



## 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, 18 JULY 2023  
**Time:** 10.30 am  
**Venue:** LIVERY HALL - GUILDHALL

5. **OUTSTANDING ACTIONS**

Report of the Town Clerk.

(Pages 5-8)

11. **BIODIVERSITY AND ECOLOGY\***

Report of the Director of Planning and Development.

(Pages 9-14)

12. **BUSINESS PLANS 2022/23: PROGRESS REPORT – PERIOD 3 – DECEMBER – MARCH\***

Report of the Executive Director, Environment.

(Pages 15-20)

13. **RISK MANAGEMENT UPDATE REPORT\***

Report of the Executive Director, Environment.

(Pages 21-36)

14. **CONSERVATION AREA ADVISORY COMMITTEE (CAAC) AND CITY OF LONDON ACCESS GROUP (COLAG)\***

Report of the Planning and Development Director.

(Pages 37-40)

15. **DISTRICT SURVEYORS ANNUAL REPORT 2022/23\***

Report of the Executive Director, Environment.

(Pages 41-52)

16. **REVENUE OUTTURN 2022/23\***  
Report of the Chamberlain, the Executive Director, Environment and the City Surveyor.  
(Pages 53-64)
17. **PROPERTY SEARCH INCOME AND EXPENDITURE\***  
Report of the Director of Planning and Development.  
(Pages 65-66)
18. **PUBLIC LIFT AND ESCALATOR REPORT\***  
Report of the City Surveyor.  
(Pages 67-70)
19. **WHOLE LIFE-CYCLE CARBON EMISSION DATA MONITORING IN MAJOR PLANNING APPLICATIONS\***  
Report of the Executive Director, Environment.  
(Pages 71-80)
20. **TRANSPORT STRATEGY: 2022/23 ANNUAL REPORT AND DELIVERY PLAN 2023/24 – 2028/29 5-YEAR PLAN\***  
Report of the Executive Director, Environment.  
(Pages 81-178)
21. **MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE\***
- a) To note the minutes of the Planning Applications Sub-Committee meeting on 21 February 2023\* (Pages 179 - 198)
  - b) To note the minutes of the Planning Applications Sub-Committee meeting on 20 March 2023\* (Pages 199 - 218)
  - c) To note the draft minutes of the Planning Applications Sub-Committee meeting on 27 June 2023\* (To Follow)
22. **MINUTES OF THE LOCAL PLANS SUB-COMMITTEE\***
- a) To note the minutes of the Local Plans Sub-Committee meeting on 27 April 2023\* (Pages 219 - 230)
  - b) To note the minutes of the Local Plans Sub-Committee meeting on 23 May 2023\* (Pages 231 - 240)
  - c) To note the draft public minutes of the Local Plans Sub-Committee meeting on 20 June 2023\* (Pages 241 - 250)

23. **MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE\***

- a) To note the minutes of the Streets and Walkways Sub-Committee on 23 May 2023\* (Pages 251 – 264)
- b) To note the draft minutes of the Streets and Walkways Sub-Committee meeting on 4 July 2023\* (To Follow)

**Part 2 – Non-public Agenda**

27. **DEBT ARREARS – ENVIRONMENT DEPARTMENT (PLANNING AND TRANSPORTATION COMMITTEE)\***

Report of the Executive Director, Environment.

(Pages 265-272)

28. **TO NOTE THE DRAFT NON-PUBLIC MINUTES OF THE LOCAL PLANS SUB-COMMITTEE ON 20 JUNE 2023\***

(Pages 273 - 276)

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

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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 26 April 2022 17 May 2022	<p align="center"><b><u>Daylight/Sunlight – Alternative Guidelines</u></b></p> <p align="center"><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 (18 July 2023)</b></p> <p>Following meetings with industry experts, Officers have gone out to tender to instruct consultants to develop a planning advice note (PAN) on daylight/sunlight matters in the context of the new BRE Guidance and the use of Radiance assessments. The consultants will be appointed in July and it is anticipated that a draft PAN for consultation will be brought to Committee by the end of the year.</p>

	<p>7 June 2022  1 July 2022  19 July 2022  20 Sept 2022  11 Oct 2022  1 Nov 2022  10 Jan 2023  7 March 2023  11 May 2023  18 July 2023</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;"><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>  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 (regarding Material Planning Considerations) were sent to members with a Q&amp;A on this topic prior to the 11 May 2023 Planning and Transportation Committee meeting. The next member training material will be sent in advance of committee on 1 October 2023.</p>

	<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  10 Jan 2023  7 March 2023  11 May 2023</p>	<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 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 10 Jan 2023 7 March 2023 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 October 2023, before public consultation.</p>
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<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation Committee – for information	18/07/2023
<b>Subject:</b> Biodiversity and ecology	<b>Public</b>
<b>Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?</b>	<b>11, 12</b>
<b>Does this proposal require extra revenue and/or capital spending?</b>	<b>No</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> Gwyn Richards, Planning & Development Director, Environment Department	<b>For information</b>
<b>Report author:</b> John Harte, Planning Officer, Environment Department	

## Summary

This report provides information on how biodiversity and ecology is addressed through national, London and City planning policies and how these are implemented by the City of London Corporation.

## Recommendation(s)

Members are asked to:

- Note the policy approach for biodiversity and ecology and how this is implemented in the City Corporation.
- Note the changing legislative landscape around this issue and the commissioning of a study by Greengage Environmental to inform amended policy approaches.

## Main Report

### National Policy Context

1. The National Planning Policy Framework (NPPF) (2021) requires planning policies and decisions to contribute to and enhance the natural and local environment by minimising impacts on existing biodiversity and by providing overall net gains for biodiversity. The Natural Environment Planning Practice Guidance (PPG) (2019) provides further explanation on how this should be achieved.

2. The Environment Act (2021) mandates Biodiversity Net Gain (BNG) for development proposals; mandatory BNG will become a statutory requirement in November 2023. The Local Plan review provides an opportunity for the City of London Corporation to prepare for BNG and set out how the City Corporation will implement mandatory BNG.
3. The Environment Act requires new developments to provide 10% BNG. The Square Mile currently has a low baseline in biodiversity due to the City's high-density environment and there are often limited opportunities for habitat improvements at ground-level, although there is the potential to green the roofs, terraces, and facades of buildings (where appropriate). However, there can be competing demands over use of these spaces which may limit biodiversity opportunities on building typologies. Where BNG has been proposed through applications in the City, it is often significantly above the 10% target, due to the very limited existing biodiversity on site.
4. The Government are due to release secondary legislation in relation to BNG. So, although the requirement for mandatory BNG is set out in the Environment Act there therefore remains some degree of uncertainty regarding its implementation.
5. The Local Plan review provides an opportunity for the City of London Corporation to prepare for BNG and set out how the City will apply implementation of mandatory BNG using the approved biodiversity metric by establishing a biodiversity evidence base.

### **City of London's Character and Local Policy Context**

6. The current City of London Local Plan was adopted in January 2015 and plans for development requirements up to 2026. The City of London Corporation is currently preparing a full review of the adopted plan through the draft Local Plan (City Plan 2040). The draft Plan will come to the Planning & Transportation Committee in autumn 2023 for approval to consult, with consultation following approval by the Policy and Resources Committee and the Court of Common Council.
7. In the current adopted Local Plan (2015) green roofs and green walls are recognised through various policies including Policy DM10.2 (Design of green roofs and walls) and Policy DM19.2 (Biodiversity and urban greening). Further information on existing green infrastructure is set out in both green roofs and open spaces monitoring reports which are produced on a regular basis.
8. The emerging Local Plan (City Plan 2040) sets out the City of London's vision, strategy, and objectives for planning up to 2040, together with policies that will guide future decisions on planning applications. Strategic Policy S14 (Open Spaces and Green Infrastructure) and Policy OS3 (Biodiversity) state that development should aim to secure net gains for biodiversity where possible. This includes retention and enhancement of habitats within Sites of Importance for

Nature Conservation (SINCs), including the river Thames. Policy OS2 (City Greening) requires major development proposals to include an Urban Greening Factor (UGF) calculation demonstrating how the development will meet the City's target UGF score of 0.3 as a minimum.

9. The City of London's Biodiversity Action Plan (BAP) 2021-2026 includes target species, habitat, and action plans for the built environment. In addition, the City of London Open Spaces Strategy Supplementary Planning Document (SPD) sets out the principles to help improve the quality, management, and accessibility of the open spaces of the Square Mile.

### **Ecological Impact Assessments & Biodiversity Policy**

10. National government guidance states that Ecological Impact Assessments are expected to be submitted for developments which are proposed to be in Sites of Special Scientific Interest (SSSIs). There are no SSSIs within the Square Mile however there are Sites of local importance for Nature Conservation (SINCs) which include for example Barbican and St Alphage Gardens. Further information on these sites is included in the Local Plan and BAP.
11. Although the adopted Local Plan does not require an independent assessment of Ecological Impact Assessments, the emerging City Plan Policy OS3 (Biodiversity) paragraph 6.6.30 states: *"Where development has a potential impact on designated sites of importance for biodiversity, the developer should submit an ecological statement outlining how any impacts will be avoided, minimised, or mitigated. Where necessary, the City Corporation will seek independent review of an assessment, paid for by the developer"*.
12. Although the City Plan is still in draft, it does carry a degree of planning weight and has informed the undertaking and submission of ecological assessments from various applications, helping to improve and mitigate their impact on biodiversity and the ecology of the Square Mile. Ecological assessments have been considered by planning officers internally, with advice from colleagues within the Environmental Resilience and Natural Environment teams where relevant. The wording of the policy provides for securing independent review of these assessments, where that is necessary.

### **Evidence Base**

13. To inform the further development of the City Plan 2040 policies for biodiversity and nature conservation in response to changing national legislative requirements, Greengage Environmental has been commissioned to prepare an evidence base report on the current level of biodiversity in the City and the potential for uplift through BNG.
14. The consultants have considerable experience in assessment of biodiversity and urban greening, and the application of biodiversity net gain in central urban areas, including in London. A key requirement in the brief for this work is to

provide advice to the City Corporation on the most appropriate mechanisms to use when reviewing BNG proposals. The final report should be available in the autumn of 2023 and will inform the City Plan.

15. As set out in the BAP the City of London recognises the importance of biodiversity data collection to improve monitoring and informs decisions and identify future areas of priority in the City. Opportunities such as citizen science and school projects and records collected by local voluntary individuals and groups (such as the Friends of City Gardens, Middlesex Street Gardeners Club, Golden Lane Estate Allotment Group and the Barbican Wildlife Group) make a significant contribution in supporting biodiversity and raises the profile of species and habitats within the City. Many of these findings are reported directly to the Greenspace Information for Greater London (GiGL) which is London's environmental records centre.

### **Staff Resources**

16. As a local planning authority, the City of London engages constructively, actively and on an ongoing basis on strategic matters in plan-making, including sustainable development, land use and strategic infrastructure. Officers from the Environment Department regularly attend for example Planning Advisory Service (PAS) workshops on biodiversity and the London Borough Biodiversity Forum (LBBF). The LBBF consists of local authority ecologists from across London, Greater London Authority (GLA) London Wildlife Trust and GiGL. Current officer expertise in this area includes:
  - A planning policy officer responsible for City Plan policies on urban greening and biodiversity;
  - An Environmental Resilience Officer with a background in ecology and greening whose role is to promote biodiversity measures in relation to environmental resilience;
  - Eight posts within the Natural Environment division, which includes specialist ecologists, natural conservation, biodiversity, and environmental stewardship posts. These officers are based within open spaces outside of the Square Mile.
17. It is worth noting that many central London boroughs are actively considering how to address the emerging requirements for BNG, including through the cross-borough sharing of expertise.

### **Corporate & Strategic implications**

18. The Corporate Plan 2018-2023 seeks to ensure that we have clean air, land and water and a thriving and sustainable natural environment; and that our spaces are secure, resilient and well-maintained. The work being undertaken to inform City Plan policy and implement biodiversity net gain would support these outcomes of the Corporate Plan.

**Financial implications**

19. There are no financial implications arising from this report.

**Staff Resource implications**

20. There are no staff resource implications arising from this report.

**Legal implications**

21. There are no legal implications arising from this report.

**Equalities implications**

22. There are no equalities implications arising from this report.

**Risk implications**

23. There are no risk implications arising from this report.

**Climate implications**

24. There are no direct climate implications arising from this report. The emerging City Plan policy approach on biodiversity net gain and ecology is likely to result in increases to the biodiversity of the Square Mile, and would mitigate ecological impacts and improve on ecological outcomes arising from new development in the City.

**Security implications**

25. There are no direct security implications arising from this report.

**Conclusion**

26. The City Corporation has been active for many years in requiring development to provide additional greening, encouraging the provision of green roofs, and delivering greening directly through public realm enhancement schemes.

27. The new City Plan sets out specific requirements for an ecological statement where development has a potential impact on designates sites of importance for biodiversity. The forthcoming report commissioned from Greengage Environmental will help to inform further development of this policy and its application by the City Corporation's planning department, in response to the changing legislative landscape around biodiversity.

**Appendices**

- None

**Report author**

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<b>Committee(s):</b> Planning and Transportation Committee	<b>Dated:</b> 18 July 2023
<b>Subject:</b> Business Plans 2022/23: Progress Report (Period 3, December-March)	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	9, 10, 11, 12
<b>Does this proposal require extra revenue and/or capital spending?</b>	No
<b>Report of:</b> Executive Director, Environment	<b>For Information</b>
<b>Report author:</b> Joanne Hill, Environment Department	

## Summary

This report provides an update on progress made during Period Three (December-March) 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.

Financial information relating to this period is provided in the separate Chamberlain's Revenue Outturn report which is also presented to this Committee.

## 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 set 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 is reported to you on a periodic (four-monthly) basis. This approach allows Members to ask questions and have a timely input into areas of particular importance to them.
3. Please note that the full, end of year financial position is detailed in the Chamberlain's Revenue Outturn report which is also presented to this Committee.

### Current Position

4. This report provides an update on progress made against the 2022/23 High-Level Business Plan during Period Three (December 2022 - March 2023) 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

5. Appendix 1 presents key performance information as infographics.

6. Progress made against key workstreams and other achievements during the period are summarised below:

a) **Climate Action Strategy**

The Department's Climate Adaptation Action Plan continued to be developed along with specific climate resilience measures.

The 'Cool Streets and Greening Programme' progressed:

- The first season of tree planting resulted in 27 new street trees.
- Funding (£21,150) was secured through the GLA's 'Rewild London Fund' to enhance Sites of Importance for Nature Conservation (SINCs) management.
- Work continued to identify suitable sites for Sustainable drainage systems (SuDS).

b) **City Plan 2040**

Progress continued on updating the City Plan evidence base, with studies underway, commissioned or completed relating to office demand; characterisation; tall buildings; hotels; and housing.

c) **Transport Strategy**

A separate detailed report on the Transport Strategy is presented to this Committee.

d) **Fire Safety Bill**

In January 2023, your Committee approved a proposal for the District Surveyor's Office to act as a single point of contact between the Building Safety Regulator and all London Borough building control departments, when the Regulator requires assistance under Section 13 of the Building Safety Act 2022. (London District Surveyors Association HUB).

Officers continue to work with the Regulator to ensure the London District Surveyor Association HUB will be available from October 2023. They are also working to ensure that all building control surveyors are prepared to demonstrate their 'competence' via an accredited external body and achieve registration with the Building Safety Regulator, which will be a requirement from October 2023."

e) **Government Planning Reforms**



A response to the Government's consultation on reforms to the planning system related to the Levelling Up and Regeneration Bill was submitted in March 2023. A copy of the response was circulated to Committee Members.

f) **The London Plan**

The London Plan was adopted (March 2021). London Plan Guidance has been published and is being applied. There have been no new consultations took place during the period covered by this report. City officers continue to engage with Greater London Authority officers in relation to conformity between the City Plan and the London Plan, and related issues.

g) **Lighting Supplementary Planning Document (SPD)**

Public consultation on the draft Lighting SPD was completed in February 2023, with a high number of responses received. A separate detailed report is presented to this Committee.

### **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** – The full, end of year financial position is detailed in the Chamberlain's Revenue Outturn report presented separately to this committee.

**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

### **Contact**

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# Business Plan 2022/23 - Key performance information

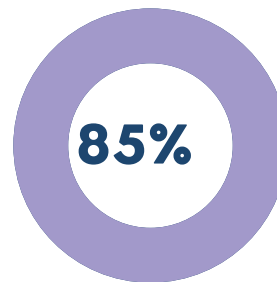
## Period 3: December 2022 - March 2023

Planning applications determined within agreed timescales

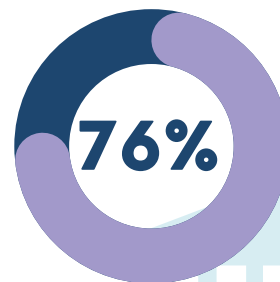


**400**

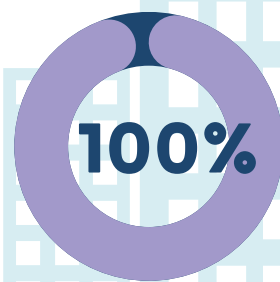
planning applications received  
(cf. 431 in period 2)



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



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



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

(targets: 90%)

**85%**

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%)



**99.8%**

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

(2022/23 target: 99.2%)



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<b>Committee(s):</b> Planning and Transportation Committee	<b>Dated:</b> 18 July 2023
<b>Subject:</b> Risk Management Update Report	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	All
<b>Does this proposal require extra revenue and/or capital spending?</b>	N
<b>Report of:</b> Executive Director Environment	<b>For Information</b>
<b>Report authors:</b> Joanne Hill, Environment Department	

## Summary

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

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

This report considers the key risks managed by the service areas of the Environment Department which fall within the remit of your Committee.

## Recommendation

Members are asked to:

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

## Main Report

### Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee on the key risks faced by their department.
2. To fulfil this requirement, the key risks of the service areas of the Environment Department which fall within the remit of the Planning and Transportation Committee are presented to you every four months.

3. Risk Management is discussed regularly by the Department's Senior Leadership Team and at the meetings of each service area's Senior Management Team.
4. Between Management Team meetings, risks are reviewed in consultation with risk and control owners, and updates are recorded in the corporate risk management system (Pentana).

### **Current Position**

5. This report provides an update on the key risks that exist in relation to the operations of service areas of the Environment Department which fall within the remit of the Planning and Transportation Committee:
  - The Planning and Development Division, including the District Surveyor
  - The City Operations Division: Highways and Transportation services

### **Summary of key risks**

6. The service areas which report to your committee hold a total of seven key risks (two RED and five AMBER). The risks are summarised below and the Risk Register is presented in full at Appendix 2.
  - **ENV-CO-HW 010:** Car parks: Fire safety (Red, 24)
  - **ENV-CO-TR 001:** Road Safety (Red, 24)
  - **ENV-CO-TR 003:** Transport and public realm projects not delivered due to lack of funding (Amber, 12)
  - **ENV-PD-DS-001:** The District Surveyor's (Building Control) Division becomes too small to be viable (Amber, 12)
  - **ENV-PD-PD 007:** Adverse planning policy context (Amber, 12)
  - **ENV-CO-HW 002:** Working in service/pipe subways (confined spaces) (Amber, 8)
  - **ENV-PD-DS 003:** Inspecting dangerous structures (Building Control) (Amber, 8)

### **Red risks**

7. **ENV-CO-HW 010: Car parks: Fire safety.** This risk is currently scored at RED, 24 (possible; extreme). Due to the dilapidation and location of some car parks, the risk of fire, accidents and near misses is increased. Officers are undertaking a range of actions to improve the car parks with the aim to reduce the risk rating to a score of Green, 4 (unlikely; serious). Notably, a funding bid for fire safety works at London Wall car park has been submitted to the officer Priorities Board; if approved, it will go to Resource Allocation Sub Committee in due course.
8. **ENV-CO-TR 001: Road Safety.** This current score of this risk is Red 24 (likelihood: possible; impact: extreme) and the target is to reduce it to a score of Red 16 (unlikely; extreme) by the end of March 2027 by delivering a range of

projects, campaigns, training and engagement activities to reduce road danger and encourage safe behaviour. Further details are provided in Appendix 2

## **New risk**

9. **ENV-CO TR 003: PD-DS-001: Transport and public realm projects not delivered due to lack of funding.** This new risk has been added to the register to address the potential impacts on delivery of transport and public realm projects should insufficient funding be available. The risk is scored as Amber 12 (possible/major). Bids for OSPR and CIL funding have been submitted and officers continue to seek opportunities to bid for, and maximise the use of, external funding. The target for this risk is to reduce it to a score of Amber 8 (unlikely/major).
  
10. New and emerging risks are identified through a number of channels, the main being:
  - Directly by Senior Management Teams as part of the regular review process.
  - In response to ongoing review of progress made against Business Plan objectives and performance measures, e.g., slippage of target dates or changes to expected performance levels.
  - In response to emerging events and changing circumstances which have the potential to impact on the delivery of services, such as availability of funding, Brexit and the COVID-19 pandemic.

## **Corporate & Strategic Implications**

11. Effective management of risk is at the heart of the City Corporation's approach to delivering cost effective and valued services to the public as well as being an important element within the corporate governance of the organisation.
12. The proactive management of risk, including the reporting process to Members, demonstrates that the department is adhering to the requirements of the City of London Corporation's Risk Management Policy and Strategy.
13. The risk management processes in place in the Environment Department support the delivery of the Corporate Plan, our Departmental and Divisional Business Plans and relevant Corporate Strategies

## **Conclusion**

14. Members are asked to note that risk management processes within each service area adhere to the requirements of the City Corporation's Risk Management Framework. Risks identified within the operational and strategic responsibilities of each area are proactively managed.

## **Appendices**

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Environment Department Key Risks (Planning and Transportation Committee)

## **Contacts**

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

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

### (A) Likelihood criteria

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

### (B) Impact criteria

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

### (C) Risk scoring grid

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

### (D) Risk score definitions

<b>RED</b>	Urgent action required to reduce rating
<b>AMBER</b>	Action required to maintain or reduce rating
<b>GREEN</b>	Action required to maintain rating

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

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

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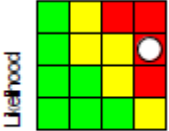
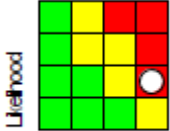

## Environment Department Key Risks (Planning & Transportation Committee)

Rows are sorted by Risk Score

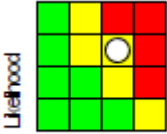
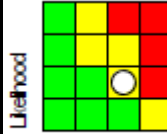

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-HW <b>Car Parks: Fire Safety</b>  02-Sep-2022 Ken Stone	<b>Cause:</b> Dilapidation of the car parks and the location of some car parks, e.g. London Wall car park is beneath the road where a fire or structural issue could have wider implications. <b>Event:</b> Fire risk is increased and there is a greater likelihood of accidents and near misses within the car parks. <b>Impact:</b> Serious injury or death; structural failure could have wider implications; vehicle damage; increased insurance claims; potential enforcement action and fines; reputational damage.	 Likelihood Impact	24	We are aiming to improve the safety of the car parks through replacing lighting, redecoration and FM projects. A range of projects are underway or being considered for future implementation which should help to reduce this risk.  Funding bid for works on London Wall submitted on Tuesday 20/6/23. <b>22 Jun 2023</b>	 Likelihood Impact	4	31-Dec-2023	 Constant
							Reduce	

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-HW 010a	Monthly meetings are held with City Surveyor's Department (CSD) on the fire works project, and we request regular updates on progress.	CSD are going out to tender for the fire suppression works on the ventilation at London Wall car park. Works expected to commence Q3/4 at the earliest.	Ken Stone	22-Jun-2023	31-Mar-2024

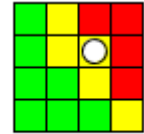
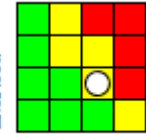

ENV-CO-HW 010b	A Fire Risk Assessment is carried out at each car park by an external body every 18 months.	The next Fire Risk Assessments are due to be carried out in August 2023.	Ken Stone	22-Jun-2023	30-Sep-2023
ENV-CO-HW 010c	Finalise the Fire Management Plan.	The Fire Management Plan has been drafted but we are waiting on the Life Care Plans for the Car Parks and for CSD to incorporate both the Fire Strategy and the Fire Management Plan into the Fire Care Plan. Monthly meetings for Life Care Plan with CSD are ongoing.	Ken Stone	22-Jun-2023	31-Mar-2024
ENV-CO-HW 010c	Consider ways to reduce speed within the car parks.	We are currently looking into possibilities for installing speed humps across the portfolio to reduce speed and the likelihood of accidents.	Ken Stone	22-Jun-2023	31-Dec-2023
ENV-CO-HW 010d	Improve lighting across all car parks to improve safety and reduce energy use.	There is an ongoing project led by the Energy Team to change all lighting across CoL buildings to LED. This will include the car parks.  Works starting in Tower Hill coach and car park in Q3. Smithfield has been completed. London Wall omitted due to the bid that has been submitted for major works which includes lighting and ventilation	Ken Stone	22-Jun-2023	31-Mar-2024
ENV-CO-HW 010e	Carry out lighting and ventilation works in Tower Hill car park to improve safety.	Changing to LED lighting and undertaking ventilation improvement works in Tower Hill Coach and Car Park has been agreed. Works are due to be completed by July 2023. The works start during Q3.	Ken Stone	22-Jun-2023	31-Mar-2024

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
<p><b>ENV-CO-TR 001 Road Safety</b></p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 29</p> <p>02-May-2023 Ian Hughes; Bruce McVean</p>	<p><b>Cause:</b> Limited space on the City’s medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver safely and effectively.</p> <p><b>Event:</b> The City Corporation’s statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p><b>Effect:</b></p> <ul style="list-style-type: none"> <li>•The number of casualties occurring on the City’s streets rises or remains unchanged instead of reducing</li> <li>•The safety and feeling of safety of the City’s communities is adversely affected (Corporate Plan Outcome 1)</li> <li>•Physical or mental harm suffered by those involved in collisions and their associates</li> <li>•Economic costs of collisions impact on individuals, City businesses and wider society</li> <li>•The City Corporation’s ability to improve road safety is adversely impacted with businesses and/or the public by virtue of loss of credibility and/or authority</li> </ul>	 <p>Likelihood</p> <p>Impact</p>	<p><b>24</b></p>	<p>The risk assessment remains at 24 (Impact 8 - Extreme, Likelihood 3 – Possible). This reflects the risk of a fatal collision occurring, there has been one fatal collision in last three years. Mitigating actions include a range of projects to deliver safe streets, including All Change at Bank, St Paul’s Gyratory, the Pedestrian Priority and Healthy Streets Minor Schemes. Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, although there were no specific activities in the last quarter. We are continuing to provide cycle training, including professional cargo bike training. We have been working with the City of London Police to refine some of the actions in the Vision Zero Action Plan. The draft Action Plan is due to be considered by the Police Authority Board in September and the Planning and Transportation Committee in October.</p> <p><b>29 Jun 2023</b></p>	 <p>Likelihood</p> <p>Impact</p>	<p><b>16</b></p>	<p>31-Mar-2027</p>	
	<p>Reduce</p>	<p>Constant</p>						

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 0011	<p>A programme of projects to reduce road danger on the City's streets including:</p> <ul style="list-style-type: none"> <li>• Bank on Safety and All Change at Bank</li> <li>• RDR engineering programme</li> <li>• 15mph traffic limit</li> <li>• Ludgate Circus (lead by TfL)</li> </ul>	<p>Projects and programmes to reduce road danger include:</p> <ul style="list-style-type: none"> <li>• All Change at Bank – currently under construction.</li> <li>• St Paul's Gyratory – preferred option approved and now progressing through detailed design.</li> <li>• Pedestrian Priority Programme – traffic changes are being made permanent on Cheapside, King Street, Old Jewry, King William Street Threadneedle Street and old Broad Street. Construction of pavement widening underway on King Street. Experimental traffic restriction on Chancery Lane.</li> <li>• City Cluster pedestrian priority and traffic reduction – developing proposals for improvements to St Mary Axe and Leadenhall Street, to be coordinated with new developments.</li> <li>• Healthy Streets Minor Schemes – a range of smaller scale projects at various locations.</li> <li>• Moorgate - walking and cycling improvements, including at the Junction with Ropemaker Street.</li> <li>• Cycle programme – including Bevis Marks cycle lane and ongoing development of cycle route between Aldgate and Blackfriars.</li> </ul> <p>The draft Vision Zero Action Plan identifies 10 priority locations for future Safer Streets investment and a range of actions relating to changing streets to reduce road danger. This is due to be considered by the Police Authority Board in September and the Planning and Transportation Committee in October.</p>	Ian Hughes; Bruce McVean	29-Jun-2023	31-Mar-2024
ENV-CO-TR 001m	<p>Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including:</p> <ul style="list-style-type: none"> <li>• Active City Network</li> <li>• User and stakeholder liaison</li> <li>• Schools programme</li> </ul>	<p>Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year, although there were no specific activities in the last quarter. We are continuing to provide cycle training, including professional cargo bike training. The draft Vision Zero Action Plan identifies a range of actions relating to Safer Behaviours. This is due to be considered by the Police Authority Board in September and the Planning and Transportation Committee in October.</p>	Ian Hughes; Bruce McVean	29-Jun-2023	31-Mar-2024

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
<b>ENV-CO-TR 003 Transport and public realm projects not delivered due to lack of funding</b>  22-Jun-2023  Page 31	<b>Cause:</b> Insufficient capital funding available or failure to secure sufficient capital funding through internal or external bidding processes. <b>Event:</b> Funding for capital programme ceases or is significantly reduced. <b>Impact:</b> <ul style="list-style-type: none"> <li>• Unable to deliver transport and public realm improvement projects.</li> <li>• Reduced delivery of City of London Transport Strategy.</li> <li>• Reduced delivery of transport elements of Climate Action Strategy.</li> <li>• Reduced delivery of projects that support Destination City.</li> </ul>	 Likelihood Impact	<b>12</b>	New risk created. Impact of 4 (Major) reflects the potential for failure or delay in delivering corporate strategies and initiatives, including the Transport Strategy, Climate Action Strategy and Destination City. Likelihood of 3 (Possible) reflects current lack of TfL or other external funding and competing demands for CIL and OSPR funding.  <b>22 Jun 2023</b>	 Likelihood Impact	<b>8</b>	31-Mar-2029	  Constant
							Reduce	

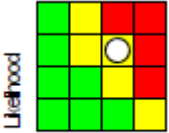
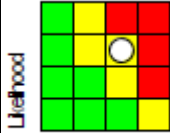
Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-TR 003a	Submit prioritised OSPR and CIL bids for projects	Bids submitted in latest round for City Cluster Programme, Cheapside enhancement, King William Street reconstruction and repair (to enable Pedestrian Priority Programme improvements) and Bank junction traffic and timing review.	Bruce McVean	22-Jun-2023	31-Mar-2029
ENV-CO-TR 003b	Submit bids for TfL and other external funds as opportunities arise	No current opportunities but we continue to keep this under review	Bruce McVean	22-Jun-2023	31-Mar-2029
ENV-CO-TR 003c	Maximise the use of developer and other external (e.g. BIDs) contributions to support delivery of the Transport Strategy	Additional voluntary developer contribution secured for St Paul's Gyratory. We are approaching developers and BIDs for contributions towards a London Wall and Bevis Marks corridor study which will identify opportunities to coordinate and maximise benefits from s278.	Bruce McVean	22-Jun-2023	31-Mar-2029

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
<p>ENV-PD-DS 001 The District Surveyor's (Building Control) Division becomes too small to be viable</p>	<p><b>Cause:</b> Reduced income causes the service to be unviable.  <b>Event:</b> Development market fails to maintain momentum or our market share shrinks.  <b>Impact:</b> Reduced staffing levels do not provide adequate breadth of knowledge and experience.</p>	 <p>Likelihood</p> <p>Impact</p>	<p>12</p>	<p>The plans to create a Local Authority Trading Company are still on hold and are being reviewed in the light of expected changes in the Building Control Regulation regimen that arose following the publication of the Hackett Report (on the Grenfell fire) and the Building Safety Bill. The new Act received Royal Assent in May 2022, with implementation for Building Control around October 2023. However, we are awaiting secondary legislation to understand the full impacts.</p> <p>In parallel, the City of London is working with other Boroughs under the London District Surveyors Association to deliver the anticipated new work under the Building Safety Act across London, which is expected to commence in October 2023. A report was approved by Planning &amp; Transportation Committee on 10 January 2023 for the District Surveyor's Office to act as the Single Point of Contact between the Regulator and London Boroughs known as the "HUB".                      Implementation date October 2023. District Surveyor working closely with building safety regulator to implement HUB. HUB is now being written into all necessarily HSE guidance.</p> <p>Recruitment and retention of building</p>	 <p>Likelihood</p> <p>Impact</p>	<p>8</p>		

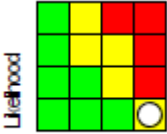
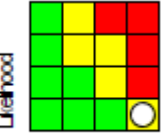


25-Mar-2015 Gordon Roy				control staff remains a concern. A new work force plan has been agreed which includes increases in market forces supplements.  <b>22 Jun 2023</b>			Accept	Constant
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Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 001a	(1) Continue to provide excellent services [evidenced by customer survey]; (2) Maintain client links with key stakeholders; (3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working. (5) Involvement with developers as part of the planning application process.	Business as usual controls have been reviewed and are suitable.	Gordon Roy	22-Jun-2023	31-Dec-2023
ENV-PD-DS 001c	Following approval by P & T Committee, a Business Plan is being developed and will be presented to Members for consideration in due course.	District Surveyor attending numerous workshops with building safety regulator to develop working procedures for the HUB. Implementation date October 2023.	Gordon Roy	22-Jun-2023	31-Oct-2023

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-PD-PD 007 Adverse planning policy context  06-Mar-2015 Rob McNicol	<b>Cause:</b> A desire in Government and others to change the existing planning system in a way which may be detrimental to the City. <b>Event:</b> Changes detrimental to the City are implemented. <b>Impact:</b> Adverse changes cannot be prevented using local planning control.	 Likelihood	12	The risk is considered to be unchanged since its last assessment. There appear to have been some delays to the government planning reforms.  22 Jun 2023	 Likelihood	12	Accept	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
PAGE 34 37a 34	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation.	Government have consulted on proposed changes to the National Planning Policy Framework (NPPF); these have been reviewed and a consultancy response has been submitted. The risk will be reviewed again once the government have published their proposed approach.	Rob McNicol	22-Jun-2023	31-Dec-2023

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-CO-HW 002 Service/Pipe Subways 02-Dec-2015 Ian Hughes; Giles Radford	<p><b>Cause:</b> Safe access and egress for utilities and maintenance functions is required, whilst having operatives entering the confined space to undertake checks.</p> <p><b>Event:</b> A lack of Oxygen; poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces; fire and explosions; hot conditions; entrapment and falling debris.</p> <p><b>Impact:</b> Fatality / major injury / illness.</p>	 <p>Likelihood</p> <p>Impact</p>	8	The risk assessment is still suitable and sufficient.  27 Jun 2023	 <p>Likelihood</p> <p>Impact</p>	8	Accept	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-CO-HW 002a	<p>Confined space working is avoided when possible. All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. Suitable PPE and equipment shall be provided, as stated in the approved code of practice.</p> <p>All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused.</p> <p>No booking will be granted to parties who are not on the database. If the contractor is not on the database, they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p> <p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to Enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p>	<p>This is an ongoing action.</p> <p>All business as usual mitigations have been reviewed: they are very much current and continue to work effectively.</p>	Giles Radford	27-Jun-2023	31-Dec-2023

Risk no, title, creation date, owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date/Risk Approach	Current Risk score change indicator
ENV-PD-DS 003 Inspecting Dangerous Structures 24-Nov-2015 Gordon Roy	<p><b>Cause:</b> Officers involved in inspecting a dangerous structure.</p> <p><b>Event:</b> Any of the following: (a) structural failure or building collapse; (b) falling object(s); (c) fire; (d) live electrics; (e) toxic substances; and/or (f) trips and falls.</p> <p><b>Impact:</b> Ranging from minor injury to death.</p>	<p>Life/hood</p> <p>Impact</p>	8	Risk is unchanged and remains valid.  22 Jun 2023	<p>Life/hood</p> <p>Impact</p>	8	Accept	Constant

Action no	Action description	Latest Note	Action owner	Latest Note Date	Due Date
ENV-PD-DS 003a	<p>Emergency Planning procedures in place - only authorised personnel to respond to Dangerous Structures call-outs and enter buildings.</p> <p>Take advice from Fire Brigade and emergency services.</p> <p>PPE issued and monitored.</p> <p>ISO9001:2015 Accredited (Quality Management Systems in place)</p>	All mitigation measures in place.	Gordon Roy	22-Jun-2023	31-Mar-2024

## The City of London Access Group and Conservation Area Advisory Committee – Committee Update Report

<b>Committee:</b> Planning & Transportation Committee	<b>Dated:</b> 18/07/2023
<b>Subject:</b> Conservation Area Advisory Committee (CAAC) and City of London Access Group (CoLAG).	<b>Public</b>
<b>Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?</b>	<b>N/A</b>
<b>Does this proposal require extra revenue and/or capital spending?</b>	<b>N/A</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> Gwyn Richards, Planning & Development Director	<b>For Information</b>
<b>Report author:</b> Lydia Nutt, Senior Planning Officer (Design)	

### Summary

This report responds to a request from Members for information on the City of London Conservation Area Advisory Committee (CAAC) and the City of London Access Group (CoLAG) which was requested at the meeting of the Planning and Transportation Committee on 11 May 2023.

The report outlines the role, function, and membership of the two groups, referencing their terms of reference and constitutions.

### Recommendation(s)

Members are asked to:

- Note the report.

### Report

#### City of London Conservation Area Advisory Committee (CAAC)

#### Background Information:

The City of London Conservation Area Advisory Committee (CAAC) was set up by the Corporation of London in 1973 and a constitution was approved in 1982. Membership of the Committee is open to representatives of Ward Clubs, amenity bodies and City institutions and organisations by invitation of the Committee. Eleven of the City's twenty-two Ward Clubs are represented on the Committee. National conservation organisations represented include the Ancient Monuments Society, The Twentieth

Century Society and the Georgian Group. Local amenity groups represented include the City of London Historical Society and the London Society. Representatives from professional bodies include Royal Town Planning Institute (RTPI), Royal Institute of British Architects (RIBA), the Royal Institute of Chartered Surveyors (RICS and The Urban Design Group. A quorum consists of seven members of the Committee.

At the annual meeting, the election of Chair and Deputy Chair takes place and membership is reviewed. The current Chair and Deputy Chair is Frank Kensal and Edward Hagger. The Chair has a second or casting vote. There is a Secretary who receives remuneration for services and reimbursement of expenses from the account of the Planning and Transportation Committee and who is responsible for minute taking, distribution of agenda, membership records and correspondence.

The Chair and Deputy Chair of the Planning and Transportation Committee may attend meetings in an ex officio capacity but are not voting members of the Committee. Visitors may be invited to attend meetings by resolution of the Committee.

Meetings are normally held on a three-weekly basis on a Thursday at 3.30p.m. in one of the Committee rooms in the Guildhall. At present there are 22 members of the Committee. Members are asked to attend on a regular basis or send apologies (a member is deemed to have resigned if a member fails to send apologies when absent for three consecutive meetings or fails to attend at least one meeting in six).

Officers of the Development Division of the Environment Department attend meetings to present applications to members. This involves significant planning officer resources and is under review.

The Committee is keen to have representation from as wide a cross-section of the City as possible and particularly from the Ward Clubs. Although some members of the Committee have relevant professional qualifications, the main criterion is to take an active interest in the buildings and environment of the City.

City of London Conservation Area Advisory Committee (CAAC) is an advisory body that considers applications for planning permission and advertisement consent in conservation areas in the City of London. It makes written representations on the impact of those applications on the character and appearance of Conservation Areas. These representations are recorded on file as part of the public consultation on the applications. Where relevant, these representations are brought to the attention of the Planning and Transportation Committee of the City of London Corporation when considering applications.

If any member has a financial interest either direct or indirect, otherwise than solely as a trustee, or a tangible or material interest with either a personal or corporate involvement for gains other than financial outside the Committee in any matter under discussion, they shall:

- (a) forthwith declare his interest;
- (b) not speak or vote thereon;
- (c) withdraw from the room whilst the matter is under consideration

provided that a shareholding in a body not exceeding £1,000 or one hundredth of the nominal value of the issued share capital (whichever is the less) is not a financial interest for the purposes of sub-paragraphs (b) and (c).

The rules of the Committee shall be subject to the approval of the Planning and Transportation Committee. Any amendment of these rules shall be by resolution of the Committee and shall have been circulated to all members in writing a reasonable time before the meeting. If approved, they will then be submitted to the Planning and Transportation Committee.

### **City of London Access Group (CoLAG):**

The City of London Access Group (CoLAG), set up in 1997, is an external voluntary group that provides advice on accessibility issues within the City of London for people who live, work, or visit. Currently, they have a Chair and around 20 members with a variety of lived experience of disability and access issues as well as expertise in inclusive access.

The purpose of the group is to advance equality of access for disabled people and other protected groups under the Equality Act 2010 in the built environment. The Group therefore provides advice and support in relation to access and inclusive design of proposed new and existing built environment programmes and projects, including those on City's transport network, streets and public spaces. From time-to-time, it also provides advice on planning applications in the Square Mile.

The constitution and Terms of Reference for the group are outdated, having last been reviewed in 2006 with a Code of Conduct, 2005.

Typically, CoLAG provide advice in minuted meetings for major planning and other transportation projects. In recent years, the level of involvement, and number of consultations with CoLAG has been inconsistent.

An independent review of the groups Constitution and Terms of reference is currently underway, led by the Centre for Accessible Environments (CAE) alongside CoL Officers from Planning and Development and City Operations. The primary objective of the review is to design a more effective model to integrate the CoLAG into the CoL's planning, highways and transport functions. In-depth discussions with CoLAG and CAE have clearly identified that for the group to be sustainable and effective, the City Corporation needs to provide CoLAG with financial and organisational support.

Officers are still taking internal advice from procurement, HR and legal teams to ensure the strategy is robust and workable and following feedback from internal stakeholders, revisions are being made to the strategy to ensure it is cost effective and affordable. Conclusion of the review is anticipated to be September 2023.

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<b>Committee(s)</b> Planning & Transportation	<b>Dated:</b> <b>July 2023</b>
<b>Subject:</b> District Surveyors Annual Report 2022/23	<b>Public</b>
<b>Report of:</b> Executive Director, Environment Department	<b>For Information</b>
<b>Report author:</b> Gordon Roy, District Surveyor	

### Summary

The purpose of this report is to update the committee on the workings of the District Surveyor's office which reports to it for the purposes of building control, engineering services for the City's major infrastructure and to provide resilience to buildings and businesses within the square mile that maybe affected by climatic and environmental risks. To provide Members with a better understanding of the work of the District Surveyor it was agreed to submit annual reports to the committee for information.

### Recommendation(s)

Members are asked to:

- Note the report for information.

### Main Report

#### Background

1. The principal role of the District Surveyor's Building Control Service is to ensure that all building work complies with the requirements of the Building Act 1984 and the Building Regulations 2010. Building Regulations are minimum standards laid down by Parliament to secure the health and safety of people in or about buildings with an increasing emphasis on improving energy efficiency, sustainability and accessibility. The building control section is also responsible for notices submitted under Section 30, London Building Act (Amendment) Act 1939 for temporary demountable structures.
2. In offering this Building Regulation regulatory service within the City, the District Surveyor's Office is in direct competition with approximately 90 private firms operating as corporate Approved Inspectors authorised to offer a building regulations approval service.
3. In addition, Dangerous Structures within Inner London are dealt with under the London Building Acts 1930-1939. Responsibility for dealing with them is delegated, by your committee to the District Surveyor. This service is provided on a continuous basis, 24 hours a day throughout the year to ensure public safety. A record of all calls is maintained on the CAPS Uniform software.
4. Other responsibilities placed upon the District Surveyor include:
  - Maintaining a register of all work under the control of Approved Inspectors.
  - Registering certificates under the Competent Persons Schemes.
  - Processing and recording Demolition Notices.

