



## **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:** THURSDAY, 11 MAY 2023  
**Time:** 10.30 am  
**Venue:** LIVERY HALL - GUILDHALL

**3. ORDER OF THE COURT OF COMMON COUNCIL\***

To receive the order of the Court of Common Council dated 27 April 2023, appointing the Committee and approving its Terms of Reference.

(Pages 3-4)

**8. OUTSTANDING ACTIONS**

Report of the Town Clerk.

(Pages 5-8)

**14. MIPIM PROPERTY CONFERENCE 2023\***

Report of the Executive Director of Environment/City Surveyor.

(Pages – 9-16)

**15. ENVIRONMENT DEPARTMENT HIGH-LEVEL BUSINESS PLAN 2023/24\***

Report of the Executive Director, Environment.

(Pages 17-26)

**16. PUBLIC LIFT AND ESCALATOR REPORT\***

Report of the City Surveyor.

(Pages 27-30)

17. **PUBLIC REPORT OF ACTION TAKEN\***

Report of the Town Clerk.

(Pages 31-32)

18. **TO NOTE THE DRAFT MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE - 7 MARCH 2023\***

(Pages 33 - 42)

23. **REPORT OF NON-PUBLIC ACTIONS TAKEN\***

Report of the Town Clerk.

(Pages 43-46)

**Ian Thomas**  
**Town Clerk and Chief Executive**

# Agenda Item 3

|              |   |
|--------------|---|
| LYONS, Mayor | <b>RESOLVED:</b> That the Court of Common Council holden in the Guildhall of the City of London on Thursday 27 <sup>th</sup> April 2023, doth hereby appoint the following Committee until the first meeting of the Court in April, 2024. |
|--------------|---|

## PLANNING & TRANSPORTATION COMMITTEE

- Constitution**  
A Ward Committee consisting of,
  - four Aldermen nominated by the Court of Aldermen
  - up to 31 Commoners representing each Ward (two representatives for the Wards with six or more Members regardless of whether the Ward has sides) or Side of Ward.

- Quorum**  
The quorum consists of any nine Members.

- Membership 2023/24**

### ALDERMEN

- 1 Jeanette Newman
- 2 Ian Luder
- 7 Susan Pearson
- 6 Sir David Wootton

### COMMONERS

|    |   |                           |
|----|---|---------------------------|
| 2  | Deborah Oliver.....   | Aldersgate                |
| 11 | Randall Keith Anderson, Deputy .....  | Aldersgate                |
| 2  | Shailendra Kumar Kantilal Umradia.....                                      | Aldgate                   |
| 2  | Ian Bishop-Laggett.....   | Bassishaw                 |
| 2  | Luis Felipe Tilleria .....  | Billingsgate              |
| 6  | Shravan Joshi, M.B.E., Deputy.....  | Bishopsgate               |
| 1  | Simon D'Olier Duckworth, O.B.E., D.L., Deputy.....                          | Bishopsgate               |
| 2  | The Hon. Emily Sophia Wedgwood Benn.....                                    | Bread Street              |
| 1  | Hugh Selka.....   | Bridge and Bridge Without |
| 2  | Antony Geoffrey Manchester.....   | Broad Street              |
|    | (Candlewick has paired with Bridge and Bridge Without for this appointment) | Candlewick                |
| 2  | Mary Durcan.....  | Castle Baynard            |
| 10 | Graham David Packham, Deputy .....  | Castle Baynard            |
| 10 | Alastair Michael Moss, Deputy.....  | Cheap                     |
| 2  | Michael John Cassidy, C.B.E., Deputy.....                                   | Coleman Street            |
| 2  | Amy Horscroft .....   | Cordwainer                |
| 6  | Ian Christopher Norman Seaton, M.B.E .....                                  | Cornhill                  |
| 6  | Natasha Maria Cabrera Lloyd-Owen, Deputy .....                              | Cripplegate               |
| 1  | Dawn Frampton .....   | Cripplegate               |
| 21 | James Henry George Pollard, Deputy. ....                                    | Dowgate                   |
| 5  | John Ernest Edwards.....  | Farringdon Within         |
| 2  | Brendan Barnes .....  | Farringdon Within         |
| 7  | William Upton, K.C.....   | Farringdon Without        |
| 3  | Charles Edward Lord, O.B.E., J.P. Deputy .....                              | Farringdon Without        |
| 9  | Judith Lindsay Pleasance.....   | Langbourn                 |
| 2  | Anthony Fitzpatrick .....   | Lime Street               |
| 3  | John William Fletcher, Deputy... ..   | Portoken                  |
| 25 | Brian Desmond Francis Mooney, Deputy.....                                   | Queenhithe                |
| 16 | Marianne Bernadette Fredericks, Deputy .....                                | Tower                     |

|   |   |          |
|---|---|----------|
| 2 | Jaspreet Hodgson.....   | Vintry   |
|   | (Walbrook has paired with Broad Street for this appointment)..... | Walbrook |

#### 4. **Terms of Reference**

To be responsible for:-

- (a) All functions of the City as local planning authority [relating to town and country planning and development control] pursuant to the Town and Country Planning Act 1990, the Planning (Listed Building and Conservation Areas) Act 1990 and Compulsory Purchases Act 2004, the Planning Act 2008 and all secondary legislation pursuant to the same and all enabling legislation (including legislation amending or replacing the same).
- (b) Making recommendations to Common Council relating to the acquisition, appropriation and disposal of land held for planning purposes and to exercise all other functions of the local planning authority relating to land held for planning (or highways) purposes, and making determinations as to whether land held for planning or highways purposes is no longer required for those purposes, other than in respect of powers expressly delegated to another committee.
- (c) All functions of the Common Council as local highway, traffic, walkway and parking authority (other than in respect of powers expressly delegated to another committee) and the improvement of other open land under S.4 of the City of London (Various Powers) Act 1952.
- (d) All functions under part II of the City of London (Various Powers) Act 1967 including declaration, alteration and discontinuance of City Walkway (other than in respect of the promotion of works to the Barbican Podium, which shall not include any declaration, alteration or discontinuance of City Walkway ["City Walkway regulatory functions"] in connection with such works, all City Walkway regulatory functions to remain the responsibility of Planning and Transportation Committee).
- (e) All functions relating to the construction, maintenance and repair of sewers in the City, including public sewers (on behalf of Thames Water under an agency arrangement).
- (f) All functions of Common Council as Lead Local Flood Authority in relation to the Flood and Water Management Act 2010.
- (g) All functions relating to the Stopping Up of highway (including as local planning authority and highway authority).
- (h) All functions relating to street naming and numbering under the London Building Acts (Amendment) Act 1939.
- (j) All functions relating to building control under the Building Act 1984, Building Regulations 2000-10 and London Building Acts 1930-82.
- (k) All functions and powers of the City Corporation of providing assistance to the Building Safety Regulator under Section 13 of the Building Safety Act 2022, where the Building Safety Regulator is acting as the Building Control Authority under section 91ZA and 91ZB of the Building Act 1984.
- (k) The setting of building control charges under the Building (Local Authority Charges) Regulations 2010.
- (l) Updating and approving the Planning Protocol.
- (m) Response to and resolution of dangerous structures under the London Building Acts (Amendment) Act 1939.
- (n) All functions relating to the City of London Corporation's commemorative blue plaques.
- (o) All functions relating to the Local Land Charges Act 1975.
- (p) The appointment of the Chief Planning Officer & Development Director.
- (q) The appointment of the Director of Environment (in consultation with the Port Health and Environmental Services Committee).
- (r) The appointment of such Sub-Committees as is considered necessary for the better performance of its duties including a Planning Applications Sub-Committee, Streets & Walkways Sub-Committee and a Local Plans Sub-Committee.

## PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

| Item | Date   | Action/ Responsible Officer  | Progress Update and Date to be progressed/completed   |
|------|--|--|---|
| 1    | 6 March 2020<br>2 June 2020<br>23 June 2020<br>14 July 2020<br>8 Sept 2020<br>6 Oct 2020<br>27 Oct 2020<br>17 Nov 2020<br>15 Dec 2020<br>5 Jan 2021<br>26 Jan 2021<br>16 Feb 2021<br>24 Feb 2021<br>9 March 2021<br>30 March 2021<br>22 April 2021<br>12 May 2021<br>8 June 2021<br>29 June 2021<br>20 July 2021<br>7 Sept 2021<br>21 Sept 2021<br>26 Oct 2021<br>16 Nov 2021<br>14 Dec 2021<br>11 Jan 2022<br>1 Feb 2022<br>22 Feb 2022<br>26 April 2022<br>17 May 2022<br>7 June 2022<br>1 July 2022<br>19 July 2022 | <p><b><u>Daylight/Sunlight – Alternative Guidelines</u></b></p> <p><b>Chief Planning Officer and Development Director</b></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><b>UPDATE (11 May 2023)</b></p> <p>Officers have been meeting with industry experts to discuss the potential for a planning advice note on daylight/sunlight matters in the context of the new BRE Guidance and the use of Radiance assessments. Officers will be going out to tender to instruct consultants to develop a planning advice note and it is anticipated that this will be procured before summer recess.</p> |

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|-----|---|--|--|
|     | 20 Sept 2022<br>11 Oct 2022<br>1 Nov 2022<br>10 Jan 2023<br>7 March 2023<br>11 May 2023   |  |  |
| 1a) | 5 March 2020<br>30 March 2021<br>22 April 2021<br>12 May 2021<br>8 June 2021<br>29 June 2021<br>20 July 2021<br>7 Sept 2021<br>21 Sept 2021<br>26 Oct 2021<br>16 Nov 2021<br>14 Dec 2021<br>11 Jan 2022<br>1 Feb 2022<br>22 Feb 2022<br>26 April 2022<br>17 May 2022<br>7 June 2022<br>1 July 2022<br>19 July 2022<br>20 Sept 2022<br>11 Oct 2022<br>1 Nov 2022<br>10 Jan 2023<br>7 March 2023<br>11 May 2023 | <p style="text-align: center;"><b><u>Radiance Studies</u></b></p> <p style="text-align: center;"><b>Chief Planning Officer and Development Director</b></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><b>UPDATE (11 May 2023)</b></p> <p>Officers have been meeting with industry experts to discuss the potential for a planning advice note on daylight/sunlight matters in the context of the new BRE Guidance and the use of Radiance assessments. Officers will be going out to tender to instruct consultants to develop a planning advice note and it is anticipated that this will be procured before summer recess. Member training has been scheduled for the P&amp;T Committee in October on Daylight/Sunlight which will coincide with the development of the planning advice note.</p> |

