were minimised, and whether materials were being pre-purchased to avoid inflationary consequences and subsequent budget adjustments. The meeting heard that materials were purchased early on and in bulk wherever possible, and that the risks were well-understood.

RESOLVED, That the Sub-Committee

- I. Revise the remaining project budget of £244,510 as set out in the finance tables in Appendix 3; including any interest accrued to complete the project in accordance with the Section 106 Agreement;
- II. Approve the budget adjustment summarised in table 2 Appendix 3;
- III. Agree to undertake the Traffic Orders statutory consultation regarding the proposal to relocate up to four new Pay and Display parking bays in the project catchment area, as part of phase 2B public realm measures, as prescribed in Appendix 2. Subject to the outcome of the statutory consultation proceed to implement the relocated bays; and
- IV. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Operational Property and Projects Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that fall within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General), as prescribed in Appendix 3 of this report, is to be delegated to Chief Officer or escalated to committee(s).

9. **11 PILGRIM STREET S278**

The Sub-Committee considered the report of the Executive Director, Environment.

RESOLVED, That the Sub-Committee

- 1 Authorise officers to negotiate and enter into a S278 agreement with the developer/landowners, to implement the proposals, as detailed in this report. All costs associated with this project are to be fully funded by the developer. Note that this authority must be given by the Streets and Walkways (Sub) Committee; and
- 2 Delegate the following three decisions to the Chief Officer:
 1. Agree to the proposal as detailed in this report
 2. Approve a budget of £153,000 to reach the next Gateway

3. Note the total estimated cost of the project at £166,000 (excluding risk). All costs associated with this project are to be fully funded by the developer.

10. **TRANSPORT STRATEGY REVIEW**

The Sub-Committee considered the report of the Executive Director, Environment.

On the freight targets set out in appendix 1, a Member commented that further work needed to be done to adjust that target. The meeting heard that further consideration was expected to be given to the matter.

Members discussed whether a five-year review cycle might be more appropriate, with some suggesting that there was merit in assessing whether the review cycle was still appropriate once a consultation period had been completed.

RESOLVED, That the Sub-Committee

1. Approve the review (RAG) status of the proposals; noting that those marked 'Green – no change' are not anticipated to be amended unless evidence or views during engagement suggest a need to; and
2. Approve the engagement plan.

11. **ST BARTHOLOMEW'S HOSPITAL ENVIRONMENTAL ENHANCEMENTS ISSUE REPORT**

The Sub-Committee considered the report of the Executive Director, Environment.

A Member commented that the bollards used should be standard City of London bollards rather than being 'Culture Mile' branded. The meeting heard that the new branding was temporary.

RESOLVED, That the Sub-Committee

- I. Revise the remaining project budget of £241,288 as set out in the finance tables in Appendix 3; including any interest accrued to complete the project in accordance with the Section 106 Agreement;
- II. Approve the budget adjustment summarised in table 2 Appendix 3;
- III. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Operational Property and Projects Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that fall within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General), as prescribed in Appendix 3 of this report, is to be delegated to Chief Officer or escalated to committee(s);and

- IV. Note that funding is subject to the capital programme review and the final decision on whether to proceed will be dependent on the outcome of that review and approval by the Operational Property and Projects Sub-Committee.

12. **TRAFFIC ORDER REVIEW - PHASE 2 DETAILED SCORING SYSTEM**

The Sub-Committee considered the report of the Executive Director, Environment.

RESOLVED, That the Sub-Committee agree to the Stage 2 Scoring System as outlined in the report.

13. **CLIMATE ACTION STRATEGY, COOL STREETS AND GREENING PROGRAMME - PHASE 4**

The Sub-Committee considered the report of the Executive Director, Environment.

A Member asked whether SuDS measures would be used for the Moor Lane project, and the meeting heard that sustainable drainage was expecting to be incorporated into that design, though there had been some constraints around that.

The meeting noted that the use of permeable paving was an opportunity to align with the Sports Strategy.

RESOLVED, That the Sub-Committee

1. Approve Option 2 to include SuDS measures in strategically located sites, noting the locations of the proposed sites; and
2. Approve the budget of £185,000 for design and monitoring infrastructure for Phase 4 *SuDS for Climate resilience* to reach Gateway 4.

14. **OUTSTANDING REFERENCES**

The Sub-Committee received the list of Outstanding References.

On Dockless Vehicles, the meeting heard that existing powers were restricted to managing obstructions and dangers (as a result of vehicles left in inappropriate places) that could be difficult to define. The City of London was engaging with operators on a regular basis, though some commitments on the part of operators had not been met.

A Member asked whether there was a process to withdraw approval, and the meeting heard that operators had the right to continue operating without approval.

Members commented that the current system did not appear to be working well, and that there was merit in incentivising operators and/or users to a

greater extent to ensure bikes were returned to appropriate places. The meeting noted that fines were retained by operators.

A Member asked whether bikes could be seized if they were tantamount to litter, and the meeting heard that the City's powers were limited in that respect and that significant resources would need to be committed to remove bikes for that reason.

Beech St: the matter was discussed at that day's meeting as a separate agenda item.