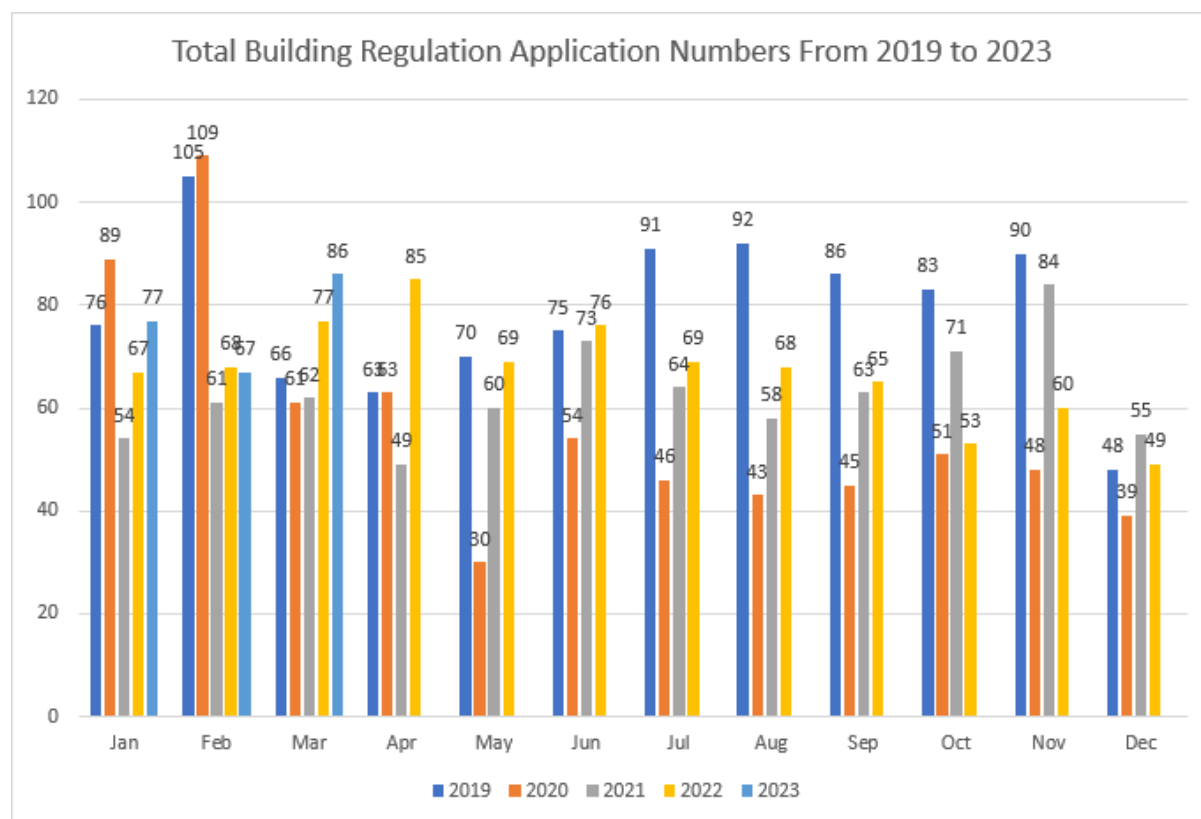
- Advice to the Community and Children’s Services on Marriage Licence applications for the technical standards in relation to Health and Safety.
  - Advice to the Planning Service on major Planning Applications on the design of Sustainable drainage systems. This service was extended in April 2020, to include Fire Safety and Energy Statements, which are additional requirements for major planning applications under the Local Plan.
5. Advice and guidance on technical and procedural requirements are made freely available to other areas of the City of London Corporation and the public upon request.
  6. The Engineering Team are responsible for the structural inspection and maintenance of approximately 80 Highway Structures, the City’s 5 river Bridges and a number of Statutory Reservoirs on which they have reported separately to your committee, Bridge House Estates Board and Open Spaces Committees respectively. The Engineering Team also provide advice on major Infrastructure Projects to protect the City’s interests.
  7. The Environmental Resilience Team, formed in June 2019, aims to improve the resilience of the City Corporation and the Square Mile to environmental impacts including flooding, and fulfilling the City Corporation’s statutory duties as Lead Local Flood Authority under the Flood and Water Management Act 2010.
  8. The District Surveyor is also responsible for monitoring delivery of projects within the Environment Department, designed to deliver the Corporate Climate Action Strategy.

### **Current Position**

9. As referenced earlier in the report, the Building Regulations function of the District Surveyor’s Office is open to extensive competition and is affected by the fluctuating extent of building work within the City. During 2022/23 workload has generally returned to a normal level, following the Covid-19 pandemic where applications received by both the Approved Inspectors and The District Surveyors Office dropped by around 50% from previous years. The following bar chart

(Table1) shows the number of applications and Initial Notices received by the District Surveyors Office over the last few years.

**Table 1**



10. Applications received by the Building Control Service for 2022/23 and the resulting market share are shown in Table 2.

**Table 2**

Market Share					
	Yr. 2018/19	Yr. 2019/20	Yr. 2020/21	Yr. 2021/22	Yr. 2022/23
City of London Applications	244	300	158	222	216
Initial Notices Received	791	697	418	574	590*
Total Number of Applications	1035	997	576	796	824
City of London Market Share	24%	24%	27%	28%	26%

- 618 Initial Notices deposited, 20 Cancelled and 8 Rejected.

11. Market share was 26% and therefore in the middle of our 22-30% range.

12. A summary of the all the Building Control Service workload for 2022/23, is shown in table 3:

**Table 3**

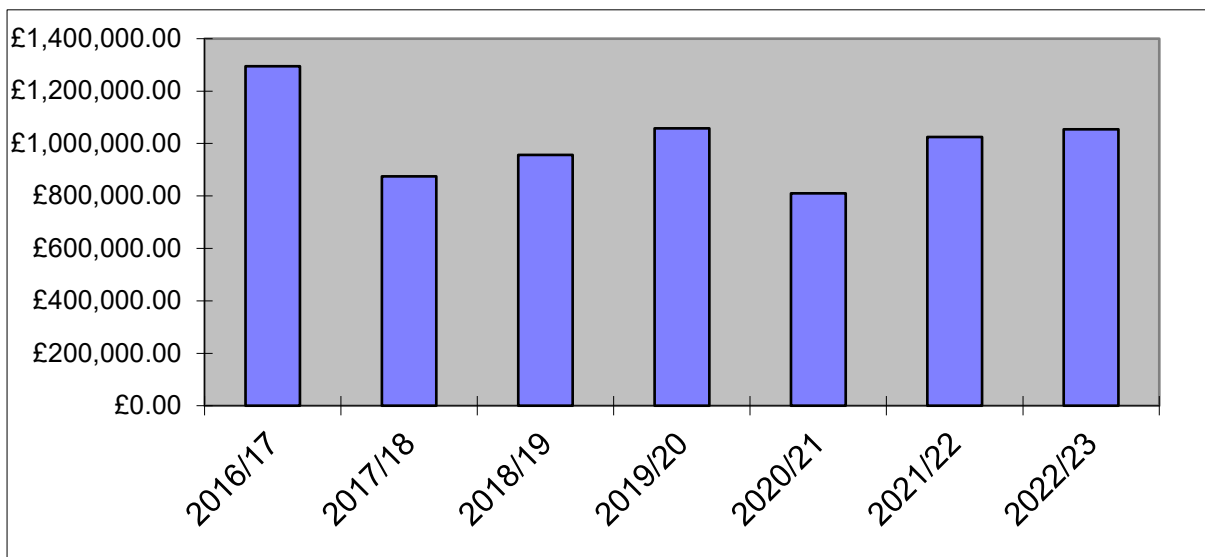
Building Control Statistics					
	2018/19	2019/20	2020/21	2021/22	2022/23
Corporate Complaints	0	0	0	0	0
Jobs Commenced	205	278	151	210	191
Jobs Completed	142	186	121	164	146
Full Plans Applications Submitted	110	174	100	118	108
Building Notice Applications submitted	73	78	46	78	71
Partnership Applications	24	10	8	9	10
Regularisations	28	29	12	14	24
Cross Boundary applications	9	9	2	3	3
Total Number of Applications	244	300	158	222	216
Competent Person Notifications	827	376	554	508	366
Dangerous Structure Call Outs	33	23	12	22	18
Site Inspections	1537	1759	894	1256	1205
Income	£957,150	£1,058,245	£810,533	£1,025,501	£1,054,705
Market Share	24%	30%	27%	28%	26%

13. Other areas where Building Control services have been requested include:

- Special and Temporary and Special Structures- 24 applications.
- Approvals in Principle for the Engineering Team- 29 applications.
- Marriage Act applications to carry out a technical assessment for the premises prior to a Licence being issued-12 applications.
- Sustainable Urban Drainage System (SuDS) - providing the technical advice and assessment for major planning applications -49 applications.
- Demolition Notices -14
- Fire Safety Statement advice for major planning applications-52 applications

14. Income from Building Regulation applications for year 22/23 was £1,054,705. This income and total Local & Central risk expenditure for delivering this service has been determined and included into the Building Control Financial Statement and has been approved by the Chamberlain. The statement has determined that the Building Regulation service has made a financial surplus of £24,056 for 2022/23.
15. Tables 2 and 3, show the total number of Building Regulation applications dropped significantly during 2020/21 but started to increase again during 21/22 and generally returned to a normal level during 2022/23.
16. The Covid Pandemic in April 2020, required Building Control to stop all physical site inspections of on-going building work, with surveyors having to adopt a new remote inspection process, where photographs, Facetime, video, and similar electronic methods of completing a remote inspection, were used. While this remote method was considered as not being ideal, it allowed contractors to proceed with their works, and has been adopted as an acceptable method of completing some site inspections, where a re-check of a situation is required. This method of site inspections alongside physical site inspections will continue and are being accepted by the new Building Safety Regulator under their Building Control Operational Standards.
17. As application numbers started to recover in 2021/22, income also increased. Table four shows fee generation from applications between 2016/17 to 2022/23 to use as a comparison.

**Table 4**



18. Income received in a year can be difficult to use as a measure of new business activity as large projects which have already started, are invoiced throughout their construction period and can disguise market activity. To analysis new business

activity, applications received in a calendar year and their respective fee income is checked and the results are listed in table 5:

**Table 5**

<b>Table 5 Building Control Applications 2015-2022</b>		
Year	Number of Application	Fees Generated
2015	280	£1,210,007
2016	228	£847,099
2017	236	£778,279
2018	246	£778,279
2019	266	£1,091,256
2020	191	£810,533
2021	210	£1,391,085
2022	220	£937,669

19. The analysis of Table 5 suggests that although application numbers have increased slightly, income generated from these applications varies. Within this period, there were a small number of large projects that submitted applications. However, the office has received requests for pre application advice form a number of large schemes, so the outlook remains positive.
20. Fees and charges for Building Regulation work are governed by The Building (Local Authority Charges) Regulations 2010 and the City are required to approve a Building Regulation Charges Scheme. In 2010 the charges scheme was approved and has been reviewed annually to ensure the principles of the Regulations, to ensure full cost recovery of the Building Regulation part of the service, was being maintained. The scheme has been amended on a number of occasions and in March 2023, this Committee approved the latest charges scheme ensuring fees are set at an appropriate rate. This report recommended some changes to the scheme, for commencement from 3<sup>rd</sup> April 2023, which has been implemented.

## **Major Projects that Completed in 2022/23**

21. Construction work during 2022/23 was still affected by the COVID pandemic but works to a number of major buildings still completed during the year. These included:
- 22 Bishopsgate.
  - 100 Bishopsgate.
  - Warwick Court, 5 Paternoster Square
  - Multiple fit out works for 22 Bishopsgate, and
  - Refurbishment of 2 Gresham Street.
22. While the number of large projects that completed was small, fit out works at 22 Bishopsgate and, 100 Bishopsgate continue as does the construction works at 81 Newgate Street, Salisbury Square development, 1 Leadenhall, 8 Bishopsgate, 1-2 Broadgate and 40 Leadenhall. Works to 2-3 Finsbury Avenue are due to commence shortly.

## ***Engineering Team***

23. The Engineering team are continuing to work in collaboration with the development project team, for the Museum of London at Smithfield. Their projects to waterproof a number of bridges around Smithfield and Snow Hill, are taking longer to match their access requirements and further delaying strengthening to the bridge at Lindsey Street.
24. The increased development activity referenced above has also been matched by increased abnormal load movements, crane notification etc.
25. A number of reservoir projects are also continuing to proceed along with maintenance and inspection of all the structures the team advise on.

## **Environmental Resilience Team**

26. The Environmental Resilience Team has continued its leading-edge work to ensure that the City is resilient to the increasing risks we face from climate change (flooding, heat stress, water shortages, biodiversity loss, emerging pests & diseases and disruption to food, trade and infrastructure).
27. Implementation of the City's Local Flood Risk Management Strategy 2021-27 continues. These tasks contribute to fulfilling the City Corporation's duties as Lead Local Flood Authority for the Square Mile under the Flood and Water Management Act 2010 and the Flood Risk Regulations 2009. Last year saw the publication to the Environment Agency's second cycle Flood Risk Management Plan. The City of London Strategic Flood Risk Assessment 2023 is due to be published shortly. Following the Environment Agency's 10 year reviews of the Thames Estuary 2100 Plan the Environmental Resilience Team will be updating the Riverside Strategy to ensure it continues to align.

28. As part of the Climate Action Strategy the Cool Streets & Greening programme of pilot projects, is underway. This work is to assess suitable climate resilience measures such as sustainable drainage (SuDS), climate resilient greening and tree planting, which will protect the Square Mile from climate related changes in our weather. Construction is complete on seven sites, three sites are underway or due to start imminently and designs are progressing for a further seven sites. Design work is planned to transform 14 City Gardens as part of the replanting for climate resilient workstreams. Further sites are being identified for suitability to test SuDS measures. 28 new street trees were planted this year and a new round of site identification will take place in time for the 23/24 tree planting season.
29. The team has also been successful in attracting external funding to expand the programme. This has included £40 000 from the GLA's Grow Back Greener fund for tree planting on Middlesex Street, £80 000 from DEFRA's Woodland Creation Accelerator Fund to pay for staff resourcing to explore innovative solutions to urban tree planting and £21 000 from the Mayor of London's Rewild Fund to trial different approaches to the management of grassed areas in Square Mile Sites of Interest for Nature Conservation (SINCs) around Noble Street.
30. The coming 12 months will finally see the installation of city-wide Climate Sensors Network, which has been delayed due to supply chain issues. This will see the installation of temperature, soil moisture and drainage gully sensors across the Square Mile. This will provide city specific long term climate monitoring data, be used to assess the effectiveness of interventions in reducing overheating and flood risk and offers the opportunity to be used in real-time decision making for operations including gully cleaning and irrigation of planted areas.
31. Last year saw the successful completion of the joint project between the Environment Resilience Team and the British Geological Survey. The NERC funded "Cubic Mile" project reviewed below ground mapping to identify opportunities for SuDS, tree planting and cool spaces. The outputs from which have already been used to assist with identification of sites for Cool Street and Greening Programme. The lessons learnt from the project and its recommendations will now be progressed, including feeding into the national understanding on subsurface planning.
32. As part of the Climate Action Strategy's Mainstreaming Resilience project, the team have been working colleagues from across the Environment Department to create specifically tailored Climate Adaption Action Plan. This builds on the climate risk assessments undertaken in 2021 and will be rolled out in the following year to the remaining service directorates (Community & Children's services and Innovation & Growth). The team have continued to run a series of "Climate Chats" to communicate climate change issues within the Environment Department. These will be continued with a view to expand these to a wider audience, along with other initiatives to upskill colleagues and raise climate awareness.



33. This year the team will also be undertaking a horizon scanning exercise into the pest and diseases that are likely to increase due to climate change. Working with colleagues across the organisation, they are going to highlight the work we already do and undertake a gap analyse to identify any areas where additional research would be beneficial. The final output will create a single point of reference to give confidence to that the risk is being adequately monitored.
34. The Environmental Resilience Team remain active within the climate resilience professional community, contributing to sharing best practise, remaining up to date with changes and demonstrating leadership across London. Team members contribute to the steering group for the Thames Tidal Councils Forum, attend the London Climate Change Partnership, London Drainage Engineers Group, London Borough's Biodiversity Forum and other groups. The team is also working with community groups to coordinate on biodiversity initiatives including Friends of City Gardens and Pollinating London Together.

## **Staff**

35. The overall team of 28, including 19 in the Building Control Team, and 5 in the Engineering Team. In addition, the Environmental Resilience Team has been consolidated to ensure delivery of the Climate Action Strategy objectives and now has a team of 3 officers with another officer about to be recruited. The District Surveyors Office has officers of various seniority and specialisms to reflect the work we do. These include structural engineers, chartered surveyors, fire engineer, services engineers and environmental specialists. All members of the Engineering Team are civil engineers.
36. Over the last few years, the Building Control Team has been in transition with a number of staff members retiring with three retiring between November 2022 and May 2023. Recruitment to fill positions is extremely difficult due to the National shortage of Building Control Surveyors, competition from Approved Inspectors, and constraints due to corporate Grading structures, therefore the team continues to reduce in size. In December 2022, recruitment for two new surveyors/engineers was again unsuccessful.
37. The total Building Control establishment figure of 26, currently has 7 vacant posts as a result of these recruitment difficulties. Therefore following discussions with the Executive Director, the apprenticeship program, to train our own surveyors/engineers will be accelerated, to recruit 2 new technical apprentices. In addition to the apprentices, 2 graduate surveyors will also be recruited, during Summer 2023.
38. We continue to actively seek out potential clients and win new work, with discussion continuing with major developers and landowners, such as British land. Pre application requests have been received regarding, 70 Gracechurch Street and 1 Undershaft. Initial design workshops regarding the Markets relocation project have also commenced. We also work with British Land on their framework agreement for redeveloping the whole of Broadgate. Applications for

1-2 Broadgate, 30-34 New Bridge Street, 2-3 Finsbury Avenue, 120 Fleet Street, 81 Newgate Street and the Fleet Street Courts project have been submitted. We are therefore very optimistic for the future and continue to market the service at every opportunity.

39. The London District Surveyors Association (LDSA) represents the heads of Building Control in the 33 London authorities. The District Surveyor office continues to support the work of the LDSA and is represented on all its major committees, including its executive committee. Gordon Roy, the District Surveyor is the current President until March 2024.
40. Regular reviews of our workload and performance are carried out and reviewed in the light of regular customer surveys.
41. Performance standards are measured by means of Key Performance Indicators which indicated in table six, KPI's 2021.

**Table 6**

	LBC1	5 week apps 90% within 19 working days			LBC2	8 week apps 90% within 26 working days			LBC3	Completion Certificates Issued 85% within 10 working days		
		Apps.	Success	%		Apps.	Success	%		Final Inspections	Success	%
<b>2022/23</b>												
Apr		7	6	86%		4	4	100%		9	9	100%
May		8	8	100%		12	11	92%		11	11	100%
Jun		5	4	80%		3	3	100%		9	9	100%
Jul		4	4	100%		4	4	100%		11	11	100%
Aug		2	2	100%		3	3	100%		7	7	100%
Sept		4	4	100%		4	4	100%		9	9	100%
Oct		2	2	100%		2	2	100%		8	8	100%
Nov		0	0	100%		4	2	50%		16	15	94%
Dec		1	1	100%		2	1	50%		18	18	100%
Jan		9	7	78%		6	4	67%		14	14	100%
Feb		7	5	71%		4	4	100%		10	10	100%
Mar		4	3	75%		5	4	80%		17	17	100%
<b>YEAR TOTAL</b>		<b>53</b>	<b>46</b>	<b>87%</b>		<b>53</b>	<b>46</b>	<b>87%</b>		<b>139</b>	<b>138</b>	<b>99%</b>

42. The Building Control division operate a Quality Management System which was externally audited in August 2022 and received re-accreditation. This re-accreditation of the Building Control Quality Management System means that the division has been providing an accredited management system, continuously for 29 years.
43. The District Surveyor's office uses the Building Control module of CAPS Uniform software to record all applications and records. This is the same software that the Planning department use for their purposes. The use of a common system enables easy abstraction of information for building searches and shared information.

**Building Safety Act 2022**

44. Following the Grenfell tragedy, the Government appointed Dame Judith Hackitt to conduct a review into the Building Regulations and Fire Safety, and in the summer of 2019 the government published proposals for reforming the building safety system. In 2021, The Building Safety Bill was published and in April 2022, this Bill received Royal Assent with the publication of the Building Safety Act 2022. This new Act is designed to ensure people are and feel safe in and around buildings and affects all buildings within the built environment.

45. The Act will see major changes to the Building Control system, which will include.
- The introduction of the Building Safety Regulator as part of the Health & Safety Executive. This has commenced and the Regulator is now working across the construction industry.
  - All building control surveyors having to register with the Regulator as “Building Control Inspectors”. This will result in our Building Control surveyors using the title of “Registered Building Inspector”. Registration will commence in October 2023 and all surveyors must register by April 2024.
  - Compulsory requirement for all “building control Inspectors” to be able to demonstrate their competence, through an accredited body. All surveyors must complete their “competency” test by April 2024.
  - The Building Safety Regulator will become the Building Control authority for high-risk buildings (high rise residential buildings over 18m in height), rather than the Local Authority or an Approved Inspector.
  - The Building Safety Regulator will be able to require a Local Authority to provide services to them as the Building Control Authority. A Report was presented to the Committee in January 2023, to allow the District Surveyors Office to act as the single point of contact between all London Local Authority Building Control departments and the Building Safety Regulator.
  - Introduction of industry wide Performance Standards and indicators, with the Building Safety Regulator being able to issue Improvement Notices on a Local Authority. The District Surveyors completed a trial of new performance data with the Building Safety Regulator between January and March 2023. Following this “trial” the District Surveyors Building Control team are already monitoring a number of new indicators.
  - Improved building control enforcement procedures with the introduction of Compliance and Stop Notices.
  - Introduction of Gateway’s 2 and 3. This will require developments on high-risk buildings (high rise residential buildings over 18m in height), to not proceed into construction or occupation without Building Control approval.
  - The introduction of new safety protocols for existing high rise residential buildings, including the need to produce and have approved, Building Safety Cases, to ensure people are and feel safe. This requirement for existing buildings is not part of Building Control workstream, but will place a requirement on other Corporation departments.
46. The District Surveyor Building Control team is well progressed, with implementing additional training of staff to be able to demonstrate competence. The District Surveyor and an Assistant District Surveyor are members of the Building Safety Competency Foundation, scheme committee, and therefore at the forefront of the new requirements for demonstrating “competence”.
47. The Building Safety Regulator from October 2023 will become the Building Control Authority for all high-rise residential buildings with a floor level over 18m or 7 stories. Therefore, all applications that we currently receive for these buildings, approximately 70 relating to Barbican properties will go to the Regulator. Under the proposed single point of contact as outlined above, we expect to be asked to provide assistance to the Regulator on these and similar

applications. However, new rules from the Building Safety Regulator regarding “Conflict of Interest” are proposed, and it is currently unknown if these will affect our ability to provide our services to these buildings.

48. Acting as the single point of contact for the Building Safety Regulator however may increase our overall applications as potential requests may come for properties that would normally go to an approved inspector.

49. The District Surveyor continues to work closely with the Building Safety Regulator on new requirements and procedures, but the Building Safety Act 2022, allowed changes to be made to the Building Regulations 2010, and allow for additional secondary legislation. At the time of writing this report, these new Regulations and secondary legislation have not yet been published, and with a commencement date of October 2023, there is concern that building control surveyors and industry will not be fully prepared for these changes.

## **Conclusion**

50. This report describes the background of Building Control, the Engineering Team and the Environmental Resilience Team within the City of London and the work of the District Surveyor’s office over the last year plus looks positively forward to the challenges ahead.

**Gordon Roy**  
District Surveyor

020 7332 1962  
[gordon.roy@cityoflondon.gov.uk](mailto:gordon.roy@cityoflondon.gov.uk)

<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation Committee	18 <sup>th</sup> July 2023
<b>Subject:</b> Revenue Outturn 2022/23	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	N/A
<b>Does this proposal require extra revenue and/or capital spending?</b>	N/A
<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>	N/A
<b>Report of:</b> Chamberlain Executive Director Environment The City Surveyor	<b>For Information</b>
<b>Report author:</b> Dipti Patel, Chamberlain's Department	

## Summary

This report compares the revenue outturn for the services overseen by your Committee in 2022/22 with the final budget for the year. Overall total net expenditure across all risks during the year was (£15.918m), whereas the total budget was (£14.718m), representing an overspend of (£1.2m) as set out below.

<b>Summary Comparison of 2022/23 Revenue Outturn with Final Agreed Budget</b>				
	<b>Original Budget</b>	<b>Final Budget</b>	<b>Revenue Outturn</b>	<b>Variation Better/ (Worse)</b>
	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>Direct Net Expenditure</b>				
Executive Director Environment	(3,791)	(5,162)	(5,191)	(29)
The City Surveyor (including Cyclical Works Programme)	(384)	(1,032)	(532)	500
<b>Total Direct Net Expenditure</b>	<b>(4,175)</b>	<b>(6,194)</b>	<b>(5,723)</b>	<b>471</b>
<b>Capital &amp; Support Services</b>	<b>(9,993)</b>	<b>(8,524)</b>	<b>(10,195)</b>	<b>(1,671)</b>
<b>Overall Total</b>	<b>(14,168)</b>	<b>(14,718)</b>	<b>(15,918)</b>	<b>(1,200)</b>

The Executive Director Environment has submitted a request to carry forward underspendings, and these will be considered by the Chamberlain in consultation with the Chairman and Deputy Chairman of Resource Allocation Sub Committee. Carry-forwards totalling £58,000 have been requested in relation to the work of this Committee.

### Recommendation(s)

Members are asked to:

- Note the report and the carry forward of local risk underspending to 2023/24.

### Main Report

#### Revenue Outturn for 2022/23

1. Actual net expenditure across all risks for your Committee's services during 2022/23 totalled (£15.918m), an overspend of (£1.2m) compared to the final budget of (£14.718m). A summary comparison with the final budget for the year is tabulated below. In this and subsequent tables, expenditure and adverse variances are presented in brackets. Only significant variances (generally those greater than £50,000) have been commented on.

<b>Table 1 - Summary Comparison of 2022/23 Revenue Outturn with Final Budget</b>				
	<b>Original Budget £'000</b>	<b>Final Budget £'000</b>	<b>Revenue Outturn £'000</b>	<b>Variation Better/ (Worse) £'000</b>
<b>Local Risk</b>				
Executive Director Environment	(10,535)	(12,692)	(11,871)	821
The City Surveyor	(267)	(272)	(257)	15
<b>Total Local Risk</b>	<b>(10,802)</b>	<b>(12,964)</b>	<b>(12,128)</b>	<b>836</b>
<b>Central Risk</b>	<b>6,744</b>	<b>7,530</b>	<b>6,680</b>	<b>(850)</b>
<b>Cyclical Works Programme</b>	<b>(117)</b>	<b>(760)</b>	<b>(275)</b>	<b>485</b>
<b>Capital and Support Services</b>	<b>(9,993)</b>	<b>(8,524)</b>	<b>(10,195)</b>	<b>(1,671)</b>
<b>Overall Total</b>	<b>(14,168)</b>	<b>(14,718)</b>	<b>(15,918)</b>	<b>(1,200)</b>

2. The most significant local risk variations comprise:
- **Executive Director Environment £821,000 underspend:**
    - (i) **Employees underspend £2,242,000** – staff vacancies during the process of TOM implementation.
    - (ii) **Additional customer & client receipts £1,192,000** – additional income mainly from Planning fees & Planning Performance Agreements £623,000, Traffic Management fees £493,000, Bazalgette Tunnel Ltd contribution towards staff costs relating to the delivery of the Thames Tideway Tunnel project at Blackfriars Bridge foreshore £228,000, Building Regulation fees £94,000 and Drainage Services admin charges £84,000. Partly offset by shortfall in car parking fees (£330,000).
    - (iii) **Reduced third party payments £678,000** – due to new contract savings for car park management and on-street parking enforcement costs.
    - (iv) **Committee contingency overspend (£2,269,000)** – due to the Committee’s share of the Department’s unidentified savings mainly relating to TOM, which was held as a contingency and not allocated to individual services across the department during the ongoing TOM implementation process.
    - (v) **Premises related expenses overspend (£623,000)** – due to increases in the new Highways repairs and maintenance contract costs with FM Conway and electricity cost increases.
    - (vi) **Street Scene overspend (£200,000)** – due to not being able to secure sufficient third-party contributions for the Sculpture in the City Artwork (year 11).
3. Executive Director Environment central risk overspend of (£850,000) comprises of the following most significant variations:
- (i) **Staff cost recharges to capital projects overspend (£481,000)** – due to shortfall in staff cost recharges to capital projects as a result of staff vacancies and reduced allocation of officer’s time to projects.
  - (ii) **On Street Parking overspend (£524,000)** – due to an increase in transfer funding to the Parking Reserve Account enabled by net additional income, reduced contractor costs relating to Beech Street not progressing and reduced net local risk operating costs.
  - (iii) **Off-Street Parking underspend £111,000** – due to an increased transfer of funding required from the Parking Reserve Account as a result of an overall increase in local risk operating costs caused mainly by reduced car parking income and increased energy costs, plus additional overall increases in central support charges.
4. The Cyclical Works Programme (CWP) underspend of £485,000 was mainly due to works being capitalised at year end, as part of the review of revenue

expenditure for audit purposes. The CWP does not form part of the City Surveyor's local risk budget and any variances will be carried over to 2023/24.

5. The overspend on capital and support services of (£1,671,000) is due to increases in infrastructure asset depreciation costs (£910,000), increased charges from other corporate central support services to the Environment Department to reflect the most recent time and cost attributions (£413,000), and reduced income recharges from the Environment Business Support Team across the various Environment Department Services (£348,000) due to lower operating costs.
6. Appendix A and B provides a more detailed comparison of the local and central risk outturn against the final budget, including explanation of significant variations.
7. Appendix C shows the movement from the 2022/23 original budget to the final budget.

#### **Local Risk Carry Forward to 2023/24**

8. The Executive Director Environment has a local risk underspending of £821,000 on the activities overseen by your Committee. The Executive Director had net local risk underspends totalling £304,000 on activities overseen by other Committees, after adjusting for unspent carry forwards from 2021-22. The Director has requested that her maximum eligible underspend of £500,000 be carried forward, of which £58,000 relates to activities overseen by your Committee for the following purpose:
  - £50,000 towards data collection for the Transport Strategy Review and Night-time/Motorcycle Parking Review.
  - £8,000 for Development of Whole Life Carbon Optioneering Planning Advice Note. Prepared with external consultant advice and approved by P&T Committee on 7 March 2023. Committee requested additional information, which was not anticipated, but expected to be completed by end March. This has overrun and will now be completed during April/May 2023.



## **Corporate & Strategic Implications**

Strategic implications – none.

Financial implications – none.

Resource implications – none.

Legal implications – none.

Risk implications – none.

Equalities implications – none.

Climate implications – none.

Security implications – none.

### **Report author**

Dipti Patel, Chamberlain's Department

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### **Appendices:**

**Appendix A** – Planning & Transportation Committee – Comparison of 2022/23 Local Risk Revenue Outturn with Final Budget

**Appendix B** – Planning & Transportation Committee – Comparison of 2022/23 Central Risk Revenue Outturn with Final Budget

**Appendix C** – Planning & Transportation Committee – Movement in 2022/23 Original Budget to Final Budget

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**Planning & Transportation Committee****Comparison of 2022/23 Revenue Outturn with Final Budget – Local Risk**

	<b>Original Budget £'000</b>	<b>Final Budget £'000</b>	<b>Revenue Outturn £'000</b>	<b>Variation Better/ (Worse) £'000</b>	<b>Notes</b>
<b>LOCAL RISK</b>					
<b>Executive Director Environment</b>					
City Fund					
Town Planning	(3,018)	(3,047)	(1,608)	1,439	1
City Property Advisory Team	(495)	(466)	(451)	15	
Planning Obligations	0	0	0	0	
Transportation Planning	(622)	(1,381)	(1,364)	17	
Directorate	(1,253)	(2,227)	(1,760)	467	2
Road Safety	(290)	(295)	(253)	42	
Street Scene	(70)	(70)	(270)	(200)	3
Building Control	(680)	(959)	(462)	497	4
Structural Mtce/Inspections	(619)	(690)	(406)	284	5
Highways	(2,871)	(3,481)	(3,920)	(439)	6
Traffic Management	1,010	1,013	1,540	527	7
Off-Street Parking	465	443	331	(112)	8
On-Street Parking	(3,660)	(3,594)	(3,016)	578	9
Drains & Sewers	(372)	(362)	(232)	130	10
Committee Contingency	1,940	2,424	0	(2,424)	11
Total City Fund	(10,535)	(12,692)	(11,871)	821	
<b>Total Executive Director Environment</b>	<b>(10,535)</b>	<b>(12,692)</b>	<b>(11,871)</b>	<b>821</b>	
<b>The City Surveyor*</b>					
Town Planning	(10)	(10)	11	21	
Highways	(147)	(147)	(101)	46	
Off-Street Parking	(110)	(115)	(167)	(52)	12
<b>Total City Surveyor</b>	<b>(267)</b>	<b>(272)</b>	<b>(257)</b>	<b>15</b>	
<b>TOTAL LOCAL RISK</b>	<b>(10,802)</b>	<b>(12,964)</b>	<b>(12,128)</b>	<b>836</b>	

(\*excludes the Cyclical Works Programme)

**Reasons for significant Local Risk variations**

1. **Town Planning** – underspend due to reduced salary costs as a result of vacancies £750,000, additional income from Planning fees, Planning Performance Agreements and Thames Tideway SLA income £692,000. This has been partly offset by increase in supplies and services costs (£3,000).
2. **Directorate** – underspend due to reduced salary costs as a result of TOM vacancies £386,000 and spend not required for professional fees £42,000 and other running expenses £39,000.

3. **Street Scene** – overspend due to not being able to secure sufficient third-party contributions for the Sculpture in the City Artwork (year 11).
4. **Building Control** – underspend due to reduced salary costs as a result of vacancies £377,000, increase in income from Building Regulation fees £94,000 and other running cost savings £26,000.
5. **Structural Maintenance** – underspend due to additional Thames Tideway SLA income for works £137,000, highway structures breakdown maintenance works not required £78,000, reduced salary costs £37,000, reduced inspection contract costs £29,000 and other running cost savings £3,000.
6. **Highways** – overspend due to:
  - Increase in electricity costs (£279,000).
  - Increase in new repairs & maintenance FM Conway contract costs (£135,000).
  - Shortfall in staff cost recovery from capital projects due to vacancies (£109,000).
  - Additional works required to Highways Management System to provide in interfaces with new repairs & maintenance contractor (£42,000) and increase in other running costs (£20,000).
  - Partly offset by reduced salary costs due to vacancies £146,000.
7. **Traffic Management** – underspend due to:
  - Increase in road closure fees, hoarding & scaffolding fees, road permitting fees and Thames Tideway SLA income £516,000.
  - Reduced salary costs due to vacancies £33,000.
  - Partly offset by shortfall in inspection fees and funding for Bank Capacity upgrade project support (£13,000) and increase in advertising costs (£9,000).
8. **Off Street Parking** – overspend due to shortfall in car parking fees (£330,000) and increase in electricity costs (£71,000), partly offset by reduction in new contract management costs £273,000 and other running cost savings £16,000.
9. **On Street Parking** – underspend due to:
  - Reduction in the new parking enforcement contract £248,000
  - Reduced salary costs due to vacancies £238,000.
  - Reduced printing and postage costs £76,000.
  - Other running cost savings £16,000.
10. **Drains & Sewers** – underspend due to increase in pipe subways openings and admin fee income £84,000, reduced Thames Water Utilities contract works £43,000 and other running expense savings £3,000.
11. **Contingency** – overspend of (£2,424,000) due to the Committee's share of the Department's unidentified savings, which was held as a contingency and not allocated to individual services across the Department during the ongoing TOM implementation (£2,269,000), plus a vacancy factor held for the Department (£155,000).
12. **City Surveyor** - overspend of (£52,000) due to increase in volume of reactive call outs during the year which led to higher costs and signage costs at Tower Hill car park.

**Planning & Transportation Committee**

**Comparison of 2022/23 Revenue Outturn with Final Budget – Central Risk**

	<b>Original Budget £'000</b>	<b>Final Budget £'000</b>	<b>Revenue Outturn £'000</b>	<b>Variation Better/ (Worse) £'000</b>	<b>Notes</b>
<b>CENTRAL RISK</b>					
<b>Director of Built Environment</b>					
City Fund					
Town Planning	748	401	324	(77)	13
Transportation Planning	0	773	474	(299)	14
Street Scene	0	(74)	(74)	0	
Highways	1,955	2,351	2,258	(93)	15
Drains & Sewers	0	(6)	(6)	0	
Off-Street Parking	(5)	134	245	111	16
On-Street Parking	4,001	3,906	3,382	(524)	17
Structural Maintenance	60	60	77	17	
Committee Contingency	(15)	(15)	0	15	
<b>TOTAL CENTRAL RISK</b>	<b>6,744</b>	<b>7,530</b>	<b>6,680</b>	<b>(850)</b>	

**Reasons for significant Central Risk variations**

13. **Town Planning** – overspend due to reduced Planning fee income (£251,000) which was partly offset by increased Planning Performance Agreement fees, pre-application fees and land charges fees £174,000.
14. **Transportation Planning** – overspend due to shortfall in staff cost recharges to capital projects as a result of staff vacancies and allocation of officer's time to projects (£299,000).
15. **Highways** – overspend due to shortfall in staff cost recharges to capital projects as a result of staff vacancies and allocation of officer's time to projects (£182,000), which was partly offset by increased funding transfer from the Parking Reserve Account for additional Highways repairs and maintenance costs £89,000.
16. **Off-Street Parking** – underspend due to an increased transfer of funding required from the Parking Reserve Account as a result of an overall increase in local risk operating costs caused mainly by reduced car parking income and increased energy costs, plus additional overall increases in central support charges.
17. **On-Street Parking** – overspend due to an increase in transfer funding to the Parking Reserve Account (£1,508,000) and increase in bad debt provision (£158,000). These are partly offset by net additional income achieved for the year £522,000, plus reduced contractor costs relating to Beech Street not progressing, reduced net local risk operating costs and other central risk underspends £620,000.

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**Planning & Transportation Committee Analysis of Movements 2022/23 Original  
Budget to Final Budget**

	<b>£000</b>
<b>Original Local Risk Budget (incl Cyclical Works Programme)</b>	<b>(10,919)</b>
Adjustments (City Fund):	
Carry-forward from 2021/22	(77)
Pay Award allocation from central pot	(498)
Highways R&M inflation budget pressures funded from central pot	(200)
Central funding of apprentice posts	(73)
TOM Restructure staffing budgets transfers	(92)
Staff overheads budget transfer from local risk to central risk	(1,217)
Increase in City Surveyor's repairs and maintenance costs	(648)
<b>Final Local Risk Budget</b>	<b>(13,724)</b>
<b>Original Central Risk Budget</b>	<b>6,744</b>
Adjustments (City Fund):	
Net transfer to/from Parking Reserve Account	258
Staff overheads budget transfer from local risk to central risk	1,217
Central funding of flexible retirement pension strain costs	(295)
Supplementary revenue project adjustment for:	(394)
• Environmental Enhancement Projects	
• Transport Projects	
<b>Final Central Risk Budget</b>	<b>7,530</b>
<b>Original Capital &amp; Support Services Budget</b>	<b>(9,993)</b>
Adjustments (City Fund):	
Increase in Film Liaison Recharges	(73)
Increase in recharges within fund	696
Increase in recharges across funds	846
<b>Final Capital &amp; Support Service Budget</b>	<b>(8,524)</b>
<b>TOTAL Original Approved Budget</b>	<b>(14,168)</b>
Movement in Local Risk Budget	(2,805)
Movement in Central Risk Budget	786
Movement in Capital & Support Services Budget	1,469
<b>TOTAL Final Approved Budget</b>	<b>(14,718)</b>

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<b>Committee:</b> Planning & Transportation	<b>Dated:</b> 18/07/2023
<b>Subject:</b> Property Search Income and Expenditure	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	6,9
<b>Does this proposal require extra revenue and/or capital spending?</b>	<b>N</b>
<b>If so, how much?</b>	<b>£0</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> Gwyn Richards, Planning & Development Director	<b>For Information</b>
<b>Report author:</b> Peter Shadbolt, Head of Planning Policy	

## Summary

At the Planning & Transportation Committee meeting on 11 May 2023, Members asked for further information on income and expenditure for Land Charges. This report sets out the total income and expenditure for 2022/23.

## Recommendation(s)

Members are asked to note this report.

## Main Report

### Background

1. At the Planning & Transportation Committee meeting on 11 May 2023, the Committee agreed an increase in the fees charged for property searches to ensure that fee income was sufficient to fully cover the costs incurred in providing the service.
2. At the meeting, Members requested a breakdown of the costs incurred in providing the service to be satisfied that fee income will be sufficient and to inform any future consideration of increases in fees.

### Current Position

3. The table below sets out a breakdown of costs and income associated with running the property search function for 2022/23, providing more detail on local risk expenditure, central risk recharges and overall income.

<b>Cost Heading</b>	<b>Amount (£)</b>
Land Charges Expenditure: <ul style="list-style-type: none"> <li>• Staff costs</li> <li>• Supplies &amp; Services (printing, IT, Subscriptions)</li> </ul>	-£55,000
Recharges	-£28,000
Land Charges Income	£106,000
<b>Balance</b>	<b>£23,000</b>

4. This table does not include the cost of managerial oversight, estimated at £10,000 for 2022/23, or the costs incurred elsewhere in the Environment Department in responding to questions raised through property searches.

### **Corporate & Strategic Implications**

Strategic implications – The income from property search fees ensures that the City Corporation can continue to provide a key service to property owners and developers, meeting Corporate Plan objectives 6 and 9.

Financial implications – none

Resource implications – none

Legal implications - none

Risk implications - none

Equalities implications – none

Climate implications - none

Security implications - none

### **Conclusion**

5. At the Planning & Transportation Committee meeting on 11 May 2023, Members asked for further information on income and expenditure for Land Charges. This report sets out the total income and expenditure for 2022/23.

### **Appendices**

None

### **Background Papers**

Report to Planning & Transportation Committee 11 May 2023: Charges for Property Searches

**Peter Shadbolt**

Head of Planning Policy,

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<b>Committee(s):</b> Planning and transportation committee – For Information	<b>Dated:</b> 3 July 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 23 April 2023 to 30 July 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 **92%** 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 2023.
- Little Britain. Currently undergoing a refurbishment project due for completion August 2023.

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%	99.62%	↑
SC6458963	Tower Place Scenic Lift	100.00%	97.05%	↑
SC6458966	Atlantic House	100.00%	93.20%	↑
SC6459146	Speed House Glass/Public Lift	100.00%	96.42%	↑
SC6458962	Tower Place Public Lift	100.00%	96.66%	↑
SC6462771	Blackfriars Bridge	97.00%	87.95%	↑
SC6458964	London Wall East	96.92%	96.00%	↓
SC6459244	Glass South Tower	95.90%	94.00%	↓
SC6458968	Moor House	95.00%	97.98%	↓
SC6458965	London Wall West	84.77%	57.64%	↑
SC6462850	33 King William Street	80.94%	74.05%	↓
SC6458969	Pilgrim Street Lift	68.04%	79.39%	↓
SC6458970	Wood Street Public Lift	65.83%	78.04%	↓
SC6458967	Little Britain	Under Project	n/a	-
SC6458959	London Wall Up Escalator	Under Project	n/a	-
SC6458958	London Wall Down Escalator	Under Project	n/a	-

- Pilgrim Street and Wood Street lift have been programmed to automatically come out of service at 2245 hrs to prevent recurring rough sleeping and there are no inherent faults with the lifts. This downtime will be reprofiled for future reports to accurately reflect availability (i.e. exclusive of planned service removal to prevent rough sleeping)
- London Wall West has an intermittent controller issue which we are attempting to rectify with the controller manufacturer. Extended downtime is caused by access being granted to the lift motor room.
- 33 King William Street experienced a recurring brake fault due to overheating which is now rectified.
- 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	23
Planned Insurance Inspections	0
Planned Repairs	0

Resets following emergency button press or safety sensor activation	0
Damage/misuse/vandalism	2
Autodialler faults	0
<b>Total</b>	<b>25</b>

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

**Table 4.0**

<b>Category</b>	<b>No of call outs</b>
External/Environmental factors	17
Equipment faults/failure	112
Planned Insurance Inspections	17
Planned Repairs	26
Resets following emergency button press or safety stop equipment activation	13
Damage/misuse/vandalism	18
Autodialler faults	6

7. Projects. Table 5.0 summarises planned projects with approved funding that will support the ongoing improvement in lift & escalator availability.

**Table 5.0**

<b>Lift/Escalator</b>	<b>Project</b>	<b>Status</b>	<b>Expected Completion</b>
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>	<b>Dated:</b>
Planning and Transportation Committee	18 July 2023
<b>Subject:</b> Whole life-cycle carbon emission data monitoring in major planning applications	<b>Public</b>
<b>Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?</b>	<b>5, 11, 12</b>
<b>Does this proposal require extra revenue and/or capital spending?</b>	<b>N</b>
<b>If so, how much?</b>	<b>£0</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> Juliemma McLoughlin, Executive Director, Environment	<b>For Information</b>
<b>Report author:</b> Kerstin Kane, Environment Department	

## Summary

This report provides information about planning application stage whole life-cycle carbon emissions calculated for development proposals by the applicants’ teams. The applications were approved by the City of London Corporation between January 2021 and March 2023. This time frame is determined by the earliest availability of relevant data as part of major applications. The monitored data indicate a whole life-cycle carbon impact (over 60 years) of approx. 1,576 ktCO<sub>2</sub>e from applications approved in this period.