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|---|--|---|---|
| 2 | 17 Nov 2020<br>15 Dec 2020<br>5 Jan 2021<br>26 Jan 2021<br>16 Feb 2021<br>24 Feb 2021<br>9 March 2021<br>30 March 2021<br>22 April 2021<br>12 May 2021   | <p style="text-align: center;"><b><u>Member Training</u></b></p> <p style="text-align: center;"><b>Chief Planning Officer and Development Director / Director of the Built Environment</b></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><b>UPDATE: (11 May 2023):</b></p> <p>New Committee Members are provided with training on key aspects. A programme of wider Member training is being implemented in 2023. The first of the recordings to be sent to Members is Material Planning Considerations and there will be a Q&amp;A on this topic prior to the 11 May 2023 Planning and Transportation Committee meeting.</p> |
|   | 8 June 2021<br>29 June 2021<br>20 July 2021<br>7 Sept 2021<br>21 Sept 2021<br>26 Oct 2021<br>16 Nov 2021<br>14 Dec 2021<br>11 Jan 2022<br>1 Feb 2022<br>22 Feb 2022<br>26 April 2022<br>17 May 2022<br>7 June 2022<br>1 July 2022<br>19 July 2022<br>20 Sept 2022<br>11 Oct 2022<br>1 Nov 2022<br>10 Jan 2023<br>7 March 2023<br>11 May 2023 | <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 &amp; Transportation Committee are expected to undertake regular training.</p> |   |

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| 3. | 11 Jan 2022<br>1 Feb 2022<br>22 Feb 2022<br>26 April 2022<br>17 May 2022<br>7 June 2022<br>1 July 2022<br>19 July 2022<br>20 Sept 2022<br>11 Oct 2022<br>1 Nov 2022<br>10 Jan 2023<br>7 March 2023<br>11 May 2023 | <p style="text-align: center;"><b><u>Sustainability SPD</u></b></p> <p style="text-align: center;"><b>Chief Planning Officer and Development Director</b></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><b>UPDATE (11 May 2023):</b></p> <p>The Sustainability SPD is being developed and will be brought to the Committee in July 2023, before public consultation.</p> |
| 4. | 22 Feb 2022<br>26 April 2022<br>17 May 2022<br>7 June 2022<br>1 July 2022<br>19 July 2022<br>20 Sept 2022<br>11 Oct 2022<br>1 Nov 2022<br>10 Jan 2023<br>7 March 2023<br>11 May 2023                              | <p style="text-align: center;"><b><u>Update to Statement of Community Involvement</u></b></p> <p style="text-align: center;"><b>Chief Planning Officer and Development Director</b></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><b>UPDATE (11 May 2023):</b></p> <p>The Statement of Community Involvement is on the agenda for 11 May Planning and Transportation Committee meeting.</p>        |



|   |                              |
|---|------------------------------|
| <b>Committee(s):</b><br>Policy & Resources Committee – For Information                                    | <b>Dated:</b><br>11 May 2023 |
| Planning & Transportation Committee – For Information   | 11 May 2023                  |
| Investment Committee – For Information  | TBC June 2023                |
| <b>Subject:</b> MIPIM Property Conference 2023  | <b>Public</b>                |
| <b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b> | 7,8,10                       |
| <b>Does this proposal require extra revenue and/or capital spending?</b>                                  | <b>N</b>                     |
| <b>If so, how much?</b>   | <b>N/A</b>                   |
| <b>What is the source of Funding?</b>   | <b>N/A</b>                   |
| <b>Has this Funding Source been agreed with the Chamberlain's Department?</b>                             | <b>Y</b>                     |
| <b>Report of:</b> Executive Director of Environment / City Surveyor                                       | <b>For Information</b>       |
| <b>Report author:</b> Bhakti Depala, Head of Planning Delivery, Environment Department                    |                              |

## Summary

This report informs your Committees of the City of London Corporation's activities at the MIPIM property exhibition in March 2023.

MIPIM provided an opportunity to engage with local and international representatives including investors, developers and key government stakeholders of the property industry, sovereign wealth and pension funds, together with high-level representatives of other international and UK cities and regions and key government stakeholders. It provided a unique opportunity to engage in the debate relating to key issues and demonstrate how the City Corporation will provide leadership in taking forward matters of local and international importance. It is also a valuable opportunity to underline the confidence and optimism in the City's attractiveness as a place to invest and develop and its recovery from the pandemic in challenging economic times. The programme of activities was extremely well received by delegates attending.

Key activities from MIPIM 2023 included:

- Promote the City as a place to invest
- Support Opportunity London Campaign
- Meeting with key public stakeholders including Historic England (the government's heritage advisor), the Greater London Authority, Transport for London and London Boroughs

- Relationship building with UK/international cities and regions (including Paris, New York, Saudi Arabia, Estonia, Ukraine, Vilnius and Liverpool, Leeds, Manchester, Cardiff and Bristol).
- A research launch event hosted by the City Property Association (Global Cities Survey)
- Media interviews to generate publicity of the City's key priorities
- A City and City BIDs jointly hosted dinner with high-level guests
- Meetings with high-level representatives of property companies and stakeholders active in the Square Mile.
- Meetings with Sovereign Wealth and pension funds providing an opportunity to promote the City as a place to invest and particularly in reference to our key major transformational projects
- Participation in four panel sessions involving the Chairman of Policy and Resources Committee, the Chairman of Planning & Transportation Committee and Chairman of Property Investment Board.
- Production of a new promotional video and leaflet for the City of London stand
- Significant pieces of media coverage in national, local and trade publications

The cost of representation at MIPIM 2023 was within the approved budget of £65,000.

### **Recommendation(s)**

- I. That this report on MIPIM 2023 is received and noted for information.

### **Main Report**

#### **Background**

1. MIPIM is widely recognised as the world's leading and most influential event for the property sector. It is a global marketplace that offers the opportunity to connect with key players in the industry, from investors to end-users and local government to international corporations. This year, 25,000 delegates attended.
2. The focus of The City Corporation's attendance at MIPIM 2023 centred on the following headline objectives:
  - a) Promoting the City as a place to invest to the UK and international property investment market, including investors from the Australia, Middle East, Far East, Europe and North America
  - b) Managing relationships with and extending hospitality to new and existing investors, developers and influencers
  - c) Positioning the City as a thought leader in property and place making

- d) Supporting the London stand, and joined-up messaging for Opportunity London that London is open for investment.
  - e) Reinforcing ties and building relationships with international, UK cities and regions including Paris, New York, Saudi Arabia, Estonia, Ukraine, Vilnius as well as Liverpool, Leeds, Manchester, Cardiff and Bristol.
  - f) Meeting with key public stakeholders including Historic England (the government's heritage advisor), the Greater London Authority, Transport for London and London Boroughs to maintain good relationships and discuss strategic planning matters crucial to sustainable growth in the City and encouraging collaboration and alignment.
3. The City Corporation representatives attending MIPIM 2023 were the Chairman of Policy and Resources Committee, Chairman of Planning and Transportation Committee, Chairman of the Property Investment Board in addition to the City Surveyor and Executive Director Environment. The senior team were supported by two representatives from the Partnerships and Engagement Team and one officer from the Communication's team.

## **Current Position**

### **City Corporation events and speeches:**

- 4. The Chairman of Policy and Resources participated in a panel discussion on the 'How can London's culture and dynamism attract investment?' which examined what investment has recently been made in London's leisure, arts, and culture, and where there are opportunities for future returns. The Chairman of Policy and Resources was also a panel member for the London Property Alliance Breakfast Briefing, presenting the latest Global Cities Survey, which included the Head of Economic Development for New York. This provided the opportunity to promote the City's major transformational projects being delivered, our investment into Destination City and the 'visitor experience' and investor and developer confidence in the City.
- 5. The Chairman of Policy and Resources participated in a programme specifically designed to engage with UK cities to promote new contacts and enhanced relationships. The Chairman attended a session with Leeds City Council focussed on the future of urban centres and the City's innovative work on Destination City. The Chairman also attended a UK Cities and London Stakeholders reception, a gathering of leaders, investors and developers interested in opportunities in the UK. The meetings were felt to be a valuable opportunity to engage with key officials from other UK and cities and regions.
- 6. The Chairman of the Property Investment Board participated in a specific panel session hosted on the London Stand entitled "*Financing London's Decarbonisation*" which looked at what are the green investment opportunities available in the city and how are the city's investors and developers already financing it as well as what is further needed to drive London's

decarbonisation. Participation in this panel session was valuable to understand the future opportunities for decarbonisation as well as promoting the City's commitments and investment to achieving net zero.