TfL Experimental Scheme: This is now linked to the Bishopsgate Scheme, and the issue is being handled by the Bridge House Estates Board. The Sub-Committee agreed that there was merit in monitoring traffic displacement, and in keeping abreast of BHE discussions on the matter.

Bank Junction: An update is expected during the first quarter of 2023.

15. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

A Member asked when the City Walkway would be opened, and whether signage should be provided to guide people until such time as it was opened. The meeting heard that the works were delayed, mainly because of supply issues with the metalwork sub-contractor. It was hoped that the walkway would be completed by early 2023. A Member asked whether a contingency plan was in place in the event that the contractor went out of business, and the meeting heard that the issue appeared to be related to prioritising work rather than any danger of bankruptcy.

A Member commented that a pedestrian crossing and a dropped kerb at Cannon St/King William St was needed for safety, noting that the issue fell within the remit of TfL. The meeting heard that some improvements were planned at King William St that would improve the situation and that TfL were examining options around improvements at that junction.

A Member asked when Arthur St would be reopened, and the meeting heard that the shaft was still in place and therefore the street could not be reopened until agreement with TfL had been reached.

16. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There was no other business.

17. EXCLUSION OF THE PUBLIC

RESOLVED, That the public be excluded from the meeting under Section 100A(4) of the Local Government Act 1972.

18. NON-PUBLIC MINUTES

The Sub-Committee considered the non-public minutes of the meeting of 06 September 2022.

19. **REPORT OF ACTION TAKEN BETWEEN MEETINGS**
20. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
21. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

The meeting ended at 12.00 pm

Chairman

Contact Officer: Jayne Moore
Jayne.Moore@cityoflondon.gov.uk

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Committee(s) Planning and Transportation Committee – for information	Dated: 10/01/2023
Subject: Decision taken under delegated authority or urgency powers.	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	See Background Report
Does this proposal require extra revenue and/or capital spending?	See Background Report
If so, how much?	See Background Report
What is the source of Funding?	See Background Report
Has this Funding Source been agreed with the Chamberlain's Department?	See Background Report
Report of: Town Clerk	For Information
Report author: Gemma Stokley, Town Clerk's Department	

Summary

This report advises Members of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b) since the last meeting of the Planning & Transportation Committee.

Recommendation

That Members note the action taken since the last meeting of the Committee.

Main Report

- Since the last meeting of the Committee, approval has been given under urgency procedures or delegated authority arrangements, pursuant to Standing Order No. 41, as follows: -

Urgent Decision: Revenue and Capital Budgets 2023/24

BACKGROUND: This report which is an annual fixture at the Planning and Transportation Committee sets out the latest budget for 2022/23 and the proposed revenue and capital budgets for 2023/24 for the Committee and under the control of the Environment Department, analysed between:

- **Local Risk budgets** – these are budgets deemed to be largely within the Chief Officer's control.
- **Central Risk budgets** – these are budgets comprising specific items where a Chief Officer manages the underlying service, but where the eventual financial outturn can be strongly influenced by external factors outside of their control or are budgets of a corporate nature (e.g. interest on balances and rent incomes from investment properties).

- **Support Services and Capital Charges** – these cover budgets for services provided by one activity to another. The control of these costs is exercised at the point where the expenditure or income first arises as local or central risk.

In the various tables, income, increases in income, and reductions in expenditure are shown as positive balances, whereas brackets will be used to denote expenditure, increases in expenditure, or reductions in income. Only significant variances (generally those greater than £50,000) have been commented on.

REASON FOR URGENCY: A decision was sought under urgency procedures as the report recommendations were originally scheduled to be considered by the Planning and Transportation Committee on 13 December 2022. However, following the early November approval of the establishment of a new, dedicated, Planning Applications Sub-Committee, this meeting date was repurposed. As a consequence, the grand Committee will not now convene again until early in the new year, on 10 January 2023.

Whilst all other agenda items for the grand Committee were comfortably shifted in line with the new meeting schedule, approval of this report was required before the end of the calendar year as, from this, the Chamberlain will consolidate the figures corporately for the overall Medium-Term Plan (MTP) of the organisation and overall City Corporation's Estimate Report. This will need to be presented to the Finance Committee in either January or February 2023, hence the request to be considered by service committees by calendar year end at the latest so as to allow sufficient time to factor in any necessary changes to this composite report. Following this, the final report is then to be presented to the Court of Common Council in March 2023.

Approval was therefore sought and granted by the Town Clerk, in consultation with the Chairman and Deputy Chairman to: -

- i) approve the proposed revenue budget for 2023/24 for submission to Finance Committee;
- ii) approve the proposed capital budgets for 2023/24 for submission to Finance Committee;
- iii) agree that amendments for 2022/23 and 2023/24 budgets arising from changes to recharges or any further implications arising from subsequently approved savings proposals, energy price increases and other reviews, changes to the Cyclical Works Programme, or changes to the resource envelope be delegated to the Chamberlain in consultation with the Executive Director Environment.

In accordance with Standing Order 41 (a) and 41 (b), Members are asked to note the recent decisions taken by the Town Clerk in consultation with the Chairman and Deputy Chairman.

Copies of background papers concerning these decisions are available from the Town Clerk on request.

Contact:

Gemma Stokley

gemma.stokley@cityoflondon.gov.uk

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of the Local Government Act 1972.

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