## Recommendation

Members are asked to:

- Note the results of the monitoring of whole life-cycle carbon emissions.

## Main Report

### Background

1. The built environment is responsible for almost 40 per cent of the UK’s carbon emissions (source: RICS). The reporting and monitoring of carbon data from development is an important step to facilitate the reduction of emissions in this sector.
2. The City of London has adopted its Climate Action Strategy 2020 – 2027 in 2020 through which the City Corporation commits to reduce carbon emissions to achieve:

- net zero by 2027 in the City Corporation's operations
  - net zero by 2040 across the City Corporation's full value chain
  - net zero by 2040 in the Square Mile
  - Climate resilience in our buildings, public spaces and infrastructure.
3. The Climate Action Strategy team reports in their annual progress reports successes and challenges of achieving net zero in their own operations and value chains, and how the strategy supports the achievement of net zero in the Square Mile.
  4. Members have requested details of whole life-cycle carbon emissions that are likely to result from approving major planning applications in order to understand their carbon impact on the Square Mile.
  5. The accompanying Excel spreadsheet shows the collected data sets for each major application approved between 2021 and 2023 so far. This report summarises the results of the planning application data on whole life-cycle carbon emissions.
  6. It should be noted that planning stage data of whole life-cycle carbon emissions are calculations based on RIBA stage 3 (Spatial Coordination) at which the technical design is still in development, and consequently details and materials of a development scheme are not confirmed. Whole life-cycle carbon emissions can change considerably between RIBA stage 4 (Technical Design) and RIBA stage 7 (in use), and therefore actual data can only be assessed in a meaningful way through post-construction whole life-cycle carbon assessments. However, the analysis of planning stage data provides an indication of the level of carbon impact when comparing applications of the same type (new build or retrofit) and similar scale, and will help with shaping the approach to developing policies and providing guidance to development proposals on reducing carbon emissions.

### **The monitored data**

7. For general monitoring purposes, the following data were collected for all major applications approved by Planning & Transportation committee and delegated decision that have submitted whole life-cycle carbon assessments:
  - Proposed floorspace
  - Proposed dominant use
  - Development type
  - Absolute whole life-cycle carbon emissions (decarbonisation applied/not applied)
  - Square meter based whole life-cycle carbon emissions (decarbonisation applied/not applied)
  - Operational carbon emission reduction compared to Part L 2013 or 2021 as relevant
  - Targetted BREEAM rating (to provide a broader focus on sustainability credentials).



For the purpose of this report, the whole life-cycle carbon emissions are reported in relation to the type of development (new build or refurbishment with extension) and in relation to the total number of applications that have provided whole life-cycle carbon data and have been approved in the period between January 2021 and March 2023. The resulting size of proposed floorspace (in refurbishments this is calculated as the sum of existing retained plus new floorspace) is shown in table 1.

8. The data sets were collected from the whole life-cycle carbon assessments and energy strategies as well as GLA spreadsheets for energy demand and whole life-cycle carbon emissions (where available) submitted with the applications. In some cases, revised data was submitted due to changes to a scheme during the application process. These would have been submitted in separate addendums or email correspondence and are available in the list of application documents.
9. An Excel worksheet with all collected data sets will be published separately.
10. The tables below show the data of a total of 26 major planning application schemes (including GLA referable schemes). However, not all 26 schemes provide fully matching data sets, due to changes in Greater London Authority (GLA) guidance and Building Regulations Part L in 2022. As a consequence, some totals set out in this report are based on a subset of schemes, depending on whether the whole life-cycle carbon emissions were reported including or excluding the use of future decarbonised energy data, and on the basis of which Building Regulations Part L version (2013 or 2021) the operational carbon emission reduction calculation has been calculated.
11. In accordance with the reasons set out in paragraph 10, the total whole life-cycle carbon emissions of the approved applications have been grouped into schemes that have reported emissions without applying a future decarbonisation of the national grid, as required by current GLA guidance, and schemes that have reported emissions including the decarbonisation of the national grid, which was optional in the draft GLA guidance before it was changed and adopted in 2022.

## Summaries of the monitored data

12. Out of the 26 planning applications that have submitted whole life-cycle carbon data, 18 are new build schemes and 8 are refurbishment with extension schemes. The following table shows the total proposed floorspace for each category:

Table 1: Total floorspace per development type of schemes that have submitted WLC data

Development Type	No. of Developments	Total Proposed Floor Area (GIA) m <sup>2</sup>
New Build	18	626,454
Refurbishment + Extension	8	199,925
<b>Total</b>	<b>26</b>	<b>826,379</b>

### Average WLC carbon emissions across life-cycle stages

13. There are 16 schemes that have included both absolute and per square meter carbon data (without decarbonisation), the latter separate for various life-cycle stages. Table 2 below shows an approx. 70/30 split of percentage between new build and refurbishment schemes. The new build schemes account for the highest proportion of absolute WLC carbon impact due to their larger number and higher absolute WLC carbon figures.

On average per square meter, the upfront carbon impact (life-cycle stages A1-A5) of new builds results in almost double of the carbon impact compared to refurbishments with extension, while operational carbon impacts (life-cycle stages B6 and B7) tend to be higher in refurbishment with extension schemes.

Table 2: Total WLC emissions and average emissions per square metre per life-cycle module for schemes that applied no decarbonisation factor:

Development Type	No. of Developments	Total WLC emissions over 60-yr lifetime (kgCO <sub>2</sub> e)	Average WLC emissions A1-A5, excluding sequestration (kgCO <sub>2</sub> e/m <sup>2</sup> )	Average WLC emissions B-C excluding B6 & B7 (kgCO <sub>2</sub> e/m <sup>2</sup> )	Average WLC emissions A-C, including sequestration, but excluding B6 & B7 (kgCO <sub>2</sub> e/m <sup>2</sup> )	Average WLC emissions B6 & B7 (kgCO <sub>2</sub> e/m <sup>2</sup> )
New build	11	848,555,661	901	390	1,271	877
Refurbishment + Extension	5	301,340,562	495	481	943	1,156
<b>Total</b>	<b>16</b>	<b>1,149,896,223</b>	<b>774</b>	<b>418</b>	<b>1,168</b>	<b>2,033</b>

### Absolute whole life-cycle and operational carbon emissions

14. Table 3 provides an indication of the whole life-cycle carbon intensity of all 26 approved major applications, resulting in approx. 1,576 ktCO<sub>2</sub>e.
15. Table 4 provides an indication of the operational carbon intensity of 22 approved major applications, resulting in approx. 786 ktCO<sub>2</sub>e.
16. In table 3, looking at all 26 applications, 5 schemes have been submitted that only have decarbonised carbon data, and therefore the planning stage overall WLC carbon figure may be slightly higher. This gap in reported data would be more pronounced in the figures of table 4 which show the operational carbon emissions, with 4 out of 22 total applications reporting decarbonised carbon data only. However, the proportion of schemes with decarbonised data compared to undecarbonised data is low both for WLC and operational carbon emission figures.

Table 3: Absolute whole life-cycle carbon emissions across all 26 applications over a 60-year reference period:

Type of Development	Decarbonisation	No. of developments	Absolute WLC emissions (kgCO <sub>2</sub> e) over 60-year reference period
New build	With decarbonisation	4	136,715,008
Refurbishment + Extension	With decarbonisation	1	25,749,000
New build	Without decarbonisation	14	1,075,217,967
Refurbishment + Extension	Without decarbonisation	7	337,945,734
<b>Total</b>	<b>With and without decarbonisation</b>	<b>26</b>	<b>1,575,627,709</b>

Table 4: Absolute operational life-cycle carbon emissions across 22 applications over a 60-year reference period:

Type of Development	Decarbonisation factor	No. of Developments	Absolute Operational emissions (kgCO <sub>2</sub> e) over 60-year reference period
New build	With decarbonisation	3	93,973,506
Refurbishment + Extension	With decarbonisation	1	15,466
New build	Without decarbonisation	14	503,883,630
Refurbishment + Extension	Without decarbonisation	4	188,556,348
<b>Total</b>	<b>With and without decarbonisation</b>	<b>22</b>	<b>786,428,950</b>

### Operational carbon emissions savings beyond Part L Building Regulations

17. The GLA requires the reporting of operational carbon emissions savings compared to a Building Regulations Part L compliant building. Development should achieve a minimum of 35% carbon emissions reduction. In the City of London context, most developments are office schemes with a small mixed use proportion. Out of the 26 schemes monitored for this report, three schemes are hotels, two schemes are student housing, as well as one museum, one police and one court building. To understand potentials for operational carbon savings, the selection of non-office schemes would not be representative for their use types and therefore only office schemes are considered here. Out of the office schemes, only a small proportion are based on Part L 2021 or use their current energy performance as a baseline (some refurbishment schemes), and therefore only the schemes based on Part L 2013 will be shown here.

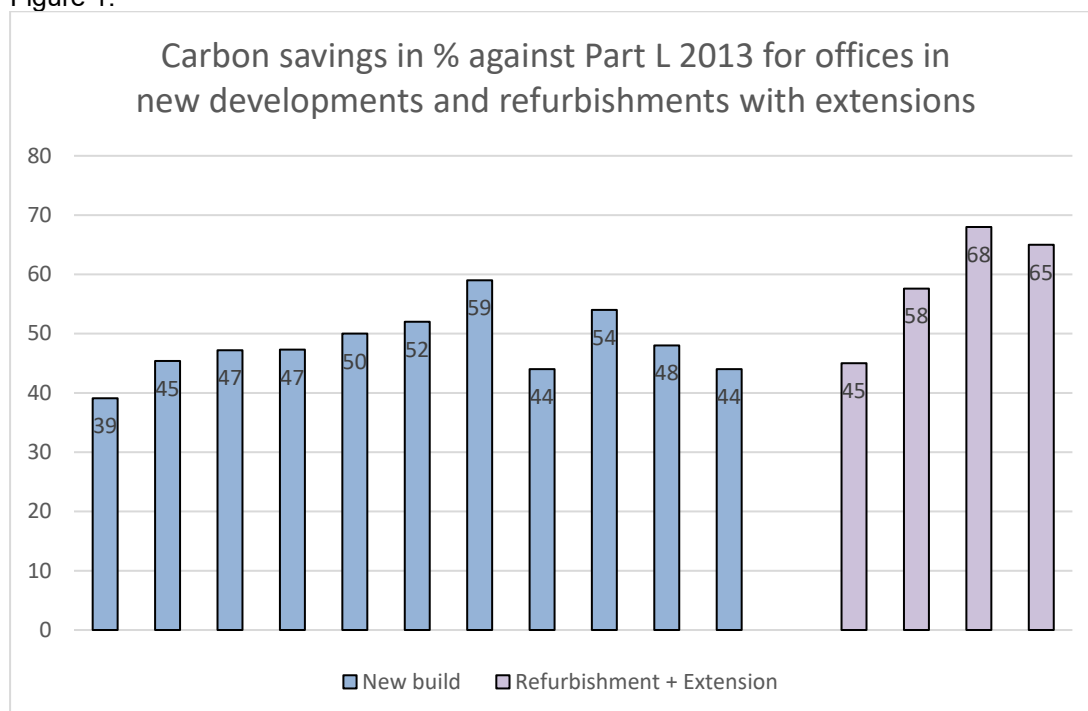
Table 5: Average operational carbon emission savings in percent compared to a Part L 2013 compliant office building:

Type of Development	Part L applied	No. of developments	Average carbon savings (%)
New build	2013	11	48
Refurbishment + Extension	2013	4	59

Table 5 shows that refurbishment + extension schemes achieve a higher average carbon emission reduction compared to new build schemes. In this case, the 4 refurbishment + extension schemes are more recent applications that relate to existing buildings with “good bones” in terms of structural capacity and generous floor to ceiling heights that enable the incorporation of efficient MEP and fit-out as well as a good level of extension potential. The new build schemes include applications submitted over a longer time period as well as large redevelopment schemes such as towers, all of which tend to result in higher operational carbon impacts. Overall, the average carbon emissions savings significantly exceed the GLA’s 35% standard.

Figure 1 below shows the schemes’ individual carbon emission reductions.

Figure 1:



### BREEAM pre-assessment ratings

18. All major applications are required to carry out a BREEAM pre-assessment that confirms that a minimum rating of “excellent” can be achieved.

Table 6: BREEAM pre-assessment ratings:

Type of Development	BREEAM pre-assessment rating “Outstanding”	BREEAM pre-assessment rating “Excellent”
New build	12	6
Refurbishment + Extension	3	5
<b>Total</b>	<b>15</b>	<b>11</b>

Table 6 shows that 15 out of all 26 schemes could potentially achieve a BREEAM rating of “outstanding”, closely followed by 11 schemes achieving an “excellent” rating. The “outstanding” rating would be more likely achievable by new build schemes while refurbishment with extension schemes would

achieve more “excellent” ratings. This is most likely due to limitations to meeting BREEAM criteria in schemes with heritage related and existing structural constraints to incorporate sustainability measures.

## Technical Notes

19. The City of London Corporation is committed to the highest standard and quality of information and every reasonable attempt has been made to present up-to-date and accurate information. All figures and ratings are based on information provided by applicants and are liable to change as the technical design develops after planning permission. The information in this report has been provided for information purposes only and the City of London Corporation gives no warranty, express or implied, as to the accuracy, timeliness or decency of the information and accepts no liability for any loss, damage or inconvenience howsoever arising caused by, or because of, reliance upon such information.

## Next steps

20. Monitoring of carbon data will be incorporated into the monitoring of the new City Plan and the work of the Monitoring and Information team within the Planning Division.
21. Through the planning system and wider work, the City Corporation are taking steps to minimise WLC emissions from new developments. This includes a number of City Plan policies, including proposed policies to require a ‘retrofit first’ approach that would prioritise the retention and retrofit of existing buildings, helping to minimise upfront embodied emissions in particular.
22. As part of the Climate Action Strategy, an embodied carbon action plan is being developed, which will set out a series of actions that the City Corporation can take (including through partnership working) to complement the ‘retrofit first’ approach in the new City Plan.

## Corporate & Strategic Implications

23. **Strategic implications-** The monitoring data and analysis support the delivery of the following outcomes in the Corporate Plan:
- Outcome 5: Businesses are trusted and socially and environmentally responsible
  - Outcome 11: We have clean air, land and water and a thriving and sustainable natural environment
  - Outcome 12: Our spaces are secure, resilient and well-maintained.
24. **Financial implications-** There are no financial implications arising from this report.
25. **Resource implication-** Provision of monitoring data and analysis will be through existing Environment Department staff resources.

26. **Equalities implications-** The monitoring analysis is available in an accessible format, in line with the requirements for publication of Corporation documents.
27. **Climate implications-** Monitoring data and analysis will contribute towards meeting the objectives of the Climate Action Strategy and ensure that the whole life-cycle carbon impact through development is understood and can be addressed as relevant applications come forward.
28. The data covered in this report show that the developments included could result in a whole life-cycle carbon impact of approx. 1,576 ktCO<sub>2</sub>e over a 60 year reference period. This is a substantial quantity of carbon emissions, and includes both upfront emissions (ie 'embodied' carbon) as well as operational emissions. As most upfront emissions in the manufacturing of construction materials are not produced within the Square Mile, these are not included in the methodology for the calculation of net zero targets and monitoring that is set out in the Climate Action Strategy. (The City Corporation follows the approach set out by the Carbon Trust in 2022, which suggests cities set and pursue a 1.5 degree aligned target for all the emissions sources covered within the BASIC+ methodology issued by the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC)).
29. **Legal implications** -There are no legal implications arising from this report.
30. **Risk implications** - There are no additional new risks arising from this report.
31. **Security implications** - There are no security implications arising from this report.

## Conclusion

32. Data from major applications approved by the City of London Corporation between January 2021 and March 2023 shows that these schemes could result in a whole life-cycle carbon impact of approx. 1,576 ktCO<sub>2</sub>e over a 60 year reference period.
33. Around 58 per cent of applications monitored have met BREEAM 'outstanding' (with the remainder meeting the 'excellent' standard).
34. New build schemes tend to have higher upfront emissions and lower operational emissions (per square metre); the opposite is the case for refurbishment and extension schemes.
35. Further steps are being taken to reduce WLC carbon emission from development, including the introduction of a 'retrofit first' policy in the City Plan and the development of an embodied carbon action plan as part of the Climate Action Strategy.

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<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation Committee	18 July 2023
<b>Subject:</b> Transport Strategy: 2022/23 Annual Report and Delivery Plan 2023/24 – 2028/29 5-year period	<b>Public</b>
<b>Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?</b>	1, 3, 5, 8, 9, 11 and 12
<b>Does this proposal require extra revenue and/or capital spending?</b>	N
<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>	n/a
<b>Report of:</b> Director of Environment	<b>For Information</b>
<b>Report author:</b> Samantha Tharme	

## Summary

The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over 25 years, to 2044. The Transport Strategy is supported by a 5-year Delivery Plan. This is updated annually, with the current plan providing details of projects and activities to deliver the Strategy for the period 2023/24 – 2028/29.

This report summarises the Annual Report which details progress with delivering the Transport Strategy in 2022/23 and the Delivery Plan for 2023/24 – 2028/29. Both documents can be found in Appendices 1 and 2.

Delivery of the Transport Strategy is progressing well. During the 2022/23 financial year we progressed a wide range of projects that contribute to making the Square Mile’s streets and public spaces more attractive, accessible places for people to walk, cycle and spend time.

Many of the projects to deliver the Transport Strategy support delivery of the City Corporation’s Climate Action Strategy, including through tree planting and street greening. Projects also help mitigate the departmental road safety risk (ENV-CO-TR 001) and corporate risks relating to the Climate Action Strategy (Corporate Risk 30) and Air Quality(Corporate Risk 21).

The Transport Strategy also supports the Destination City initiative to grow the City of London’s leisure proposition to boost our attractiveness to existing audiences while also opening it up to new ones.

The City of London Transport Strategy includes a set of key targets. These are reported on a bi-annual basis. The last set of traffic data reported was impacted by COVID-19. We now have data from June and November 2022, which appears to show a stable pattern with some changes compared to 2019.

The Delivery Plan for 2023/24 - 2028/29 is provided in Appendix 2. Funding from Transport for London (TfL) was limited in 2022/23 with a late release of funding in Autumn 2022. For 2023/24 and beyond, TfL funding has returned to a

predictable amount although approximately half of previous annual allocation (now around £450k). This supports the minor works programme and strategic initiatives. Funding for much of the Delivery Plan, and in particular major projects, is largely from the Community Infrastructure Levy (CIL), On Street Parking Reserve (OSPR) and Section 278 (S278) developer contributions.

### **Recommendation**

- Members of the Planning & Transportation Committee are asked to note the report.

## **Main Report**

### **Background**

1. The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over 25 years, to 2044.
2. Section 1 of this report provides an update on progress in delivering the Transport Strategy in 2022/23. Details for each project and scheme is set out in the Annual Report (Appendix 1).
3. The Transport Strategy is supported by a 5-year Delivery Plan. This provides details of current projects to deliver the Transport Strategy and is updated on an annual basis. Section 2 of this report highlights the main items in the Delivery Plan. The Delivery Plan for 2023/24 - 2028/29 is provided in Appendix 2.
4. We are currently reviewing the Transport Strategy, with the aim of an updated version in spring 2024. In April 2021 the Streets & Walkways Sub-Committee agreed that the Transport Strategy Vision, Aims and Outcomes are still considered relevant and fit for purpose and that an update, rather than a wholesale revision of the Transport Strategy is appropriate, with 2044 remaining the end year.
5. In November 2022, the Sub-Committee approved the approach for reviewing the 54 proposals in the current Transport Strategy and agreed the status for change of each proposal. 14 proposals have been identified as requiring major change, 21 are likely to only require minor amendments, and 19 are expected to require no change or only small contextual changes.
6. In late 2022 and the first half of 2023 we have undertaken a comprehensive programme of stakeholder engagement. The programme has included a two-phased series of focus groups, one-to-one meetings with key stakeholders, a public survey of workers, residents, students, and visitors and joint City Plan and Transport Strategy workshops throughout May and June 2023.
7. We are currently finalising the proposed revisions to the Transport Strategy and expect to present the draft revisions to this Committee in October 2023 and seek approval to consult. Subject to approval, public consultation will be carried out in October and November.

### **Section 1: Transport Strategy progress in 2022/23**

8. This section summarises progress in 2022/23 for the projects and activities that are delivering the Transport Strategy. The full Annual Report is provided in Appendix 1.

#### **Bank Junction**

9. Construction work on the All Change at Bank walking and public realm improvements started in September 2022 and remains on schedule. Areas of improved and widened pavements at the heart of the junction will be opened during Summer 2023. The project is due to complete in Spring 2024.

### St Paul's Gyratory

10. Design work, feasibility and traffic modelling have progressed this year, along with engagement with stakeholders and public consultation. The project will be delivered in two phases, with Phase 1 around 81 Newgate Street delivered in 2025-27 and Phase 2 around the Rotunda expected to be delivered by 2030.

### Pedestrian Priority programme

11. In February 2023, it was agreed to make the one way working with contraflow cycling permanent on King Street and King William Street, as well as the closure of Old Jewry at its junction with Poultry. These traffic measures enable pavement widening on King Street and King William Street and public realm improvements on Old Jewry.
12. A new experiment on Chancery Lane commenced in January 2023, removing through traffic during the day, except for taxis. This approach allows continued access to premises but removes through traffic to create a more pleasant street environment.
13. Experimental schemes on Cheapside (bus and cycle only between Bread Street and Milk Street) and Old Broad Street and Threadneedle Street remain in place, with a decision to make these permanent taken in May 2023.

### Fleet Street Area

14. A Healthy Streets Plan has been developed for the Fleet Street area with data collection, concept design and engagement with stakeholders completed this year. In January 2023, the draft Plan was approved, and wider public engagement commenced.

### City Cluster Area

15. The Bevis Marks Sustainable Drainage System (SuDS) scheme was completed in June 2023. In partnership with the EC BID we developed a new design for planters and seating which will be installed across the EC BID area in June 2023. A first phase of tree planting was completed in Autumn 2022, with a second phase planned for Autumn 2023.
16. The activation and engagement programme has been agreed and will be delivered in partnership with the Destination City team and the BID.

### Smithfield and Barbican Area.

17. Between January and March 2023, we consulted on a potential permanent Zero Emission Street scheme for Beech Street and also sought views to inform the Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan. This plan is being developed in partnership with the London Borough of Islington and will consider changes to traffic movement and opportunities to enhance the public realm and improve the experience of walking and cycling.

### Minor schemes and public realm programme

18. The Charterhouse Square School Street scheme was made permanent in September 2022. This closes Charterhouse Street to traffic between Monday – Friday, 8.15 - 9.15am and 3.00 - 4.00pm, when children are being dropped off or picked up from Charterhouse Square School.

19. The Globe View section of the Thames Path was opened in March 2023. This section provides the final link to create a continuous route along river frontage in the City.
20. The Healthy Streets Minor Schemes (HSMS) deliver targeted improvements to reduce road danger, improve accessibility and give more priority to people walking and cycling. Projects delivered this year include:
- Raising the carriageway on the existing zebra crossing on Minories, near Aldgate Bus Station
  - Raising the carriageway at the informal crossing point on Basinghall Street at Mason's Avenue
  - Raising the carriageway on the existing zebra crossing on Golden Lane, near Fann Street
  - Raising the carriageway on St George's Court by Old Bailey
  - Kerb build-out and raising the carriageway on Limeburner Lane by Old Bailey
  - Raising the carriageway at Nicholas Lane by Lombard Street
  - Raising the carriageway on the existing signalised crossing on Bevis Marks by Dukes Place
  - Raising the carriageway at the junction of Gophir Street / Bush Lane
  - Installing dropped kerbs on Undershaft
21. The Section 278 works around Creed Court were substantially completed in late 2022, with new surfaces and lighting installed in Ludgate Square and Creed Lane.

#### City cycle infrastructure

22. Transport for London's (TfL's) experimental restriction of daytime through traffic on the Bishopsgate corridor has provided an improved north-south link for people cycling, with an increase in the number of people cycling this route. A decision on whether the changes will be made permanent is expected in July 2023.
23. The Aldgate to Blackfriars route is now awaiting initial design approval from TfL, following some design revisions made this financial year.
24. An experimental cycle lane was installed on Bevis Marks in April 2022. A decision on making this permanent will be taken by late October 2023.
25. Five parking stands (50 spaces) for bikes and scooters were installed as a trial for e-scooter and dockless cycles in March 2023. We have identified sites for 120 additional dockless cycle/scooter spaces, these will be implemented in Summer 2023. New M-shaped cycle racks were installed on Silk Street to see if they provide greater security at a recognised theft hotspot. A further 200 cycle spaces have been agreed as permanent this year, having been installed during the Covid-19 pandemic response.

#### Electric vehicle infrastructure

26. Electric vehicle (EV) charge points at Baynard House were opened in November 2022. This is a hub of six charge points, with two dedicated for electric taxis.

### Road danger reduction – Safe streets

27. Of the schemes listed above a number have a particular focus on road danger reduction to help mitigate the Departmental road safety risk (ENV-CO-TR 001). These schemes include:

- All Change at Bank.
- St Paul's Gyratory
- Pedestrian priority programme
- Healthy Streets minor schemes
- Bevis Marks experimental cycle lanes
- Charterhouse school street.

28. In Spring 2022, we completed the development of the City of London Collision Dashboard. The dashboard, alongside consideration of recent investment in infrastructure schemes and the potential to reduce road danger and casualty numbers, has been used to produce a ranked list of locations across the City that should be the focus for safe streets investment, with the ten priority locations being included in the Vision Zero action plan.

### Road danger reduction education, events and campaigns

29. During 2022/23, we continued to collaborate with the City of London Police to deliver road danger reduction events and campaigns. These included:

- The City Police running 41 workshop sessions which included the security marking of over 750 cycles to promote and improve cycle safety and security.
- Cycle training, with 91 people participating in Bikeability training and 70 people receiving specific cargo bike training.
- The Roads Policing team interacting with over 3,000 street users, offering advice, education and support in travelling safely around the Square Mile.
- The City Police undertaking 686 arrests for road traffic offences in 2022 (up from 595 in 2021), issuing 1,256 traffic offence reports (TORs) and fixed penalty notices (FPNs). Of these, 408 arrests for driving or riding under the influence of drink or drugs. 12 arrests for dangerous driving/riding, and a further seven for driving/riding without due care.
- Issuing TORs or FPNs, including 130 issued for driver/rider distraction, 189 for issues relating to insurance, 133 for red light contraventions and 42 for speeding.

30. Work has continued on the development of the Vision Zero action plan, covering the period 2023-2028. Stakeholder engagement, including workshops events and one-to-ones has informed the development of 19 action areas, across the five Safe System themes of Safe Speeds, Safe Streets, Safe Vehicles, Safe Behaviours, and Post-Collision Response. The draft Plan is due to be considered by the Police Authority Board in September and the Planning & Transportation Committee in October.

### Transport for London engagement

31. We have been liaising with TfL on the experimental traffic restriction scheme on the A10 Bishopsgate and London Bridge corridors. The scheme restricts through traffic from using the street and is supported by the City Corporation in principle due of the benefits for people walking, cycling, and using public transport. However, due to concerns regarding taxi access, access for other vehicles, and displacement of traffic onto City Corporation managed streets, the City has objected to the experimental traffic order being made permanent in its current form.
32. We responded to the TfL bus route review, noting the concerns that removal of services would have on communities, particularly as buses provide a key service to many night-time workers in the City who need to travel outside the operating hours of the tube network.
33. We have also responded positively to the TfL engagement on future road user charging. The opportunity to develop a new system for London that replaces the current congestion charge, as set out in our Transport Strategy, is welcomed. It has the potential to provide more targeted action to reduce traffic at times and in locations that need it most. It also provides the opportunity to address some of the issues of the current system relating to inequality.

### **Travel data and trends**

34. The City of London Corporation has conducted a City-wide traffic survey roughly every two years since 1999 to better understand the levels and patterns of traffic in the City. Further detail is provided in the Annual Report Data Summary (Appendix 3).
35. The survey is currently conducted at 31 sites across the City. The distribution of sites has been selected to ensure a representative spread of types and locations in the City are sampled as part of the survey.
36. Data is collected on all of the key modes in the City, including private cars and private hire vehicles, taxis, motorcycles, goods vehicles, buses and coaches, pedestrians, cyclists and e-scooter riders.
37. The most recent traffic survey was conducted on 23 November 2022. Over the 24-hour count period across our 30 sites a total of:
  - 299,454 motor vehicles were counted, a 20% decrease from 2019 pre-pandemic levels
  - 88,827 people cycling were counted, a 2% increase from 2019 pre-pandemic levels
  - 670,146 people walking were counted, a 35% decrease from 2019 pre-pandemic levels
38. The number of motor vehicles counted has decreased nearly two-thirds since 1999. Most of the decrease in volumes has been observed during or immediately after significant changes or events in the City of London or the global economy, including the introduction of the Congestion Charge Zone in

2003, the Global Recession in 2008-09, the introduction of Transport for London's Cycle Superhighways in the City in 2015-16 and most recently the Covid-19 Pandemic in 2020-22.

39. In contrast the number of cycles counted has increased nearly four-fold since 1999. Most of this increase took place between 1999 and 2012.
40. Data collected for 2022 continued a positive trend for cycle volumes but found the number of motor vehicles counted on our streets had increased. Progress against all the Transport Strategy's Key Targets is summarised below:
- The number of motor vehicles counted over a 24-hour period has decreased 26% since 2017, exceeding our 2030 target of a 25% reduction
  - The number of freight vehicles counted over a 24-hour period has decreased 14% since 2017, nearly meeting our 2030 target of a 15% reduction
  - The number of freight vehicles counted during the morning and evening peak periods has decreased 11%, which is not on-track for meeting our 2030 target of a 50% reduction
  - The number of cycles counted over a 24-hour period has increased 7% since 2017, which is not on-track for meeting our 2030 target of a 50% increase
41. The number of motorcycles, taxis, cars and private hire vehicles counted in 2022 are further below 2019 pre-pandemic levels than other modes such as lorries or vans. In the case of taxis and private hire vehicles there has been a decline both in London and nationally in the number of licensed taxis and private hire vehicles from pre-pandemic levels, with the number of licensed taxis and private hire vehicles in London at 73% and 91% of pre-pandemic levels respectively. More in-depth stats are available in from [data.gov.uk](https://data.gov.uk).
42. The number of pedestrians counted in November 2022 was at 65% of 2019 pre-pandemic levels. Between 9:00 and 10:00 there were 50% fewer pedestrians counted in the City in 2022 than in 2019. Evening footfall has recovered better than daytime footfall and is at approximately two-thirds of 2019 pre-pandemic levels. Overall, count data suggests that a greater proportion of pedestrian traffic occurs outside of peak periods when comparing 2022 and 2019 pre-pandemic count data.
43. Data relating to collisions and casualties on the streets of the Square Mile is published by TfL each June for the previous calendar year. 2022 figures show a significant increase in the number of serious injuries with a total of 59, compared to 2021 and 2020 with 40 each.
44. This 48 per cent increase in fatal and serious injuries underlines the importance of the City Corporation and City Police's Vision Zero ambition and the need to deliver further action to reduce road danger.
45. Whilst the increase in the numbers of people seriously injured represents a reversal of the progress made in recent years to reduce serious injury numbers, it is set against the backdrop of the post-pandemic increase in the



number of people and vehicles using the City’s streets. Indeed, most London boroughs saw an increase, with an 11 per cent increase in fatal and serious injuries across London (10% for inner London).

46. The numbers for the City, (40 in 2021 to 59 in 2022) represent relatively smaller numbers compared to other boroughs, however as noted in the TfL data, ‘the changes are significant at the 95 per cent confidence level’. The increase in serious casualty numbers is largely driven by an increase in the number of people injured whilst walking (11 in 2021 to 17 in 2022) and people cycling (20 in 2021 to 27 in 2022).

**Table 1: Casualty data for the period 2018 to 2022**

Year	Fatal	Serious	Slight	Total
2022	0	59	144	203
2021	1	39	112	152
2020	0	41	87	128
2019	1	75	267	343
2018	1	81	231	313

**Progress against Transport Strategy key targets**

47. The City of London Transport Strategy includes a set of key targets. These are tracked and reported against every two years. KPI data up to 2022 is included in Table 2, as follows.

Table 2 – Transport Strategy Key Targets summary and progress

Transport Strategy Key Targets	Units	2017 Baseline	2030 Target	2044 Target	2022 Update
Reduction in motor vehicle traffic	Motor vehicles	185k	139 (-25%)	93k (-50%)	137k (-26%)
Number of people killed and seriously injured on our streets	Persons	54	<16	0	59
Reduction in motorised freight vehicle volumes (24hrs)	Freight vehicles	39k	33k (-15%)	27k (-30%)	34k (-14%)
Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	9k (-50%)	2k (-90%)	16k (-11%)
Number of km of pedestrian priority streets (km of pedestrian priority/pavement widening)	Kilometres/ percent of all streets	25km/25%	35km/35%	55km/55%	26.3km/26.3% (+5%)
Increase the number of people cycling	Cycles	44k	66k (+50%)	88k (+100%)	47k (+7%)
Proportion of zero emission capable vehicles entering the City	n/a	n/a	90%	100%	n/a
<i>People rating experience of walking in the City as pleasant</i>	<i>n/a</i>	<i>10%</i>	<i>35%</i>	<i>75%</i>	<i>75%*</i>
<i>People rating experience of cycling in the City as pleasant</i>	<i>n/a</i>	<i>4%</i>	<i>35%</i>	<i>75%</i>	<i>36%*</i>

\*Note that the survey method was revised in 2022 so these figures are not directly comparable. The new method will be repeated for future years

## City of London Air Quality Annual Status Report

48. Motor traffic in the Square Mile is a significant contributor to nitrogen dioxide (NO<sub>2</sub>). It also impacts on particulate matter (PM), though to a lesser extent, as particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. The Transport Strategy outcome 'The Square Mile's air and streets are cleaner and quieter' includes proposals that are directly aimed at improving air quality. Air quality is identified as a Corporate Risk (CR21). A summary is included here, taken from 'City of London Air Quality Annual Status Report for 2022' which will be published on the City's website once DEFRA approval is given.

### Nitrogen Dioxide

49. NO<sub>2</sub> is measured using continuous analysers at two roadside sites (Walbrook Wharf and Beech Street) and one urban background site (The Aldgate School). Compared to 2021, 2022 saw an increase of 6µg/m<sup>3</sup> and 10µg/m<sup>3</sup> in annual average NO<sub>2</sub> concentrations at Walbrook Wharf and Beech Street respectively, whilst urban background at The Aldgate School remained the same as the previous year (23µg/m<sup>3</sup>) and has now been within annual limit for 6 years consecutively. Both roadside sites this year exceeded the UK legal annual limit of 40 µg/m<sup>3</sup>, measured as annual mean; Beech Street was within legal limits during 2020 and 2021 but now just exceeds it at 41µg/m<sup>3</sup>. Walbrook Wharf continues to exceed annual objective at 52µg/m<sup>3</sup>.
50. In 2022, all but seven (of 92) diffusion tube monitoring locations met the annual objective of 40 µg/m<sup>3</sup> or under. This was an increase from five non-compliant sites in 2021. The non-compliant sites were located on Aldersgate Street, Upper Thames Street, Gracechurch Street (opposite Leadenhall), Old Bailey/Newgate Street junction and Seething Lane. None of these sites exceeded an annual average of 50 µg/m<sup>3</sup>. Compared to 2021, NO<sub>2</sub> levels had reduced at 34% of monitoring sites, and increased at 66% sites.
51. For the third year running, there were no recordings of 1-hour periods experiencing concentrations of greater than 200 µg/m<sup>3</sup> during 2022 at any of the continuous monitoring sites. (The NAQS objective is fewer than 18 occurrences per annum of 200 µg/m<sup>3</sup>.)
52. The 2022 annual NO<sub>2</sub> concentration at Beech Street increased by 10 µg/m<sup>3</sup> compared to 2021. This is due to the combined impact of the traffic levels on Beech Street increasing back to pre-COVID-19 pandemic volumes and the allowance of all vehicles through the tunnel following the suspension of the Zero Emissions Street experiment in September 2021. Continuous roadside monitoring of NO<sub>2</sub> showed a sharp increase in NO<sub>2</sub> pollution at Beech Street following the completion of the experimental trial, with levels remaining between 35-50µg/m<sup>3</sup> throughout 2022.

### PM10 and PM2.5

53. PM10 pollution levels are measured continuously at three sites: Beech Street, Upper Thames Street and The Aldgate School. All three sites saw a slight increase in PM10 annual average pollution levels compared to 2021, though

levels remained below that of 2020. Though Upper Thames Street remains the most polluted, Beech Street saw the largest increase of 2.3µg/m<sup>3</sup> to 17.3 µg/m<sup>3</sup>, whilst both Upper Thames Street and The Aldgate School had a minor increase of less than 1µg/m<sup>3</sup> to 19.5 and 16.8 µg/m<sup>3</sup> respectively.

54. For the fifth consecutive year, all sites have met the Government annual average air quality limit for PM<sub>10</sub> pollution (40 µg/m<sup>3</sup>) and the short-term objective of not exceeding 50µg/m<sup>3</sup> on more than 35 days in the year. For the second year running, all sites remain under the World Health Organisation 2005 guidelines (20 µg/m<sup>3</sup>) for annual average concentration of PM<sub>10</sub>.
55. PM<sub>2.5</sub> is measured using continuous analysers at two locations, Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. In 2022 there was a very slight increase in annual average concentration of PM<sub>2.5</sub> at both sites: The Aldgate School to 13.2 µg/m<sup>3</sup>, whilst Farringdon Street remained almost the same at 11.9 µg/m<sup>3</sup>. Both sites remain well below the Government's annual average limit value (20 µg/m<sup>3</sup>) but remain just above World Health Organisation 2005 Guidelines (10 µg/m<sup>3</sup>).

## **Section 2: Transport Strategy Delivery Plan 2023/24 – 2028/29**

56. The 2023/24 – 2028/29 Delivery Plan is provided in Appendix 2.
57. Overall, the delivery plan for the next five years is largely unchanged from the 2022/23 Delivery Plan as many projects and activities are developed and delivered over several years. Some smaller schemes are delivered under rolling programmes (such as Healthy Streets Minor Schemes) which will continue into the next plan period.
58. The Delivery Plan is structured on both an area and programme basis. It commences by setting out the proposed Major Projects and City Cluster programmes, before explaining changes over the next five years to the Liverpool Street, Fleet Street and Smithfield and Barbican areas as part of Healthy Streets Plans and other associated work. Lastly, the Delivery Plan covers Minor Schemes, Cycling Infrastructure, Public Realm and the Strategic Transportation Programme and plans for the period 2023/24 – 2028/29.

Key highlights from these programmes are listed below:

- The All Change at Bank project will continue to simplify the junction creating new areas of public realm with seating and greening.
- Phase 1 of the St Paul's Gyratory project will continue and will involve the partial removal of the gyratory system to deliver significant public realm improvements, including a new public square.
- The City Cluster Area Programme will continue with Pedestrian Priority street improvements, the Wellbeing and Climate Change Resilience Programme and events as part of the activation and engagement programme.
- New schemes will be delivered as part of the Healthy Streets Minor works programme.
- A number of minor Section 106 / Section 278 transport improvements around development sites in line with the Transport Strategy.
- Accessible Crossing audit, to inform the Healthy Streets programme

## **Corporate & Strategic Implications**

### Strategic implications

59. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.
60. The Transport Strategy supports and helps deliver the objectives of the City Plan. Work is in progress on the City Plan review which is being undertaken in parallel with work and recommendations to inform the Transport Strategy Review.
61. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risks CR21 – Air Quality, CR30 – Climate Action.

62. The Strategy supports the Destination City programme and the City's ongoing recovery.
63. The City Corporation is required to demonstrate how it supports the Mayor's Transport Strategy (MTS), which is done through submission of the Local Implementation Plan (LIP). The Transport Strategy forms part of our LIP and its outcomes are in line with the MTS.

#### Financial implications

64. TfL funding has reduced as they are dependent on central government grant agreements, however the allocation for the 3-year period from 2023/24 is known and on a more stable basis. Successful capital funding bids through CIL, OSPR are enabling key schemes to progress. Funding through developer commitments (S278 and S106) continue to support necessary work. Further funding bids will be required in future years to enable the Delivery Plan schemes and projects.

#### Resource implications

65. Staff resource is in place to deliver the Transport Strategy. The Strategic Transport Team is in place to complete the Delivery Plan and Annual Report on work completed and liaises with other teams as appropriate.

#### Equalities implications

66. A full Integrated Impact assessment including Equalities Impact Assessment (EQIA) was undertaken for the development of the Transport Strategy. We have commissioned an EQIA which is now underway to help inform any high priorities that need addressing and to inform the revisions to the Strategy as we go through the next stages of the Transport Strategy review. EQIAs are also undertaken for all relevant projects.

#### Climate implications

67. Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use and a switch away from fossil fuel vehicles. Addressing climate resilience on our street network and in scheme delivery is now a feature of our schemes. The review of the Transport Strategy will consider changes required to support the delivery of the adopted Climate Action Strategy.

#### Security implications

68. As the Transport Strategy is relevant to the management of public space and the transport network, security implications are relevant at a detailed level and inform decision making at a scheme level.

## Conclusion

69. This report summarises progress with delivering the Transport Strategy in 2022/23 and sets out the Delivery Plan for 2023/24 – 2028/29.
70. During the 2022/23 financial year we made good progress on a wide range of projects that contribute to making the Square Mile's streets and public spaces more attractive, accessible places for people to walk, cycle and spend time.
71. Highlights included construction work commencing on the All Change at Bank project, design work and engagement on the St Paul's Gyratory scheme, completion of Pedestrian Priority schemes, progress with the City's cycle infrastructure and various road danger reduction initiatives.
72. Progress on individual schemes and delivery dates are reported in the Annual Report in Appendix 1. The Delivery Plan for 2023/24 - 2028/29 is provided in Appendix 2.

## Appendices

- Appendix 1: Transport Strategy Annual Report 2022/23
- Appendix 2: Transport Strategy Delivery Plan 2023/24 - 2028/29
- Appendix 3: Transport Strategy City Streets Data Summary Report
- Appendix 4: List of Transport Strategy Outcomes and Proposals

## Background Papers

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

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## Executive Summary

### Transport Strategy delivery update 2022/23

This report highlights the progress on projects and initiatives that are delivering the City of London Transport Strategy. During the 2022/23 financial year we made good progress on a wide range of projects that are contributing to making the Square Mile's streets and public spaces more attractive, accessible places for people to walk, cycle and spend time.

Many of these projects support the delivery of the City Corporation's Climate Action Strategy, including through tree planting and street greening.

They also support the Destination City vision to grow the City of London's leisure proposition to boost our attractiveness to existing audiences while also opening it up to new ones. These projects complement the Destination City team's work to deliver events and activities on our streets.

Progress on a selection of projects is summarised below, with full detail provided in the main section of this report.

#### Bank Junction

The All Change at Bank walking and public realm improvements progressed well this year. Construction work started in September 2022 and remains on schedule. Areas of improved and widened pavements will be opened during Summer 2023. The project is due to complete in Spring 2024.

#### St Paul's Gyratory

Design work, feasibility and traffic modelling have progressed this year, along with engagement with stakeholders and public consultation. The project will be delivered in two phases, with Phase 1 around 81 Newgate Street delivered in 2025-27 and Phase 2 around the Rotunda expected to be delivered by 2030.

#### Pedestrian Priority programme

In February 2023, it was agreed to make the one way working with contraflow cycling permanent on King Street and King William Street, as well as the closure of Old Jewry at its junction with Poultry. These traffic measures enable pavement widening on King Street and King William Street and public realm improvements on Old Jewry.

A new experiment on Chancery Lane commenced in January 2023, removing through traffic during the day, with the exception of taxis. This approach allows access to businesses but removes through traffic to create a more pleasant street environment.

Experimental schemes on Cheapside (bus and cycle only between Bread Street and Milk Street) and Old Broad Street and Threadneedle Street remain in place, with a decision to make these permanent taken in May 2023.

#### Fleet Street Area

A Healthy Streets Plan has been developed for the Fleet Street area with data collection, concept design and engagement with stakeholders completed this year. In January 2023, the draft Plan was approved, and wider public engagement commenced.

#### City Cluster Area

The Bevis Marks Sustainable Drainage System (SuDS) scheme was completed in June 2023. We have worked in partnership with the EC BID to develop a new design for planters and seating which will be installed across the EC BID area in June 2023. A first phase of tree planting was completed in Autumn 2022, with a second phase planned for Autumn 2023.

An approach to managing the activation and engagement programme has been reviewed. It has been agreed for the programme to be delivered in partnership with the Destination City team and the BID.