7. The Chairman of Planning and Transportation Committee participated in a panel discussion entitled 'Investment in the Workplace' to discuss what impact hybrid working and digitisation have had and will have on the London market as it continues to adapt, and the investment opportunities being created in the prominent global office hub. This session provided the platform to re-iterate the continued demand for high quality office space in the City, the aspirations to diversify the City's offer to various industries and promote the aspirations for innovative business ecosystems.
8. A joint, City and City BIDs dinner was hosted during MIPIM 2023. The dinner was hosted for 30 high level guests. Delegates from across the property sector attended the event, including the Deputy Mayor of London for Planning, Regeneration and Skills and Chief Executive of Homes England. It was felt that this form of event provided considerable opportunities to make new contacts and develop existing relationships that were invaluable. The Chair made a keynote speech in welcoming the guests at the dinner.
9. The City Corporation sponsor the Opportunity London initiative which is a collective voice in promoting domestic and international investment into London and the City and specifically provides the opportunity to promote key City messages about being open for investment. The Chairman of Policy and Resources made a keynote speech at the London Stand Reception to underline City of London's role in supporting green investment into London and the City's own priorities to contribute to creating a sustainable, vibrant and leading world city through the Destination City vision. All senior delegates attended the Opportunity London/ London Property Alliance lunch. They also attended the Business London dinner providing an opportunity reinforce relationships with London businesses and stakeholders from City Hall and the boroughs. These events were valuable in helping to collectively promote London and the City as a place to invest.

## Meetings

10. The MIPIM 2023 programme provided an opportunity to fully engage with local and international representatives of the property industry. Programmed meetings were held with 20 developers and investors including Sovereign Wealth and pension funds to promote and support investment in the Square Mile and to make reference to our key major transformational projects and to test their appetite for potential investment. The meetings provided a unique opportunity to engage on emerging trends and issues and to reinforce existing relationships and demonstrate how the City Corporation will provide leadership in taking forward matters of local and international importance. It was agreed to follow up these conversations when there was clarity on investment opportunities. The programme of activities was extremely well received by those who attended.

11. MIPIM provided an opportunity to meet with international cities and government representatives (including from Paris, New York, Saudi Arabia, Estonia, Ukraine, Vilnius) to share experiences on global challenges and reinforce our ties and forge stronger relationships.
12. City representatives met with the UK Investment Minister and senior officers and Council Members from UK and regional cities (including Leeds, Manchester, Liverpool, Bristol, Cardiff) and from London Boroughs (including Barking and Dagenham, Waltham Forest, Sutton) to promote the work the City has done to drive sustainable economic growth and climate change resilience through our policies and strategies such as the Transport Strategy and Climate Action Strategy. Useful conversations were also had with EoN to discuss the opportunities and requirements to delivery future Local Energy Networks.
13. These meetings provided considerable opportunity to be ambassadors for and share our experiences and learnings on the ground-breaking and innovative work the City has done on the Whole Life Carbon Planning Advice Note, the Lighting Strategy, Wind and Thermal Comfort Guidelines and the Climate Action and Transport Strategies.

### **City Stand**

14. The stand design included a new promotional video that highlights key messages of the City's economy and built environment which showcases many of the vibrant new developments and public spaces recently completed in the City, as well as future opportunities and highlighting the City's Destination City, Green and Tech vision. An A5 pamphlet with key property, planning and economic messages were handed out to stand visitors. Printed images of recently approved schemes, including the Museum of London and Salisbury Square Police and Law Courts building, were displayed on the stand.
15. Following an event de-brief by those attending, it was considered that there are areas where further thought should be given to ensure the value of the City Corporation's attendance at any future conference and to support emerging strategic priorities. These include:
  - A greater emphasis placed on marketing and promotion for the City's Destination City vision and the City's key messages potentially with a dedicated resource.
  - Following the success of this year's meetings with sovereign wealth and pension funds, to test their appetite for potential funding and to ensure better value from these meetings in the future, we need to formulate a package of identified properties that we are seeking investment/partnerships. This will include a timeline for investment, the type of funding sought for each property, how much control we are willing to relinquish etc.

- It would be beneficial for City Members to participate in a panel session on the Main Stage as part of the main MIPIM conference program to better show our presence at MIPIM.
- The external branding of the London Stand needs to be stronger to show London's presence. This has been relayed to the Opportunity London team who have indicated their intention to address this at future MIPIM conferences.

### **Media campaign and coverage:**

16. Media consultants FTI Consulting provided support for the City's attendance of MIPIM to support engagement with national, international and trade media. The campaign picked up on key City messages about the City including the City being resilient in challenging economic times, it remains open for investment, innovative and sustainable and secured coverage in: Daily Telegraph, Financial Times, EG, Property Week, React News, FDI Intelligence, Nikkei Asia, MIPIM Daily News. There were opportunities to promote the City's attendance through social media.

### **Corporate & Strategic Implications**

**Strategic implications:** Attendance of MIPIM aligns with the City Corporation's corporate priorities in terms of supporting a thriving economy and will be instrumental in helping to support our aspirations to create "a global hub for innovation in financial and professional services, commerce and culture." Attracting inward investment can also help to give us access to the skills and talent that we need and will in turn help inspire enterprise, excellence, creativity and collaboration.

**Financial implications:** The allocated budget and actual spend for MIPIM 2023 are set out in the table below. Overall, the amount spent was within the allocated budget.

#### **MIPIM 2023 Budget**

|                                 | <b>Approved Budget</b> | <b>Actual Spend</b> |
|---------------------------------|------------------------|---------------------|
| London Stand, includes 8 passes | £35,800                | £36,602.13          |
| Flights and transfers           | £6,000                 | £ 4,703.10          |
| Hotel                           | £16,000                | £14,008.78          |
| City hosted event               | £3,000                 | £ 5,000.00          |
| Incidentals                     | £2,000                 | £2,100.21           |
| Contingency                     | £2,800                 | -                   |
| <b>Total</b>                    | <b>£65,000</b>         | <b>£62,414.22</b>   |

**Resource implications:** The City Corporation representatives attending MIPIM 2023 were the Chairman of Policy and Resources Committee, Chairman of Planning and Transportation Committee, Chairman of the Property Investment Board in addition to the City Surveyor and Executive Director Environment. The senior team were supported by two

representatives from the Partnerships and Engagement Team and one officer from the Communication's team.

**Legal implications:** None identified

**Risk implications:** None Identified

**Equalities implications:** None Identified

**Climate implications:** Travel was undertaken through a combination of British Airways (BA) and EasyJet. EasyJet takes steps to partly address the impact on the environment or every single flight they offset all the carbon emissions from the fuel used, by supporting projects that protect against deforestation, plant trees or drive the uptake of renewable energy. BA do not offset for trips outside of the UK, but it is possible to pay an additional contribution to offset the carbon emissions of the flight. Where BA flights were booked, an offset payment was made.

**Security implications:** None Identified

## **Conclusion**

16. MIPIIM 2023 provided the City Corporation with an excellent opportunity to showcase the City's attributes as a place to live, work and invest. MIPIIM is still the premier event of its kind, and it is felt that there is no real alternative to MIPIIM at which the City Corporation's City of London message would be as effectively disseminated, given the predominance of senior and influential property professionals and the increasing number of representatives of UK and International cities attending MIPIIM, and the amount of press attention that it receives. It is also felt that the City Corporation's attendance is a key factor in promoting the City as a place to invest and do business in the face of increasing competition from other centres and countries, and underpinning confidence in London post pandemic, and maintain its position as the leading global financial centre.

## **Report Author:**

**Bhakti Depala, Head of Planning Delivery, Environment Department**

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|---|------------------------|
| <b>Committee:</b>   | <b>Date:</b>           |
| Planning and Transportation Committee   | 11 May 2023            |
| <b>Subject:</b><br>Environment Department high-level Business Plan 2023/24 – revised version              | <b>Public</b>          |
| <b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b> | 1, 2, 4, 5, 6, 11, 12  |
| <b>Does this proposal require extra revenue and/or capital spending?</b>                                  | N                      |
| <b>Report of:</b><br>Juliemma McLoughlin, Executive Director Environment                                  | <b>For Information</b> |
| <b>Report author:</b><br>Joanne Hill, Environment Department  |                        |

## Summary

In March 2023, your Committee approved, subject to the incorporation of some changes, the Environment Department's high-level Business Plan 2023/24 which covers the service areas within the remit of the Planning and Transportation Committee. This report presents, for your information, the revised version of the high-level Business Plan with the requested changes incorporated (Appendix A).

The main changes are the addition of KPI baselines or performance data for 2022/23 and specific targets for 2023/24; and reference to new and developing Corporate strategies.

## Recommendation

Members are asked to:

- Note the revised version of the Environment Department's high-level Business 2023/24, which covers the service areas for which the Planning and Transportation Committee is responsible. This version of the Business Plan incorporates changes requested by your Committee in March 2023.

## Main Report

### Background

1. In March 2023, your Committee approved, subject to the incorporation of some changes, the Environment Department's draft high-level Business Plan 2023/24 which covers the service areas within the remit of the Planning and Transportation Committee, ie:
  - Planning and Development
  - Building Control
  - Highways and Transportation.
2. This high-level plan sets out the key areas of work that will be undertaken during 2023/24, all of which are focused on the need to continue to deliver statutory regulatory services in an efficient and compliant manner, while maximising opportunities to reduce expenditure and generate income.

## Current position

3. This report presents, for information, the revised version of the high-level Business Plan with the changes requested by your Committee in March 2023 now incorporated (Appendix A).
  - Key Performance Indicators: the table has been updated to include baselines or performance data for 2022/23 and specific targets for 2023/24 where these are available. The targets of some KPIs will be determined later in the year as part of the City Plan and will be updated in the Business Plan in due course.
  - Strategic commitments: a reference to new Corporate strategies has been added, explaining that we will review these as they are approved and consider how we can support their delivery. The Sports and SME strategies have been mentioned as examples.
4. Throughout the year, the Environment Department will report to your Committee on progress made against the workstreams and performance indicators set out in its high-level Business Plan. Updates on key business risks will also continue to be reported on a regular basis. This gives Members the opportunity to scrutinise the department's progress towards achieving its objectives.

**Corporate & Strategic Implications** - The Corporate Plan outcomes we have a direct impact upon are listed in the Business Plan. The Plan also shows other key City of London strategies we are helping to deliver. Officers will actively engage with colleagues in the Corporate Strategy and Performance Team as they develop the new Corporate Plan.