#### Smithfield and Barbican Area

The design work on the first phase of the Smithfield public realm project was restarted in April after the planning application for the London Museum was approved. Good progress has been made with stakeholder engagement and work on diversity and inclusion.

The concept design and associated overarching strategies were completed in July 2022. At this point the programme was paused until decisions regarding the London Museum relocation and the markets consolidation programme were confirmed.

Between January and March 2023, we consulted on a potential permanent Zero Emission Street scheme for Beech Street and also sought views to inform the Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan. This plan is being developed in partnership with London Borough of Islington and will consider changes to traffic movement and opportunities to enhance the public realm and improve the experience of walking and cycling.



## Minor schemes and public realm programme

The Charterhouse Square School Street Scheme was made permanent in September 2022. This closes Charterhouse Street to traffic between Monday – Friday, 8.15 - 9.15am and 3.00 - 4.00pm, when children are being dropped off or picked up from Charterhouse Square School.

The Globe View section of the Thames Path was opened in March 2023. This section provides the final link to create a continuous route along river frontage in the City.

The Healthy Streets Minor Schemes (HSMS) delivers targeted improvements to reduce road danger, improve accessibility and give more priority to people walking and cycling. Projects delivered this year:

- Raising the carriageway on the existing zebra crossing on Minories near Aldgate Bus Station
- Raising the carriageway at the informal crossing point on Basinghall Street at Mason's Avenue
- Raising the carriageway on the existing zebra crossing on Golden Lane near Fann Street
- Raising the carriageway on St George's Court by Old Bailey
- Kerb build-out and raising the carriageway on Limeburner Lane by Old Bailey
- Raising the carriageway at Nicholas Lane by Lombard Street
- Raising the carriageway on the existing signalised crossing on Bevis Marks by Dukes Place
- Raising the carriageway at the junction of Gophir St/Bush Lane
- Installing dropped kerbs on Undershaft

The Section 278 works around Creed Court were substantially completed in late 2022, with new surfaces and lighting installed in Ludgate Square and Creed Lane. Work included repaving pavements around the development in Yorkstone, raising and resurfacing the carriageway in Creed Lane and Ludgate Square and replacing light fittings with heritage style lanterns.

## City cycle network

Transport for London's (TfL's) experimental restriction of daytime through traffic on the Bishopsgate corridor has provided an improved north-south link for people cycling, and there has been an increase in the number of people cycling on this route. A decision on whether the changes will be made permanent is expected in July 2023.

The Aldgate to Blackfriars route is now awaiting initial design approval from TfL, following some design revisions made this financial year.

An experimental cycle lane was installed on Bevis Marks in April 2022. A decision on making this permanent will be taken by late October 2023.

We have identified sites for 120 additional dockless cycle/scooter spaces, these will be implemented in Summer 2023. Five parking stands (50 spaces) for bikes and scooters were installed as a trial for e-scooter and dockless cycles in March 2023.

A new type of cycle rack was installed on Silk Street in March 2023. These M-shaped racks are being trialled to see if they provide greater security at a theft hotspot. A further 200 cycle spaces have been agreed as permanent this year, having been installed during the Covid-19 pandemic response.

## Electric vehicle infrastructure

Electric vehicle (EV) charge points at Baynard House were opened in November 2022. This is a hub of six charge points, with two dedicated for electric taxis. These were installed as part of the TfL-funded programme to support the transition to electric vehicles, with a focus on taxi needs. There are now more than 6,000 electric taxis operating in London.

## Transport for London engagement

We have been liaising with TfL on the experimental traffic restriction scheme on the A10 Bishopsgate and London Bridge corridors. The scheme restricts through traffic from using the street and is supported by the City Corporation in principle due of the benefits for people walking, cycling, and using public transport. However, due to concerns regarding taxi access, access for other vehicles, and displacement of traffic onto City Corporation managed streets, the City has objected to the experimental traffic order being made permanent in its current form.

We responded to the TfL bus route review, noting the concerns that removal of services would have on communities, particularly as buses provide a key service to many night-time workers in the City who need to travel outside the operating hours of the tube network.

We have also responded positively to the TfL engagement on future road user charging. The opportunity to develop a new system for London that replaces the current congestion charge, as set out in our Transport Strategy, is welcomed. It has the potential to provide more targeted action to reduce traffic at times and in locations that need it most. It also provides the opportunity to address some of the issues of the current system relating to inequality.

## Road danger reduction events and campaigns

During 2022/23, we have continued to collaborate with the City of London Police to deliver road danger reduction events and campaigns. To promote and improve cycle safety and security, the City Police ran 41 workshop sessions and security marked over 750 cycles.

The programme of cycle training has continued, with 91 people participating in Bikeability training and 70 people receiving specific cargo cycle training as part of the work to boost and promote cargo bike deliveries in the City.

Other roads policing work in 2022 included the Roads Policing team interacting with over 3,000 street users, offering advice, education and support in travelling safely around the Square Mile.

The City Police undertook 686 arrests for road traffic offences in 2022 (up from 595 in 2021), whilst also issuing 1,256 traffic offence reports (TORs) and fixed penalty notices (FPNs). Of these, 408 arrests were made for driving or riding under the influence of drink or drugs. 12 arrests were made for dangerous driving/riding, and a further seven for driving/riding without due care.

The TORs or FPNs included 130 issued for driver/rider distraction, 189 for issues relating to insurance, 133 for red light contraventions and 42 for speeding.

Work has continued on the development of the Vision Zero action plan, covering the period 2023-2028. Stakeholder engagement, including workshops events and one-to-ones has informed the development of 19 action areas, across the five Safe System themes of Safe Speeds, Safe Streets, Safe Vehicles, Safe Behaviours, and Post-Collision Response. The draft Plan is due to be considered by the Police Authority Board in September and the Planning & Transportation Committee in October.

## Road danger reduction – Safe streets

Of the schemes listed above a number have a particular focus on road danger reduction to help mitigate the Departmental road safety risk (ENV-CO-TR 001). These schemes include:

- All Change at Bank.
- St Paul's Gyratory Pedestrian priority programme
- Healthy Streets minor schemes
- Bevis Marks experimental cycle lanes
- Charterhouse school street.

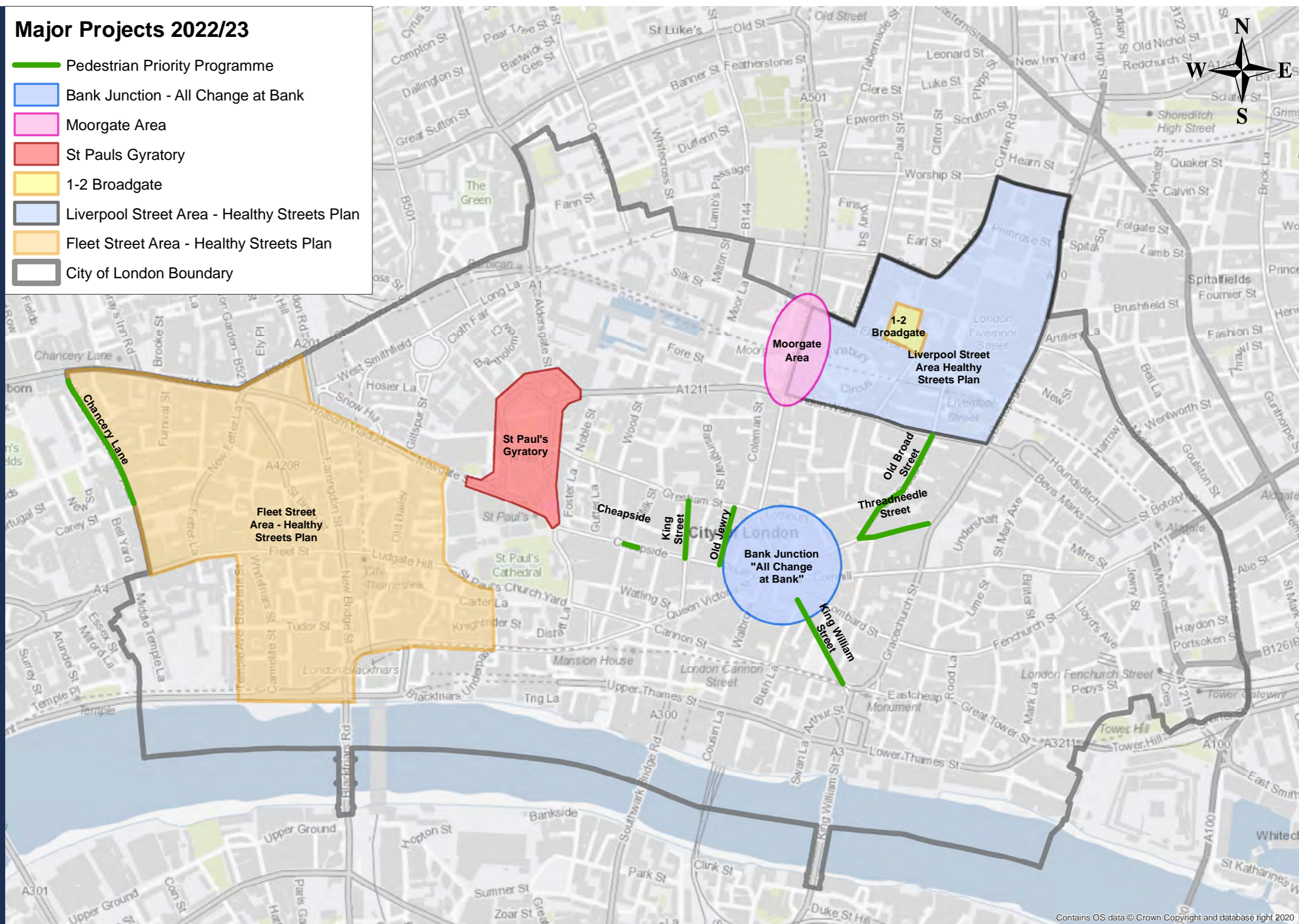
In Spring 2022, we completed the development of the City of London Collision Dashboard. The dashboard, alongside consideration of recent investment in infrastructure schemes and the potential to reduce road danger and casualty numbers, has been used to produce a ranked list of locations across the City that should be the focus for safe streets investment, with the ten priority locations being included in the Vision Zero action plan.



A cargo cycle delivery in the City

Major Projects

- Major Projects 2022/23**
-  Pedestrian Priority Programme
  -  Bank Junction - All Change at Bank
  -  Moorgate Area
  -  St Pauls Gyratory
  -  1-2 Broadgate
  -  Liverpool Street Area - Healthy Streets Plan
  -  Fleet Street Area - Healthy Streets Plan
  -  City of London Boundary



## Major Projects

### All Change at Bank

Project to provide more space for people walking and enhance the public realm around Bank junction. Changes will simplify the junction creating new areas of public realm with seating and greening. The timings of restrictions and the mix of traffic are currently being reviewed.

- **Project start: 2013/14**
- **Project end date: 2024/25**
- **Total budget: £6,800,000 (including risk)**

The All Change at Bank project has progressed well this year.

At the end of May 2022, the Traffic Management Orders (TMOs) for the project were approved following consideration of formal objections. Construction work to deliver the All Change at Bank project started in September 2022. Work is progressing well and remains on schedule. Areas of improved, widened pavements are starting to be made available, although a significant traffic management exercise remains in place to facilitate construction. The project is due to complete in Spring 2024.

In April 2022, the Court of Common Council ordered the immediate start of the planned traffic and timing review of the restrictions at Bank. A plan of how this would be undertaken was presented at the May and June 2022 committees. A follow up report was presented in February and March 2023, looking at the initial feasibility outcomes and recommending that no further work be undertaken to allow general traffic back through the junction.



Renders of Queen Victoria Street (above) and Threadneedle Street, All Change at Bank project

## Moorgate Area

Improvements to junctions, pavement widening and public realm enhancements on Moorgate and around Moorgate station.

- **Project start: 2019/20**
- **Project end date: 2025**
- **Total budget: £2,000,000 (+ further S106/CIL/OSPR to be agreed)**

The project is split into four complementary elements and includes the Section 278 works at 101 Moorgate that sits within the project area, which is part of the Crossrail integration works. The project elements are:

- the Ropemaker Street/Moorgate junction
- Moorgate between Ropemaker Street and London Wall
- the London Wall/Moorgate junction
- Moorfields north

A design for improvements to the Ropemaker Street junction is progressing through TfL's model auditing process, with a conclusion expected in September 2023. The City of London Police have specified their requirements for the police checkpoint on Moorgate and the corridor design has been modified accordingly. Officers will seek approval before the end of 2023 to start work at the Ropemaker Street junction and provide an update on design development for the Moorgate corridor, the London Wall/Moorgate junction Moorfields north. The report will also provide an update on the funding requirement to deliver all the elements.

Finsbury Circus Western Arm improvements have been designed and will be delivered in future years (2025/26).



Render of the Ropemaker Street/Moorgate junction improvements



## St Paul's Gyratory

Traffic management measures to partially remove St Paul's gyratory system and the Museum of London roundabout and associated public realm improvements.

- **Project start: 2013/14**
- **Project end: 2027 (phase 1)**
- **Total budget: £15,000,000**

This project will partially remove the gyratory system between St Paul's Underground station and the old Museum of London roundabout (the Rotunda). It is linked with two key developments; the redevelopment of the former BT building at 81 Newgate Street and the potential redevelopment of the former Museum of London site. Design work, feasibility and traffic modelling have progressed this year, along with engagement with the development teams. The project will be delivered in two phases, with Phase 1 around 81 Newgate Street delivered in 2025-27, and Phase 2 around the Rotunda expected to be delivered by 2030.

Five initial design options were considered, ranging from significant highway transformation through to a minimum option to facilitate the redevelopment of 81 Newgate Street. Traffic modelling was undertaken to determine the broad feasibility of the options and update cost estimates. Engagement with development teams at 81 Newgate St and London Wall West has also taken place this year.

An Outline Options Report was taken to the Streets & Walkways Committee in September 2022 setting out the preliminary designs for the five options and recommending that three options be progressed in more detail. Since then, extensive traffic modelling work has been undertaken and a public engagement exercise took place in December and January. An external design consultant has prepared concept design proposals for a substantial new public space that would be created through the closure of the southern end of King Edward Street. Negotiations with the developer of 81 Newgate St have been positive and will deliver a substantial external funding contribution if the new public space is delivered.



St Paul's gyratory - before



A section of the existing St Pauls gyratory compared to what it may look like in the future



Render of the new square plan proposed for the St Pauls Gyratory project

## Liverpool Street Area Healthy Streets Plan

Development of a plan setting out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy and opportunities created by new developments in the Liverpool Street area.

Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.

- **Project start: 2022/23**
- **Project end date: Healthy Streets Plan 2023/24**
- **Implementation: to be determined**
- **Total budget: £3,400,000**

Work commenced on the Healthy Streets Plan in 2022/23 and will set out requirements for the area associated with wider redevelopment proposals and opportunities in the area. Most of the Crossrail implementation works were completed in 2020/21 and all remaining work will be taken forward within wider area plans.

## Fleet Street Area Healthy Streets Plan

Development of a plan setting out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy and opportunities created by new developments in the Fleet Street area.

Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.

- **Project start: 2020/21**
- **Project end date: Healthy Streets Plan 2023/24**
- **Implementation: 2024/25 – 2034**
- **Total budget: £250,000 (for the plan),**

Following data collection, concept design and engagement with stakeholders, a draft Plan was produced, identifying a series of potential improvements. In January 2023, Committee approved the draft Healthy Streets Plan and public consultation plan. A traffic modelling study exploring the potential for reallocating carriageway space on Fleet Street has been completed for Fleet Street and presented to TfL.

Consultation on the draft Healthy Streets Plan took place in May and June 2023.



Elizabeth Line entrance at Liverpool Street Station

## Pedestrian Priority Programme

Series of street improvements to give more priority to people walking, including traffic access restrictions and pavement widening.

- **Start date: 2021/22**
- **End date: 2024/25**
- **Total budget: £6,000,000**

The approach to delivery has been revised to focus on accelerating permanent improvements without first making interim, temporary changes to widen pavements. This approach avoids technical and practical challenges relating to issues such as drainage and demonstrates better value for money.

In February 2023, it was agreed to make the one way working with contraflow cycling permanent on King Street and King William Street, as well as the closure of Old Jewry at its junction with Poultry. These traffic measures enable pavement widening on King Street and King William Street and public realm improvements on Old Jewry.

A new experiment on Chancery Lane commenced in January 2023 removing through traffic during the day, with the exception of taxis. This approach allows access to businesses but removes through traffic to create a more pleasant street environment.



Experimental schemes on Cheapside (bus and cycle only between Bread Street and Milk Street) and Old Broad Street and Threadneedle Street remained in place with a decision to make these permanent taken in May 2023.

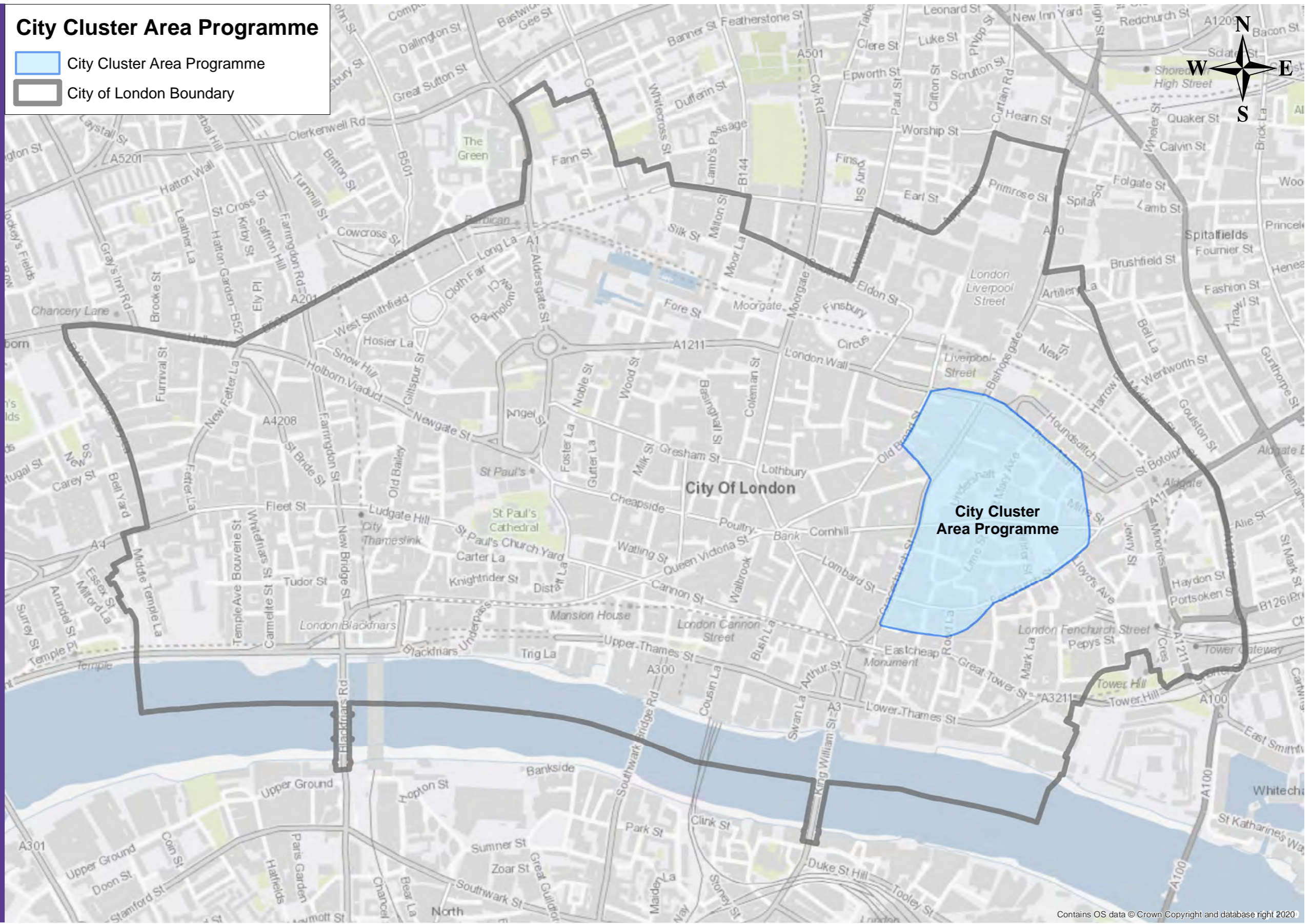


A render of the Pedestrian Priority Programme improvements on King Street

City Cluster Area Programme

City Cluster Area Programme

-  City Cluster Area Programme
-  City of London Boundary



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## City Cluster Area Programme

### Traffic Reduction and Pedestrian Priority Programme

Delivery of the Healthy Streets Plan including pedestrian priority and improvements on St Mary Axe and Leadenhall Street.

- **Start Date: 2019/20**
- **End Date: 2028/29**
- **Total budget: £13,000,000**

The Healthy Streets Plan for this area was completed in 2021, but much of the delivery work was put on hold pending return to work patterns settling and decisions on TfL's experimental restrictions on the Bishopsgate corridor. These restrictions directly affect traffic flows in the area. A decision on the Bishopsgate scheme is anticipated in July 2023. Design work has progressed on Leadenhall Street and St Mary Axe.

### Wellbeing and Climate Change Resilience Programme

A series of greening and public realm schemes.

- **Start date: 2020/21**
- **End date: 2028/29**
- **Total budget: £1,500,000 (Phase 1)**

Work on this programme has been progressing, with good engagement with businesses and the EC BID. Several projects have been identified, approved and are being delivered.

- Bevis Marks SuDS project was completed in June 2023.
- Planned improvements to Jubilee Gardens have progressed to an advanced stage and negotiations on agreement and permission to undertake works with UKPN have concluded. The construction package and programme of works to still to be agreed for start in October 2023.

- Planters and seating are being installed across the area. These have been developed and part funded by the EC BID. Installation to be completed in June 2023.
- Detailed design for St Andrew Undershaft churchyard have been agreed with the Church and formal approvals are awaited. Expected to start on site in early 2024.
- Area wide tree planting has been undertaken, with 10 trees planted this year, and a second phase planned for Autumn 2023.

### Activation and Engagement Programme

On street activations and events.




- **Start date: 2020/21**
- **End date: 2024/25**
- **Total budget: funded externally and also delivered as part of Destination City**

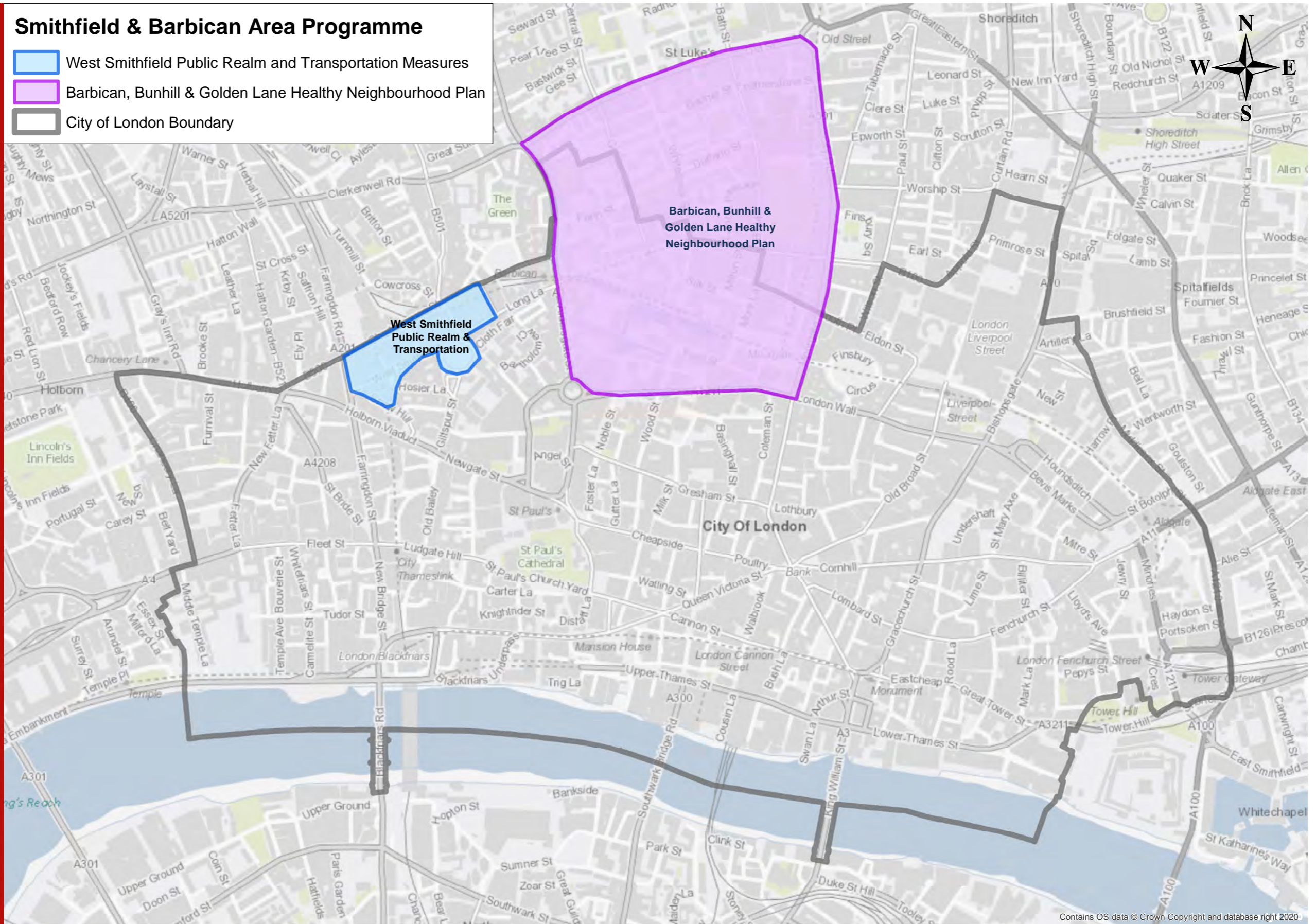
The approach to managing the activation and engagement programme has been reviewed. It has been agreed for the programme to be delivered in partnership with the Destination City team and EC BID.



Render of the Jubilee Gardens

Smithfield & Barbican Area Programme

-  West Smithfield Public Realm and Transportation Measures
-  Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan
-  City of London Boundary



## Smithfield and Barbican Area Programme

### West Smithfield Public Realm and Transportation project

Implementation of public realm and transport measures to support Destination City, the London Museum and future transformation of the Smithfield Market.

- **Start date: 2019/20**
- **End Date: Mid 2030's**
- **Total budget: £715,000 (with additional costs TBC)**

The concept design and associated overarching strategies were completed in July 2022. At this point the programme was paused until decisions regarding the London Museum relocation and the markets consolidation programme were confirmed.

Following the approval of the planning application for the London Museum in April 2023, it was agreed to restart the public realm and transportation project, focussing on Area 1 around the London Museum.

Good progress has been made, with the on-going stakeholder engagement and work on diversity and inclusion. This includes The Seats at the Table installation and associated events being delivered during the London Festival of Architecture in June 2023.

The London Museum Section 278 project was also initiated in February 2023.



An artistic computer-generated render of the view along West Smithfield

## Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan

Barbican Bunhill and Golden Lane Neighbourhood Plan air quality and public realm improvements, joint plan expanded to include areas within Islington.

The Healthy Neighbourhood Plan (HNP) will provide a framework for improvements to streets and the public realm in the area.

- **Start Date:** 2020/21
- **End Date:** 2022/23
- **Total budget:** £141,000

The HNP will set out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy. The area has expanded to work jointly with Islington Council as the plan includes their communities. Developing the plan will include testing the feasibility of proposals for traffic management changes, which then allows improvements to the street and public realm environment. The emerging proposals will reflect the aspirations of residents and other stakeholders and the opportunities arising from development. The project funding does not include the delivery of projects.

A joint public engagement consultation in partnership with Islington Council was completed in March 2023. A report on the engagement will be presented to elected members in July 2023.

Results are being analysed and elected member briefing sessions are programmed for July 2023.



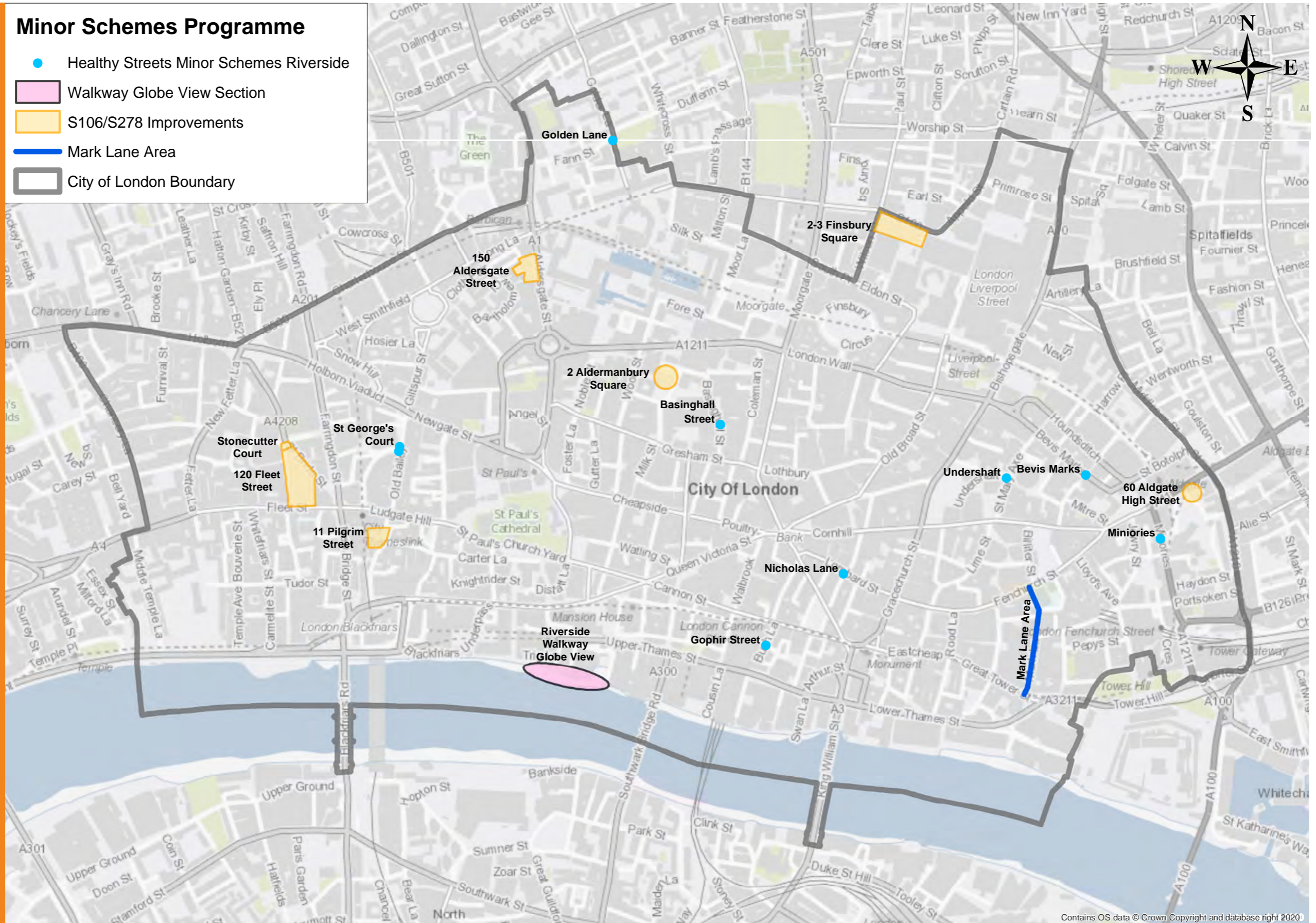
Moor Lane Community Garden



Minor Schemes Programme

Minor Schemes Programme

- Healthy Streets Minor Schemes Riverside
- Walkway Globe View Section
- S106/S278 Improvements
- Mark Lane Area
- City of London Boundary



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## Minor Schemes

### Healthy Streets Minor Schemes

Small scale interventions at targeted locations to reduce road danger, improve accessibility, enhance the walking and cycling experience, and/or deliver bus priority.

- **Start date: Annual rolling programme**
- **Total budget: £325,000**

The Healthy Street Minor Schemes (HSMS) programme delivers targeted improvements to reduce road danger, improve accessibility and give more priority to people walking and cycling. Projects delivered this year:

- Raising the carriageway on the existing zebra crossing on Minories near Aldgate Bus Station
- Raising the carriageway at the informal crossing point on Basinghall Street at Mason's Avenue
- Raising the carriageway on the existing zebra crossing on Golden Lane, near Fann Street
- Raising the carriageway on St George's Court by Old Bailey
- Kerb build-out and raising the carriageway on Limeburner Lane by Old Bailey
- Raising the carriageway at Nicholas Lane by Lombard Street
- Raising the carriageway on the existing signalised crossing on Bevis Marks by Dukes Place
- Raising the carriageway at the junction of Gophir St/Bush Lane
- Installing dropped kerbs on Undershaft

The Charterhouse Square School Street Scheme was made permanent in September 2022. This closes Charterhouse Street to traffic between Monday – Friday, 8.15-9.15am and 3.00-4.00pm when children are being dropped off or picked up from Charterhouse Square School.

Works on Aldersgate Street and Finch Lane by Cornhill have now been stopped due to underground structures/services preventing the installation of drains. Consideration is being given to whether other design options are possible, otherwise it will be taken off the programme.



A raised zebra crossing on Golden Lane

The delivery of the HSMS proposals at both Moorgate sites (by Great Swan Alley and Telegraph Street) have been deferred due to being adjacent to major re-developments.

An Experimental Traffic Order (ETO) for Widegate Street (timed road closure) commenced in June 2022 on Mon - Sun, 11.30am to 9.00pm. A decision on whether to make this permanent will be taken in July 2023.

### Riverside Walkway Globe View section.

Reinstatement and improvement of Thames path.

- **Start date: 2019/20**
- **End Date: 2022/23**
- **Total budget: £650,000**

This covered section of the Thames Path was opened on 22 March 2023.

The Thames Path previously diverted inland at Queenhithe, before a riverside section was opened last year at the Westin London City Hotel. Reopening the section under Globe View provides the final link in the chain.

The work includes remodelling the walkway, removal of obstructive buttresses and ledges and a dynamic architectural lighting scheme to ensure the walkway feels welcoming at all times. This allows the colour to change and adjust for the amount of natural light, into the evening and night time. The works exposed a Victorian cast iron pillar dating back to the site's former use as a riverside warehouse. This pillar has been restored and provides a focal point within the new space.

Page 115



The Riverside Walkway Globe View section improvements with dynamic architectural lighting.

## Mark Lane area

Public realm and walking improvements, with associated changes to traffic management.

- **Start date:** 2020/21
- **End date:** 2023/24
- **Total budget:** £200,000

New London Street public realm improvements have been completed in July 2022. Public realm improvement works on Mark Lane are in progress and are due to be completed by May 2023. The traffic order process for changes to traffic management on Mark Lane and nearby streets is complete, and implementation is due to begin in late Spring/Summer 2023. This consists mainly of raised carriageways at various junctions to reduce vehicle turning speeds and improve accessibility for people crossing, and waiting restrictions to remove obstructive parking at junctions.



New London Street public realm improvements

## Section 106/Section 278 transport and public realm improvements around development sites

Medium and small scale public realm and transport works associated with new developments.

- **Start date – ongoing programme**
- **End date – ongoing programme**
- **Total budget – no overall budget, budgets for individual projects vary.**

This programme incorporates medium and small scale transport and public realm improvements arising from developments. The programme is fully developer funded. The City implements Section 278 projects because of the complex nature of our streets' ancient construction and due to overlapping timeframes of multiple developments in a dense area.

Section 278 projects were initiated this year for seven developments:

- 2 Aldermanbury Square – scope to be determined
- 60 Aldgate High Street - scope to be determined
- 120 Fleet Street – currently working with the developer to develop a design brief for the site. Likely to include pavement widening, planting and public realm improvements
- 150 Aldersgate Street- repaving around building
- 2-3 Finsbury Avenue – scope to be determined
- Stonecutter Court – Design in progress. This will include sections of high quality paving around the site and changes to on-street parking arrangements on St Bride Street.
- 11 Pilgrim Street – Design in progress. This will include a section of raised carriageway at the junction of Pilgrim Street and Pageant master court to improve accessibility.

In 2022/23, progress involved engagement with the relevant developers, and further scheme updates will be reported to Committee individually. Projects are at an early stage of design and will include paving, accessibility, public realm and walking improvements. Those Section 278 schemes which did complete in 2022/23 have been summarised individually in this report.



Public realm improvement in John Carpenter Street

Cycling Programme

Cycle Programme

— Covid-19 Response Cycle Lanes

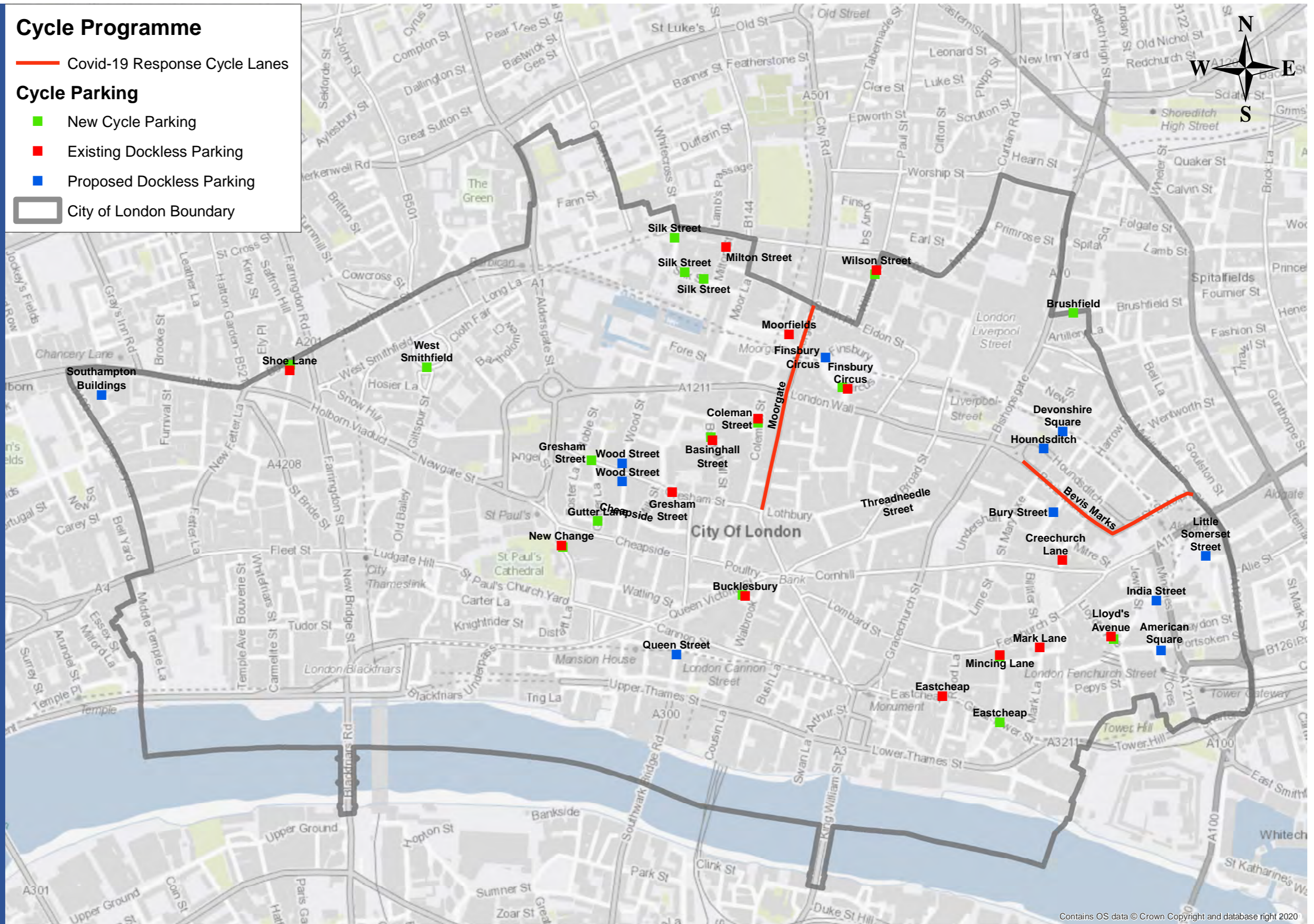
Cycle Parking

■ New Cycle Parking

■ Existing Dockless Parking

■ Proposed Dockless Parking

▭ City of London Boundary



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## Cycling Programme

### City Cycle Network Phase 1

Route 1 C1 to Monument via Bank & Route 2: Aldgate to Blackfriars via Bank.

- **Start date: 2019/20**
- **End date: 2024/25**
- **Total budget: £2,000,000 - £4,000,000**

Route 1 is on hold pending the outcome of TfL's experimental scheme on Bishopsgate and Gracechurch Street. The Bishopsgate scheme will provide a good north-south cycle route, which should provide benefits to people cycling. Plans for Route 1 via Old Broad Street/Liverpool Street will still be developed, with adjustments depending on the Bishopsgate decision. Plans will include considering alternative streets to improve access to additional areas. Parts of this route are currently being delivered through other schemes e.g. on Moorgate where a new experimental scheme is proposed, and King William Street with the pedestrian priority scheme.

For Route 2 (Aldgate to Blackfriars via Ban, including improvements at Mansion House junction with TfL) a review of the preliminary design has progressed with TfL, who is funding the scheme. We are now awaiting initial design approval from TfL following some revisions made to the design. We plan to seek Committee approval to progress and consult on the scheme in September 2023.

### Bevis Marks cycle lane

Protected cycle lane provision.

- **Start date: 2022/23**
- **End date: 2023/24**
- **Total budget: £20,000**

Following feedback from the public consultation, minor modifications have been made to the Bevis Marks experimental cycle lane. A decision on whether the scheme has been successful (in terms of reducing road danger, network resilience and cycling levels) and whether it should be made permanent will be taken by late October 2023.

### Cycle Parking

- **Start date: 2020/21**
- **End date: 2022/23**
- **Total budget: £15,000**

We have identified sites for 120 additional dockless cycle/scooter spaces and these will be implemented in Summer 2023. Five parking stands (50 spaces) for bikes and scooters have been installed as a trial for e-scooter and dockless cycles in March 2023.

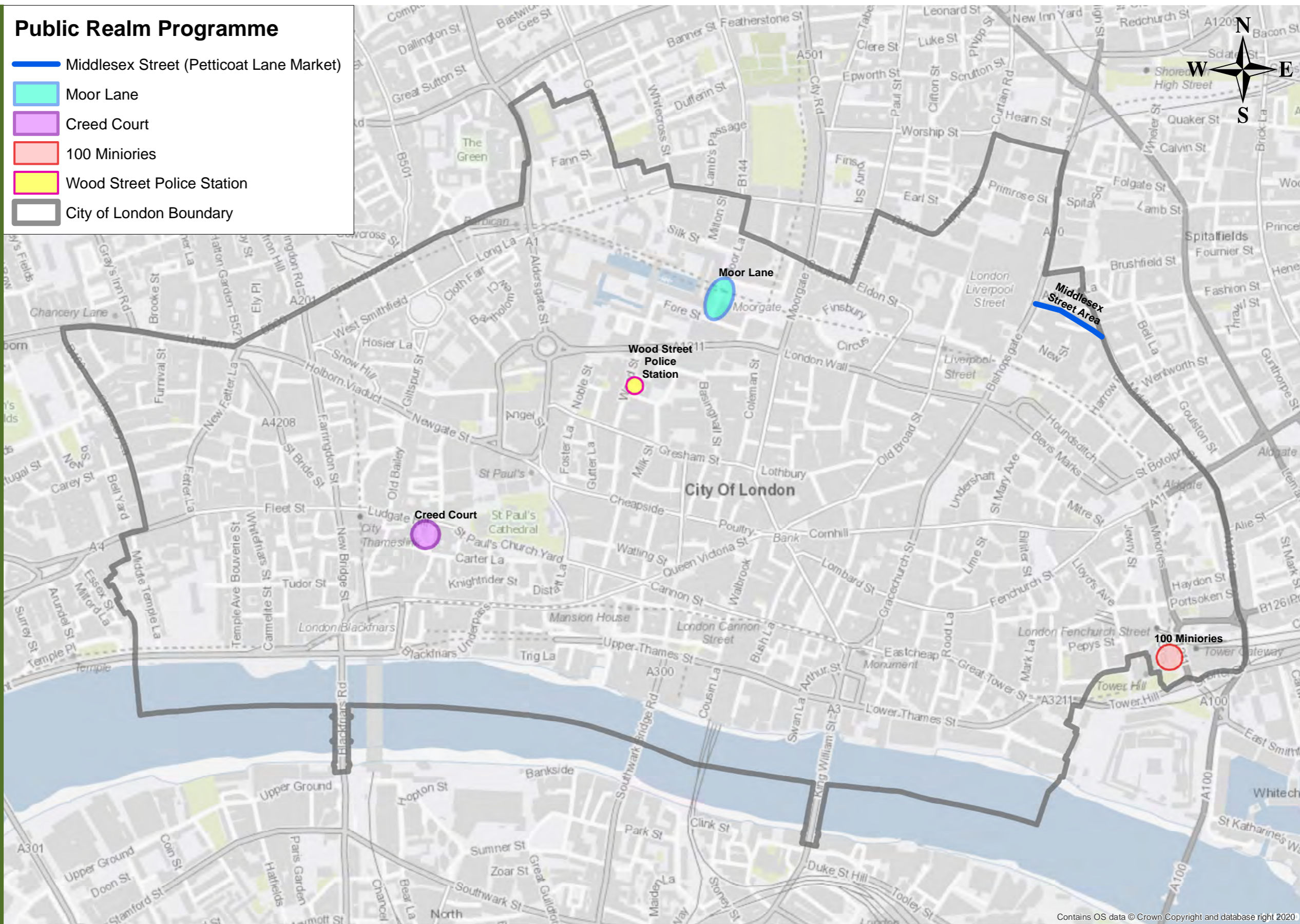
A new type of cycle rack was installed on Silk Street in March 2023. These M-shaped racks are being trialled to see if they provide greater security at a theft hotspot. A further 200 cycle spaces have been agreed as permanent this year, having been installed during the pandemic response.



Guided cycling tour at Smithfield

Public Realm Programme

- Middlesex Street (Petticoat Lane Market)
- Moor Lane
- Creed Court
- 100 Miniories
- Wood Street Police Station
- City of London Boundary



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## Public Realm Programme

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### 1-2 Broadgate

Public realm improvements to accommodate new walking desire lines and increased footfall.

- **Start Date: 2020/21**
- **End Date: 2025/26**
- **Total budget: £900,000**

The Section 278 was finalised, agreeing the design to provide new pavement space. The Section 256 land exchange has been delayed due to issues with deeds of covenant, but these should be resolved to allow the start of the consultation with stakeholders (utilities companies, TfL) in the next financial year, 2023/24.



A render of the public realm improvements at 1-2 Broadgate to accommodate new walking desire lines and increased footfall

## Moor Lane

Public realm improvements including greening.

- **Start date: 2021/22**
- **End date: 2022/23**
- **Total budget: £2,968,680**

This project will improve the walking environment and increase greenery in Moor Lane, whilst accommodating the requirements of the new development at 21 Moorfields.

The design for the eastern pavement, has now been agreed and implementation is expected to begin in early Autumn 2023. The proposals for the western pavement have been revised to incorporate feedback from the 2021 public consultation and ongoing residents' engagement on greening.



Render of the proposed public realm improvements in Moor Lane

## Creed Court

Public realm improvements.

- **Start date: 2020/21**
- **End date: 2023/24**
- **Total budget: £ 650,000**

These Section 278 works will improve the experience of walking, whilst considering servicing needs of the new development, included repaving of pavements around the development in Yorkstone, raising and resurfacing the carriageway in Creed Lane and Ludgate Square and replacing light fittings with heritage style lanterns.

The work around Creed Court was substantially complete by late 2022, with new surfaces and lighting installed in Ludgate Square and Creed Lane. Delays in supply of street furniture mean completion is due by the end of July 2023.



A photo of the public realm improvements at Creed Court

## 100 Minories

Public realm enhancements.

- **Start date: 2017/18**
- **End date: 2023/24**
- **Total budget: £1,500,000 – £1,700,000**

Designs for Phase 1 Section 278 (repaving and highway improvements around the building) have been finalised and agreed. Construction is planned to start in Autumn 2023.

Phase 2 includes the creation of a new green public space. The design includes sustainable urban drainage systems (SuDS) and climate resilient planting. The detailed design has been approved by Committees and construction details are being developed for construction to start in winter 2023.



A render of 100 Minories public realm improvements

## Mansion House Station Environs

Climate resilience measures, walking and public realm improvements. The scope includes Little Trinity Lane and Garlick Hill South.

- **Start date: 2019/20**
- **End date: 2024/25**
- **Total budget: £500,000**

The design work has progressed this year for climate resilience measures, including SuDS and rain gardens to be installed with widened pavements and public realm improvements along routes to the station. Consultation is planned in summer 2023.



A render of proposed Mansion House public realm improvements

## Salisbury Square public realm improvements

The Salisbury Square Development will deliver a new, purpose-built legal facility and courts, and become the new CoL Police Headquarters (HQ).

Public realm improvements linked to the development of a police headquarters, a law court building and commercial floorspace, including enlarged Salisbury Square, landscaping, access and servicing development which include an enlarged, enhanced public space in Salisbury Square, new east-west walking routes between Dorset Rise and Whitefriars Street; pavement / carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill.

- **Start date: 2025/26**
- **End date: 2027/28**
- **Total budget: £3,000,000 – £5,000,000**

This project has commenced in this financial year, with initial developer meetings. We are currently reviewing project design drawings/documentation, with landscape architects and project engineers. The initial Healthy Streets Check, Accessibility and Equalities Impact Assessments have been completed.



A render of Salisbury Square

## Middlesex Street Area: Artizan Street public realm improvements.

Public realm and pavement widening, in combination with changes to building frontage at Middlesex Street flats and shops.

- **Start date: 2016/17**
- **End Date: 2023/24**
- **Total budget: £900,000**

A design for changes to artwork and signage for the shops on the Middlesex Street estate has been developed in consultation with residents and stakeholders. This element of the project will be delivered by the Housing team and coordinated with other works to Middlesex Street Estate. This project is now complete for public realm and streets areas.

## Public Realm Supplementary Planning Document (SPD) and Technical Manual update

Design guidance and technical advice for the public realm.

- **Start date: 2020/21**
- **End Date: 2023/24**
- **Total budget: £100,000**

The status of Supplementary Planning documents is uncertain at present, but the work that has been completed to date is being incorporated into appropriate proposals in the revised Transport Strategy and will guide future decisions.

For the Technical Manual, a sustainability appraisal was undertaken to assess the performance and embodied carbon of the current palette of materials. Following this review, the Technical Manual is in the process of being updated to reflect best practice on material selection, including an update on public realm design features and street furniture. A draft is expected in Autumn 2023.

## Parklets

Seating and planting areas introduced in 8 locations around the city.

- **Start date: 2020/21**
- **End date: 2023/24**
- **Total budget: £500,000**

Infrastructure is on site, with a review currently being undertaken to evaluate each site and assess the long-term viability of each location.

Since the installation of the parklets and seating/greening areas, adjustments to some locations were undertaken due to local constraints, nearby construction sites which required additional space on the streets and in response to how they were utilised. A qualitative and quantitative analysis was undertaken in 2022 to assess which sites are most successful, to inform medium term improvement in those areas.

The project has been well received by local stakeholders and BIDs, with funding for maintenance and upkeep being secured for some sites. The future of the installations are currently being assessed by officers, with the aim of presenting a proposal for a way forward in Autumn 2023.



Seating and planting in Ludgate Hill



Seating and planting in Creechurch Lane

## Cool Streets and Greening Programme

Series of tree planting and other greening in support of Climate Action Strategy.

- **Start date: 2020**
- **End date: 2025**
- **Total budget: £6,800,000**

The programme has been developed in detail and divided into four phases, some within other schemes and some as a specific project. The phases are as follows:

- Phase 1: Pilot projects. Most of these are complete or under construction, including raingardens at Bevis Marks and climate resilient planting on the riverside.
- Phase 2: Incorporation of climate resilience measures into projects. Designs are largely complete and construction is planned for 2023 across a number of sites including Moorgate-London Wall green space, Crescent, Little Trinity Lane and Moor Lane
- Phase 3: City Greening and Biodiversity. This phase includes tree planting, re-landscaping and replanting. 27 trees were planted in March 2023, with more to follow next planting season. Designs have been developed to re-landscape Moorgate/London Wall junction and Finsbury Circus West (to start on site in late 2023/early 2024). 17 sites are due to be replanted later in 2023.
- Phase 4: Sustainable Drainage System schemes (SuDS): Concept designs have been developed for up to five SuDS projects at new sites, including Ludgate Broadway, Lloyds Avenue, Bread Street and Knightrider Court. Locations will be confirmed after feasibility assessment has been progressed in mid-2023.

## Wood Street Police Station

Public realm improvements, including creation of a new public space in Wood Street

- **Start Date: 2022/23**
- **End Date: 2024/25**
- **Total budget: £1,200,000**

This Section 278 project was initiated in May 2022. The design process is underway to create a new public space in Wood Street. We are currently developing options following utility investigations and cost estimates to deliver all the trees in the developer's aspirations.



A render of proposed public realm improvements on Wood Street



## Strategic Transport Projects

### Future Transport Programme

- **Start Date: 2019/20**
- **End Date: Ongoing**
- **Total Budget: Officer time only**

Since Summer 2021, electric scooters (e-scooters) have been available to rent in the City and in a number of London boroughs as part of a trial. Rental e-scooters are provided by three different operators: Dott, Lime and TIER. We are working on providing additional parking space for e-scooters and dockless cycles, and through liaison with operators we aim to encourage better behaviour by riders, particularly when parking cycles and scooters to try and minimise nuisance to other people using pavements.

Since the trial began, more than 1 million trips have been taken across the 10 participating boroughs. The trial of rental e-scooters is expected to run to Autumn 2023.

### Sustainable logistics centre

Feasibility and scheme development for potential co-location of major suppliers including waste collection and courier services.

- **Start Date: 2020/21**
- **End Date: 2022/23**
- **Total budget: £50,000**

Two central London consolidation roundtable events have been held to explore the current challenges and potential solutions to establishing further last mile consolidation centres across central London. Following a feasibility study in 2022, it is no longer recommended for the Corporation to provide or subsidise a logistics or consolidation centre but to focus on supporting activities. The study concluded that the private sector provides upstream consolidation services and downstream site identification support was more useful to provide.

We are working with the City Property Association to develop a consolidation guide for developers, building tenants and facilities management companies. This provides hints and tips on how to establish a consolidation regime and will be published later in 2023.

### Last mile delivery hubs

Delivery of last mile logistics hubs in underutilised City Corporation assets.

- **Start date: 2019/20**
- **End date: 2024/25**
- **Total budget: officer time only**

London Wall car park has now been discounted as a potential location for a last mile delivery hub due to access issues and timescales of the London Wall West development.

The City Corporation is still committed to identifying potential locations for last mile delivery hubs. Discussions continue with City Surveyors to identify potential City Corporation assets. Work is also in progress to consider suitability for other interested delivery providers.

### Kerbside Review

Comprehensive review of on-street parking and loading activity.

- **Start Date: 2019/20**
- **End Date: 2023/24**
- **Total budget £70,000**

The Kerbside review includes all vehicle spaces. Progress has been made in 2022/23 on the Disabled Parking Review. In partnership with Transport for All (TFA), we ran a workshop in December 2022 to gather feedback from Blue and Red Badge holders who work in, live in or frequently visit the City of London. TFA have also been commissioned to provide advice on a survey of Red Badge Holders to gather feedback on on-street disabled parking provision. This will help us understand how disabled parking spaces are used and if they are meeting user needs. The survey is planned for Summer 2023.

Further data collection on occupancy and quality of disabled bays in the Square Mile is programmed for late Spring/Summer 2023 to support the development of final recommendations.

### Electric Vehicle (EV) Infrastructure Action Plan

Action plan to ensure adequate provision of EV charging infrastructure.

- **Start date: 2019/20**
- **End date: 2025/26**
- **Total budget: n/a**

Baynard House EV charge points were opened in November 2022. This provides a hub of six rapid (50kw) charge points with two dedicated for taxi use. These have been delivered in partnership with TfL to provide a network across London, to particularly support the taxi trade.

Sites for a further 5 on-street rapid charging points have been identified and should be put to market tender in 2023/24.



Baynard House EV charge points

## Road Danger Reduction Activity

### Vision Zero

We have completed work on a Road Danger Reduction Collision Data Dashboard. This PowerBI dashboard contains collision and casualty data for the City from 1 January 2017, and we have since updated it to include data to the end of November 2022. The dashboard continues to inform and shape the development of infrastructure schemes across the City, with insight relating to collision and casualty trends.

In Spring 2022, we completed a research commission to help prioritise investment in collision cluster locations. The research considered the latest collision and casualty statistics, recent investment in infrastructure schemes and the potential to reduce road danger and casualty numbers to produce a ranked list of junction locations across the City. This work contributed to the prioritisation of funding for road danger reduction schemes and will be updated on an annual basis.

Work has continued on the development of the Vision Zero action plan, covering the period 2023-2028. Stakeholder engagement, including workshops events and one-to-ones has informed the development of 19 action areas, across the five Safe System themes of Safe Speeds, Safe Streets, Safe Vehicles, Safe Behaviours, and Post-Collision Response. The Plan should be considered for adoption in 2023/24.

### Police partnership work on events and campaigns

During 2022/23, we have continued to collaborate with the City Police to run a variety of road danger reduction events and campaigns. To promote and improve cycle safety and security, the City Police ran 41 workshop sessions and security marked over 750 cycles.

The programme of cycle training has continued, to help ensure that people wishing to improve their on-street ability are able to easily access training and support. 91 people were trained to Bikeability standard during 2022/23. More than 70 people received cargo bike training to help encourage the safe use of cargo bikes for relatively short distance freight trips in the City.

### Roads policing and enforcement

In 2022, the City Police Road Policing teams continued to engage with and educate users of the City's streets, whilst targeting unsafe and

illegal road user behaviour where appropriate. The City Police started recording all engagements and interactions with street users in March last year. In the period since then the Roads Policing team interacted with over 3,000 street users, offering advice, education and support in travelling safely around the Square Mile.

The City Police undertook 686 arrests for road traffic offences in 2022 (up from 595 in 2021), whilst also issuing 1,256 traffic offence reports (TORs) and fixed penalty notices (FPNs).

The safety camera network in the City, made up of red light cameras and speed cameras, was responsible for the issuing of 13,226 notices of intended prosecution (NIPs) from camera captures. (Cameras are on the strategic 'TLRN' network).

In 2022, 408 arrests were made for 'driving or riding under the influence of drink or drugs', an increase of 87 from the previous year. 12 arrests were made for dangerous driving/riding, and a further seven for 'driving/riding without due care'.

130 TORs or FPNs were issued for 'driver/rider distraction' (up from 60 in 2021), 189 for issues relating to insurance (down from 216 in 2021), 133 for 'red light contraventions' (down from 170 in 2021) and 42 for speeding (compared to 75 in 2021).

### Road danger reduction - Safe streets

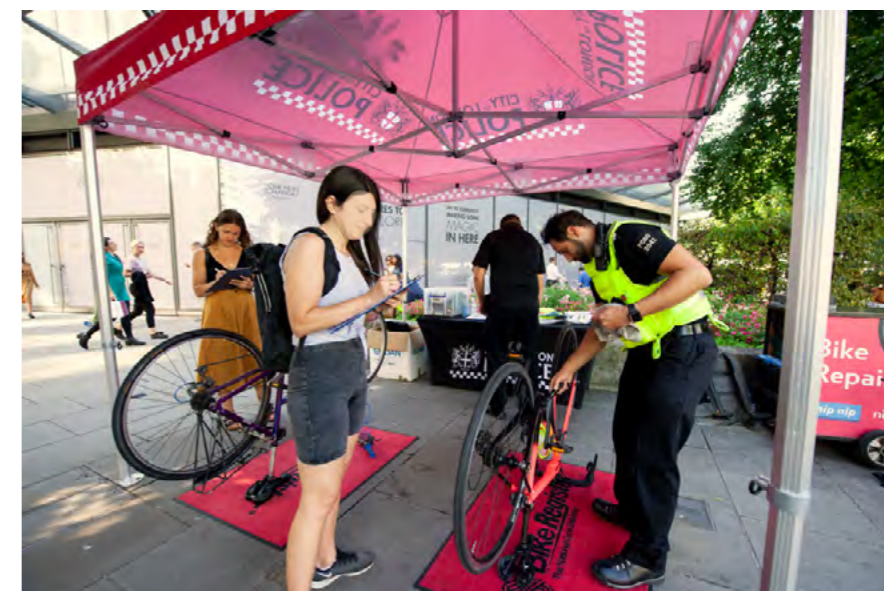
Of the schemes listed above a number have a particular focus on road danger reduction to help mitigate the Departmental road safety risk (ENV-CO-TR 001). These schemes include:

- All Change at Bank.
- St Paul's Gyratory Pedestrian priority programme
- Healthy Streets minor schemes
- Bevis Marks experimental cycle lanes
- Charterhouse school street.

In Spring 2022, we completed the development of the City of London Collision Dashboard. The dashboard, alongside consideration of recent investment in infrastructure schemes and the potential to reduce road danger and casualty numbers, has been used to produce a ranked list of locations across the City that should be the focus for safe streets investment, with the ten priority locations being included in the Vision Zero action plan.



City Police patrolling the streets



City Police at a road danger reduction event engaging with cyclists





# City of London Transport Strategy Delivery Plan 2023/24 – 2028/29

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## Introduction

This Delivery Plan for the [City of London Transport Strategy](#) covers the 5 year period from 2023/24 to 2028/29. It sets out the main projects and initiatives that are delivering the proposals within the Transport Strategy. A short summary of each project is provided, this includes dates, funding source, full project budget where known and an indication of which of the Transport Strategy proposals the project delivers against (see Appendix 5 for a list of proposals).

The Strategy is currently under review, with a revised plan expected to be adopted in spring 2024. In November 2022, the Streets & Walkways Sub-Committee agreed that the Transport Strategy Vision, Aims and Outcomes are still considered relevant and fit for purpose and that an update, rather than a wholesale revision of the Transport Strategy is appropriate. However, any changes that have an impact on the Delivery Plan will be reflected in the next years Delivery Plan which will cover the period between 2024/25 – 2029/30.

## Glossary

Funding sources abbreviations.

OSPR – On Street Parking Reserve

CAS - Climate Action Strategy (City funds)

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

S106 – Section 106 developer funding through planning agreements - the allocation of these has already been approved as funds are ring fenced by purpose, and in most cases by location (approved 2019 July RASC)

S278 – Section 278 developer funding Highway scheme

CIL – Community Infrastructure Levy

## Major Projects Programme

### **All Change at Bank**

Project to provide more space for people walking and enhance the public realm around Bank junction. Changes will simplify the junction creating new areas of public realm with seating and greening. The timings of restrictions and the mix of traffic are currently being reviewed.

Start date: 2013/14

End date: 2024/25

Funding source OSPR, S106, TfL

Total cost: £6,800,000

Delivery of proposals 1, 2, 7, 11, 12, 20, 24

### **St Paul's Gyratory**

This project will partially remove the gyratory system between St Paul's Underground station and the old Museum of London roundabout (the Rotunda). It is linked with two major developments, the redevelopment of the former BT building at 81 Newgate Street and the potential redevelopment of the former Museum of London site.

Phase 1 will partially remove the gyratory system and deliver significant public realm improvements, including a new public square, and provide more space and priority for people walking and cycling.

Start date: 2013/14

End date: 2026/27

Funding source: CIL, OSPR, S278

Total cost: £13,000,000 - 17,000,000

Phase 2 involves the modification of Museum of London roundabout and will be delivered alongside any future redevelopment of the Museum of London site.

Start date: 2026/27

End date: 2030/31

Funding source: S278

Total cost: £9,000,000 – £12,000,000

Delivery of proposals 1, 2, 7, 8, 11, 12, 20, 24

### **Pedestrian Priority Programme**

Series of street improvements to give more space and priority to people walking, including traffic access restrictions and pavement widening.

The programme will make the one way working with contraflow cycling permanent on King Street and King William Street, as well as the closure of Old Jewry at its junction with Poultry. These traffic measures enable pavement widening on King Street and King William Street and public realm improvements on Old Jewry.

A new experimental scheme on Chancery Lane has removed through traffic during the day, except for taxis. Experimental schemes on Cheapside (bus and cycle only between Bread Street and Milk Street) and Old Broad Street and Threadneedle Street remain in place after being made permanent in May 2023.

Start date: 2021/22

End date: 2025/26

Funding source: CoL – CAS

Total cost: £6,000,000

Delivery of proposals 1, 2, 16, 20

### **Cool Streets and Greening Programme**

A City-wide programme of tree planting, re-landscaping, new green spaces, resilient planting, sustainable drainage. Includes monitoring of impacts to inform Climate Action Strategy. Programme consists of dedicated projects such as replanting at St Anne and St Agnes Churchyard and re-landscaping near the London Wall/Moorgate junction and St Peter Westcheap and contributions to other projects including Bank, Crescent (100 Minorities Phase 2) and Little Trinity Lane.

Start date: 2020/21

End date: 2024/25

Funding source: CoL – CAS

Total cost: £6,800,000

Delivery of proposals 1 and 7



## City Cluster Area Programme

The City Cluster area is the densest area of tall buildings and office floorspace both in the Square Mile and across central London. The forecast for future office demand still shows further growth is anticipated, after experiencing some slow down immediately following the Covid-19 pandemic. A Healthy Streets Plan and some work on a public realm vision was completed in 2021, setting the framework for future schemes and opportunities as described below. Much of the work will be delivered in partnership with the City Cluster BID, which the area incorporates.

### **Pedestrian Priority Traffic Reduction and Programme**

Series of street improvements to give more priority to people walking, including traffic management restrictions and pavement widening. Currently focussed on Leadenhall Street and St Mary Axe as key routes. Schemes will provide more space for people walking, improve crossings, and enhance greening and the public realm.

Start date: 2021/22

End Date: 2025/26

Funding source: S106 CIL,

Total cost: £10,000,000

Delivery of proposals 1, 2, 11, 12, 13, 20, 24, 25, 29, 38,

### **Wellbeing and Climate Change Resilience Programme**

The improvement to public spaces including St Helens Churchyard, St Andrews Undershaft Churchyard, Jubilee Gardens and a pilot SUDS project on Bevis Marks and Houndsditch

Start date 2020/21

End date: 2024/25

Funding source S106, CIL, S278, CoL CAS

Total cost: £1,500,000

Delivery of proposals 7, 8, 9, 10

### **Activation and Engagement Programme**

Working with the BID and Destination City to support a series of events and activities that are welcoming and encourage public participation and social engagement. Examples of previous events include Leadenhall Market lunchtime music sessions every Friday; Pride week flashdance; and London Festival of Architecture Urban Playground Installations. Further such activation events will continue.

Start date 2023/24

End date: 2024/25

Funding source: EC BID

Total cost: external funding

Delivery of proposals 7, 13

## Liverpool Street Area programme

This area incorporates the Key Area of Change for the City Plan 2040, for Liverpool Street, including Broadgate and Liverpool Street Station. The new Elizabeth Line station opened in 2022, changing the movements of people through the area. Further significant development is both underway and planned for this area, including at Liverpool Street Station. Some work has been delivered in previous years to accommodate the new Elizabeth Line station opening and a Healthy Streets Plan will set out future requirements and opportunities for the whole area.

### **Liverpool Street Healthy Streets Plan**

Development of a plan setting out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy and opportunities created by new developments in the Liverpool Street area.

Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.

Start date: 2022/23

End date: 2023/24

Funding source: COL/ Officer time

Total cost: £15,000 (Delivery of plan only)

### **Liverpool Street Crossrail Integration**

Further Improvements to the public realm, and in particular the walking environment, around the new Crossrail Station on Liverpool Street. The first phase was completed in 2021/22. The programme of further work will be incorporated within the Healthy Streets Plan.

Start date:2025/26

End date:2027/28

Funding source: S106

Total cost: £1,400,000 (and further to be confirmed)

Delivery of proposals 1, 2, 7, 12, 20, 47

### **1 – 2 Broadgate**

Public realm improvements to accommodate new walking desire lines and increased footfall associated with the development of 1-2 Broadgate.

Start date 2020/21

End date: 2025/26

Funding source: S278

Total cost: £900,000

Delivery of proposals 2, 5, 7

### **Finsbury Circus Western Arm**

Improvement and reinstatement after Crossrail station works, including carriageway, an enhanced public realm and further greening and tree planting where possible.

Start date 2024/25

End date: 2025/26

Funding source: S106 and Cool Streets and Greening Programme

Total Cost: £TBC

### **Moorgate Area**

Improvements to transport and public realm enhancements on Moorgate and around Moorgate Station, including: walking and cycling improvements to junctions at Ropemaker Street and London Wall, improvements to Moorgate (north of London Wall) and public realm improvements including Moorfields North.

Start date 2019/20

End date: 2026/27

Funding source: S278, OSPR CIL S106

Total cost: £6,000,000 + (Of which £3.09m is currently approved. Remainder subject to further funding bid)

Delivery of proposals 1, 2, 7, 20, 47

## Fleet Street Area Programme

The neighbourhoods bordering Fleet Street and Ludgate Hill are an area of significant development both underway and planned. The area incorporates the Fleet Street and Ludgate Key Area of Change identified in the emerging City Plan 2040 and the Fleet Street Quarter BID.

### **Fleet Street Area Healthy Streets Plan**

Development of a plan setting out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy and opportunities created by new developments in the Fleet Street area.

Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.

Start date 2020/21

End date: 2023/24

Funding source: S106/ external source

Total cost: £276,000

Delivery of proposals 1, 2, 11, 12, 20, 38

### **Salisbury Square public realm improvements**

Public realm improvements linked to the development of a police headquarters, a law court building and commercial floorspace, including enlarged Salisbury Square, landscaping, access and servicing development which include an enlarged, enhanced public space in Salisbury Square, new east-west walking routes between Dorset Rise and Whitefriars Street; pavement / carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill.

Start date 2022/23

End date: 2025/26

Funding source: Unilateral Undertaking (equivalent of a S278 for projects when the City Corporation is the developer)

Total cost: £3,000,000 - £5,000,000 (TBC)

## Smithfield and Barbican Area Programme

The Smithfield and Barbican programme covers the Barbican and Golden Lane area, the City's largest residential area. The cultural offer in the Barbican also attracts significant numbers of visitors each year. The Smithfield area will see significant change with the move of the Meat Market to outside the Square Mile, along with the relocation of the Museum of London.

### **West Smithfield Public Realm and Transportation measures/ London Museum S278 project**

The project aims to provide new public spaces and improved environment in Smithfield area to be delivered in line with the City Corporation's Transport Strategy, the Climate Action Plan and Destination City. With the Museum of London move in the General and Poultry Markets, the announcement of the Meat Market to be consolidated outside the City, as well as the opening of Crossrail stations in Farringdon and Farringdon East, there and the anticipated major increase of number of visitors in the area. This project incorporates the development of the Smithfield Healthy Streets Plan and aims to provide a welcoming and sustainable environment for all. The project will be delivered in phases to align with key projects in the area as follows:

Area 1: to support Museum relocation to West Smithfield, including works associated with the London Museum S278 project.

Area 2: to support future Meat Market transformation following its proposed relocation. Incorporates Smithfield section of Barbican & Smithfield - Healthy Streets Plan.

Start date 2019/20

End date: 2026/27

Funding source: CoL, S106 OSPR

Total cost: £12,000,000

Delivery of proposals 2, 7, 12

### **Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan**

Working in partnership with Islington Council to develop a plan setting out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy and opportunities created by new developments in the Barbican, Bunhill & Golden Lane area.

Start date: 2020/21

End date: 2023/24

Funding source: OSPR

Total cost: £141,000

Delivery of proposals 2, 7, 12

### **Moor Lane public realm enhancements**

Public realm enhancements on Moor Lane to provide greening and an improved walking environment, including widened pavements. The works to east pavement on Moor Lane are planned to start in July 2023 with west pavement works scheduled from September 2023 to March 2024.

Start date: 2021/22

End date: 2024/25

Funding source: S106,S278, CoL - CAS

Total cost: £70,000 (temp scheme) + £6,000,000

Delivery of proposals 2, 5, 7

## Minor Schemes Programme

This programme includes a number of minor schemes to address relatively small areas or issues, that when combined deliver significant incremental change to the City streets. These schemes include addressing road danger issues, making streets accessible to all, and small scale S278 schemes directly associated with new developments.

### Healthy Streets minor schemes

Small scale interventions at targeted locations to reduce road danger, improve accessibility, enhance the walking and cycling experience, and/or deliver bus priority. This includes raised entry treatments, raised zebra crossings, informal crossings and dropped kerbs. Identified schemes are:

- Moorgate by Great Swan Alley Raised junction
- Coleman St/Masons Av Raised pedestrian crossing
- Moor Lane by Silk Street Raised zebra crossing
- Silk St by Milton St Raised zebra crossing
- New Fetter Lane Raise existing zebra crossing, raised crossing and junction with Fetter Lane and narrowing of junction
- Fenchurch Street/Lime Street Junction safety improvements
- Ludgate Hill/Old Bailey Junction safety improvements
- Fenchurch St/Leadenhall St Junction safety improvements
- Newgate St/Old Bailey Junction safety improvements
- Holborn Viaduct/Snow Hill junction Junction safety improvements

Start date: 2023/24

End date: 2028/29

Funding source: TfL – LIP

Total cost: £400,000 (for 2023/24)

Delivery of proposals 1, 2, 16, 20

### Mark Lane area

Transport and traffic management improvement works on Mark Lane and nearby streets including raised carriageway at junctions to reduce speed and improving accessibility.

Start date: 2020/21

End date: 2023/24

Funding source: S106/S278

Total cost: £200,000

## **Section 106/Section 278 transport and public realm improvements around development sites**

Section 278 projects associated with developments were initiated in 2022/23 year for seven developments, each will be developed and implemented over the period of this plan. The timescale for implementation will vary depending on developer agreement, and the impact of any other works in the specific area. Schemes in progress:

- 2 Aldermanbury Square – scope to be established
- 60 Aldgate High Street - scope to be established
- 120 Fleet Street –to include pavement widening, planting and public realm improvements
- 150 Aldersgate Street- repaving around building
- 2-3 Finsbury Avenue – scope to be established
- Stonecutter Court – to include sections of high quality paving around the site and changes to on-street parking arrangements on St Bride Street.
- 11 Pilgrim Street – to include a section of raised carriageway at the junction of Pilgrim Street and Pageantmaster Court to improve accessibility.

Further projects will be added as S278s are agreed for new developments.

Start date: 2022/23

End date: 2028/29

Funding source: S106/S278

Total cost: TBC

## **Accessible crossings**

Audit of streets and programme of minor works to address accessibility issues for locations not within other schemes and projects. This will utilise the Streets Accessibility Tool, to identify locations where we need dropped kerbs, incorrect or missing tactiles, pavement obstructions and any other features which impact the accessibility of our streets. Work will be delivered through Healthy Streets minor schemes programme.

Start date: 2023/24

End date: 2024/25

Funding source: TfL – LIP

Total cost: £15,000

Delivery of proposals 1, 2, 11, 16



## Cycling Infrastructure Programme

The Transport Strategy includes proposals to further develop the cycle network that provides safe and comfortable routes across the City. These routes tie in with the London wide cycle network and are delivered in partnership with TfL. Parking for cycles and 'dockless' e-bikes and e-scooters is also provided, with new locations and styles to improve cycle security and better manage parking so that the impact on other people using pavements is minimised.

### **City Cycle Network Phase 1**

Development and delivery of improvements to:

Route 1: Wilson Street (Cycleway 1) to Monument via Bank

Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)

Start date: 2019/20

End date: 2027/28

Funding sources: TfL

Total cost: £2,000,0000 - £4,000,000 (allocation not confirmed)

Delivery of proposals 1, 11, 12, 20, 24

### **City Cycle Network Phase 2**

Development and delivery of improvements to:

Route 3: Duke's Place to St Paul's Gyratory

Route 4: Bank to Holborn

Start date: 2023/24

End date: 2027/28 (Route 3), 2029/30 (Route 4)

Funding sources: TfL

Total cost: TBC

Delivery of proposals 1, 11, 12, 20, 24

### **Bevis Marks,**

Installation of protected cycle lane on Bevis Marks

Start date: 2022/23

End date: 2023/24

Funding sources: TfL

Total cost: £20,000

Delivery of proposals 1, 11, 12, 20, 24

### **Moorgate**

Installation of protected northbound cycle lane between junction with Lothbury/Gresham Street and Moorgate.

Start date: 2022/23

End date: 2023/24

Funding sources: TfL

Total cost: £35,000

Delivery of proposals 1, 11, 12, 20, 24

### **Cycle Parking**

Rolling programme to provide new and improved parking for private cycles and parking bays for dockless cycles and e-scooters

Start date: 2020/21

End date: 2028/29

Funding sources: CoL, LIP, Dockless operators

Total cost: £65,000 (for 2023/24)

Delivery of proposal 25

## Public Realm Programme

This programme includes a series of public realm improvements, mostly associated with new development. The programme provides higher quality materials, ensures continuity of style around the City, and now incorporates some of the Climate Action Strategy funded elements to include more tree planting and greening on our streets. Provision of SuDS and climate resilient materials is also becoming standard in the public realm works.

### **Creed Court – public realm improvements, including S278 works**

S278 works to improve the walking environment, including repaving of pavements, raising and resurfacing the carriageway in Creed Lane and Ludgate Square and replacing light fittings with heritage style lanterns

Start date: 2020/21

End date: 2023/24

Funding sources: S106/S278

Total cost: £750,000

Delivery of proposals 2, 5, 7

### **100 Minorities public realm enhancements**

S278 funded repaving and highway improvements around 100 Minorities and the creation of a new green public space. The design includes sustainable urban drainage and climate resilient planting.

Start date: 2019/20

End date: 2023/24

Funding sources: S106, S278, CAS

Total cost: £1,000,000 - £1,200,000

### **Mansion House Station Environs**

Climate resilience measures, walking and public realm improvements on Little Trinity Lane and Garlick Hill South

Start date: 2019/20

End date: 2023/24

Funding sources: S106, CAS

Total cost: £400,000

Delivery of proposals 1, 2, 7

**Middlesex Street (Petticoat Lane Market)**

Public realm improvements to support a rejuvenated market and give more priority to people walking.

Start date: 2020/21

End date: 2023/24

Funding sources: S106

Total cost: £900,000

Delivery of proposals 2, 6, 13

**Parklets**

Temporary seating and planting areas at a number of locations around the City. These will be reviewed to see if it is appropriate to make them permanent.

Start date: 2020/21

End date: 2024/25

Funding sources: TBC

Total cost: TBC

Delivery of proposals 1, 7

## Strategic Transport Projects

The Strategic Transport projects cover initiatives and project areas that have been identified to help deliver the Transport Strategy. This includes feasibility work, analysis and studies that inform work of other teams, such as collision analysis. Also included are projects that initiate new areas of work ahead of becoming business as usual, for example Electric Vehicle Infrastructure, which is now gradually moving into a state of standard provision.

### **Collision analysis and mitigation**

Feasibility work to consider deliverability and priority for mitigation and improvement at the ten locations with the highest collision and personal injury rates:

1. London Wall / Moorgate
2. Holborn Circus
3. Aldgate High Street (Outside Aldgate Station)
4. Newgate Street / Warwick Lane
5. Aldersgate Street / Long Lane (Outside Barbican Station)
6. Fleet Street / Bouverie Street
7. London Wall / Old Broad Street
8. Fenchurch Street / Lime Street
9. Fetter Lane / New Fetter Lane
10. Fenchurch Street / Mincing Lane

Start date: 2023/24

End date: 2024/25

Funding sources: OSPR/LIP

Total cost: TBC

Delivery of proposals 20

### **Public Realm Vision and Technical Manual update**

Update of the Public Realm Vision and a Technical Manual for the public realm materials. The national status of Supplementary Planning Documents is being reviewed, therefore current plan is to use the work from the vision as a guide but without formal adoption.

Start date: 2020/21

End date: 2023/24

Funding sources: S106

Total cost: £100,000

Delivery of proposals 2, 5, 7, 8, 17, 26,

### **City of London Streets Accessibility Tool (CoLSAT)**

Further work to extend the tool to cover people who use a cycle as their primary mobility aid. We will also review and improve quality / confidence scores for mobility scooter users. Also includes delivery of training to members and officers.

Start date: 2023/24

End date: 2024/25

Funding sources: City funds – local risk and officer time

Total cost: £5,000

Delivery of proposals 1, 2, 11, 16

### **Sustainable Servicing Programme**

Policy and guidance working with TfL, to develop guidance for operators. We aim to assist a shift to cargo bikes for service operators, those such as lift mechanics and electricians for example; and provide other ancillary facilities such as secure storage. The overall aim is to reduce the amount of motor vehicles used for this activity.

Start date: 2023/24

End date: 2024/25

Funding sources: CoL

Total cost: - officer time

Delivery of proposal 39

### **Shared use review for walking and cycling areas**

Review of locations where people walking and cycling share the same space to consider whether any changes are needed.

Start date: 2024/25

End date: 2025/26

Funding sources: CoL

Total cost: - officer time

Delivery of proposals 1, 2, 20, 24

### **Last mile delivery hubs**

Work with neighbouring boroughs and TfL to identify opportunities and find locations for delivery hubs. We will also work with City Property Association to produce a guide to consolidation and use of alternative methods of delivery.

Start date: 2019/20

End date: 2024/25

Funding sources: CoL

Total cost: officer time

Delivery of proposals 2, 11, 32, 38, 39

### **Kerbside Review**

Comprehensive review of on-street parking and loading activity with recommendations for changes where appropriate. Including development of a kerbside strategy.

Start date: 2023/24

End date: 2024/25

Funding sources: LIP

Total cost: £100,000

Delivery of proposals 11, 14

### **EV Infrastructure Action Plan**

Following an assessment of demand for new charging infrastructure up to five locations for new charging points will be put to market in 2023/24 and 2024/25.

Start date: 2019/20

End date: 2024/25

Funding sources: DfT; CoL

Total cost: TBC

Primary delivery proposal: 30

### **Access for disabled people travelling by taxi and private hire**

Work with London Councils to develop and trial a system to allow access to otherwise restricted streets for disabled people using Taxicard to travel by taxi or private hire vehicle.

Start date: 2023/24

End date: 2024/25

Funding sources: CoL

Total cost: £10,000

Primary delivery proposal: 16

## Events and Campaigns

This section describes the series of events that support Destination City and the BIDs, and help to provide more amenity and enjoyment on our streets. Campaigns are aimed at further education and engagement to improve behaviour, particularly around issues relating to road danger and anti-social behaviour. These campaigns are developed and delivered in partnership with the City Police and some wider national and London campaigns with TfL and neighbour boroughs.

### **Lunchtime Streets**

Working in partnership with the BIDs to deliver temporary closures of streets to allow for activities and events.

Start date: 2019/20

End date: Ongoing

Funding sources: TfL – LIP

Total cost: £10,000 (for 23/24)

Primary delivery of proposals: 1, 6, 13

### **Road Danger Reduction Campaigns**

Opportunities to align with national campaigns, along with locally targeted behaviour change and community engagement activity to reduce road danger. This will be delivered in partnership with the City of London Police.

Start date: 2019/20

End date: Ongoing

Funding sources: TfL – LIP

Total cost: £25,000 (for 23/24)

Primary delivery of proposals: 6, 13, 20, 21, 34.



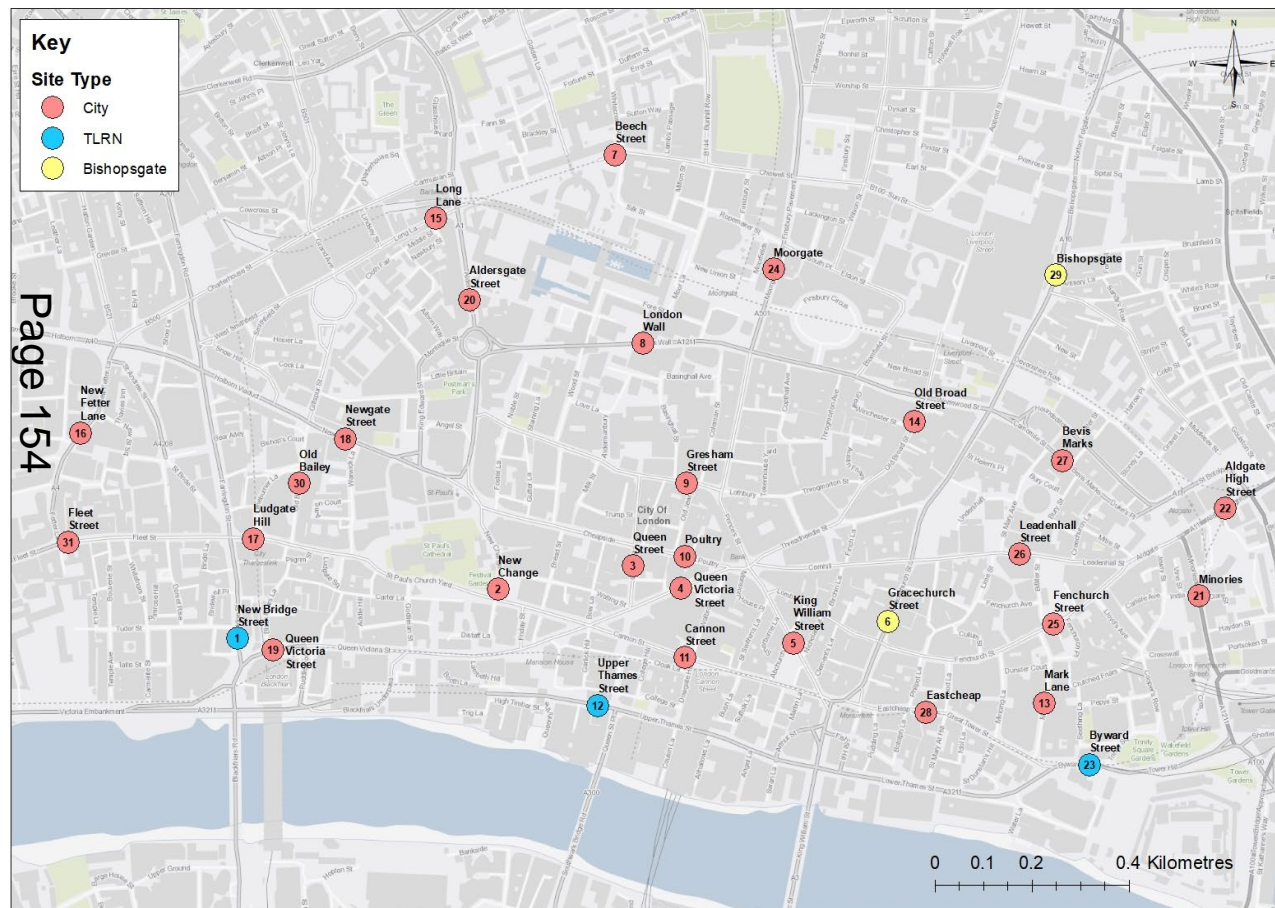
# City Streets 2023 summary report

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# Traffic and pedestrian count data

The City of London Corporation has conducted a City-wide traffic survey roughly every two years during the autumn since 1999 to better understand the levels and patterns of traffic in the City. These surveys specifically collect data on the volumes and types of modes using the City's streets. The survey was expanded in 2016 from 12 to 24 hours in length and in 2017 to include data collection on pedestrian footfall in the City as well as vehicle activity.



The most recent traffic survey was conducted on 23rd November 2022 at 31 sites across the City, 30 of which are currently used in reporting. The distribution of sites has been selected to ensure a representative spread of types and locations in the City are sampled as part of the survey. In 2023 this included:

- 3 sites on the Transport for London Road Network (TLRN)
- 2 sites on the Bishopsgate/ Gracechurch Street Corridor
- 26 sites on Local and City Access streets

All traffic data collected includes both local and through traffic.

Data is collected on a variety of different modes of travel. A detailed summary of mode classes can be found in Table 1 on page 3.