**Financial implications** - The high-level Business Plan has been produced in liaison with Chamberlain's Department and takes into consideration opportunities to reduce expenditure and increase income in order to make necessary savings.

**Public sector equality duty (PSED)** - The Department has established an Equality, Diversity and Inclusion (EDI) Working Group which is working on an EDI Action Plan. Members of the group will lead on a range of EDI actions, including those set out in the Business Plan, to ensure compliance with the PSED across the department.

**Resourcing implications** - Any changes to resources will be brought to the relevant Committee(s).

**Security implications** - None

## Conclusion

This report presents for information the Environment Department's high-level Business Plan for 2023/24, which now incorporates the changes requested by your Committee in March 2023.

## Appendices

Appendix A – Environment Department high-level Business Plan 2023/24

## Background papers

'Draft High-Level Business Plan 2023/24 – Environment Department' (7 March 2023)

## Joanne Hill

Business Planning & Compliance Manager, Environment Department  
[joanne.hill@cityoflondon.gov.uk](mailto:joanne.hill@cityoflondon.gov.uk)

# The Environment Department

## Shaping sustainable future environments

The Environment Department is the largest in the organisation and provides a diverse range of services to London and the South East.

Within the ‘square mile’ we deliver many local authority and regulatory functions including planning and development; building control; engineering; highways and transportation; cleansing and waste; environmental health, licensing and trading standards.

Further afield, we manage over 4,500 hectares of green spaces; run the City of London Cemetery and Crematorium; operate the Heathrow Animal Reception Centre; provide animal health services London-wide; and, as the London Port Health Authority, undertake controls on imported food and feed through London’s ports. The Department’s aims, activities and vision are presented.

**Due to the complexity and scope of the department, three separate High-Level Business Plans have been produced to reflect our three key Committee ‘clusters’. This plan covers the service areas which fall within the remit of the Planning and Transportation Committee.**



# Services within the remit of the Planning & Transportation Committee:

Planning and Development, including the District Surveyor's Office; Highways and Transportation

## Looking back: what we achieved in 2022/23...

- The **new Environment Department** came into existence on 1 April 2022, bringing together two and a half former departments.
- The Senior Leadership Team began to embed **consistent working practices** across the new department and identify synergies and opportunities for collaboration and partnership working.
- All service areas continued to work in partnership with relevant **internal and external partners** to fulfil their statutory duties and deliver high-quality regulatory services to the public and City businesses.

### Planning and Development

- Introduced of a new scheme development **Planning Performance Agreement (PPA) service** to generate additional revenue (£280,000), and created a fast-track, 5-day per week delegated decision approach to increase throughput of decision making.
- Produced, and consulted on, the **Whole Lifecycle Carbon Optioneering Planning Advice Note**; the **Lighting SPD**; a new **Sustainability SPD**; and a new **Statement of Community Involvement**, including a Developer Engagement Guidance note.
- Made substantial progress, and undertook engagement, on the **City Plan**, including commissioning of new evidence.
- Made significant progress on **Climate Action Strategy** square mile workstreams, including the Square Mile Local Area Energy Plan and the Historic Building Sustainability Challenge.
- Established the Eastern Cluster and Fleet Street Quarter **Business Improvement Districts (BIDs)** and the City of London City BIDs Strategic Partnership. The BID Proposal for Culture Mile Partnership was signed off for Ballot.
- Supported promotion of investment into London through alignment with the **Opportunity London campaign** and creation of a new London Centre for the Built Environment in West Wing Guildhall.

### District Surveyor's Office

- Were awarded accreditation for the 27th consecutive year on their **Quality Management System**, ensuring exemplary service to service users.
- In support of the **Climate Action Strategy**, completed collaboration with the British Geological Society on the 'Cubic Mile' project to map underground structures within the Square Mile.

### Highways and Transportation

- Awarded and mobilised the new **highway maintenance and construction contract** with FM Conway.
- **Successfully delivered events** related to the passing of HM The Queen and the Proclamation of the accession of King Charles III.
- Construction work commenced on the '**All Change at Bank**' project to make Bank Junction a safer and nicer place to travel through.
- Installed a **rapid charging hub** in Baynard House car park with six points, which can deliver a full charge in 30 minutes.
- Received a 'special mention' at the **LUCI (Lighting Urban Community International) Cities & Lighting Awards 2022**, for the project entitled "Light and Darkness in the City – a lighting vision for the City of London".

## How we plan to develop our capabilities in 2023/24

1. Develop our **people**, creating aspirational roles with genuine career progression and job satisfaction that retain and attract **talent**.
2. Invest in individuals' **professional and personal development** and build a sustainable, inclusive, resilient and agile workforce.
3. Improve **staff engagement and collaboration** with enhanced cross-departmental working to share knowledge, expertise and experience.
4. Develop effective, collaborative, **business partner relationships** with other departments, particularly HR and City Surveyor's.
5. Review existing working practices and procedures to ensure **effective and efficient service delivery**.
6. Develop our use of **information**, digital information systems and dissemination, to support delivery of services that are intelligence led, data-driven and evidence based.
7. Promote **innovative and radical ideas** and initiatives, informed through engagement with industry bodies.
8. Develop better lines of communication with BIDs and other stakeholders through **delivery of an engagement strategy**.
9. Develop a new online engagement platform and embed **improved stakeholder engagement** across all policy workstreams including the City Plan.
10. Identify further opportunities to work with external agencies to **deliver impactful results**.
11. Address significant budget pressures and consider additional opportunities **for income generation**.

### Our major workstreams this year will be...

- Produce a **revised City Plan 2040** and undertake formal public consultation on the draft submission, subject to Committee approval.
- Deliver a **comprehensive engagement strategy** to promote ongoing investment into the City property market, including attendance at relevant events such as MIPIM, and alignment with Opportunity London campaign.
- Adopt the City of London **Lighting Supplementary Planning Document (SPD)**, the revised **Statement of Community Involvement and Developer Engagement Guidance Planning Advice Notice (PAN)**, and the **Whole Lifecycle Optioneering PAN**.
- Complete **Climate Action Strategy** ‘Square Mile’ projects, including: Local Area Energy Plan; Historic buildings sustainability challenge; climate action fund; Square Mile value chain strategy; and, exemplar refurbishment guidance.
- Support Bridge House Estates (BHE) in their Principle objective of **maintaining the bridges**.
- Carry out a review of the **Transport Strategy** and deliver the actions therein.
- Complete the review of **traffic orders** as required by Court of Common Council.
- Review **on and off street parking tariffs and controls**, in the context of the Transport Strategy’s kerbside review.
- Develop, consult on and implement an **Infrastructure Strategy** for the City’s long term utility requirements.
- Establish a **sustainable funding strategy** for front-line services within the remit of the Committee.
- Carry out a review of **operational property requirements** such as public car parks.
- Align BID strategic priorities** with existing and emerging CoL plans and strategies including the City Plan, Carbon Action Plan and Destination City through establishment of key cross-BID steering groups to inform future activity and actions.
- Prepare for the introduction of the **Building Safety Act 2022** which will improve building safety across the whole built environment, and includes the registration of all Building Control Surveyors.
- Provide a London HUB to act as a single point of contact for the **Building Safety Regulator**, subject to Committee approval.
- Provide **Building Regulation approval services** in conjunction with other local authorities for the British Library extension, and 18 Blackfriars development, and continue work on the Markets Consolidation Project and the Clothworkers Hall Project.

### How we will measure our performance

| Key Performance Indicators   | Performance 2022-23   | Target 2023-24   |
|--|---|--|
| The number of people killed and seriously injured on our streets.  | Baseline (2017): 54   | <16 by 2030<br>0 by 2044   |
| The area (%) of the City covered by sustainable drainage systems.  | 0.56%<br>(1.59 ha)  | 1.5%<br>(4.3 ha.)  |
| Building Control market share.   | 26%   | 25%  |
| Major planning applications determined to agreed timescales.   | 100%  | 100%   |
| Planning Performance Agreement income.   | £1.3m   | £1.3m  |
| Square metres of office floorspace in the City.  | 2021/22: 13,251 sqm increase<br><i>(2022/23 data not yet available)</i> | 150,000 sqm increase p.a.<br><i>(2021-26 target: 750,000 sqm net increase)</i> |
| Proportion of approved planning applications which incorporate retention (including partial retention) of existing fabric. | New measure for 2023/24   | TBC*   |
| Cultural and community floorspace secured through planning applications.   | New measure for 2023/24   | TBC*   |
| Public realm, roof gardens, viewing galleries etc secured through planning applications.                                   | New measure for 2023/24   | TBC*   |

*\* These KPIs will be set out in the draft City Plan, which remains under development and will be presented to the Planning and Transportation Committee in October 2023. KPIs in this business plan will be updated subsequently to align the two monitoring approaches.*

## Our strategic commitments

### Climate Action Strategy

- Embed climate resilience as a key component in decision making.
- Strengthen our planning guidance on climate resilience measures for new developments.
- Use our planning role to influence others to embed carbon analysis and circular economy principles in capital projects.
- Make the Square Mile public realm more climate change ready by increasing green spaces; urban greening; flood resistant road surfaces; adaptable planting regimes; and heat resistant materials.
- Deliver the Pedestrian Priority Programme, reduce motor traffic and encourage and enable zero emission vehicles.

### Destination City

- Work closely with Destination City colleagues to embed Destination City principles into the new City Plan.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

### Transport Strategy

- Prioritise and provide more space for people walking and making the City’s streets more accessible.
- All Change at Bank, Beech Street and Healthy Streets Programme.
- Freight and servicing, including last mile delivery hubs and consolidation.
- Work collaboratively to align the new Transport Strategy and City Plan, and work on Healthy Streets Action Plans.

### City Plan 2040

- Produce a revised City Plan following 2021 consultation and updated evidence base.
- Progress the Plan through the formal consultation, submission, examination and adoption stages.