<b>Private Cars and Private Hire Vehicles (PHV)</b>	Includes private hire and minicab vehicles such as Uber and Addison Lee
<b>Taxis</b>	Black Cabs/Hackney Carriages
<b>Motorcycles</b>	Includes motorcycles and mopeds
<b>Vans</b> (Light Goods Vehicles or LGV)	Includes all goods vehicles up to 3.5 tonnes gross vehicle weight and all car delivery vans
<b>Lorries</b> (Heavy Goods Vehicles or OGV1/2)	Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or more axels
<b>Buses and coaches</b>	Includes TfL buses, coaches, and tourist buses/open-top buses
<b>Cycles</b>	includes all personal cycles, dockless cycle hire cycles such as Lime and HumanForest bikes, TfL Cycle Hire (Santander) cycles, e-bikes, cargo cycles and adapted cycles such as tricycles and hand cycles
<b>Scoters</b>	Includes all personal and rental push and powered scooters
<b>Rollerblades and skateboards</b>	Includes electric skateboards and boards with one wheel
<b>Pedestrians</b>	includes people walking, in wheelchairs, in assisted mobility scooters, and those being pushed in prams or in other assisted mobility devices

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## 1 Counted mode classifications

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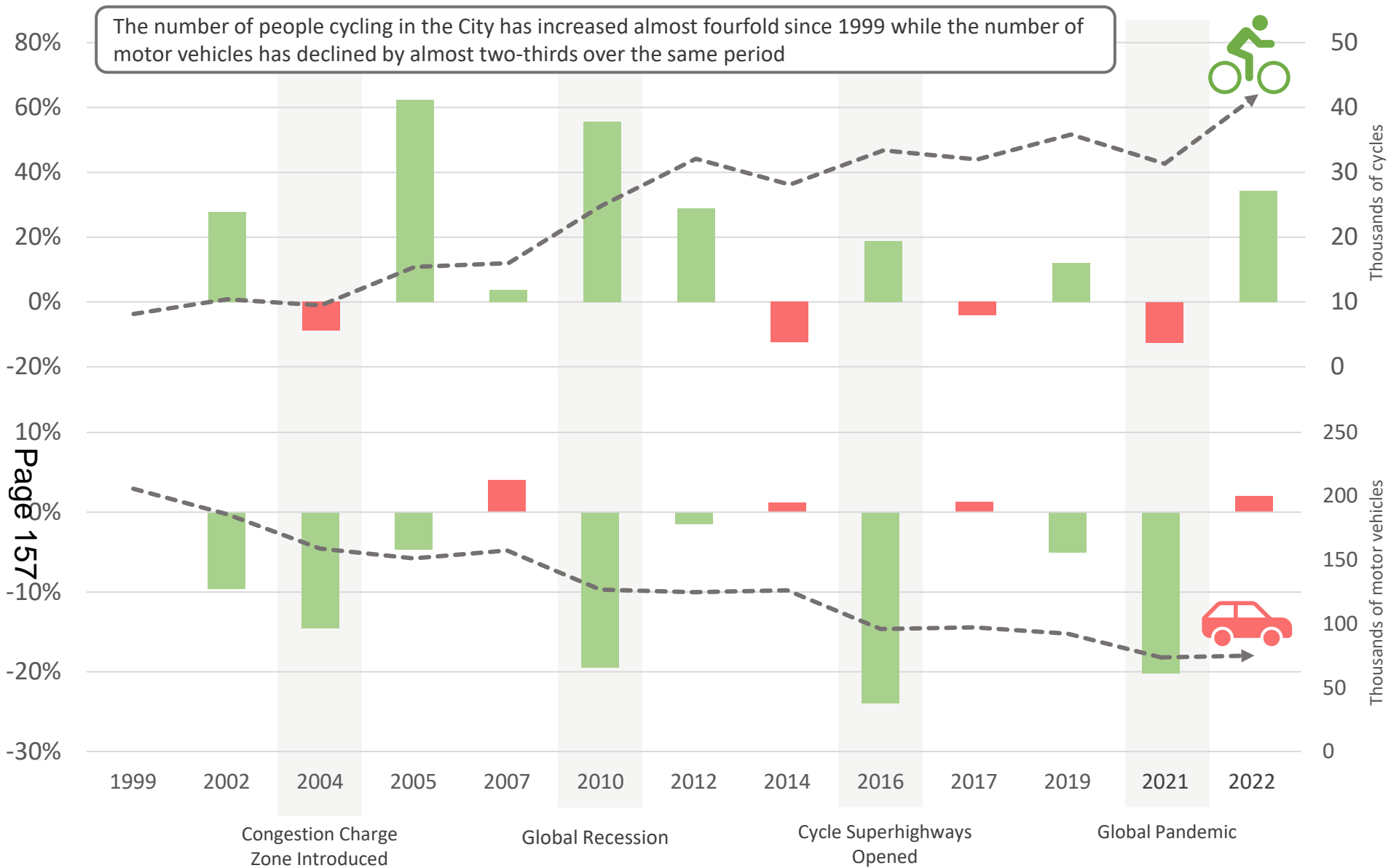
Figure 2 on page 5 shows long-term trends of the numbers of motor vehicles and people cycling during a 12-hour (7am – 7pm) period at a subset of 12 sites across the City.

The number of motor vehicles counted has decreased nearly two-thirds since 1999. Most of the decrease in volumes has been observed during or immediately after significant changes or events in the City of London or the global economy, including the introduction of the Congestion Charge Zone in 2003, the Global Recession in 2008-09, the introduction of Transport for London's Cycle Superhighways in the City in 2015-16 and most recently the COVID-19 Pandemic in 2020-22. In contrast the number of cycles counted has increased nearly four-fold since 1999. Most of this increase took place between 1999 and 2012.

Most of the changes observed in the numbers of motor vehicles and people cycling are in alignment with City of London Transport Strategy policies and targets to reduce the number of motor vehicles and increase the number of people cycling. Data collected for 2022 continued a positive trend for cycling volumes but found the number of motor vehicles counted on our streets had decreased from 2021. Progress against the Transport Strategy's key targets is summarised below:

- Page 156
- The number of motor vehicles counted over a 24-hour period has decreased 26% since 2017, exceeding our 2030 target of a 25% reduction
  - The number of freight vehicles counted over a 24-hour period has decreased 14% since 2017, nearly meeting our 2030 target of a 15% reduction
  - The number of freight vehicles counted during the morning and evening peak periods has decreased 11%, which is not on-track for meeting our 2030 target of a 50% reduction
  - The number of cycles counted over a 24-hour period has increased 7% since 2017, which is not on-track for meeting our 2030 target of a 50% increase

A full list of the City of London Transport Strategy's key targets can be found in Table 10 on page 17. Please note that the survey method for some figures (denoted in italics) was revised in 2022 so these figures are not directly comparable to original targets.



## 2 Long term trends in motor vehicle and cycle volumes

(12 locations, 1999-2022, 7:00-19:00, Autumn counts)

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Figure 3 on page 7 shows the change in the numbers of motor vehicles and cycles counted in our 2019, 2021, and 2022 surveys.

In 2022, over the 24-hour count period across our 30 sites a total of:

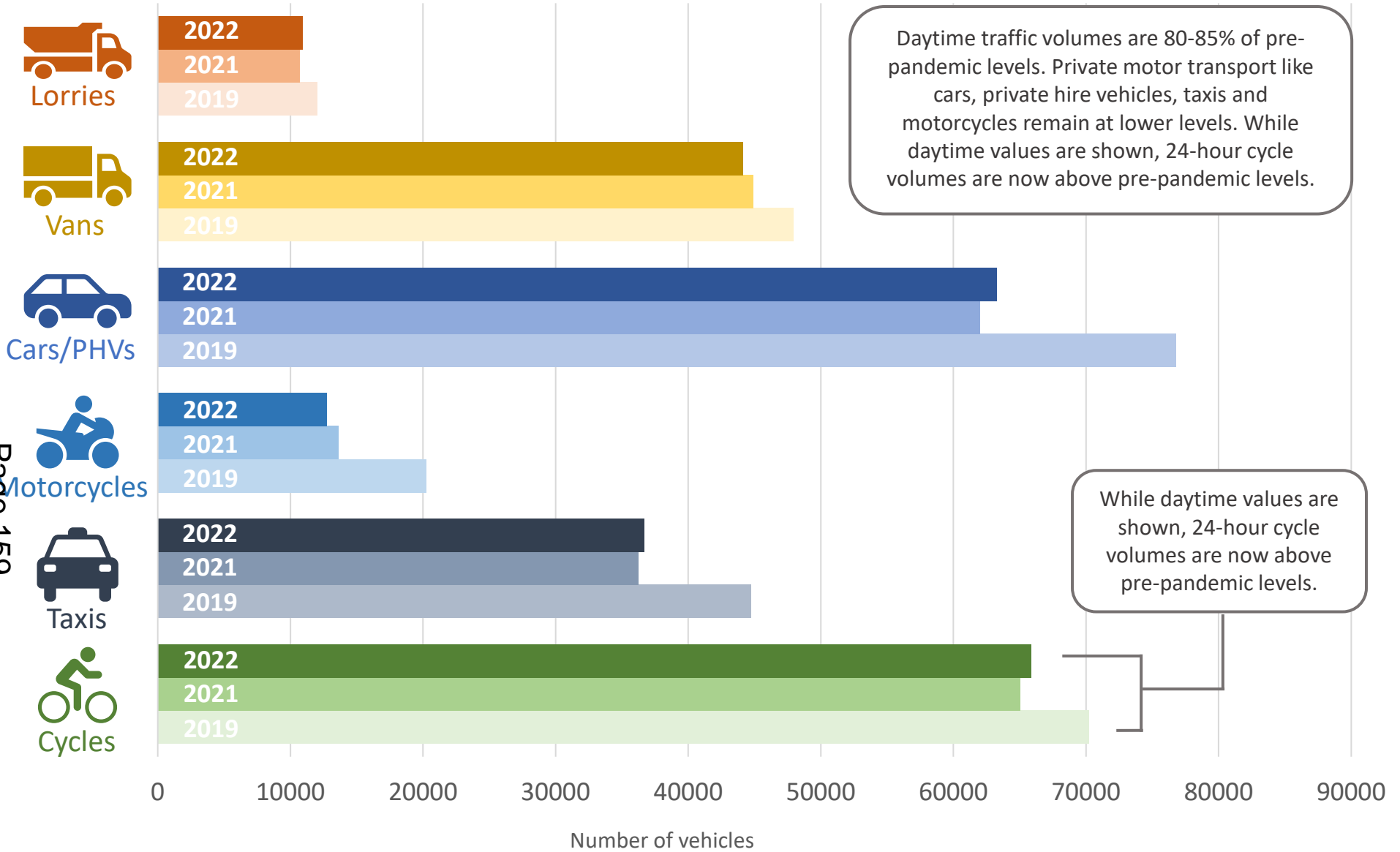
- 299,454 motor vehicles were counted, a 20% decrease from 2019 pre-pandemic levels
- 88,827 people cycling were counted, a 2% increase from 2019 pre-pandemic levels
- 670,146 people walking were counted, a 35% decrease from 2019 pre-pandemic levels

The number of motorcycles, taxis, cars and private hire vehicles counted in 2022 are further below 2019 pre-pandemic levels than other modes such as lorries or vans. In the case of taxis and private hire vehicles there has been a decline both in London and nationally in the number of licensed taxis and private hire vehicles from pre-pandemic levels, with the number of licensed taxis and private hire vehicles in London at 73% and 91% of pre-pandemic levels respectively. More in-depth stats are available in from [data.gov.uk](https://data.gov.uk).

Figure 4 on page 8 shows the proportions of vehicles on City streets in 2019, 2021 and 2022. In 2022, people cycling made up a greater proportion of counted traffic than cars and private hire vehicles (27% and 26% respectively).

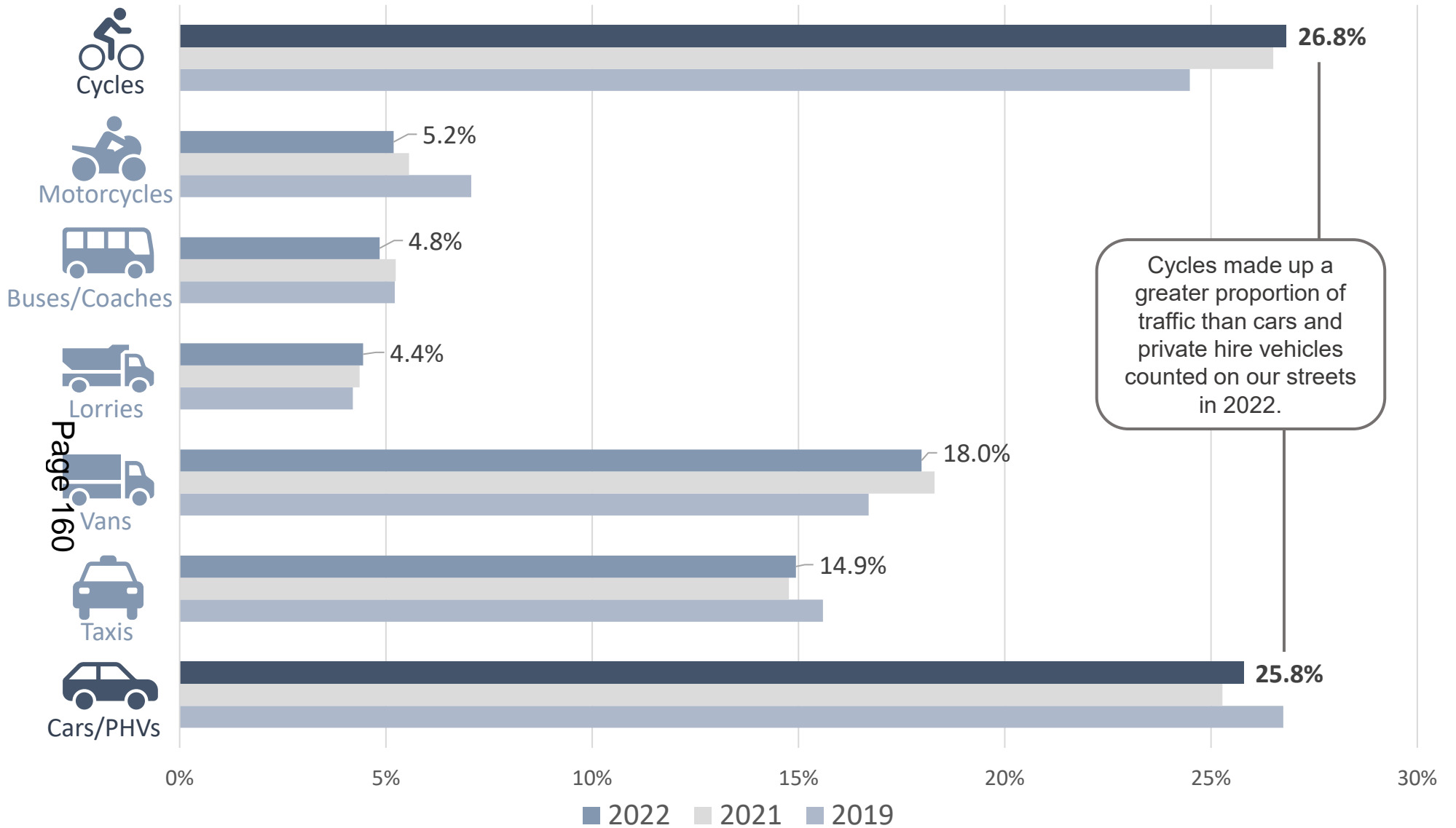
Figure 5 on page 9 shows the breakdown of counted vehicles and people walking by hour across the entire 24-hour count period in our 2022 traffic count. A third of all vehicle and people counted in the 24-hour survey were observed in just four hours between 8:00-10:00 and 17:00-19:00. Across the day, the number of people counted walking and cycling make up more than two-thirds of all counted traffic. Motor traffic volumes appear to plateau from around 10:00 and remain at a relatively consistent level throughout the day.

Figure 6 on page 10 shows the breakdown of the counts of people walking by hour across 24-hours in 2019 count and our most recent 2022 count. The number of people counted in November 2022 was at 65% of 2019 pre-pandemic levels. Between 9:00 and 10:00 there were 50% fewer people counted in 2022 than in 2019. Evening footfall has recovered better than daytime footfall and is at approximately two-thirds of 2019 pre-pandemic levels. Overall, count data suggests that a greater proportion of walking occurs outside of peak periods when comparing 2022 and 2019 pre-pandemic count data.



### 3 Changes in daytime traffic volumes from 2019 to 2022

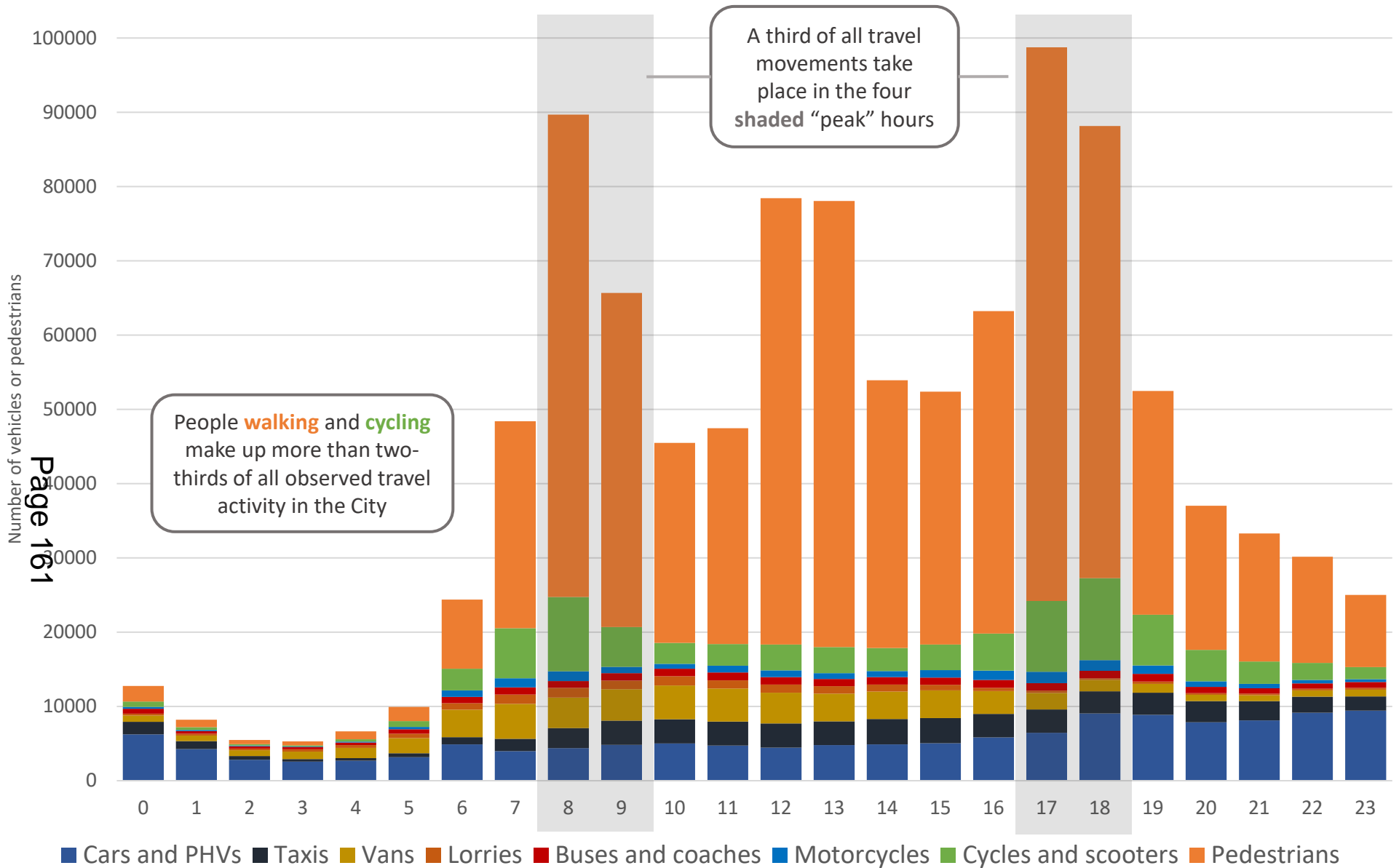
(30 locations, 2019-2022, 7:00-19:00, Autumn counts)



## 4 Changes in daytime traffic mode share from 2019 to 2022

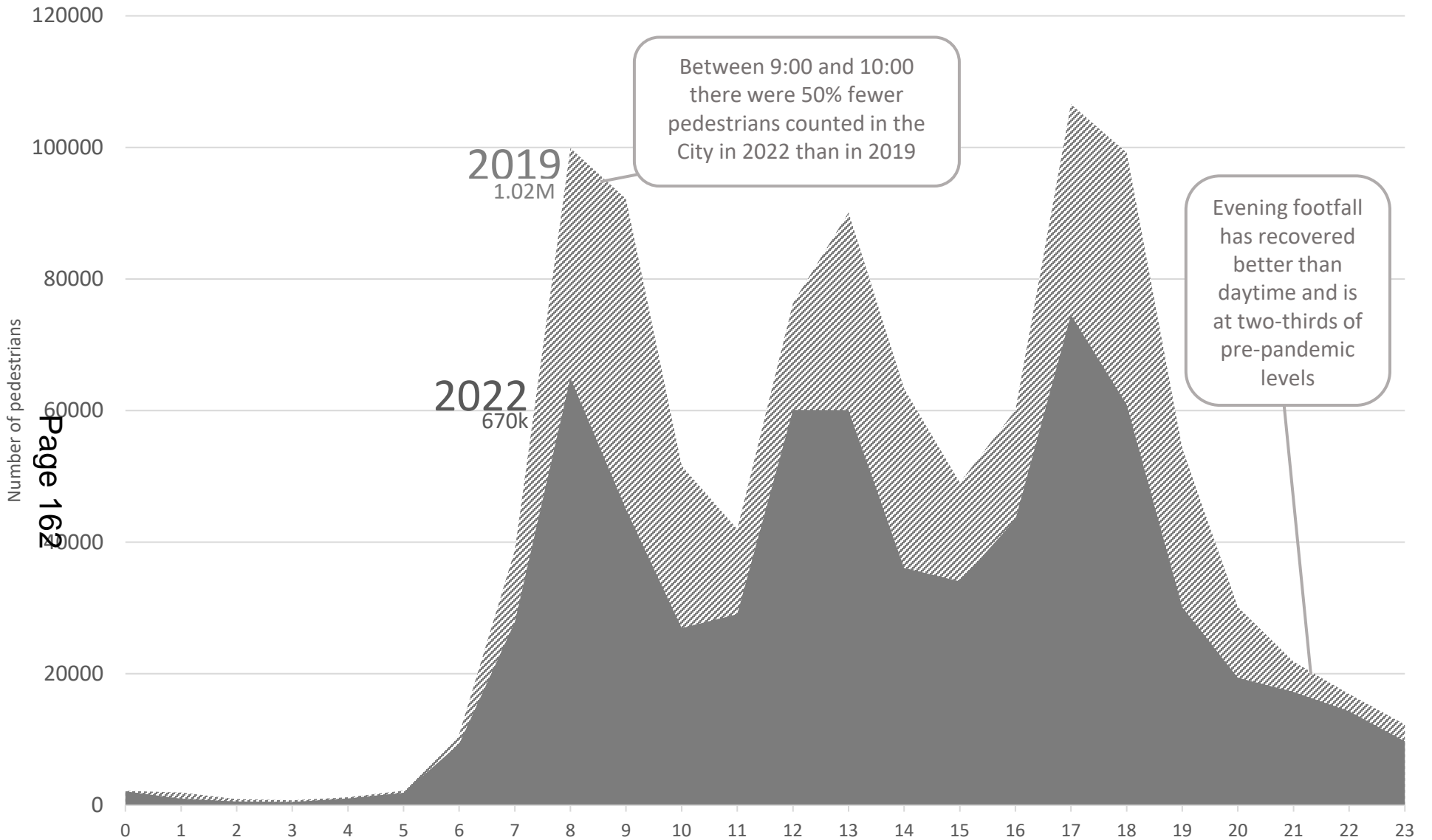
(30 locations, 2019-2022, 7:00-19:00, Autumn counts)





## 5 Traffic volumes by mode and hour of day in 2022

(30 locations, 2022, Autumn counts)



## 6 Pedestrian volumes by mode and hour of day in 2022

(30 locations, 2022, Autumn counts)

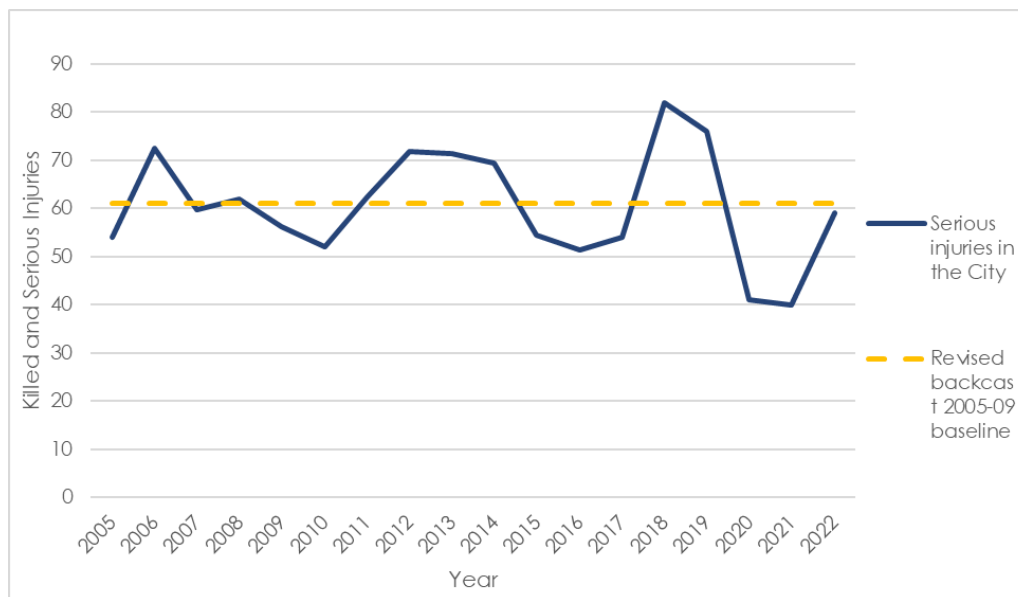
# Road Collisions and Casualties

Data relating to collisions and casualties on the streets of the Square Mile is published by Transport for London each June for the previous calendar year. Unfortunately, 2022 figures show a significant increase in the number of serious injuries with a total of 59, compared to 2021 and 2020 with 40 each (shown below). In 2020, there was also a person tragically killed on the City's streets. This 48 per cent increase in fatal and serious injuries underlines the importance of the City Corporation and City Police's Vision Zero ambition and the need to deliver further action to reduce road danger.

Whilst the tragic increase in the numbers of people seriously injured represents a reversal of the progress made in recent years to reduce serious injury numbers, it is set against the backdrop of increasing levels of travel in the City. Indeed, most London boroughs saw an increase, with an 11% increase in fatal and serious injuries across London (10% for inner London).

Westminster increased by 19%, Islington 17% and Hackney 11%, whilst Southwark saw a reduction of 10%. The City's increase of 48% is the highest in inner London, and equal highest in London (with Harrow) and is a clear indication that we need to go further in our efforts to deliver Vision Zero.

The numbers for the City, (40 in 2021 to 59 in 2022) represent relatively smaller numbers compared to other boroughs, however as noted in the TfL data, 'the changes are significant at the 95 per cent confidence level'. The increase in serious casualty numbers is largely driven by an increase in the number of people injured whilst walking (11 in 2021 to 17 in 2022) and people cycling (20 in 2021 to 27 in 2022).



# Air Quality

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Motor traffic in the Square Mile is a significant contributor to nitrogen dioxide (NO<sub>2</sub>). It also impacts on particulate matter (PM), though to a lesser extent, as particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. The Transport Strategy outcome 'The Square Mile's air and streets are cleaner and quieter' includes proposals that are directly aimed at improving air quality. Air quality is also identified as a Corporate Risk (CR21). A summary is included here, taken from 'City of London Air Quality Annual Status Report for 2022' which will be published on the City's website once DEFRA approval given.

NO<sub>2</sub> is measured using continuous analysers at two roadside sites (Walbrook Wharf and Beech Street) and one urban background site (The Aldgate School). Compared to 2021, 2022 saw an increase of 6µg/m<sup>3</sup> and 10µg/m<sup>3</sup> in annual average NO<sub>2</sub> concentrations at Walbrook Wharf and Beech Street respectively, whilst urban background at The Aldgate School remained the same as the previous year (23µg/m<sup>3</sup>) and has now been within annual limit for 6 years consecutively. Both roadside sites this year exceeded the UK legal annual limit of 40 µg/m<sup>3</sup>: Beech Street was within legal limits during 2020 and 2021 but now just exceeds it at 41µg/m<sup>3</sup>. Walbrook Wharf continues to exceed annual objective at 52µg/m<sup>3</sup>.

In 2022, all but seven diffusion tube monitoring locations met the annual objective of 40 µg/m<sup>3</sup> or under. This was an increase from five non-compliant sites in 2021. The non-compliant sites were located on Aldersgate Street, Upper Thames Street, Gracechurch Street (opposite Leadenhall), Old Bailey/Newgate Street junction and Seething Lane. None of these sites exceeded an annual average of 50 µg/m<sup>3</sup>. Compared to 2021, NO<sub>2</sub> levels had reduced at 34% of monitoring sites, and increased at 66% sites. For the third year running, there were no recordings of 1-hour periods experiencing concentrations of greater than 200 µg/m<sup>3</sup> during 2022 at any of the continuous monitoring sites.

The 2022 annual NO<sub>2</sub> concentration at Beech Street increased by 10 µg/m<sup>3</sup> compared to 2021. This is due to the combined impact of the traffic levels on Beech Street increasing back to pre-COVID-19 pandemic volumes and the allowance of all vehicles through the tunnel following the suspension of the Zero Emissions Street experiment in September 2021. Continuous roadside monitoring of NO<sub>2</sub> showed a sharp increase in NO<sub>2</sub> pollution at Beech Street following the completion of the experimental trial, with levels remaining between 35-50µg/m<sup>3</sup> throughout 2022.

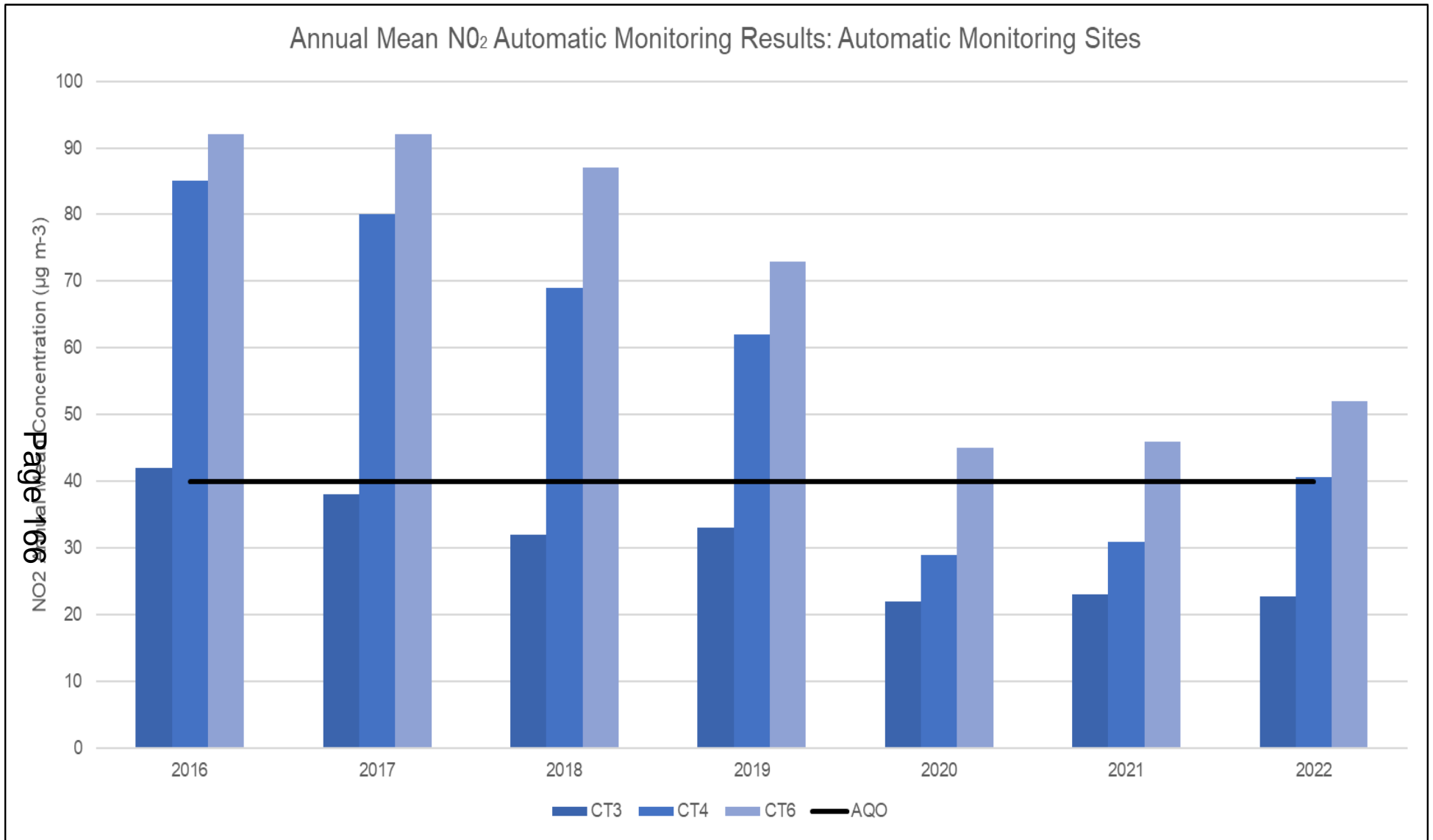
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PM10 pollution levels are measured continuously at three sites: Beech Street, Upper Thames Street and The Aldgate School. All three sites saw a slight increase in PM10 annual average pollution levels compared to 2021, though levels remained below that of 2020. Though Upper Thames Street remains the most polluted, Beech Street saw the largest increase of 2.3µg/m<sup>3</sup> to 17.3 µg/m<sup>3</sup>, whilst both Upper Thames Street and The Aldgate School had a minor increase of less than 1µg/m<sup>3</sup> to 19.5 and 16.8 µg/m<sup>3</sup> respectively.

For the fifth consecutive year, all sites have met the Government annual average air quality limit for PM10 pollution (40 µg/m<sup>3</sup>) and the short-term objective of not exceeding 50µg/m<sup>3</sup> on more than 35 days in the year. For the second year running, all sites remain under the World Health Organisation 2005 guidelines (20 µg/m<sup>3</sup>) for annual average concentration of PM10.

PM2.5 is measured using continuous analysers at two locations: Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. In 2022 there was a very slight increase in annual average concentration of PM2.5 at both sites: The Aldgate School to 13.2 µg/m<sup>3</sup>, whilst Farringdon Street remained almost the same at 11.9 µg/m<sup>3</sup>. Both sites remain well below the Government's annual average limit value (20 µg/m<sup>3</sup>) but remain just above World Health Organisation 2005 Guidelines (10 µg/m<sup>3</sup>).

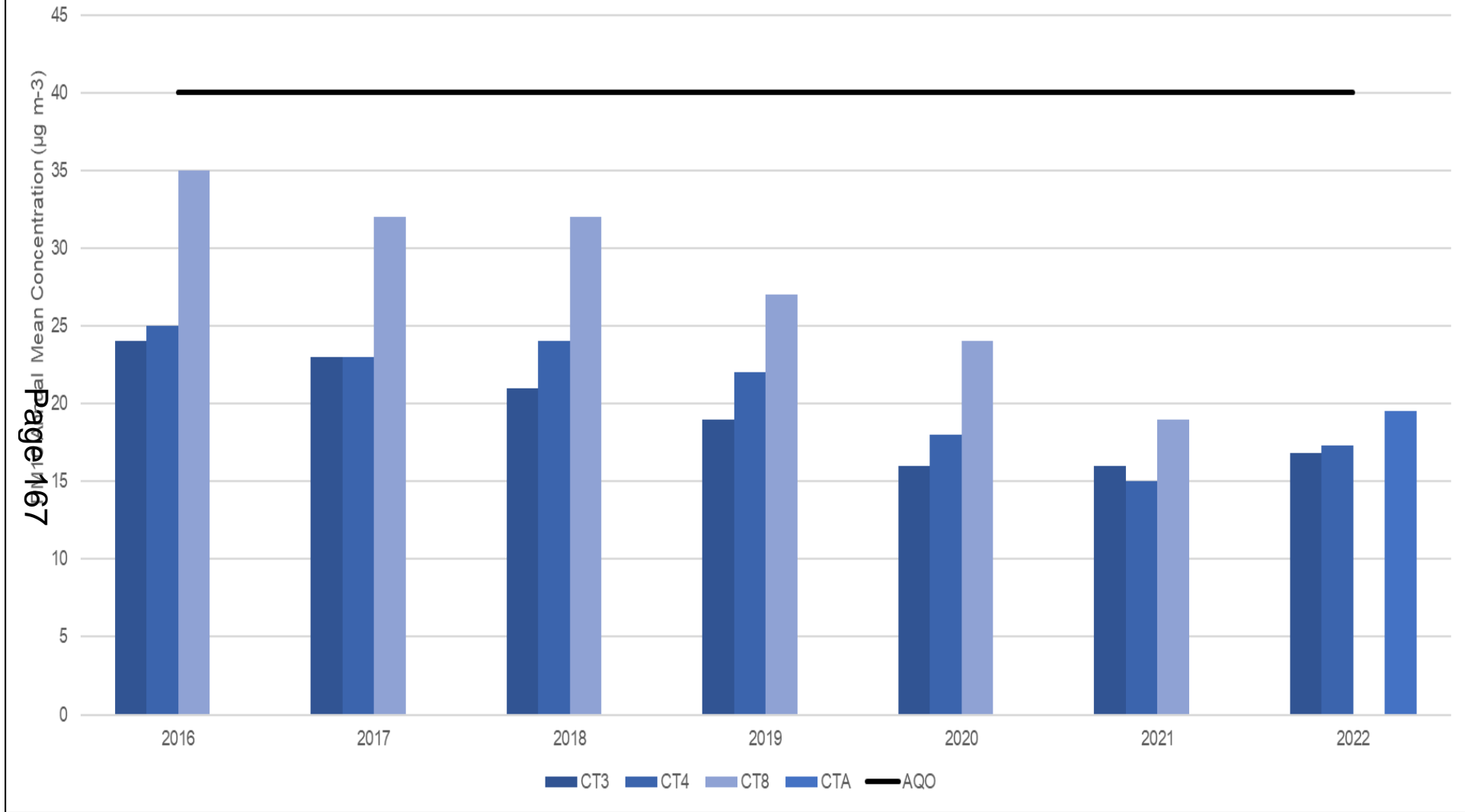
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## 7 Annual mean NO<sub>2</sub> automatic monitoring results

*(Automatic Monitoring Sites)*

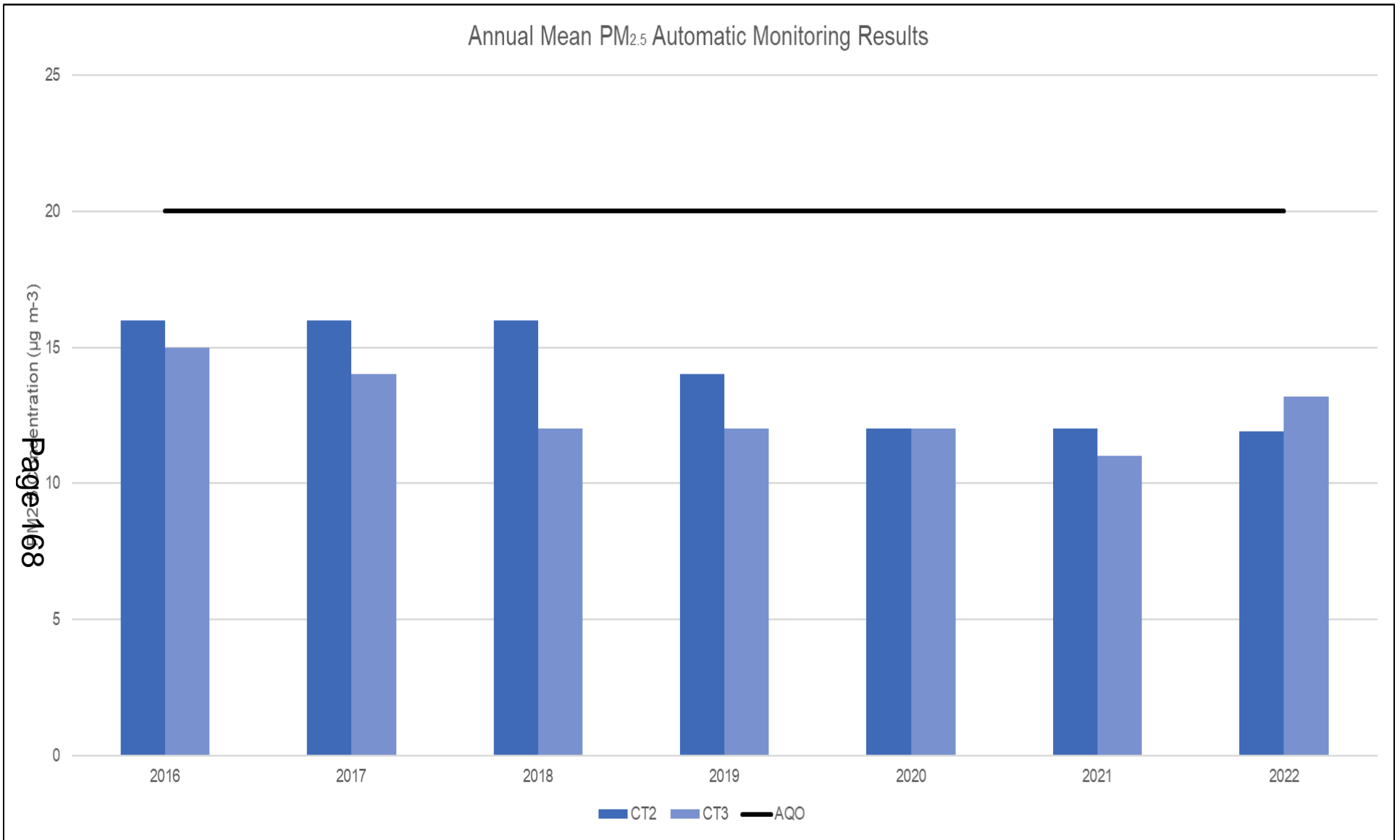
Annual Mean PM<sub>10</sub> Automatic Monitoring Results



## 8 Annual mean PM<sub>10</sub> automatic monitoring results

(Automatic Monitoring Sites)

Annual Mean PM<sub>2.5</sub> Automatic Monitoring Results



## 9 Annual mean PM<sub>2.5</sub> automatic monitoring results

(Automatic Monitoring Sites)



<b>Transport Strategy key targets</b>	<b>Units</b>	<b>2017 Baseline</b>	<b>2030 Target</b>	<b>2044 Target</b>	<b>2022 Update</b>
Reduction in motor vehicle traffic	Motor vehicles	185k	139 (-25%)	93k (-50%)	137k (-26%)
Number of people killed and seriously injured on our streets	Persons	54	<16	0	59
Reduction in motorised freight vehicle volumes (24hrs)	Freight vehicles	39k	33k (-15%)	27k (-30%)	34k (-14%)
Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	9k (-50%)	2k (-90%)	16k (-11%)
Number of km of pedestrian priority streets	Kilometres/ percent of all streets	25km/25%	35km/35%	55km/55%	26.3km/ (+5%)
Increase the number of people cycling	Cycles	44k	66k (+50%)	88k (+100%)	47k (+7%)
Proportion of zero emission capable vehicles entering the City	n/a	n/a	90%	100%	n/a
<i>People rating experience of walking in the City as pleasant</i>	n/a	10%	35%	75%	75%
<i>People rating experience of cycling in the City as pleasant</i>	n/a	4%	35%	75%	36%

## **10 City of London Transport Strategy key targets**

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## Appendix 4: List of Transport Strategy Outcomes and Proposals

Proposal Number	Transport Strategy Outcome	Transport Strategy Proposal
1	<b>Overarching proposal</b>  <b>The Square Mile's streets are great places to walk and spend time</b>	Embed the Healthy Street Approach in transport planning and delivery
2		Put the needs of people walking first when designing and managing our streets
3		Complete the riverside walkway and improve walking connection between the riverside and the rest of the City
4		Enhance the Barbican high walks
5		Ensure new developments contribute to improving the experience of walking and spending time on the City's streets
6		Promote and celebrate walking
7		Provide more public space and deliver world-class public realm

8		Incorporate more greenery into the City's streets and public spaces
9		Reduce rainwater run-off on City streets and public realm
10		Incorporate protection from adverse weather in the design of streets and the public realm
11	<b>Street space is used more efficiently and effectively</b>	Take a proactive approach to reducing motor traffic
12		Design and manage the street network in accordance with the City of London Street Hierachy
13		Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time
14		Make the best and most efficient use of the kerbside and car parks
15		Support and champion the 'Turning the Corner' campaign

16	<b>The Square Mile is accessible to all</b>	Develop and apply the City of London Street Accessibility Standard
17		Keep pavements free of obstructions
18		Keep pedestrians crossings clear of vehicles
19		Support and champion accessibility improvements to Underground stations
20		Apply the safe systems approach and the principles of road danger reduction to deliver Vision Zero
21	<b>People using our streets and public spaces are safe and feel safe</b>	Work with the City of London Police to reduce crime and fear of crime
22		Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets
23		Improve the quality and functionality of street lighting

24	<b>More people choose to cycle in the City</b>	Apply a minimum cycling level of service to all streets
25		Increase the amount of cycle parking in the City
26		Ensure new developments contribute to improving the experience of cycling in the City
27		Promote and celebrate cycling
28		Improve cycle hire in the City
29	<b>The Square Mile's air and streets are cleaner and quieter</b>	Support and champion a central London Zero Emission Zone
30		Install additional electric vehicle charging infrastructure
31		Request an accelerated roll out of zero emission capable buses
32		Support small businesses to accelerate the transition to zero emission capable vehicles
33		Make the City of London's own vehicle fleet zero emissions

34		Reduce the level of noise from motor vehicles
35		Reduce noise from streetworks
36		Encourage innovation in air quality improvements and noise reduction
37		Ensure street cleansing regimes support the provision of a world-class public realm
38	<b>Delivery and servicing needs are met more efficiently, and impacts are minimised</b>	Reduce the number of freight vehicles in the Square Mile
39		Develop a sustainable servicing programme
40	<b>Our street network is resilient to changing circumstances</b>	Allow some Local Access streets to function as City Access streets during significant disruption
41		Reduce the impact of construction and streetworks

42		Make the street network resilient to severe weather events
43	<b>Emerging transport technologies benefit the Square Mile</b>	Establish a Future Transport Programme
44		Establish a Future Transport Advisory Board
45		Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile
46	<b>The Square Mile benefits from better transport connections</b>	Support and champion better national and international connections to the Square Mile
47		Support and champion improved connections to the Square Mile from Greater London and the surrounding region
48		Support the increased use of the Thames for passenger services
49		Review bus provision across the City
50		Support the Mayor of London in retaining locally-generated taxation
51		Encourage continued Government investment in major London transport projects
52	<b>Delivering the Strategy</b>	Use temporary interventions and trials to accelerate the pace of delivery
53		Improve our monitoring of transport in the Square Mile
54		Support change across London that is aligned with this Strategy





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## PLANNING APPLICATIONS SUB-COMMITTEE Tuesday, 21 February 2023

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery Hall - Guildhall on Tuesday, 21 February 2023 at 10.30 am

### Present

#### Members:

Deputy Shravan Joshi (Chairman)  
Deputy Randall Anderson  
Brendan Barns  
Emily Benn  
Ian Bishop-Laggett  
Deputy Michael Cassidy  
Mary Durcan  
John Edwards  
Deputy John Fletcher  
Deputy Marianne Fredericks  
Jaspreet Hodgson  
Amy Horscroft  
Deputy Natasha Maria Cabrera Lloyd-Owen  
Deputy Edward Lord  
Alderman Ian David Luder  
Antony Manchester  
Alderman Bronek Masojada  
Andrew Mayer  
Deputy Brian Mooney  
Deborah Oliver  
Deputy Graham Packham  
Alderwoman Susan Pearson  
Deputy Henry Pollard  
Ian Seaton  
Shailendra Kumar Kantilal Umradia  
Alderman Sir David Wootton

#### Officers:

Zoe Lewis	– Town Clerk’s Department
Gemma Stokley	– Town Clerk’s Department
Fleur Francis	– Comptroller and City Solicitor’s Department
David Horkan	– Environment Department
Kerstin Kane	– Environment Department
Juliemma McLoughlin	– Environment Department
Joanna Parker	– Environment Department
Rachel Pye	– Environment Department
Gwyn Richards	– Environment Department
Jessica Robinson	– Environment Department
Peter Shadbolt	– Environment Department
Ian Steele	– Environment Department
Peter Wilson	– Environment Department

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1. **APOLOGIES**

Apologies for absence were received from Deputy Keith Bottomley, Anthony Fitzpatrick, Alderman and Sheriff Alastair King, Deputy Alastair Moss (Deputy Chairman), Judith Pleasance, Deputy James Thomson and William Upton.

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

Ms Hodgson declared a non-pecuniary interest relative to Agenda Item 4 in relation to being a member at 10 Trinity Private Members Club as it was adjacent to the site in question.

Also in relation to Agenda Item 4, Deputy Packham declared that he was Chairman of the Board of Governors of the Guildhall School of Music and Drama. Deputy Anderson declared that he was Deputy Chairman of the Board of Governors of the Guildhall School of Music and Drama. Ms Benn declared that she sat on the Board of Governors of the Guildhall School of Music and Drama. They advised that the Guildhall School of Music and Drama were currently in discussions with Dominus about the possibility of their students being housed in the Holborn Viaduct development that was recently passed by the Sub-Committee.

Deputy Fredericks declared that she was a Tower Ward Member and also lived in the Ward but did not live near the site concerned at the application under Agenda Item 4.

3. **MINUTES**

The Sub-Committee considered the public minutes of the last meeting held on 31 January 2023 and approved them as a correct record.

4. **FRIARY COURT, 65 CRUTCHED FRIARS**

The Sub-Committee considered a report of the Planning and Development Director concerning Friary Court 65 Crutched Friars London EC3N 2AE – specifically demolition of existing building and redevelopment of the site for a new building comprising basement, ground plus 20 upper floors (+74.9m AOD) for purpose built student accommodation (770 rooms) and associated amenity space (Sui Generis); Museum use at part ground, first and second floor levels (Use Class F1(c))(+3101sq.m GIA); hard and soft landscaping; ancillary plant and servicing; and associated works.

The Town Clerk referred to those papers set out within the main agenda pack as well as the Officer presentation slides and three addenda that had been separately circulated and published.

Officers presented the application, highlighting that the application site was located in the south-east of the City and was bounded by Carlisle Avenue to the west, Northumberland Alley to the south and Crutched Friars to the east. The

site was adjacent to but not within the Lloyds Avenue Conservation Area. There were no listed buildings immediately adjacent to the site but there were some within the surrounding streets, Fenchurch Street Station and its associated conservation areas to the south of the site.

Officers shared a visual of the existing floor plan. The existing office building was arranged in a c-shape around a private sunken courtyard. The main entrance to the building was from Crutched Friars and the buildings were arranged around a central core with office accommodation in each wing. The current servicing bay was accessed from Rangoon Street. An entrance to a basement wine bar was also located along Crutched Friars. Officers reported that due to the nature of the building and the setback of the office entrance, there was little active frontage at the ground floor level of the building.

Next, Members were shown photographs from Rangoon Street looking down Crutched Friars, from Crutched Friars looking east along Northumberland Alley, from Northumberland Alley towards the sunken courtyard and from Carlisle Avenue and Northumberland Alley at the corner of that junction.

Officers reported that the proposal was for the demolition of the existing building and a replacement 20-storey building to be constructed which would provide 769 purpose-built student bedrooms and flats. Members were shown visuals of the floor plans and were advised that the student accommodation would be accessed from Crutched Friars with cycle store access from Rangoon Street. The museum would have a primary entrance from the corner of Crutched Friars and Northumberland Alley. Level One would be primarily occupied by museum space. Level Two would be occupied by mostly museum space with an area of student amenity space to the north and an amenity terrace to the west. The terrace to the east would not be accessible. Student accommodation would be provided at Levels 3-20. There would be a central corridor with rooms off of each side. Level 20 provided some student rooms, an accessible amenity terrace and a plant room.

Members were shown visuals of the provision of both accessible and non-accessible roof terraces throughout the scheme. Officers stated that the terraces would have substantial landscaping with trees, shrubs and low-level planting. On Level 19 there would be photovoltaic panels. Members were advised that officers had attached conditions to the use of the roof terraces to control the hours of access and to restrict hours, events and amplified music.

The Sub-Committee were shown a number of elevations. Members were shown a visual to illustrate the stepping down of the building from west to east. Officers reported that the highest part of the building would be 74.9 above Ordnance Datum (AOD) and this would be adjacent to 80 Fenchurch Street which sat slightly higher at 77.7 AOD. The building then stepped down to 59.65 AOD adjacent to the recently approved scheme at Boundary House which sat between 64 AOD and 61 AOD. Officers considered that the proposal would sit comfortably in terms of height and massing. Officers also considered that the overall architectural approach including the stepping down of the building related well to the character and surrounding area and nearby buildings.

Members were shown proposed images of the view from Crutched Friars facing west towards Rangoon Street, the proposed courtyard adjacent to Northumberland Alley facing North, a view from Queen's Walk towards the site from the south of the River Thames. Members were also shown images of existing and proposed views taken from the Heritage Town and Visual Impact Assessment. These views were from Tower Hill Underground Station, Cooper's Row looking towards the site, the view from Crutched Friars, the view from India Street and Jewry Street. Officers reported that the approved scheme at boundary House would screen the development proposal from some views.

Members were shown images of the four different options that had been tested in relation to the refurbishment and demolition. Option four had been taken forward due to it maximising the potential of the site and providing more opportunities for urban greening and biodiversity and resulting in longevity and flexibility of the building in the long term.

The Sub-Committee were informed that the proposed development was targeting a BREEAM Outstanding rating and there would be a 70% improvement on operational carbon emissions.

Members were shown an image of the façade which had been broken up into a ground floor where the museum's base would be and two stacked blocks where the accommodation would be. Officers considered this approach to massing to be well considered and appropriate in this location. The façade had been designed to provide shading and natural ventilation through the perforated still sections and the scallop approach was welcomed by officers and was considered to give the building an architecturally coherent approach.

Members were informed that the two statues would be removed, stored and reinstated as an art piece in a similar location to keep its connection to the street and this was covered by a condition. The servicing bays and fire escape doors located along Carlisle Avenue would be included within the art strategy for the site which was to be secured through a Section 106 agreement and this was considered to contribute to the creative animation and vibrancy of this part of the site. Members were advised the servicing bays would service both the student accommodation and the museum. The site was currently serviced on the street and this arrangement would be retained. Unlike currently, under the proposal there would be strict time limits on when the site could be serviced. Members were shown visuals of the servicing bays, proposed cycle storage and associated facilities for both the students and the museum. The development provided policy compliant long and short stay cycle parking for both the student accommodation and the museum. The short stay cycle parking would be well integrated into the site and easily identifiable and accessible to visitors.

Members were shown images of the student amenity spaces. There would be a total of 1,120 square meters of internal amenity space over three floors, offering different types of spaces for students ranging from quiet study spaces to

socialising spaces such as a games area and lounge. Students would also have access to two outside amenity terraces.

Officers informed the Sub-Committee that the proposal sought to provide improvements to the public realm both through on-site provisions and through Section 278 Works through two main public spaces.

Members were shown an image of the proposed courtyard. The existing sunken courtyard would be raised up to ground level and made publicly accessible. There was also a pocket park which would be delivered through a 278 agreement in conjunction with the scheme adjacent at Boundary House. There would also be the provision of three new street trees to Crutched Friars and two new street trees within the courtyard area. Seating would be introduced as would planting to windows at street level. The proposal would create a publicly accessible courtyard along Northumberland Avenue. The courtyard would provide space for seating, new trees and also provide informal entrances into the museum space.

Officers reported that the pocket park would provide welcome outdoor space in this area. The public realm enhancements would be supported by a lighting strategy with the details subject to a condition to help improve safety and the appearance of the surrounding streets at night whilst being sensitive to the context of the area.

The Sub-Committee were informed that part of this application was the provision of a museum space at ground floor level and part first and second floor levels. This was to be occupied and run by the Migration Museum. The Migration Museum had co-designed the space to fit their requirements. The developer would provide the Migration Museum with 60 years rent and service charge free and the museum would be free for the public to access seven days a week. The ground floor would provide exhibition spaces and social areas including a café. On the first floor there would be further exhibition space and on the third floor there would be different types of spaces centred around education, meeting spaces and artist studios. A detailed museum management plan would be secured through the Section 106 agreement. Members were shown an image of the proposed museum entrance.

Officers concluded that the development would provide high quality purpose-built student accommodation within an appropriate location. Officers considered that the proposal would not result in any undue harm to residential amenity including from overlooking, loss of privacy or noise. A robust management plan would be secured through a Section 106 agreement. The applicant had provided an economic viability assessment supported by a market commentary which demonstrated that the use of the site as an office would be unviable in the long term. Officers had had this assessment independently verified which had confirmed that the assessment was adequate, and the findings were accurate. The development would deliver a substantial new museum with an identified operator which would contribute to the culture and vibrancy of this part of the City. The development would deliver enhancements to the surrounding public realm, introduce active frontages and provide an increase in

the urban greening of the site. The daylight and sunlight impact of the development had been carefully considered and officers considered that in balance there would not be an unacceptable impact on daylight or sunlight. The wind microclimate and thermal comfort conditions had been assessed. No safety exceedances had been shown and all spaces were considered appropriate for their intended uses. The proposed servicing arrangements would see an improvement to the current arrangements and result in fewer deliveries to the site. The development would promote active travel, biodiversity, urban greening, target a BREEAM Outstanding rating and reduce carbon emissions and waste. The application for planning permission was therefore recommended for approval.

The Chairman explained that there were two registered objectors to address the meeting and he invited the objectors to speak.

Mr Paul Pavlou, stated that he had been a Tower Ward resident for six years and had worked in the City for 16 years as a solicitor and co-director of Number One Peak Street RTM Company London, the largest residential building in London Tower comprising 150 residents. He stated that he was supportive of the Migration Museum moving from Lewisham to the City and as the son of immigrants he had witnessed the immigrant struggle. He commented that he was supportive of the letters of support for the Migration Museum in the City including those from high profile figures. He stated that the recent wave of support was almost entirely based on the Migration Museum being a positive addition to the City. However, he raised concern about whether the move was possible as £15million was required to move the Migration Museum and where this money would come from as there was no plan in place. He advised that the applicants had stated that they would pay £500,00 towards hiring a consultant to devise a plan. Mr Pavlou stated that the move was likely to go over budget and suggested that an alternative would be to move the Migration Museum closer to the Museum of London and pool funding to create a One-Stop Museum destination. Mr Pavlou asked that, if the funding could not be found for the museum move, whether the student accommodation part of the scheme would proceed. He raised concerns about the density of student accommodation proposed and the quality of the accommodation. He stated that he wanted the City to be more inclusive enabling those who would not otherwise have the opportunity to work in the City to do so and expressed concern at the loss of office space in the City.

Ms Camilla Blower, stated that she was a resident of Tower Ward. She reiterated that local residents were not opposed to the relocation of the Migration Museum to the Square Mile and it would expand the City's cultural offer. She stated that the planning application was also to have 20 storeys of the building as student accommodation. She considered that if the application was for the Migration Museum with office space or a hotel this would be more consistent with the character of the area and that 60 people would not have objected. Ms Blower stated that Tower Ward was densely populated with narrow streets. She raised concern about existing congestion problems being exacerbated by the extra 25 plus large deliveries required by the student accommodation each day. In addition, she was concerned that when this was



considered alongside the Migration Museum's delivery requirements and student's individual deliveries, traffic would become dangerous with emergency services unable to get to the area if there was a large-scale emergency.

Ms Blower showed Members images of congestion in the area. She stated that almost 400 students were expected to move in and out of the student accommodation by car each term. Although there was a proposed plan with designated arrival times, she was concerned that realistically most people would turn up on the same day just before the start of term and this would create congestion problems. Ms Blower also stated that there were already problems with late night anti-social behaviour at weekends and this would be exacerbated by the introduction of a large number of students. In addition, the proposed design with multiple rooftop spaces for socialising would increase noise pollution and Tower Ward already exceeded the noise levels recommended by the World Health Organisation. She raised concerns about the wellbeing of residents and how one community liaison officer could control the number of intended students Ms Blower also raised concerns about the pressure on local infrastructure including on NHS Services, small shops and supermarkets. She stated that Thames Water had said the water pressure would not be adequate. Concern was also raised that the applicant had not engaged with residents as part of the decision-making process. Further concern was raised that this would create a precedent in the City to repurpose buildings away from office use.

The Chairman invited Members to question the objectors. A Member stated that he had sympathy for points raised in the resident objections but asked the objectors to explain on which specific grounds of planning regulation and law they were opposing the development. The objectors stated that they did not have the funding to appoint advisors with knowledge of the technical aspects of the law and were representing themselves.

The Chairman advised Members that there were two Tower Ward Members who also wished to speak in objection to the proposal. Mr De Souza and Mr Groves were invited to speak.

Mr De Souza presented slides and stated that he would welcome having the Migration Museum in the City. He stated that very few of the letters of support for the museum indicated support for, or acknowledged, the student accommodation for around 1,200 students whose number was four times the size of the existing residential population in Tower Ward. Mr De Souza questioned whether the museum could fundraise the remaining £15million having never undertaken a capital appeal of this scale. Concern was raised that the Migration Museum's annual income was around £820,000 and that they would be competing with the Museum of London's capital appeal in a difficult economic climate. Mr De Souza questioned the future of the Museum if they could not reach the £15m required for the move and if they would lose their current home in Lewisham. Mr De Souza also queried why the applicant had not already provided the museum with a home in the already approved student housing next to the Museum of London site. Mr De Souza raised concern about the museum part of the application being a distraction from the demolition of

office space and the building of 770 student accommodation rooms. He stated that the change of use from office space went against City policy. Mr De Souza suggested that the developer had misreported the whole life embodied carbon cycle, the demand for hotels in Tower was high and there would be an upcoming peak in major lease events between 2023-2027 particularly in the legal sector. Mr De Souza referenced positive comments from Members when new office developments had been approved at recent meetings and he stated of the importance of office space being retained in Tower Ward. Concern was raised about having more student accommodation in the ward when Tower Ward was already home to approximately 1,000 students. Mr De Souza requested that the Committee refuse the application.

Mr Groves stated that he was in favour of the Migration Museum moving to the City and that he had been a migrant himself. He stated the importance of attracting migrants who could work in financial and professional services and having the Migration Museum in the City would be an advantage as the case was made to Government. Mr Groves stated that if the application was refused, he and Mr De Souza would work with officers to try and find an alternative site for the museum. Mr Groves stated that although the Business Improvement Districts (BIDS) were supportive of the development, they had not consulted businesses that Mr Groves had spoken to. Small businesses in the ward had advised him that existing students did not frequent their businesses and if they were eating or socialising, they tended to do this outside of the area or order takeaways from other parts of London. He stated that there was an increasing number of workers returning to offices in the City and for local small businesses, office workers were their main customers and without them their businesses were at risk. Mr Groves stated that currently there were turbulent market conditions and high levels of global catastrophes. Many of the insurance claims were paid out of the London market. The Financial Services and Markets Bill was strongly supported by the Corporation. It sought to make the UK a more attractive destination for insurance companies. Mr Groves stated that it was therefore unfortunate that a significant business landmark was being changed from office space into student accommodation. He informed the Sub-Committee that there were a number of leading insurance brokers in the area. Mr Groves stated that the delivery of increased office floorspace was fully supported in adopted and emerging planning policies and would ensure that the City continued to appeal to business occupiers and help maintain the City's role as a leading Financial and Professional Services centre.

The Chairman invited Members of the Committee to ask questions of the Ward Members who had spoken in objection. A Member asked if the suggestion that students did not use local infrastructure did not undermine the local resident objections. The Ward Member responded that he recognised the pressure on local GPs, water and other infrastructure and was just referring to small businesses such as those selling sandwiches, repairing shoes and optometrists which were used mostly by office workers.

A Member queried the suggestion that Crutched Friars was not a suitable location for a museum when it was very close to the Tower of London. The Ward Member stated that he did not consider Crutched Friars to be unsuitable

for a museum but there were other sites that could be more appropriate. He stated that the museum featured heavily in the presentations and there was less about the student accommodation. The Ward Member advised that he would welcome the Migration Museum in Tower Ward if there was office space, rather than student accommodation above it.

A Member of the Committee asked the Ward Members to clarify the planning grounds on which they were objecting. The Ward Member stated that the slides shown were evidence-based and based on views expressed by constituents. The Ward Member referred to current policies to protect office space, the draft City Plan 2000-2034 and London Plan Policy E1. A Member of the Sub-Committee asked if the Ward Members wished to draw the Committee's attention to the list of planning considerations in the report. The Ward Member stated that proposal was for the change of use from office floor space at a time when the ward's primary business was the insurance business which would be looking for more floor space in the next few years. In addition, having spoken to local businesses, they had said there were buildings where tenants were not being replaced and it was suggested that this could be due to developers hoping to turn office space into student accommodation or residential accommodation in this part of the City. Concern was raised that approving this application would set a precedent. The Ward Member stated that he did not want the business focused character of Tower Ward to be changed.

The Chairman invited the applicant to speak.

Barnaby Collins, DP9, spoke on behalf of the applicant. He stated that providing a new home for the Migration Museum was at the heart of the proposal. He reported that the museum had the support of Historical Palaces and the scheme would reinvigorate a part of the City that lacked identity. Mr Collins stated that the proposed student accommodation would co-locate learners with earners creating a pathway for the City's next generation of talent. He advised that according to the London Recharge Vision, this could enable pipeline partnerships where students could more effectively network with potential employers. It also aligned with planning policy and acknowledged the City as a centre of learning. In addition, Mr Collins stated that the proposal aligned with the vision to have a vibrant mix of land use that included students, to contribute to the diversification of land use that the City had identified as a critical component of improving resilience to current and future challenges. It would contribute to the Destination City plan to improve the City's cultural offer. Mr Collins stated that following the City's Planning Advice Note on Developer Engagement, meetings had been set up and there had been presentations to local residents and stakeholders. Concerns had been addressed. The proposed student management plan would address operational matters.

Jay Ahluwalia (Dominus) stated that he was one of three brothers in a family business with a track record of delivering projects with social value at their core. They had recently opened the Lost Property Hotel by St Paul's Cathedral. It was one of four hotels operated by Dominus. They had also begun construction work at 65 Holborn Viaduct and last year started work preparing a mixed-development proposal for 65 Crutched Friars. The scheme being considered

was tailored to the requirements of university partners, would provide over 260 affordable bedrooms, target BREEAM Outstanding, create two new public spaces and would have industry-leading levels of amenity. Mr Ahluwalia stated that his family had a migrant story that had shaped their lives and they had supported the Migration Museum for a number of years. He stated that the scheme could have a transformational impact and aligned well with the Destination City initiative.

Mr Ahluwalia informed Members that the proposed 30,000 square feet, free to enter museum would be across three floors, with active frontage and communities at its heart. There was a guarantee from Dominus of 60 years rent and service charge free in addition to a philanthropic contribution that would kick-start the fundraising campaign. Support would be provided from Dominus' design team and operating costs would be underwritten for a period of three years.

Mr Ahluwalia stated that Dominus would draw on experience in hospitality to build this scheme. They would operate the building under a living platform called Communa with teams that were highly experienced. The accommodation would be managed securely 24 hours a day and there would be high quality shared amenity space for study, wellbeing and meeting day-to-day needs including the provision of pastoral care. Operational commitments had been outlined under a best practice student management plan. Mr Ahluwalia advised that Dominus would be the Migration Museum's long-term partner and landlord working together to deliver and maintain the long-term benefits and it would provide for future generations of tourists, workers and residents. He stated that the scheme had support from Aldgate Connect and Easter Cluster Partnership Business Improvement Districts who recognised the potential of the proposal.

Sophie Henderson, Chief Executive of the Migration Museum encouraged Members to approve the scheme to deliver a centre-stage permanent home to the Migration Museum. The three floors of museum space would present permanent and temporary exhibitions, animated by events and performances. There would be more of an art feel than that of a traditional museum. The museum was curating the exterior space and it was important to have a porous boundary to engage more audiences. The museum already engaged audiences much younger and more socioeconomically diverse than the average London museum and the café and shop would be destinations in their own right. The café would be a platform for chefs in the way that the museum was a platform for creators and storytellers. The museum would attract 140,000 visitors each year. 15,000 of these would be tourists. The museum would contribute £8m of direct and indirect economic impact and the social impact would be providing space for conversations about migration and contextualising contemporary debates against a historical backdrop. It was anticipated that approximately 12,000 school children would visit the museum each year. Teachers required support with teaching about migration and there were increasingly diverse classrooms with young people needing to learn about a history relevant to them. The museum would be a place for connections and was at the heart of national and global networks of museums. Communities could use the museum's spaces for their own purposes e.g. local history sessions or

language classes. A variety of activities, events, performances, dance sessions and creative workshops would take place. There was a strong offer for businesses and residents and a backdrop for diversity, equality and inclusion training and building the skills of people, especially young people. The museum was looking to create pathways and opportunities within the creative sector.

Charles Gurassa, Chair of Oxfam, Chair of Guardian Media Group and Migration Museum Trustee stated that this proposal was a unique opportunity for the Migration Museum. Since the museum's formation there had not been such an attractive proposal of this scale in a city location. The City was ideal for the museum given that it had been the centre of migration to and from the country since Roman times. The proposal would enable the museum to be built from scratch in an ideal space which would be vibrant and contemporary. It would also be an addition to the British cultural landscape. 60 years free rent and service charge and the willingness to underwrite any operating losses that might occur in early years as well as the contribution towards the raising of capital would provide a good platform for the museum. Mr Gurassa stated that Mr Ahluwalia and his family had their own migration story and had supported the museum since its early days. The museum would provide a new national cultural landmark.

The Chairman invited questions from Members of the Sub-Committee to the applicants team.

A Member asked a question in relation to the benchmark land value for the student accommodation and asked whether this showed a surplus or deficit. The applicant confirmed that it was a viable scheme.

A Member asked the applicants if they would accept a condition that the student accommodation could not be occupied until such time as the museum had moved. The applicants confirmed that they were not opposed to questions that would secure the future of the museum on this site. The commitment to 60 years rent and service charge free and a usage class of F1 Museum use would limit the use of the space in the scenario that the museum was unable to raise the relevant amount of capital and in this case the family would consider whether to plug the funding gap. The applicants confirmed they would welcome conditions that the Sub-Committee might impose about the occupation of the museum.

A Member asked if the applicants had considered providing incubator offices for Small and Medium Enterprise (SME) start up offices. The applicants stated that they had considered whether affordable workspace would be the right option on this site. They had provided it at their development at 65 Viaduct and were familiar with providing affordable workspace. However, the priority on this site was to maximise the amount of space that the museum would have. The museum initially aimed to have 45,000 square feet of space so the applicants had prioritised getting as close to this as possible.

A Member asked what would happen if the museum did not get the support it needed. Officers confirmed that conditions had been drafted as part of the

Officer's report and would govern the space. It had to be a space with 60 years rent and service charge free and had to be a museum.

A Member asked for clarification in relation to the affordable accommodation. The applicant advised that there were over 265 affordable bedrooms. The affordable student rent had been set by the Mayor of London at approximately £180. This would be one of the largest provisions of affordable student accommodation in the capital.

Ms Henderson stated that the museum was confident that the £15m for the museum move would be raised. The museum had expert support, there would be three years to raise the money while the existing building was demolished and the new building built. In addition, the museum had trustees and friends with good connections with businesses and livery companies. A member of the Board had been a founder of a cultural consultancy that had supported capital projects totalling £400million in the UK, half of which were supported by National Heritage Lottery. Ms Henderson stated that she considered that raising £15m was realisable and achievable.

A Member asked how many developments with office use the applicants had. The applicant stated that there were two developments with office use. Office use was not a primary focus but was increasingly being considered in terms of flexible office provisions.

A Member asked if the museum would prefer office space or the proposed student accommodation above it and was advised that the museum was agnostic on this point. The proposal presented a unique opportunity in terms of scale, location and financial support.

A Member commented on the existing building being 39 years old and asked if the applicants had included refurbishments within the 60-year life it was claimed the new building would have. She also asked if the costs, including the costs to the carbon footprint, of repurposing the student accommodation into housing had been calculated as within the life of the building, student accommodation might not be required. The applicants stated that student accommodation would have to be refurbished more often than office accommodation. A lifespan of five to years had been assumed. In relation to the other parts of the proposal there would be a longer lifespan and wherever possible materials with longer lifespans would be used. The Member asked for a description of materials to be used and was advised by the applicant that concrete and steel would be used and there would be photovoltaic panels.

A Member stated that all servicing vehicles would arrive at the site using Carlisle Avenue and Northumberland Avenue which were narrow streets and went past the entrance to the museum. The Member asked why the current servicing arrangements could not be used. The applicant advised that altering the servicing arrangements would enable a public, traffic free pocket park to be created. Consolidated deliveries would be used to minimise deliveries.

A Member asked for clarification on the number of students that would be housed in the student accommodation. The applicants advised that there would be 769 bedrooms and 769 students.

A Member asked which Universities had been engaged. The applicant stated that there was strong support from UCL and the accommodation had been designed with their specifications in mind. There was also strong support from Queen Mary's University.

A Member raised concerns about the lack of sufficient daylight to some of the student rooms and asked for clarification on the percentage of rooms affected. The applicants advised that 80% of rooms would receive adequate daylight levels with the other 20% of rooms being more constrained. In relation to sunlight, 52% received adequate sunlight, however, many of the units were single aspect north facing rooms and this was normal for north facing windows. The shared spaces would have adequate levels of sunlight and there was also an external communal amenity space with adequate sunlight so all students would have access to sunlit spaces.

A Member asked about whether there had been discussions with businesses or charities about how to create pathways for migrants who wanted jobs and internships but found there were barriers to this. The applicants stated that the transition of learners to earners and opening up the City to an underrepresented group of people was a priority. Work had taken place with a charity called Youth Unity who worked with young people who were considered at risk between the ages of 13 and 16. 10 opportunities had been created for these young people over the course of a week including creating their own film project of their experience and a podcast series had been filmed with them. Some of the mentoring would be ongoing. This was just one example of a number of social projects that had been undertaken.

The Chairman stated that Members of the Sub-Committee could ask questions of Officers.

The Chairman asked Officers to clarify the situation if the Migration Museum was unable to raise the funds for the move to the proposed site and if this would mean that the planning application would be invalid. Officers stated that the application was for the use of the space as a museum so although the Migration Museum would not be tied into this, a museum occupier would need to occupy the space under the terms of the Section 106 agreement. To change the space to another use would require the applicants to apply for planning permission.

A Member stated the addition of students would add to the vitality of the City and there were many office accommodation proposals coming forward so the loss of office space in this particular development would not impact the possible increase in insurance company demand for office space in the City. Officers were asked to confirm that without the museum the project would still stand. An Officer confirmed that this was the case.

In relation to a question about the wording of Proposed Condition 21 on page 142 of the Officer report, Officers advised that this had been corrected in the addendum.

In response to a Member's question about viability, Officers stated that the guidance in the local plan was that where there was a proposal for the loss of office accommodation, a viability assessment was required to determine whether the building could continue to be used for offices in the long term. There was no requirement in policy to test the viability of any proposed use once a developer had satisfied officers that the loss of office was acceptable.

A Member referred to one of the resident's objections which stated that Thames Water maintained that there was insufficient water pressure to service the building. The Member also referred to the Officer report which stated that Thames Water had not objected to the proposal and asked Officers to clarify the position. Officers confirmed that Thames Water had not objected to the proposal. It was standard for them to ask for the developer to continue to engage with them on matters such as water pressure post-decision and a condition had been added to require them to engage with Thames Water on this matter.

A Member asked if it could be conditioned that the museum would have to be open to the public prior to the student accommodation being occupied. Officers stated that the application stood in policy terms without the museum so there would not be reasonable grounds to include a pre-occupation condition on the student housing unless Members considered that the proposal did not stand in the absence of the museum. Officers considered that it was unreasonable and inadvisable to put a condition on to tie the museum and student accommodation together.

A Member stated that climate change was triggering displacement and leading to global migration. It was therefore important therefore that the climate impacts of the development were clear. Officers stated that under the proposal there would be the potential to improve climate resilience figures as there would be more space for green roofs and blue roofs and larger area in the basement for tanks. There would also be more opportunities to address urban heat island effects in the new parts of the façade by reducing the thermal heat extract of the building.

The Member stated that the whole life carbon assessment figures in the Officer report had been amended in an addendum. However, it was not stated whether this changed the sustainability calculation and Officers were asked to clarify this. Officers advised that the figures did not have an impact on the overall results.

A Member asked about how with the 244 square meters of new public realm and the proposed pocket park, there was a loss of 13 mature trees. Officers stated that the net calculation included biodiversity that had been lost but overall there was a net gain. Additional street trees were proposed, there were additional green roofs and trees and shrubs on roofs.



A Member queried whether the pocket park would provide sufficient open space for 1,200 students in the student accommodation considering the lack of natural light to some rooms and the importance of daylight and sunlight in relation to body clocks and mental health. Officers confirmed that the student accommodation was for 769 students. The Member asked for further clarification as the Officer reports stated there were rooms with one bed, two beds, three beds and four beds. Officers stated that although some rooms had more than one bed, in total across the development there was provision for 769 students. To increase this figure would require the submission of a further planning application. Officers stated that in addition to the ground floor street level spaces there were two additional community terraces solely for student use. There were no base standards set for amenity space for students but officers were content that the proposed amenity space would be acceptable in this instance.

A Member commented on the condition that the terraces could be used until 11pm and suggested that this could be brought forward to an earlier time. The Chairman advised the Member that she could propose a condition in the debate section of the meeting.

A Member asked how the proposed student accommodation related to the Aldgate, Tower and Portsoken key area of change. Officers stated that the site was on the fringe of the area of change and did, in local policy, relate to increasing vibrancy of education offers. Officers were content that the application would feed into the change ambition as it was more diverse than the current use.

A Member asked whether servicing vehicles would have to back up during servicing or whether they could enter and leave without reversing. Officers advised that a reversing manoeuvre would be required from Carlisle Avenue into the servicing area. However, this had to be balanced against the context of the existing servicing arrangements which meant larger vehicles were unable to turn within the site and had to reverse out onto Crutched Friars. This had also been balanced against the ability to provide the Migration Museum and the frontages on the ground floor. Officers had worked closely with the Migration Museum to identify their servicing needs. All movements in and out of the servicing yard would be managed by facilities management and a robust delivery and servicing plan. Carlisle Avenue was a one-way street which served only local traffic and had lower levels of traffic so reversing, while not ideal, was considered acceptable.

A Member asked Officers to address the objectors' concerns that there would be reduced office space in the City. Officers advised that although the existing building looked to be in a good condition, it dated from 1983 and required much refurbishment. The viability assessments had demonstrated that a viable office scheme could not be delivered in this building. The Officers advised that there had been many schemes containing office space coming to Sub-Committee.

A Member asked Officers is there was any data from other student accommodation in the City to back up residents' concerns that there would be an increase in anti-social behaviour. Officers stated that there were two sites of student accommodation in the City. There had been no complaints attributable to students from 52 Minories. There had been four historic complaints attributable to the student accommodation on Vine Street. However, the 24-hour security had been quick to respond and policies were enhanced. There had not been any recurrence in recent months.

A Member asked a question on whether diesel generators were included in the scheme. Officers advised that there was a standard condition on air quality and Condition 40 required a report that would consider alternatives to the generators.

A Member stated that there had been no specific details outlining how the development had been designed to be resilient to future climate change and asked Officers for more information. Officers stated that Condition 22 was a standard condition asking applicants to submit a climate change resilience statement. The applicants had submitted information about the urban heat island, overheating, flooding and biodiversity. There were also conditions relating to flooding.

A Member raised concern about the level of daylight that the bedrooms would receive and stated that while conditions meant that issues relating to solar gain would be resolved before construction, the lighting levels to the lower bedrooms could not be resolved. Officers stated that the façade was designed to address overheating and there was shading to these student rooms. There were also ventilation panels as part of the façade systems. There were noise issues with ventilation panels so the student rooms would also have some active cooling if required but in principle the ventilation panels could be opened and provide sufficient ventilation. Officers reported that they had thoroughly assessed the daylight and sunlight impacts of the development and balanced these against other aspects of provision. There were communal amenity spaces for study and socialising and these spaces were well lit. In relation to the student rooms, there was a condition to ensure that the developer had to optimise the layout of the rooms so that desk spaces were placed by windows. Each student bedroom was served by a window so there were no rooms without natural daylight. Although not all rooms were compliant, on balance Officers considered that that this was satisfactory in this instance. A Member raised concern that low daylight levels were being accepted.

Members agreed to extend the meeting in line with Standing Order 40.

A Member asked for clarification from Officers on whether the Sub-Committee should consider the application as an application for student accommodation. Officers advised that the student accommodation was policy compliant and was not dependent on the delivery of the museum be it the Migration Museum or any other museum. Therefore, it would be unreasonable to apply a pre-occupation condition as it was not dependent on the museum to make the scheme policy compliant.

Seeing no further questions of Officers, the Chairman asked that Members now move to debate the application.

A Member stated that she was of the view that a pre-occupation condition should be added in view of the concerns expressed in relation to daylight and sunlight and that the proposal being majority demolition and minority refurbishment.

**MOTION:** - A motion was put and seconded that the building and student accommodation should not be occupied until a museum was open.

The Chairman asked for legal input before this motion was taken forward. The City Solicitor referred to national planning policy and the tests for conditions. She referred to paragraph 55 which provided that local planning authorities should consider whether an otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Paragraph 56 stated that planning conditions should be kept to a minimum and only imposed where they were necessary, relevant to planning and to the development permitted, enforceable, precise and reasonable in all other respects. She advised that for the Sub-Committee to impose this as a condition, it would need to be necessary and reasonable and the Sub-Committee would essentially be saying that the student accommodation would not be acceptable to be occupied unless the museum was there. She further advised that the Sub-Committee would need to consider whether there was policy support or whether concerns about the student accommodation were outweighed because of the benefit of the museum. This condition would not be unlawful as a condition but the Sub-Committee had to be able to justify it in these terms.

A Member stated that the issue was whether the £15m required for the move would materialise and if the applicant was willing to close the funding gap if necessary, an additional condition was not required.

A Member asked if the condition was agreed, whether this would transfer the funding risk for the museum onto the developer because their revenue stream would be delayed and suggested that Members vote on the motion conscious of this effect. He stated that, while not necessarily against it, he was concerned that a precedent would be set for similar dual-use buildings in future where developers could feel they had to compensate for this potential future condition being imposed again and that could affect the cost of funding going forwards.

A Member stated that the proposed condition was to ensure that the Migration Museum's future was secured on this site in the future. She stated that similar conditions had been placed on schemes in the past.

A Member raised concern about the impact on the scheme of this condition and whether it would be on a purely commercial matter that would then render the entire scheme unviable. The Chairman stated that this was a commercial consideration for the developer.

A Member raised concern that the motion was being proposed in order to stop student accommodation being provided in Tower Ward. He stated that he had lived alongside students of the Guildhall School of Music and Drama and there had never been any grounds for complaint about student behaviour. For this reason, he asked Members not to accept the condition which he considered to be unnecessary and unreasonable and could make the scheme unviable.

A Member stated that he had seconded the motion, was in favour of student accommodation and wanted to ensure that the museum would be delivered on this site.

A Member stated that he would support the motion for the reasons outlined by the seconder and concerns of the applicant. The museum was required in order to overcome some of the disadvantages of the scheme. He stated that without the museum he would vote against the scheme on the loss of material trees and the deficiencies in natural light to student rooms and suggested that some of the disadvantages might have been overcome by having incubator office space in the lower areas.

A Member stated that the proposed condition called into question the integrity and sincerity of the museum when it was clear that those who were backing it were focused on making sure the move happened. He considered it to be an unfair condition and referred to assurances from Officers that the student accommodation did not contravene planning law.

The Chairman stated that there had been no indication that the Migration Museum would not be delivered and the applicants had made commitments in relation to funding and providing museum space for free for a lengthy period of time. The Chairman therefore urged Members to vote against the motion.

The Member who had proposed the motion stated that this was an on-balance consideration as outlined in the Officer report. The museum was a key part of that balance and this was a mechanism by which the Sub-Committee could demonstrate that this was considered to be an integral part of the scheme. Members were urged to vote in support of the motion to secure the Migration Museum.

Having fully debated the application, the Sub-Committee proceeded to vote on the motion to add the following condition:

That the building and student accommodation should not be occupied until a museum is open.

The Motion was put and fell with 10 votes in favour, 13 votes against and 1 abstention.

A Member referred to student accommodation for 920 students that had opened in September 2022 on Middlesex Street, just over the border in Tower Hamlets. He reported that there had been no detrimental impact on the local area. Local businesses were now offering student discounts which indicated that students were using local stores. He stated that within the vicinity of the proposed development, there were a number of supermarkets and these stores would be able to cater for the additional students. He could not see a reason under planning regulations for the proposal to be refused and although he might prefer for the development to be used as an office or hotel, this was not a reason to reject the application.

A Member stated that planning reasons to vote against the application were substandard accommodation being built and the loss of trees.

A Member commented that although there were a number of local supermarkets in the vicinity, a recent report stated that people who shopped in them spent on average an extra £800 per year on food. In addition, many students shopped online and that could create more traffic and noise for residents. She stated that she would not be voting for the scheme as it would result in the loss of office floor space when policy said office stock should be being increased. This was particularly important in the City which was a key transport hub. The Member expressed concerns about student rooms with inadequate space and daylight and sunlight levels, the loss of biodiversity and trees, the pocket park not being enough space for the number of students in the student accommodation and the significant increase to the residential population in just one building. The pressure on GP services and amenities were another concern. She stated that she voted for designs that fitted policies, enhanced the city, provided good quality spaces in which to live and amenities for residents and businesses.

**MOTION** – A Motion was put and seconded to move to a formal vote on the application. The motion was passed.

The Sub-Committee therefore proceeded to vote on the recommendations before them.

Votes were cast as follows: IN FAVOUR – 16 votes  
OPPOSED – 7 votes  
There were two abstentions.

The recommendations were therefore carried.

Deputy Fredericks and Alderwoman Pearson requested that their votes against the recommendations be recorded.

Deputy Pollard had not been in attendance for the whole discussion on this item and therefore was not present for the vote.

**RESOLVED** – That the Committee grant planning permission for the above proposal in accordance with the details set out in the attached schedule subject to:

- (a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;
- (b) that Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

5. **\*VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**

The Sub-Committee received a report of the Chief Planning Officer and Development Director detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the report to the last meeting.

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

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

The Committee received a report of the Chief Planning Officer and Development Director detailing development applications received by the Department of the Built Environment since the report to the last meeting.

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

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

No questions were raised.

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

There were no additional urgent items of business for consideration.

**The meeting ended at 1.05 pm**

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Chairman

**Contact Officer: Zoe Lewis**  
**zoe.lewis@cityoflondon.gov.uk**

## PLANNING APPLICATIONS SUB-COMMITTEE

Tuesday, 21 February 2023

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery Hall - Guildhall on Tuesday, 21 February 2023 at 10.30 am

### Present

#### Members:

Deputy Shravan Joshi (Chairman)  
Deputy Randall Anderson  
Brendan Barns  
Emily Benn  
Ian Bishop-Laggett  
Deputy Michael Cassidy  
Mary Durcan  
John Edwards  
Deputy John Fletcher  
Deputy Marianne Fredericks  
Jaspreet Hodgson  
Amy Horscroft  
Deputy Natasha Maria Cabrera Lloyd-Owen  
Deputy Edward Lord  
Alderman Ian David Luder  
Antony Manchester  
Alderman Bronek Masojada  
Andrew Mayer  
Deputy Brian Mooney  
Deborah Oliver  
Deputy Graham Packham  
Alderwoman Susan Pearson  
Deputy Henry Pollard  
Ian Seaton  
Shailendra Kumar Kantilal Umradia  
Alderman Sir David Wootton

#### Officers:

Zoe Lewis	– Town Clerk's Department
Gemma Stokley	– Town Clerk's Department
Fleur Francis	– Comptroller and City Solicitor's Department
David Horkan	– Environment Department
Kerstin Kane	– Environment Department
Juliemma McLoughlin	– Environment Department
Joanna Parker	– Environment Department
Rachel Pye	– Environment Department
Gwyn Richards	– Environment Department
Jessica Robinson	– Environment Department
Peter Shadbolt	– Environment Department
Ian Steele	– Environment Department
Peter Wilson	– Environment Department

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1. **APOLOGIES**

Apologies for absence were received from Deputy Keith Bottomley, Anthony Fitzpatrick, Alderman and Sheriff Alastair King, Deputy Alastair Moss (Deputy Chairman), Judith Pleasance, Deputy James Thomson and William Upton.

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

Ms Hodgson declared a non-pecuniary interest relative to Agenda Item 4 in relation to being a member at 10 Trinity Private Members Club as it was adjacent to the site in question.

Also in relation to Agenda Item 4, Deputy Packham declared that he was Chairman of the Board of Governors of the Guildhall School of Music and Drama. Deputy Anderson declared that he was Deputy Chairman of the Board of Governors of the Guildhall School of Music and Drama. Ms Benn declared that she sat on the Board of Governors of the Guildhall School of Music and Drama. They advised that the Guildhall School of Music and Drama were currently in discussions with Dominus about the possibility of their students being housed in the Holborn Viaduct development that was recently passed by the Sub-Committee.

Deputy Fredericks declared that she was a Tower Ward Member and also lived in the Ward but did not live near the site concerned at the application under Agenda Item 4.

3. **MINUTES**

The Sub-Committee considered the public minutes of the last meeting held on 31 January 2023 and approved them as a correct record.