### Secure City/Protect Duty

- Joint delivery of the Secure City Programme with the City Police.
- Implementation of protective measures to the City’s high priority crowded spaces.
- Review of security requirements delivered through the planning development process.

### Apprenticeship Strategy

- Promote and prioritise apprenticeships to build our capacity and provide the skills that we need both now and for the future.
- Utilise apprenticeships as a staff development tool by offering them to existing employees to upskill our workforce whilst they remain in employment, contributing to the department.

We will actively work to deliver, and provide advice on, other relevant Corporate strategies, policies and programmes, including (but not limited to):

- |                              |   |
|------------------------------|---|
| • Lighting Strategy          | • The Safer City Partnership Strategy   |
| • Biodiversity Strategy      | • The Recovery Taskforce                |
| • Circular Economy Strategy  | • Health, Safety and Wellbeing Strategy |
| • Air Quality Strategy       | • Housing Strategy                      |
| • Noise Strategy             | • Responsible Business Strategy         |
| • Contaminated Land Strategy | • Corporate Volunteering Strategy       |
| • Licensing Policy           |   |
| • Street Trading Policy      |   |
| • Social Mobility Strategy   |   |

We will review any new strategies as they are approved and consider how our services can and will support their delivery during 2023/24 and in future years. This will include the proposed Sports and SME strategies.

### The Corporate Plan outcomes we have a direct impact on are...

#### Contribute to a flourishing society

1. People are safe and feel safe
2. People enjoy good health and wellbeing
4. Communities are cohesive and have the facilities they need

#### Support a thriving economy

5. Businesses are trusted and socially and environmentally responsible
6. We have the world's best legal framework and access to global markets

#### Shape outstanding environments

11. We have clear air, land and water and a thriving sustainable natural environment
12. Our spaces are secure resilient and well maintained



### Our key business risks \*

| Risk Title  | Score     |
|---|-----------|
| Road Safety   | RED, 24   |
| Car Parks: Safety   | RED, 24   |
| Car Parks: Repairs and maintenance  | RED, 16   |
| Adverse planning policy context   | AMBER, 12 |
| The District Surveyor's (Building Control) Service becomes too small to be viable | AMBER, 8  |
| Inspecting dangerous structures (Building Control)                                | AMBER, 8  |
| Working in Service/Pipe subways (confined spaces)                                 | AMBER, 8  |

\*Risk details were correct at January 2023 but are subject to continual review and change.

#### Operational Property requirements

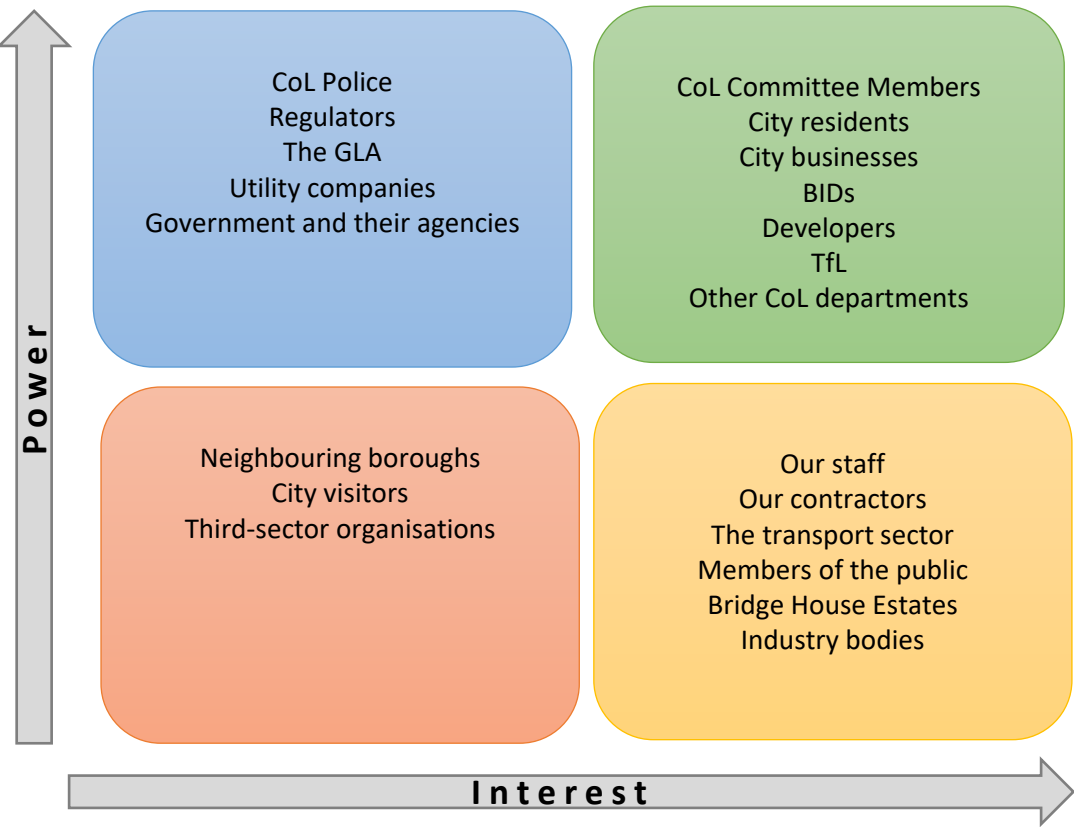
The Environment Department’s 850 staff are based across 25 sites throughout London and the south-east. We hold approximately 400 physical assets, almost 300 of which are at our Natural Environment sites.

As part of the Corporation’s Operational Property Review Programme, the Environment Department is undertaking a critical review of all its physical assets, including operational property. A Departmental ‘Task and Finish’ group will be established early in 2023/24 to undertake this project. The initial stage of the project will be to identify the resources required to undertake a full analysis and in-depth review of all physical assets held by the department, including baselining operational requirements, financial position and state of repair.

Following this, we will work with the City Surveyor’s Department to establish a detailed project plan and realistic timeline. An update on the status of the assets relevant to this Committee will be reported, including any that are identified as surplus to requirements.

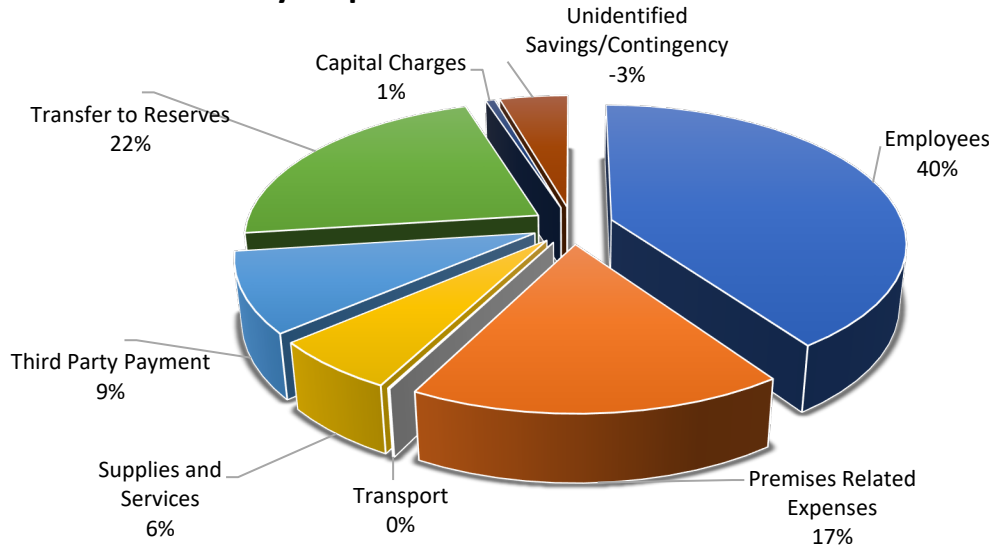
### Stakeholder engagement

We have a wide range of stakeholders and delivery partners (including, but not limited to the key ones listed here) and will ensure we continue to communicate with them appropriately.

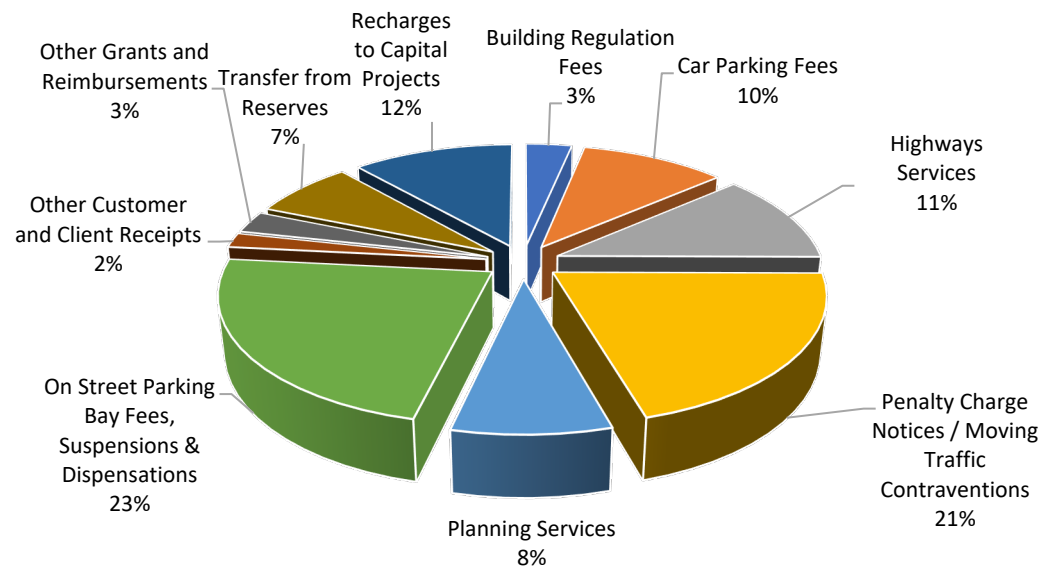


# Our financial information

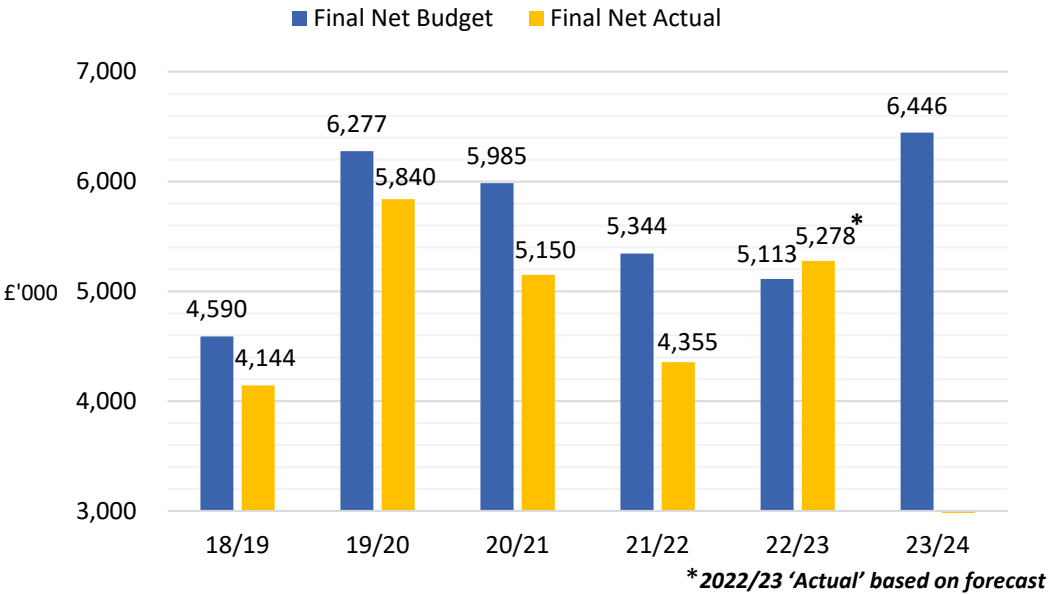
## Where our money is spent



## Where our money comes from

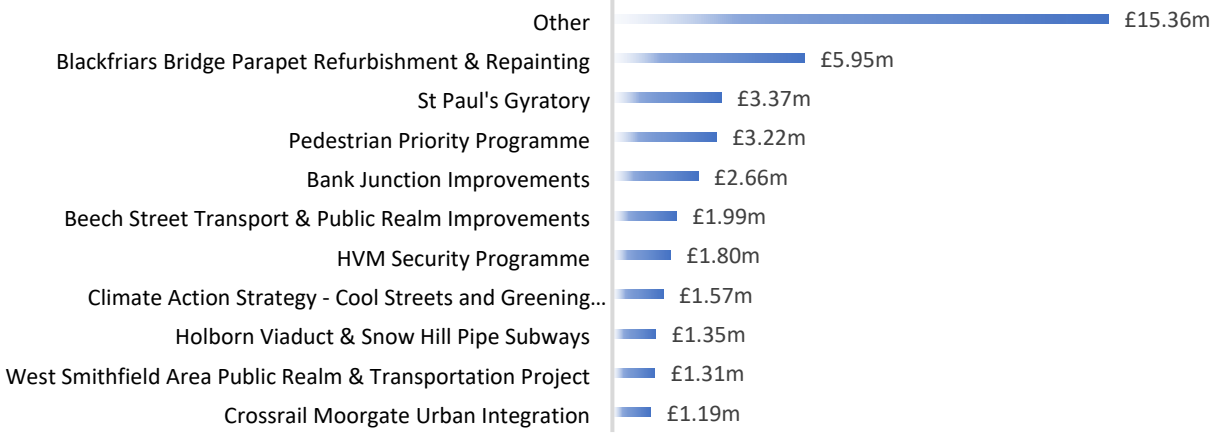


## Budget vs Actual



## Capital Projects - 2023/24 forecast\*

Total estimated spend is £39.76m across 52 projects



\* Capital projects may be funded from a range of sources including CIL/OSPR/BHE/s278



# Our people\*

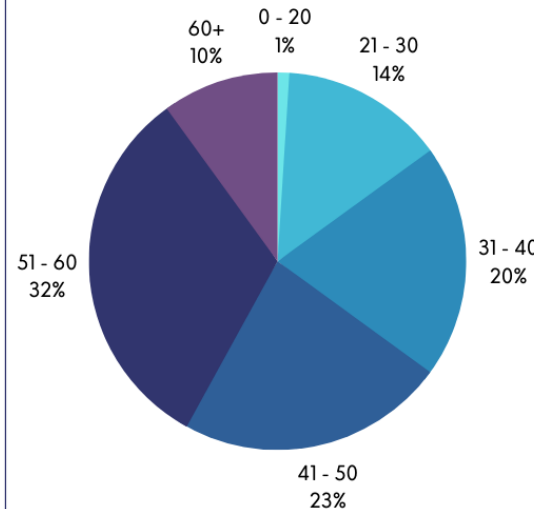
As a new department Equality, Diversity and Inclusion will be a key piece of work, and will include:

- ➔ Undertaking an audit on EDI across the new department
- ➔ Increased training and development for staff
- ➔ Encouraging staff to complete 'sensitive' HR information
- ➔ Looking at recruitment practices to expand staff diversity
- ➔ Encouraging staff to join and participate in staff networks

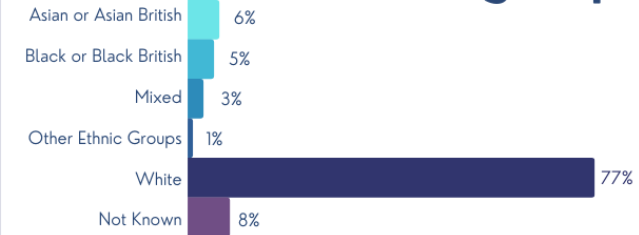
## Gender



## Age range



## Ethnic group



\*N.B. The information on this page relates to the whole of the Environment Department, not just to the services covered by the rest of this Business Plan.  
All data correct at time of most recent staff survey.

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|   |  |
|---|--|
| <b>Committee(s):</b><br>Planning and transportation committee – For Information                           | <b>Dated:</b><br>11 May 2023   |
| <b>Subject:</b> Public Lift & Escalator Report  | <b>Public</b>  |
| <b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b> | Shape outstanding Environments – Our spaces are secure, resilient, and well-maintained |
| <b>Does this proposal require extra revenue and/or capital spending?</b>                                  | <b>N</b>   |
| <b>If so, how much?</b>   | n/a  |
| <b>What is the source of Funding?</b>   | n/a  |
| <b>Has this Funding Source been agreed with the Chamberlain's Department?</b>                             |  |
| <b>Report of:</b> City Surveyor   | <b>For Information</b>   |
| <b>Report author:</b> 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 22 February 2023 to 23 April 2023. The reporting period is driven by the committee meeting cycle and the associated reporting deadlines.

In this reporting period, publicly accessible lifts and escalators were available for **98%** of the time. It should be noted that in this reporting period, these figures **do not** include;

- London Wall Up & Down Escalators. Both of which are currently undergoing a refurbishment project which commenced on 3 April 23 and is due for completion in August.
- Little Britain. Currently undergoing a refurbishment project due for completion August 2023.
- The lift/escalator monitoring system (recently upgraded in a project) failed at 5 locations during this reporting period resulting in no data being available for these lifts. However, there are no known current defects with these lifts. The monitoring system issue has been rectified and will be reflected in the next available report.

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

## 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 |
|-----------------|-------------------------------|---------------------------------------|-----------------------|-------|
| CL24            | Duchess Walk Public Lift      | 100.00%                               | 93.72%                | ↑     |
| SC6458964       | London Wall East              | 100.00%                               | 97.00%                | ↑     |
| SC6458963       | Tower Place Scenic Lift       | 100.00%                               | 97.00%                | ↑     |
| SC6458968       | Moor House                    | 100.00%                               | 99.00%                | ↑     |
| SC6458966       | Atlantic House                | 100.00%                               | 93.00%                | ↑     |
| SC6459244       | Glass South Tower             | 98.56%                                | 95.00%                | ↑     |
| SC6459146       | Speed House Glass/Public Lift | 97.31%                                | 96.00%                | ↑     |
| SC6458962       | Tower Place Public Lift       | 91.00%                                | 96.00%                | ↓     |
| SC6458967       | Little Britain                | Under Project                         | 96.00%                |       |
| SC6458959       | London Wall Up Escalator      | Under Project                         | 89.52%                |       |
| SC6462771       | Blackfriars Bridge            | Monitoring System Fault               | 86.52%                |       |
| SC6458965       | London Wall West              | Monitoring System Fault               | 45.34%                |       |
| SC6458970       | Wood Street Public Lift       | Monitoring System Fault               | 87.86%                |       |
| SC6458958       | London Wall Down Escalator    | Under Project                         | 90.75%                |       |
| SC6462850       | 33 King William Street        | Monitoring System Fault               | 87.83%                |       |
| SC6458969       | Pilgrim Street Lift           | Monitoring System Fault               | 89.00%                |       |

2. As outlined above, the monitoring system failed during the reporting period at 5 locations and therefore there is no useful data available to report on. This issue has now been rectified. There are, however, no known faults with the lifts/escalators experiencing this monitoring system fault.
3. The Tower Place Public lift downtime was due to door Closing faults (suspected to be caused by misuse/doors being held open). The issue is now rectified.
4. Table 3.0 categorises the causes of faults/outages in this reporting period.

**Table 3.0**

| Category  | No of call outs |
|---|-----------------|
| External/Environmental factors                                      | 0               |
| Equipment faults/failure  | 10              |
| Planned Insurance Inspections                                       | 0               |
| Planned Repairs   | 0               |
| Resets following emergency button press or safety sensor activation | 12              |
| Damage/misuse/vandalism   | 1               |
| Autodialler faults  | 0               |
| <b>Total</b>  | <b>23</b>       |

5. 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  | 17              |
| Equipment faults/failure  | 89              |
| Planned Insurance Inspections   | 17              |
| Planned Repairs   | 26              |
| Resets following emergency button press or safety stop equipment activation | 13              |
| Damage/misuse/vandalism   | 16              |
| Autodialler faults  | 6               |

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 | Contract Awarded | 1/8/23              |
| London Wall Down Escalator | Modernisation Project | Contract Awarded | 1/8/23              |
| Pilgrim Street Lift        | Modernisation Project | Complete         | Complete            |
| Little Britain Lift        | Modernisation Project | Contract Awarded | 1/8/23              |
| Atlantic House Lift        | Modernisation Project | Complete         | Complete            |

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|   |                           |
|---|---------------------------|
| <b>Committee(s)</b><br>Planning and Transportation Committee  | <b>Dated:</b><br>11/05/23 |
| <b>Subject:</b> Report of Action Taken  | <b>Public</b>             |
| <b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b> | <b>3</b>                  |
| <b>Does this proposal require extra revenue and/or capital spending?</b>                                  | <b>N</b>                  |
| <b>If so, how much?</b>   | <b>N/A</b>                |
| <b>What is the source of Funding?</b>   | <b>N/A</b>                |
| <b>Has this Funding Source been agreed with the Chamberlain's Department?</b>                             | <b>N/A</b>                |
| <b>Report of:</b> Town Clerk  | <b>For Information</b>    |

## Summary

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

## Recommendation:

- That Members note the report.

## Main Report

### Urgency – Minor Amendment to The Planning and Transportation Terms of Reference

1. The Committee Terms of Reference are agreed annually at the April Court of Common Council. In advance of that meeting, officers in the Comptroller & City Solicitor's Office and the Environment Department highlighted that Section 13 of the Building Safety Act 2022 introduced a new power for local authorities to provide assistance to the Building Safety Regulator. As this is closely linked to the Building Control functions delegated to Planning and Transportation Committee by its Terms of Reference, it was considered appropriate to ensure this additional function was similarly delegated. (It was also to be proposed that the relevant activities be included in the District Surveyor's delegations under the updates to the Chief Officer Scheme of Delegations, to be considered in May 2023, but any related matters outside their authority would be reported to Planning and Transportation Committee).
2. In order to allow for this new power to be reflected in the Planning & Transportation Committee's Terms of Reference for 2023/24, in view of the lack of a scheduled meeting of the Committee prior to the April Court meeting, urgency approval was sought.

### **Action Taken**

3. The Town Clerk, in consultation with the relevant Members therefore, agreed to make the following additional update for inclusion in the Planning and Transportation Committee Terms of Reference, to be submitted to the Court of Common Council in April 2023:

*“All functions and powers of the City Corporation of providing assistance to the Building Safety Regulator under Section 13 of the Building Safety Act 2022, where the Building Safety Regulator is acting as the Building Control Authority under section 91ZA and 91ZB of the Building Act 1984.”*

**REASON FOR URGENCY:** The Planning and Transportation Committee reviewed its Terms of Reference at its January 2023 meeting and approved these for submission to the Court of Common Council in April 2023 with only very minor amendments to reflect the existence of a new Planning Applications Sub-Committee and a Job Title change. However, since that time, this subsequent update has been observed as being required. The Planning and Transportation Committee was not scheduled to meet again until May 2023, after the Court’s April meeting, hence the need for urgency.

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

**Zoe Lewis**

Town Clerk’s Department

E: [zoe.lewis@cityoflondon.gov.uk](mailto:zoe.lewis@cityoflondon.gov.uk)



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

**Tuesday, 7 March 2023**

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, 7 March 2023 at 2.15 pm

### **Present**

#### **Members:**

Deputy Graham Packham (Chairman)  
John Edwards (Deputy Chairman)  
Deputy Shravan Joshi  
Deputy Randall Anderson  
Deputy Marianne Fredericks  
Deputy Edward Lord  
Alderman Ian David Luder (Ex-Officio Member)  
Alderwoman Susan Pearson

#### **Officers:**

|                 |                           |
|-----------------|---------------------------|
| Zoe Lewis       | - Town Clerk's Department |
| Tim Fletcher    | - Town Clerk's Department |
| Gillian Howard  | - Environment Department  |
| Ian Hughes      | - Environment Department  |
| Clarisse Tavin  | - Environment Department  |
| Samantha Tharme | - Environment Department  |
| Kristian Turner | - Environment Department  |
| George Wright   | - Environment Department  |

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

Apologies were received from Judith Pleasance.

Oliver Sells KC and Judith Pleasance observed the meeting virtually.

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

Deputy Lord declared an interest in Item 8 – Questions relating to matters in relation to the work of the Sub-Committee. In relation to the discussion on Arthur Street, they advised that they lived in the immediate vicinity. They advised that as a resident, they had not been consulted by TfL. Deputy Lord stated that they would not take part in the discussion on this item.

### **3. MINUTES**

**RESOLVED**, That the public minutes of the meeting of 14 February 2023 be approved as an accurate record of the proceedings.

**Matters Arising**

The Chairman reported that he and the Deputy Chairman had asked for a letter to be written from the Policy Chairman in relation to the proposal to stop the Number 11 bus route. Officers confirmed that this was being drafted. A Member stated that there was also a proposal to stop the Number 521 bus route. An Officer advised that there had been a report to the Sub-Committee towards the end of 2022 which detailed Transport for London's (TfL) list of implications and issues. Members requested that Officers ensure that the Number 521 bus route be included in the letter.

A Member stated that a TfL impact assessment was required as the bus routes were accessible and were used by people with disabilities and people with children in pushchairs and it could be difficult to use Bank Station, particularly at the weekends, when the lifts were closed. An Officer stated that TfL would be asked to explain their rationale so that representations could be made about the services that the City wanted retained. The Chairman asked Officers to summarise the outcome of the TfL consultation and circulate this to Members of the Sub-Committee.

**4. WEST SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION PROJECT**

The Sub-Committee considered a report of the Director of the Built Environment which was a Gateway 3 Issue Report updating the Sub-Committee on the project and requested authority to start the next stage of design – Stage 3.2 of the Public Realm and Transportation project around the Museum of London Site.

An Officer reported that works had been paused for further work on the Section 106 and associated Section 278 for the Museum of London. As a planning application had now been submitted and the Section 278 project had been agreed, authority was being sought to restart the project to ensure the Museum of London, Smithfield Meat Market and the public realm programmes aligned.

An Officer reported that stakeholder engagement would restart and a wider public consultation would take place. The Officer also reported that during the London Festival of Architecture in the summer, work would take place in relation to co-designing equity and inclusivity in the public realm.

A Member drew the Sub-Committee's attention to the list of consultees in the Officer's report and requested that the Smithfield Market Tenants Association be added to the list.

A Member asked for clarification on whether the summer activation and events could be funded from the On-Street Parking Reserve (OSPR). An Officer responded that there were constraints on the use of the OSPR. The Foundation

for Future London was funding the summer activation and events. There would be some work to support the viability of these events, and this component would be funded by the OSPR. A team of designers had been appointed following a design competition and the contract for the summer activities had been awarded to the Foundation for Future London. Officers would also be working with the Museum of London and there could be further funding from their budget, but it would not come from the specific Smithfield Public Realm Project budget.

A Member referenced the Sports Strategy, and requested that once approved, this be included in the Project Mission Statement.

A Member requested that the stakeholder engagement group consulted by Destination City, be added to the list of consultees.

**RESOLVED,** That the Sub-Committee

- 1) Note the updates from the work developed to date since last Committee Report;
- 2) Approve the budget of £70,000 for staff cost and £60,000 for fees to cover the next stage of the project;
- 3) Allocate £130,000 from OSPR from the £12m funding approved in principle for the project, subject to relevant approvals; and
- 4) Note the revised project budget of £1,405,014 (excluding risk), from the £12m estimated budget which is unchanged.

5. **MOORGATE CROSSRAIL STATION LINKS**

The Sub-Committee considered a report of the Executive Director, Environment which provided an update on progress of each element of the project, the issues encountered and proposed next steps. The report also sought approval to draw down additional funds from the previously approved budget to enable further scheme development.

An Officer stated that the project had five interrelated areas as outlined in the Officer report. He advised that, to deliver high quality schemes in all five areas, a bid for additional funding from the On-Street Parking Reserve (OSPR) and/or Community Infrastructure Levy (CIL) would be submitted. If additional funding was not secured, value engineering methods could be used, e.g., lifting the old natural stone paving on the Eastern side of Moorgate and reusing the best paving stones. The Officer stated that it might not be possible to deliver certain elements of the scheme if additional funding was not obtained.

A Member asked for confirmation that the pedestrian overpass above Moor Lane would be included in the work. An Officer confirmed that these works would take place but a date was dependent on the progression of building work at 21 Moorfields. A Member stated that this delivery was a condition of 21 Moorfields being occupied.

A Member stated that the inclusion in the report of a map of the inter-related work areas would be useful. An Officer advised that there would be further reports on the specific schemes and drawings would be included in these.

A Member asked if it would be appropriate to combine the Finsbury Circus Western Arm project and the Finsbury Circus project rather than having two separate projects.

An Officer stated that currently work was taking place to secure funding for Finsbury Circus and progress with a contract for tenders. He advised that an appointment would take place in the next month and it would then be possible to look at timescales. He further advised that the Finsbury Circus project was being led by City Surveyors with a client whereas the Finsbury Circus Western Arm was an in-house project. Currently different drivers, technical complexities and programmes behind each project meant the schemes could not sensibly be combined at this stage.

An Officer stated that it was possible that in the future, the Finsbury Circus Western Arm be formally progressed at Gateway 5 through the Cool Streets and Greening Programme.

A Member suggested a table showing anticipated construction start dates, length of works and anticipated finishes would have been helpful. He stated that the Western Arm anticipated start date had been shown as Autumn 2023. He asked whether this was likely and whether the Western Arm would be open for the summer of 2024. An Officer stated that this was dependent on works to 84 Moorgate being completed. Officers had been advised these had been delayed and the developer would be in place until March 2024.

A Member asked which of the five projects outlined in the Officer report, was likely to be the first to be undertaken. An Officer stated that the first scheme was likely to be Ropemaker Street/Moorgate/South Place/Finsbury Pavement junction. Police approval had been given for the reconfigured police checkpoint and it was anticipated that TfL approval would be received soon. Islington Council were familiar with the preferred design but still had to give final approval. A Member asked if works could commence in 2023. An Officer stated that he would submit a Gateway 5 report to the Sub-Committee in the autumn but work was unlikely to start in 2023.

Members stated the importance of having a masterplan of the public realm, in its entirety and that this should include a plan.

**RESOLVED,** That the Committee

1. Note the progress made on the various elements of the project;
2. Note the revised timescales for Ropemaker Street junction improvements;
3. Approve the drawdown of £256,375 from the already agreed and secured funding allocation of £1,819,795 to continue the design development and assessment of each element of the project;

4. Approve a revised current project budget of £569,327 (including risk) as set out in appendix 2, table 2;
5. Approve the risk register in appendix 3 with the requested costed risk provision of £48,500, which is to be drawn down via delegation to Executive Director Environment;
6. Note the revised cost estimate of £430,022 for the 101 Moorgate Section 278 works, increasing the overall budget estimate by £30,022;
7. Note the intention to make further funding requests of an estimated £3.2 million to either the OSPR or CIL to progress elements of the work outlined in the Officer report and that this is reliant on further detailed work regarding feasibility.

6. **ANTI-TERRORISM TRAFFIC REGULATION ORDER**

The Sub-Committee considered a report of the Executive Director, Environment which provided details of the Anti-Terrorism Traffic Regulation Order currently in place and recommended the continuing need for it to remain in place.

**RESOLVED,** That the Sub-Committee

Approve the continuation of the ATTRO subject to a further review in three years' time.

7. **OUTSTANDING REFERENCES**

Dockless Vehicles

The Chairman asked for an update on the dockless vehicles item and was advised that Officers had met separately with Lime and Human Forest and the operators had been asked to propose how they would better manage their service to set standards. An Officer advised that both providers were willing to negotiate, understood the problems being encountered and were sympathetic to high priority issues e.g., around fire escapes. They were both in agreement that they would do more to address these issues with their users. The Sub-Committee were informed that the operators had started banning frequent offenders from using the services and Officers had asked them for their records of this and the penalties issued. The next stage would be to draw up agreements around potential funding. A similar model as that for e-scooters was being suggested where there was a fee per deployment in the City which meant the numbers of bikes could be managed and accommodated appropriately. There were challenges in finding more spaces but the operators could also use deployment management to assist with this.

A Member stated that he understood that every borough had a slightly different contract with the operators. He suggested the City should work towards an individual agreement rather than wait for a London-wide agreement which could take some time. The Chairman stated that there could be difficulties with reaching a Pan-London agreement but as central London boroughs shared similar issues, it could be that a central London borough agreement could be reached. The Sub-Committee were advised that Westminster Council had recently introduced new methods to tackle issues. The Chairman asked Officers to report back to Members of the Sub-Committee on the measures being taken by Westminster Council. An Officer stated that whether a Pan-

London agreement or a more local immediate neighbours' agreement was reached, Officers were keen to continue with this approach. A member suggested that as Westminster and City shared an MP, concerns could be escalated through her.

#### Beech Street Consultation

An Officer advised that the Beech Street consultation had just been completed.

#### Bank Junction

The Chairman requested that the Wards be added to the Traffic Order Report before it was submitted to the Court of Common Council. He stated that it should be noted that some streets were shared by Wards and it was important that the right Members were engaged when proposals for changing traffic orders were explored. It was also acknowledged that Members from Wards on each side of a street could both have an interest even if only one side was proposed to have a traffic order.

#### **RECEIVED.**

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

A Member reported that there was TfL bus stop in King William Street that was moved to its current location whilst 33 King William Street was being built and while work was being undertaken on Arthur Street. The Member stated that its current location was inconvenient to road users and pedestrians. The Member requested that representation be made to return the bus stop to its previous location. Officers agreed to make representations to TfL.

A Member stated that TfL were undertaking consultation in relation to Arthur Street being closed to regular traffic and allowing cyclists to use it. An Officer stated that TfL were leading the consultation as they had the statutory duty to return the streets back to public use following their work. The Officer stated there were TfL junctions at the top and bottom of Arthur Street and as the street was a City street, TfL required the City's agreement to return the street to public use. Officers considered that a report should be submitted to the Sub-Committee and a recommendation made back to TfL as the City was fundamental to the decision. The Officer advised that the way the area was now operating had changed as there was previously a weight limit at the beginning of the north side of London Bridge and this led to Arthur Street being used as a through route prior to the work being started. This weight limit had now been removed but instead there was a traffic order from TfL to restrict traffic on London Bridge to buses and taxis. This would mean that if the traffic order continued, Arthur Street would not return to being used as a through route. Officers would submit a report to the next meeting of the Sub-Committee. Officers would discuss this with TfL to ensure that no action was taken until the City had considered this and responded. An Officer advised that until the shaft work had been completed, the other works could not progress.

A Member asked about how the works in Crutched Friars were progressing as residents were concerned about frequent gas leaks. An Officer stated that he

would raise this matter with the relevant Officers and provide Members with an update.

A Member commented that the signage in Hart Street required improving to avoid unnecessary reversing.

A Member referred to the trees at 22 Bishopsgate which were removed during the development but had not been replaced. An Officer stated that an update would be provided.

A Member raised concern that the lifts at Bank Station were closed at weekends which meant some people were unable to use the station. She stated that many people used this station as it was advertised as an accessible station and if it was not accessible at weekends, the notices should be updated. If it was possible to get the lifts working at weekends, this should be done.

A Member informed the Sub-Committee that in relation to Moor Lane there was an area called the pot garden which had been in the scope of the project but had now been removed. She requested that this be added back into the scope of the project. An Officer stated that Officers had concerns that it might not be possible to spend some of the Section 106 money on this area as it was in the Barbican Estate and this was being investigated. The Officer stated that she appreciated the disruption residents had experienced with 21 Moorfields and acknowledged that the scheme was launched in 2011 and was still not delivered. Officers were requested to ensure that the project information being presented was accurate and that the project was being moved forward as rapidly as possible.

A Member advised Officers about the lack of plants in two plant pots on the corner of Little Britain, Montague Street and King Edward Street. Officers would raise this with those responsible for the pots. The Officer stated that there had to be a balance in terms of the size of plants and trees and ensuring the plants thrived.

A Member referred to the Little Britain and Bart Square development. She reported that due to hard surfaces, noise was a problem. She suggested that trees be planted in pots to absorb some of the sound. A Member stated that using deliveries by electric vehicles could help to reduce noise. An Officer responded that the Transport Strategy was a broad document covering concerns such as these. He advised that often materials which led to less noise pollution were less affordable, harder to maintain and had a shorter lifespan so their use had to be carefully considered. The Officer stated that in the Transport Strategy refresh, issues such as communication, engagement and consolidation of deliveries for larger businesses, the impact of climate change and sustainability would be considered.

A Member stated the importance of having multi-level signage to indicate pedestrian walkways at higher levels. An Officer stated that there were previously multi-level isometric drawings on light boxes that helped people navigate to the Barbican upper tiers. The difficulties with these, were that every

time there was a major change, they became out of date. The Officer advised that with the Barbican Project there was the opportunity to discuss multi-level signage, costs and funding with the Barbican. The City of London Corporation had signed up to Legible London, the strategic signage strategy. A Member stated that proposed inserts for the light box signage had not materialised. The Chairman stated that using these could be a possible solution.

A Member asked a question about the status of the pedestrian walkway with the Smithfield shutdown. He raised concern that there was a blind corner and stated that the walkway should be reopened as soon as possible. An Officer stated that works were underway and Officers would request that the pedestrian walkway be reopened as soon as possible.

A Member asked about the way in which the works at Bank Junction were taking place and whether another method e.g., focusing on one or two locations at a time to complete them and reopen them more quickly, would minimise disruption. He also raised concern about the lack of signage showing the end state. An Officer stated that much consideration had gone into the way the works were being completed. The broad programme was to complete all the work that did not include pedestrianisation of Threadneedle Street before the Lord Mayor's Show in November 2023 and the full completion of work was scheduled for May 2024. Priority was being given to health and safety. There were constraints on working hours and noisy working hours with quiet work having to be undertaken around the noisy working hours, often at a different part of the junction. Members were informed that there were three teams working on the site and this was considered the optimal number. The current phase was the most complex and intensive and would last until June or July 2023. After that, the focus would be on the area outside Mansion House. As soon as an area was complete, it would be reopened. The Officer advised that there had been a delay with the hoardings but this had now been resolved and the hoardings should be in place by 17 March. Communication was taking place with nearby businesses to keep them informed and the hoardings would provide passers-by with details of how the junction would look once the work was complete.

In response to a Member's question, an Officer advised that a map of the various locations being worked on at Bank Junction could be provided to Members. This could detail when each location was scheduled to be completed and reopened. This could also be put on the Outstanding Actions list and reported on at each meeting until the work was complete.

A Member stated that cyclists were required to dismount and walk around the Bank Junction works for health and safety reasons. Recently more cyclists were dismounting.

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

There were no additional, urgent items of business for consideration in the non-public session.



**The meeting ended at 3.30 pm**

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Chairman

**Contact Officer: Zoe Lewis**  
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