4. **FRIARY COURT, 65 CRUTCHED FRIARS**

The Sub-Committee considered a report of the Planning and Development Director concerning Friary Court 65 Crutched Friars London EC3N 2AE – specifically demolition of existing building and redevelopment of the site for a new building comprising basement, ground plus 20 upper floors (+74.9m AOD) for purpose built student accommodation (770 rooms) and associated amenity space (Sui Generis); Museum use at part ground, first and second floor levels (Use Class F1(c))(+3101sq.m GIA); hard and soft landscaping; ancillary plant and servicing; and associated works.

The Town Clerk referred to those papers set out within the main agenda pack as well as the Officer presentation slides and three addenda that had been separately circulated and published.

Officers presented the application, highlighting that the application site was located in the south-east of the City and was bounded by Carlisle Avenue to the west, Northumberland Alley to the south and Crutched Friars to the east. The



site was adjacent to but not within the Lloyds Avenue Conservation Area. There were no listed buildings immediately adjacent to the site but there were some within the surrounding streets, Fenchurch Street Station and its associated conservation areas to the south of the site.

Officers shared a visual of the existing floor plan. The existing office building was arranged in a c-shape around a private sunken courtyard. The main entrance to the building was from Crutched Friars and the buildings were arranged around a central core with office accommodation in each wing. The current servicing bay was accessed from Rangoon Street. An entrance to a basement wine bar was also located along Crutched Friars. Officers reported that due to the nature of the building and the setback of the office entrance, there was little active frontage at the ground floor level of the building.

Next, Members were shown photographs from Rangoon Street looking down Crutched Friars, from Crutched Friars looking east along Northumberland Alley, from Northumberland Alley towards the sunken courtyard and from Carlisle Avenue and Northumberland Alley at the corner of that junction.

Officers reported that the proposal was for the demolition of the existing building and a replacement 20-storey building to be constructed which would provide 769 purpose-built student bedrooms and flats. Members were shown visuals of the floor plans and were advised that the student accommodation would be accessed from Crutched Friars with cycle store access from Rangoon Street. The museum would have a primary entrance from the corner of Crutched Friars and Northumberland Alley. Level One would be primarily occupied by museum space. Level Two would be occupied by mostly museum space with an area of student amenity space to the north and an amenity terrace to the west. The terrace to the east would not be accessible. Student accommodation would be provided at Levels 3-20. There would be a central corridor with rooms off of each side. Level 20 provided some student rooms, an accessible amenity terrace and a plant room.

Members were shown visuals of the provision of both accessible and non-accessible roof terraces throughout the scheme. Officers stated that the terraces would have substantial landscaping with trees, shrubs and low-level planting. On Level 19 there would be photovoltaic panels. Members were advised that officers had attached conditions to the use of the roof terraces to control the hours of access and to restrict hours, events and amplified music.

The Sub-Committee were shown a number of elevations. Members were shown a visual to illustrate the stepping down of the building from west to east. Officers reported that the highest part of the building would be 74.9 above Ordnance Datum (AOD) and this would be adjacent to 80 Fenchurch Street which sat slightly higher at 77.7 AOD. The building then stepped down to 59.65 AOD adjacent to the recently approved scheme at Boundary House which sat between 64 AOD and 61 AOD. Officers considered that the proposal would sit comfortably in terms of height and massing. Officers also considered that the overall architectural approach including the stepping down of the building related well to the character and surrounding area and nearby buildings.

Members were shown proposed images of the view from Crutched Friars facing west towards Rangoon Street, the proposed courtyard adjacent to Northumberland Alley facing North, a view from Queen's Walk towards the site from the south of the River Thames. Members were also shown images of existing and proposed views taken from the Heritage Town and Visual Impact Assessment. These views were from Tower Hill Underground Station, Cooper's Row looking towards the site, the view from Crutched Friars, the view from India Street and Jewry Street. Officers reported that the approved scheme at boundary House would screen the development proposal from some views.

Members were shown images of the four different options that had been tested in relation to the refurbishment and demolition. Option four had been taken forward due to it maximising the potential of the site and providing more opportunities for urban greening and biodiversity and resulting in longevity and flexibility of the building in the long term.

The Sub-Committee were informed that the proposed development was targeting a BREEAM Outstanding rating and there would be a 70% improvement on operational carbon emissions.

Members were shown an image of the façade which had been broken up into a ground floor where the museum's base would be and two stacked blocks where the accommodation would be. Officers considered this approach to massing to be well considered and appropriate in this location. The façade had been designed to provide shading and natural ventilation through the perforated still sections and the scallop approach was welcomed by officers and was considered to give the building an architecturally coherent approach.

Members were informed that the two statues would be removed, stored and reinstated as an art piece in a similar location to keep its connection to the street and this was covered by a condition. The servicing bays and fire escape doors located along Carlisle Avenue would be included within the art strategy for the site which was to be secured through a Section 106 agreement and this was considered to contribute to the creative animation and vibrancy of this part of the site. Members were advised the servicing bays would service both the student accommodation and the museum. The site was currently serviced on the street and this arrangement would be retained. Unlike currently, under the proposal there would be strict time limits on when the site could be serviced. Members were shown visuals of the servicing bays, proposed cycle storage and associated facilities for both the students and the museum. The development provided policy compliant long and short stay cycle parking for both the student accommodation and the museum. The short stay cycle parking would be well integrated into the site and easily identifiable and accessible to visitors.

Members were shown images of the student amenity spaces. There would be a total of 1,120 square meters of internal amenity space over three floors, offering different types of spaces for students ranging from quiet study spaces to

socialising spaces such as a games area and lounge. Students would also have access to two outside amenity terraces.

Officers informed the Sub-Committee that the proposal sought to provide improvements to the public realm both through on-site provisions and through Section 278 Works through two main public spaces.

Members were shown an image of the proposed courtyard. The existing sunken courtyard would be raised up to ground level and made publicly accessible. There was also a pocket park which would be delivered through a 278 agreement in conjunction with the scheme adjacent at Boundary House. There would also be the provision of three new street trees to Crutched Friars and two new street trees within the courtyard area. Seating would be introduced as would planting to windows at street level. The proposal would create a publicly accessible courtyard along Northumberland Avenue. The courtyard would provide space for seating, new trees and also provide informal entrances into the museum space.

Officers reported that the pocket park would provide welcome outdoor space in this area. The public realm enhancements would be supported by a lighting strategy with the details subject to a condition to help improve safety and the appearance of the surrounding streets at night whilst being sensitive to the context of the area.

The Sub-Committee were informed that part of this application was the provision of a museum space at ground floor level and part first and second floor levels. This was to be occupied and run by the Migration Museum. The Migration Museum had co-designed the space to fit their requirements. The developer would provide the Migration Museum with 60 years rent and service charge free and the museum would be free for the public to access seven days a week. The ground floor would provide exhibition spaces and social areas including a café. On the first floor there would be further exhibition space and on the third floor there would be different types of spaces centred around education, meeting spaces and artist studios. A detailed museum management plan would be secured through the Section 106 agreement. Members were shown an image of the proposed museum entrance.

Officers concluded that the development would provide high quality purpose-built student accommodation within an appropriate location. Officers considered that the proposal would not result in any undue harm to residential amenity including from overlooking, loss of privacy or noise. A robust management plan would be secured through a Section 106 agreement. The applicant had provided an economic viability assessment supported by a market commentary which demonstrated that the use of the site as an office would be unviable in the long term. Officers had had this assessment independently verified which had confirmed that the assessment was adequate, and the findings were accurate. The development would deliver a substantial new museum with an identified operator which would contribute to the culture and vibrancy of this part of the City. The development would deliver enhancements to the surrounding public realm, introduce active frontages and provide an increase in

the urban greening of the site. The daylight and sunlight impact of the development had been carefully considered and officers considered that in balance there would not be an unacceptable impact on daylight or sunlight. The wind microclimate and thermal comfort conditions had been assessed. No safety exceedances had been shown and all spaces were considered appropriate for their intended uses. The proposed servicing arrangements would see an improvement to the current arrangements and result in fewer deliveries to the site. The development would promote active travel, biodiversity, urban greening, target a BREEAM Outstanding rating and reduce carbon emissions and waste. The application for planning permission was therefore recommended for approval.

The Chairman explained that there were two registered objectors to address the meeting and he invited the objectors to speak.

Mr Paul Pavlou, stated that he had been a Tower Ward resident for six years and had worked in the City for 16 years as a solicitor and co-director of Number One Peak Street RTM Company London, the largest residential building in London Tower comprising 150 residents. He stated that he was supportive of the Migration Museum moving from Lewisham to the City and as the son of immigrants he had witnessed the immigrant struggle. He commented that he was supportive of the letters of support for the Migration Museum in the City including those from high profile figures. He stated that the recent wave of support was almost entirely based on the Migration Museum being a positive addition to the City. However, he raised concern about whether the move was possible as £15million was required to move the Migration Museum and where this money would come from as there was no plan in place. He advised that the applicants had stated that they would pay £500,00 towards hiring a consultant to devise a plan. Mr Pavlou stated that the move was likely to go over budget and suggested that an alternative would be to move the Migration Museum closer to the Museum of London and pool funding to create a One-Stop Museum destination. Mr Pavlou asked that, if the funding could not be found for the museum move, whether the student accommodation part of the scheme would proceed. He raised concerns about the density of student accommodation proposed and the quality of the accommodation. He stated that he wanted the City to be more inclusive enabling those who would not otherwise have the opportunity to work in the City to do so and expressed concern at the loss of office space in the City.

Ms Camilla Blower, stated that she was a resident of Tower Ward. She reiterated that local residents were not opposed to the relocation of the Migration Museum to the Square Mile and it would expand the City's cultural offer. She stated that the planning application was also to have 20 storeys of the building as student accommodation. She considered that if the application was for the Migration Museum with office space or a hotel this would be more consistent with the character of the area and that 60 people would not have objected. Ms Blower stated that Tower Ward was densely populated with narrow streets. She raised concern about existing congestion problems being exacerbated by the extra 25 plus large deliveries required by the student accommodation each day. In addition, she was concerned that when this was

considered alongside the Migration Museum's delivery requirements and student's individual deliveries, traffic would become dangerous with emergency services unable to get to the area if there was a large-scale emergency.

Ms Blower showed Members images of congestion in the area. She stated that almost 400 students were expected to move in and out of the student accommodation by car each term. Although there was a proposed plan with designated arrival times, she was concerned that realistically most people would turn up on the same day just before the start of term and this would create congestion problems. Ms Blower also stated that there were already problems with late night anti-social behaviour at weekends and this would be exacerbated by the introduction of a large number of students. In addition, the proposed design with multiple rooftop spaces for socialising would increase noise pollution and Tower Ward already exceeded the noise levels recommended by the World Health Organisation. She raised concerns about the wellbeing of residents and how one community liaison officer could control the number of intended students Ms Blower also raised concerns about the pressure on local infrastructure including on NHS Services, small shops and supermarkets. She stated that Thames Water had said the water pressure would not be adequate. Concern was also raised that the applicant had not engaged with residents as part of the decision-making process. Further concern was raised that this would create a precedent in the City to repurpose buildings away from office use.

The Chairman invited Members to question the objectors. A Member stated that he had sympathy for points raised in the resident objections but asked the objectors to explain on which specific grounds of planning regulation and law they were opposing the development. The objectors stated that they did not have the funding to appoint advisors with knowledge of the technical aspects of the law and were representing themselves.

The Chairman advised Members that there were two Tower Ward Members who also wished to speak in objection to the proposal. Mr De Souza and Mr Groves were invited to speak.

Mr De Souza presented slides and stated that he would welcome having the Migration Museum in the City. He stated that very few of the letters of support for the museum indicated support for, or acknowledged, the student accommodation for around 1,200 students whose number was four times the size of the existing residential population in Tower Ward. Mr De Souza questioned whether the museum could fundraise the remaining £15million having never undertaken a capital appeal of this scale. Concern was raised that the Migration Museum's annual income was around £820,000 and that they would be competing with the Museum of London's capital appeal in a difficult economic climate. Mr De Souza questioned the future of the Museum if they could not reach the £15m required for the move and if they would lose their current home in Lewisham. Mr De Souza also queried why the applicant had not already provided the museum with a home in the already approved student housing next to the Museum of London site. Mr De Souza raised concern about the museum part of the application being a distraction from the demolition of

office space and the building of 770 student accommodation rooms. He stated that the change of use from office space went against City policy. Mr De Souza suggested that the developer had misreported the whole life embodied carbon cycle, the demand for hotels in Tower was high and there would be an upcoming peak in major lease events between 2023-2027 particularly in the legal sector. Mr De Souza referenced positive comments from Members when new office developments had been approved at recent meetings and he stated of the importance of office space being retained in Tower Ward. Concern was raised about having more student accommodation in the ward when Tower Ward was already home to approximately 1,000 students. Mr De Souza requested that the Committee refuse the application.

Mr Groves stated that he was in favour of the Migration Museum moving to the City and that he had been a migrant himself. He stated the importance of attracting migrants who could work in financial and professional services and having the Migration Museum in the City would be an advantage as the case was made to Government. Mr Groves stated that if the application was refused, he and Mr De Souza would work with officers to try and find an alternative site for the museum. Mr Groves stated that although the Business Improvement Districts (BIDS) were supportive of the development, they had not consulted businesses that Mr Groves had spoken to. Small businesses in the ward had advised him that existing students did not frequent their businesses and if they were eating or socialising, they tended to do this outside of the area or order takeaways from other parts of London. He stated that there was an increasing number of workers returning to offices in the City and for local small businesses, office workers were their main customers and without them their businesses were at risk. Mr Groves stated that currently there were turbulent market conditions and high levels of global catastrophes. Many of the insurance claims were paid out of the London market. The Financial Services and Markets Bill was strongly supported by the Corporation. It sought to make the UK a more attractive destination for insurance companies. Mr Groves stated that it was therefore unfortunate that a significant business landmark was being changed from office space into student accommodation. He informed the Sub-Committee that there were a number of leading insurance brokers in the area. Mr Groves stated that the delivery of increased office floorspace was fully supported in adopted and emerging planning policies and would ensure that the City continued to appeal to business occupiers and help maintain the City's role as a leading Financial and Professional Services centre.

The Chairman invited Members of the Committee to ask questions of the Ward Members who had spoken in objection. A Member asked if the suggestion that students did not use local infrastructure did not undermine the local resident objections. The Ward Member responded that he recognised the pressure on local GPs, water and other infrastructure and was just referring to small businesses such as those selling sandwiches, repairing shoes and optometrists which were used mostly by office workers.

A Member queried the suggestion that Crutched Friars was not a suitable location for a museum when it was very close to the Tower of London. The Ward Member stated that he did not consider Crutched Friars to be unsuitable

for a museum but there were other sites that could be more appropriate. He stated that the museum featured heavily in the presentations and there was less about the student accommodation. The Ward Member advised that he would welcome the Migration Museum in Tower Ward if there was office space, rather than student accommodation above it.

A Member of the Committee asked the Ward Members to clarify the planning grounds on which they were objecting. The Ward Member stated that the slides shown were evidence-based and based on views expressed by constituents. The Ward Member referred to current policies to protect office space, the draft City Plan 2000-2034 and London Plan Policy E1. A Member of the Sub-Committee asked if the Ward Members wished to draw the Committee's attention to the list of planning considerations in the report. The Ward Member stated that proposal was for the change of use from office floor space at a time when the ward's primary business was the insurance business which would be looking for more floor space in the next few years. In addition, having spoken to local businesses, they had said there were buildings where tenants were not being replaced and it was suggested that this could be due to developers hoping to turn office space into student accommodation or residential accommodation in this part of the City. Concern was raised that approving this application would set a precedent. The Ward Member stated that he did not want the business focused character of Tower Ward to be changed.

The Chairman invited the applicant to speak.

Barnaby Collins, DP9, spoke on behalf of the applicant. He stated that providing a new home for the Migration Museum was at the heart of the proposal. He reported that the museum had the support of Historical Palaces and the scheme would reinvigorate a part of the City that lacked identity. Mr Collins stated that the proposed student accommodation would co-locate learners with earners creating a pathway for the City's next generation of talent. He advised that according to the London Recharge Vision, this could enable pipeline partnerships where students could more effectively network with potential employers. It also aligned with planning policy and acknowledged the City as a centre of learning. In addition, Mr Collins stated that the proposal aligned with the vision to have a vibrant mix of land use that included students, to contribute to the diversification of land use that the City had identified as a critical component of improving resilience to current and future challenges. It would contribute to the Destination City plan to improve the City's cultural offer. Mr Collins stated that following the City's Planning Advice Note on Developer Engagement, meetings had been set up and there had been presentations to local residents and stakeholders. Concerns had been addressed. The proposed student management plan would address operational matters.

Jay Ahluwalia (Dominus) stated that he was one of three brothers in a family business with a track record of delivering projects with social value at their core. They had recently opened the Lost Property Hotel by St Paul's Cathedral. It was one of four hotels operated by Dominus. They had also begun construction work at 65 Holborn Viaduct and last year started work preparing a mixed-development proposal for 65 Crutched Friars. The scheme being considered

was tailored to the requirements of university partners, would provide over 260 affordable bedrooms, target BREEAM Outstanding, create two new public spaces and would have industry-leading levels of amenity. Mr Ahluwalia stated that his family had a migrant story that had shaped their lives and they had supported the Migration Museum for a number of years. He stated that the scheme could have a transformational impact and aligned well with the Destination City initiative.

Mr Ahluwalia informed Members that the proposed 30,000 square feet, free to enter museum would be across three floors, with active frontage and communities at its heart. There was a guarantee from Dominus of 60 years rent and service charge free in addition to a philanthropic contribution that would kick-start the fundraising campaign. Support would be provided from Dominus' design team and operating costs would be underwritten for a period of three years.

Mr Ahluwalia stated that Dominus would draw on experience in hospitality to build this scheme. They would operate the building under a living platform called Communa with teams that were highly experienced. The accommodation would be managed securely 24 hours a day and there would be high quality shared amenity space for study, wellbeing and meeting day-to-day needs including the provision of pastoral care. Operational commitments had been outlined under a best practice student management plan. Mr Ahluwalia advised that Dominus would be the Migration Museum's long-term partner and landlord working together to deliver and maintain the long-term benefits and it would provide for future generations of tourists, workers and residents. He stated that the scheme had support from Aldgate Connect and Easter Cluster Partnership Business Improvement Districts who recognised the potential of the proposal.

Sophie Henderson, Chief Executive of the Migration Museum encouraged Members to approve the scheme to deliver a centre-stage permanent home to the Migration Museum. The three floors of museum space would present permanent and temporary exhibitions, animated by events and performances. There would be more of an art feel than that of a traditional museum. The museum was curating the exterior space and it was important to have a porous boundary to engage more audiences. The museum already engaged audiences much younger and more socioeconomically diverse than the average London museum and the café and shop would be destinations in their own right. The café would be a platform for chefs in the way that the museum was a platform for creators and storytellers. The museum would attract 140,000 visitors each year. 15,000 of these would be tourists. The museum would contribute £8m of direct and indirect economic impact and the social impact would be providing space for conversations about migration and contextualising contemporary debates against a historical backdrop. It was anticipated that approximately 12,000 school children would visit the museum each year. Teachers required support with teaching about migration and there were increasingly diverse classrooms with young people needing to learn about a history relevant to them. The museum would be a place for connections and was at the heart of national and global networks of museums. Communities could use the museum's spaces for their own purposes e.g. local history sessions or



language classes. A variety of activities, events, performances, dance sessions and creative workshops would take place. There was a strong offer for businesses and residents and a backdrop for diversity, equality and inclusion training and building the skills of people, especially young people. The museum was looking to create pathways and opportunities within the creative sector.

Charles Gurassa, Chair of Oxfam, Chair of Guardian Media Group and Migration Museum Trustee stated that this proposal was a unique opportunity for the Migration Museum. Since the museum's formation there had not been such an attractive proposal of this scale in a city location. The City was ideal for the museum given that it had been the centre of migration to and from the country since Roman times. The proposal would enable the museum to be built from scratch in an ideal space which would be vibrant and contemporary. It would also be an addition to the British cultural landscape. 60 years free rent and service charge and the willingness to underwrite any operating losses that might occur in early years as well as the contribution towards the raising of capital would provide a good platform for the museum. Mr Gurassa stated that Mr Ahluwalia and his family had their own migration story and had supported the museum since its early days. The museum would provide a new national cultural landmark.

The Chairman invited questions from Members of the Sub-Committee to the applicants team.

A Member asked a question in relation to the benchmark land value for the student accommodation and asked whether this showed a surplus or deficit. The applicant confirmed that it was a viable scheme.

A Member asked the applicants if they would accept a condition that the student accommodation could not be occupied until such time as the museum had moved. The applicants confirmed that they were not opposed to questions that would secure the future of the museum on this site. The commitment to 60 years rent and service charge free and a usage class of F1 Museum use would limit the use of the space in the scenario that the museum was unable to raise the relevant amount of capital and in this case the family would consider whether to plug the funding gap. The applicants confirmed they would welcome conditions that the Sub-Committee might impose about the occupation of the museum.

A Member asked if the applicants had considered providing incubator offices for Small and Medium Enterprise (SME) start up offices. The applicants stated that they had considered whether affordable workspace would be the right option on this site. They had provided it at their development at 65 Viaduct and were familiar with providing affordable workspace. However, the priority on this site was to maximise the amount of space that the museum would have. The museum initially aimed to have 45,000 square feet of space so the applicants had prioritised getting as close to this as possible.

A Member asked what would happen if the museum did not get the support it needed. Officers confirmed that conditions had been drafted as part of the

Officer's report and would govern the space. It had to be a space with 60 years rent and service charge free and had to be a museum.

A Member asked for clarification in relation to the affordable accommodation. The applicant advised that there were over 265 affordable bedrooms. The affordable student rent had been set by the Mayor of London at approximately £180. This would be one of the largest provisions of affordable student accommodation in the capital.

Ms Henderson stated that the museum was confident that the £15m for the museum move would be raised. The museum had expert support, there would be three years to raise the money while the existing building was demolished and the new building built. In addition, the museum had trustees and friends with good connections with businesses and livery companies. A member of the Board had been a founder of a cultural consultancy that had supported capital projects totalling £400million in the UK, half of which were supported by National Heritage Lottery. Ms Henderson stated that she considered that raising £15m was realisable and achievable.

A Member asked how many developments with office use the applicants had. The applicant stated that there were two developments with office use. Office use was not a primary focus but was increasingly being considered in terms of flexible office provisions.

A Member asked if the museum would prefer office space or the proposed student accommodation above it and was advised that the museum was agnostic on this point. The proposal presented a unique opportunity in terms of scale, location and financial support.

A Member commented on the existing building being 39 years old and asked if the applicants had included refurbishments within the 60-year life it was claimed the new building would have. She also asked if the costs, including the costs to the carbon footprint, of repurposing the student accommodation into housing had been calculated as within the life of the building, student accommodation might not be required. The applicants stated that student accommodation would have to be refurbished more often than office accommodation. A lifespan of five to years had been assumed. In relation to the other parts of the proposal there would be a longer lifespan and wherever possible materials with longer lifespans would be used. The Member asked for a description of materials to be used and was advised by the applicant that concrete and steel would be used and there would be photovoltaic panels.

A Member stated that all servicing vehicles would arrive at the site using Carlisle Avenue and Northumberland Avenue which were narrow streets and went past the entrance to the museum. The Member asked why the current servicing arrangements could not be used. The applicant advised that altering the servicing arrangements would enable a public, traffic free pocket park to be created. Consolidated deliveries would be used to minimise deliveries.

A Member asked for clarification on the number of students that would be housed in the student accommodation. The applicants advised that there would be 769 bedrooms and 769 students.

A Member asked which Universities had been engaged. The applicant stated that there was strong support from UCL and the accommodation had been designed with their specifications in mind. There was also strong support from Queen Mary's University.

A Member raised concerns about the lack of sufficient daylight to some of the student rooms and asked for clarification on the percentage of rooms affected. The applicants advised that 80% of rooms would receive adequate daylight levels with the other 20% of rooms being more constrained. In relation to sunlight, 52% received adequate sunlight, however, many of the units were single aspect north facing rooms and this was normal for north facing windows. The shared spaces would have adequate levels of sunlight and there was also an external communal amenity space with adequate sunlight so all students would have access to sunlit spaces.

A Member asked about whether there had been discussions with businesses or charities about how to create pathways for migrants who wanted jobs and internships but found there were barriers to this. The applicants stated that the transition of learners to earners and opening up the City to an underrepresented group of people was a priority. Work had taken place with a charity called Youth Unity who worked with young people who were considered at risk between the ages of 13 and 16. 10 opportunities had been created for these young people over the course of a week including creating their own film project of their experience and a podcast series had been filmed with them. Some of the mentoring would be ongoing. This was just one example of a number of social projects that had been undertaken.

The Chairman stated that Members of the Sub-Committee could ask questions of Officers.

The Chairman asked Officers to clarify the situation if the Migration Museum was unable to raise the funds for the move to the proposed site and if this would mean that the planning application would be invalid. Officers stated that the application was for the use of the space as a museum so although the Migration Museum would not be tied into this, a museum occupier would need to occupy the space under the terms of the Section 106 agreement. To change the space to another use would require the applicants to apply for planning permission.

A Member stated the addition of students would add to the vitality of the City and there were many office accommodation proposals coming forward so the loss of office space in this particular development would not impact the possible increase in insurance company demand for office space in the City. Officers were asked to confirm that without the museum the project would still stand. An Officer confirmed that this was the case.

In relation to a question about the wording of Proposed Condition 21 on page 142 of the Officer report, Officers advised that this had been corrected in the addendum.

In response to a Member's question about viability, Officers stated that the guidance in the local plan was that where there was a proposal for the loss of office accommodation, a viability assessment was required to determine whether the building could continue to be used for offices in the long term. There was no requirement in policy to test the viability of any proposed use once a developer had satisfied officers that the loss of office was acceptable.

A Member referred to one of the resident's objections which stated that Thames Water maintained that there was insufficient water pressure to service the building. The Member also referred to the Officer report which stated that Thames Water had not objected to the proposal and asked Officers to clarify the position. Officers confirmed that Thames Water had not objected to the proposal. It was standard for them to ask for the developer to continue to engage with them on matters such as water pressure post-decision and a condition had been added to require them to engage with Thames Water on this matter.

A Member asked if it could be conditioned that the museum would have to be open to the public prior to the student accommodation being occupied. Officers stated that the application stood in policy terms without the museum so there would not be reasonable grounds to include a pre-occupation condition on the student housing unless Members considered that the proposal did not stand in the absence of the museum. Officers considered that it was unreasonable and inadvisable to put a condition on to tie the museum and student accommodation together.

A Member stated that climate change was triggering displacement and leading to global migration. It was therefore important therefore that the climate impacts of the development were clear. Officers stated that under the proposal there would be the potential to improve climate resilience figures as there would be more space for green roofs and blue roofs and larger area in the basement for tanks. There would also be more opportunities to address urban heat island effects in the new parts of the façade by reducing the thermal heat extract of the building.

The Member stated that the whole life carbon assessment figures in the Officer report had been amended in an addendum. However, it was not stated whether this changed the sustainability calculation and Officers were asked to clarify this. Officers advised that the figures did not have an impact on the overall results.

A Member asked about how with the 244 square meters of new public realm and the proposed pocket park, there was a loss of 13 mature trees. Officers stated that the net calculation included biodiversity that had been lost but overall there was a net gain. Additional street trees were proposed, there were additional green roofs and trees and shrubs on roofs.

A Member queried whether the pocket park would provide sufficient open space for 1,200 students in the student accommodation considering the lack of natural light to some rooms and the importance of daylight and sunlight in relation to body clocks and mental health. Officers confirmed that the student accommodation was for 769 students. The Member asked for further clarification as the Officer reports stated there were rooms with one bed, two beds, three beds and four beds. Officers stated that although some rooms had more than one bed, in total across the development there was provision for 769 students. To increase this figure would require the submission of a further planning application. Officers stated that in addition to the ground floor street level spaces there were two additional community terraces solely for student use. There were no base standards set for amenity space for students but officers were content that the proposed amenity space would be acceptable in this instance.

A Member commented on the condition that the terraces could be used until 11pm and suggested that this could be brought forward to an earlier time. The Chairman advised the Member that she could propose a condition in the debate section of the meeting.

A Member asked how the proposed student accommodation related to the Aldgate, Tower and Portsoken key area of change. Officers stated that the site was on the fringe of the area of change and did, in local policy, relate to increasing vibrancy of education offers. Officers were content that the application would feed into the change ambition as it was more diverse than the current use.

A Member asked whether servicing vehicles would have to back up during servicing or whether they could enter and leave without reversing. Officers advised that a reversing manoeuvre would be required from Carlisle Avenue into the servicing area. However, this had to be balanced against the context of the existing servicing arrangements which meant larger vehicles were unable to turn within the site and had to reverse out onto Crutched Friars. This had also been balanced against the ability to provide the Migration Museum and the frontages on the ground floor. Officers had worked closely with the Migration Museum to identify their servicing needs. All movements in and out of the servicing yard would be managed by facilities management and a robust delivery and servicing plan. Carlisle Avenue was a one-way street which served only local traffic and had lower levels of traffic so reversing, while not ideal, was considered acceptable.

A Member asked Officers to address the objectors' concerns that there would be reduced office space in the City. Officers advised that although the existing building looked to be in a good condition, it dated from 1983 and required much refurbishment. The viability assessments had demonstrated that a viable office scheme could not be delivered in this building. The Officers advised that there had been many schemes containing office space coming to Sub-Committee.

A Member asked Officers is there was any data from other student accommodation in the City to back up residents' concerns that there would be an increase in anti-social behaviour. Officers stated that there were two sites of student accommodation in the City. There had been no complaints attributable to students from 52 Minories. There had been four historic complaints attributable to the student accommodation on Vine Street. However, the 24-hour security had been quick to respond and policies were enhanced. There had not been any recurrence in recent months.

A Member asked a question on whether diesel generators were included in the scheme. Officers advised that there was a standard condition on air quality and Condition 40 required a report that would consider alternatives to the generators.

A Member stated that there had been no specific details outlining how the development had been designed to be resilient to future climate change and asked Officers for more information. Officers stated that Condition 22 was a standard condition asking applicants to submit a climate change resilience statement. The applicants had submitted information about the urban heat island, overheating, flooding and biodiversity. There were also conditions relating to flooding.

A Member raised concern about the level of daylight that the bedrooms would receive and stated that while conditions meant that issues relating to solar gain would be resolved before construction, the lighting levels to the lower bedrooms could not be resolved. Officers stated that the façade was designed to address overheating and there was shading to these student rooms. There were also ventilation panels as part of the façade systems. There were noise issues with ventilation panels so the student rooms would also have some active cooling if required but in principle the ventilation panels could be opened and provide sufficient ventilation. Officers reported that they had thoroughly assessed the daylight and sunlight impacts of the development and balanced these against other aspects of provision. There were communal amenity spaces for study and socialising and these spaces were well lit. In relation to the student rooms, there was a condition to ensure that the developer had to optimise the layout of the rooms so that desk spaces were placed by windows. Each student bedroom was served by a window so there were no rooms without natural daylight. Although not all rooms were compliant, on balance Officers considered that that this was satisfactory in this instance. A Member raised concern that low daylight levels were being accepted.

Members agreed to extend the meeting in line with Standing Order 40.

A Member asked for clarification from Officers on whether the Sub-Committee should consider the application as an application for student accommodation. Officers advised that the student accommodation was policy compliant and was not dependent on the delivery of the museum be it the Migration Museum or any other museum. Therefore, it would be unreasonable to apply a pre-occupation condition as it was not dependent on the museum to make the scheme policy compliant.

Seeing no further questions of Officers, the Chairman asked that Members now move to debate the application.

A Member stated that she was of the view that a pre-occupation condition should be added in view of the concerns expressed in relation to daylight and sunlight and that the proposal being majority demolition and minority refurbishment.

**MOTION:** - A motion was put and seconded that the building and student accommodation should not be occupied until a museum was open.

The Chairman asked for legal input before this motion was taken forward. The City Solicitor referred to national planning policy and the tests for conditions. She referred to paragraph 55 which provided that local planning authorities should consider whether an otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Paragraph 56 stated that planning conditions should be kept to a minimum and only imposed where they were necessary, relevant to planning and to the development permitted, enforceable, precise and reasonable in all other respects. She advised that for the Sub-Committee to impose this as a condition, it would need to be necessary and reasonable and the Sub-Committee would essentially be saying that the student accommodation would not be acceptable to be occupied unless the museum was there. She further advised that the Sub-Committee would need to consider whether there was policy support or whether concerns about the student accommodation were outweighed because of the benefit of the museum. This condition would not be unlawful as a condition but the Sub-Committee had to be able to justify it in these terms.

A Member stated that the issue was whether the £15m required for the move would materialise and if the applicant was willing to close the funding gap if necessary, an additional condition was not required.

A Member asked if the condition was agreed, whether this would transfer the funding risk for the museum onto the developer because their revenue stream would be delayed and suggested that Members vote on the motion conscious of this effect. He stated that, while not necessarily against it, he was concerned that a precedent would be set for similar dual-use buildings in future where developers could feel they had to compensate for this potential future condition being imposed again and that could affect the cost of funding going forwards.

A Member stated that the proposed condition was to ensure that the Migration Museum's future was secured on this site in the future. She stated that similar conditions had been placed on schemes in the past.

A Member raised concern about the impact on the scheme of this condition and whether it would be on a purely commercial matter that would then render the entire scheme unviable. The Chairman stated that this was a commercial consideration for the developer.

A Member raised concern that the motion was being proposed in order to stop student accommodation being provided in Tower Ward. He stated that he had lived alongside students of the Guildhall School of Music and Drama and there had never been any grounds for complaint about student behaviour. For this reason, he asked Members not to accept the condition which he considered to be unnecessary and unreasonable and could make the scheme unviable.

A Member stated that he had seconded the motion, was in favour of student accommodation and wanted to ensure that the museum would be delivered on this site.

A Member stated that he would support the motion for the reasons outlined by the seconder and concerns of the applicant. The museum was required in order to overcome some of the disadvantages of the scheme. He stated that without the museum he would vote against the scheme on the loss of material trees and the deficiencies in natural light to student rooms and suggested that some of the disadvantages might have been overcome by having incubator office space in the lower areas.

A Member stated that the proposed condition called into question the integrity and sincerity of the museum when it was clear that those who were backing it were focused on making sure the move happened. He considered it to be an unfair condition and referred to assurances from Officers that the student accommodation did not contravene planning law.

The Chairman stated that there had been no indication that the Migration Museum would not be delivered and the applicants had made commitments in relation to funding and providing museum space for free for a lengthy period of time. The Chairman therefore urged Members to vote against the motion.

The Member who had proposed the motion stated that this was an on-balance consideration as outlined in the Officer report. The museum was a key part of that balance and this was a mechanism by which the Sub-Committee could demonstrate that this was considered to be an integral part of the scheme. Members were urged to vote in support of the motion to secure the Migration Museum.

Having fully debated the application, the Sub-Committee proceeded to vote on the motion to add the following condition:

That the building and student accommodation should not be occupied until a museum is open.

The Motion was put and fell with 10 votes in favour, 13 votes against and 1 abstention.



A Member referred to student accommodation for 920 students that had opened in September 2022 on Middlesex Street, just over the border in Tower Hamlets. He reported that there had been no detrimental impact on the local area. Local businesses were now offering student discounts which indicated that students were using local stores. He stated that within the vicinity of the proposed development, there were a number of supermarkets and these stores would be able to cater for the additional students. He could not see a reason under planning regulations for the proposal to be refused and although he might prefer for the development to be used as an office or hotel, this was not a reason to reject the application.

A Member stated that planning reasons to vote against the application were substandard accommodation being built and the loss of trees.

A Member commented that although there were a number of local supermarkets in the vicinity, a recent report stated that people who shopped in them spent on average an extra £800 per year on food. In addition, many students shopped online and that could create more traffic and noise for residents. She stated that she would not be voting for the scheme as it would result in the loss of office floor space when policy said office stock should be being increased. This was particularly important in the City which was a key transport hub. The Member expressed concerns about student rooms with inadequate space and daylight and sunlight levels, the loss of biodiversity and trees, the pocket park not being enough space for the number of students in the student accommodation and the significant increase to the residential population in just one building. The pressure on GP services and amenities were another concern. She stated that she voted for designs that fitted policies, enhanced the city, provided good quality spaces in which to live and amenities for residents and businesses.

**MOTION** – A Motion was put and seconded to move to a formal vote on the application. The motion was passed.

The Sub-Committee therefore proceeded to vote on the recommendations before them.

Votes were cast as follows: IN FAVOUR – 16 votes  
OPPOSED – 7 votes  
There were two abstentions.

The recommendations were therefore carried.

Deputy Fredericks and Alderwoman Pearson requested that their votes against the recommendations be recorded.

Deputy Pollard had not been in attendance for the whole discussion on this item and therefore was not present for the vote.

**RESOLVED** – That the Committee grant planning permission for the above proposal in accordance with the details set out in the attached schedule subject to:

- (a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;
- (b) that Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

5. **\*VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**

The Sub-Committee received a report of the Chief Planning Officer and Development Director detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the report to the last meeting.

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

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

The Committee received a report of the Chief Planning Officer and Development Director detailing development applications received by the Department of the Built Environment since the report to the last meeting.

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

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

No questions were raised.

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

There were no additional urgent items of business for consideration.

**The meeting ended at 1.05 pm**

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Chairman

**Contact Officer: Zoe Lewis**  
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**LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**  
**Thursday, 27 April 2023**

Minutes of the meeting of the Local Plans Sub (Planning and Transportation)  
 Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on  
 Thursday, 27 April 2023 at 9.00 am

**Present**

**Members:**

Deputy Shравan Joshi (Chairman)  
 Deputy Alastair Moss (Deputy Chairman)  
 Deputy Randall Anderson  
 John Edwards  
 Jaspreet Hodgson  
 Alderman Ian David Luder  
 Deputy Graham Packham  
 Elizabeth Anne King (appointed by the Port Health and Environmental Services  
 Committee)

**Officers:**

Zoe Lewis	– Town Clerk’s Department
Rob McNicol	– Environment Department
Garima Nayyar	– Environment Department
Gwyn Richards	– Environment Department

1. **APOLOGIES**

Apologies for absence were received from Deputy Marianne Fredericks, Deputy Christopher Hayward, Deputy Natasha Lloyd-Owen and Alderwoman Susan Pearson.

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

There were no declarations.

3. **MINUTES**

**MATTERS ARISING**

A Member asked if there had been any feedback from developers on the Suicide Prevention Planning Advice Note. An Officer advised that no feedback had been received but the measures were being implemented within schemes. The City had been shortlisted for an award on this piece of work.

A Member asked for an update on stakeholder engagement. An Officer stated that stakeholder engagement events would be held in the next couple of months. This was later than intended due to the process of appointing consultants and mapping out the engagement work. The first series of engagement events would be on the key area of Change and exploring this in

more detail. The feedback would be reported back to the Local Plans Sub-Committee and then the Planning and Transportation Committee when the Plan was submitted to the Committee in October 2023. The Officer confirmed that the delay in the consultation would not delay the progress of the City Plan and it was still on track to be delivered within the scheduled timetable.

In response to a Member's question about the scheduling of meetings, an Officer advised that although the 19 May 2023 meeting had been cancelled, Officers were looking to schedule another meeting for early September 2023. The September meeting would give Members of the Sub-Committee the opportunity to see the whole plan and provide feedback. A Member suggested that this would not leave much time for amendments before the plan was submitted to the Planning and Transportation Committee and that it could be beneficial to hold this in July. An Officer stated that they would look into this.

An Officer advised that the May Sub-Committee meeting would explore issues around residential use and hotel demand, the June meeting would explore issues around office demand and tall buildings and the July meeting would look at the spatial aspects of the City Plan. The Officer advised that several studies were being undertaken to inform the meetings. The Chairman requested that Officers provide a schedule of meeting topics and the evidence work being undertaken to Members of the Sub-Committee and Members of the Planning and Transportation Committee.

**RESOLVED** – That the public minutes of the last meeting held virtually on 21 September 2022 be approved as a correct record.

4. **CITY PLAN 2040 - RETROFIT FIRST POLICY**

The Sub-Committee considered a report of the Planning and Development Director which outlined changes that had been made to the way whole lifecycle carbon (WLC) of a development was measured and assessed through the planning system and the increased importance that had been given to encouraging the retrofit of existing buildings. This report sets out how policies in the City Plan could be updated to reflect these changes.

An Officer stated that the draft City Plan reflected the Corporation's Climate Action Strategy in seeking to secure a net zero carbon square mile by 2040. He advised that since the previous version of the plan was drafted, the London Plan had been adopted and further guidance had been issued advising that reuse and retrofit should be prioritised in the planning system. There had also been increasing awareness in recent years of the need to consider the WLC of the built environment. As an intermediate step towards tackling WLC in the City, a Whole Lifecycle Optioneering Planning Advice Note was developed and this had recently been adopted by the Planning and Transportation Committee. It had been put into practice in the new schemes coming forward allowing the carbon intensity of different design approaches to be considered at an early stage. As the City's plan was taken forward, there would be an opportunity to expand on this approach ensuring the City remained in general conformity with the London Plan and complemented the work on carbon options guidance.

The Officer stated that there were a number of places in the draft City Plan where there was the potential to give greater emphasis to a retrofit first approach. Firstly, the overall spatial strategy could be updated to recognise the importance of the WLC of new development and to promote the retrofit and refurbishment of existing buildings. Secondly, the policy on design could be updated, requiring design solutions to take a retrofit first approach by giving greater importance to the reuse and refurbishment of existing building structures and materials and by updating the supporting text as well as setting out the importance of retrofitting existing buildings, retaining embodied carbon and minimising WLC. Thirdly, relevant parts of Policy CE1 could be brought into the design section. This dealt with circular design principles and should be considered as part of the design of new buildings rather than just being viewed primarily as a matter concerning waste management. Fourthly, a policy requirement in the sustainability standards policies could be included to require major development proposals to demonstrate that they had considered multiple options for a site having calculated impacts in line with the carbon options guidance and that they had sought to minimise the WLC impacts of each option. The proposed scheme taken with these would have the effect of promoting retrofit and requiring developers to see it as the first choice. The Officer stated that this would not preclude demolition and redevelopment in all cases and there might be instances where other factors would outweigh the carbon impacts and the use of new materials that came with new development. However, it would act as a tilted balance giving greater weight to retention when development proposals were designed and considered by decision makers as well as ensuring carbon impacts were highlighted and circular economy design principles had been factored into the design of development proposals.

A Member asked how WLC compared between a notional high-rise building and two equivalent smaller buildings that provided the same office capacity. The Officer stated that in relation to existing buildings and the potential to retrofit and reuse materials varied significantly depending on the existing structure. The London Plan set out the overall spatial strategy for the whole of London and this was a densification approach rather than a spreading out approach based on solid long-term planning principles like reusing existing sites, concentrating development in certain places and optimising and making the best use of the public transport facilities. The Corporation had invested £200m to support the Crossrail development, the development had paid a significant sum through the Community Infrastructure Levy and the transport infrastructure meant that promoting the growth of office development within very well-connected places like the City was a sustainable approach as people could get to the City without using cars. It also meant that building was not spreading out into the countryside and using land that could be used in other ways to support climate action, e.g., putting carbon back into the ground as was being considered in Epping Forest and other places across the green belt. The Officer stated the importance of being aware of the special strategy as the Corporation's Local Plan had to be in general conformity with the London Plan and had to comply with the approach taken in the National Planning Policy Framework which reflected that. There was a strong sustainability argument for creating dense development within well-connected places on a building-by-

building basis. The Officer stated that in general the WLC of high-rise buildings was higher than the WLC of equivalent lower-rise buildings. However, it also depended on the design of the buildings. The majority of embodied carbon went into the steel and concrete structures of buildings. Tall buildings had to be heated and cooled differently to smaller buildings and less natural ventilation might be possible. The Officer stated that there were significant constraints in terms of development potential in different parts of the City with a series of conservation areas, over 600 listed buildings and strategic views. An office demand study was being undertaken to give a greater idea of the scale of growth that would be requirement and shape the pattern of development.

The Chairman stated that in terms of longevity, iconic buildings tended to have a much better WLC opportunity than smaller equivalent buildings. Activating ground floor space by including food, beverage and leisure opportunities was important when looking at the carbon footprints of those travelling into offices to work. It would often mean the entire day of an employee could sit on their employer's carbon footprint and these aspects should be considered.

A Member commented on the impact tall buildings had on surrounding buildings e.g., in relation to solar gain as this had an impact on the energy performance of these buildings. The Officer stated that the impacts would be considered. He stated that buildings were being designed to minimise operational carbon demand from heating, cooling and power and also with grid decarbonising the actual power to run the buildings was reducing. The Member stated that it was important the disbenefits did not fall disproportionately on others. The Officer stated that when planning applications were submitted, the impact of the buildings on the wider area were considered. The BRE daylight and sunlight guidance required the impact of a building on solar panels in neighbouring buildings to be considered. Consideration was also given to the impacts on green roofs and other urban greening.

A Member asked if a mechanism could be built into the Local Plan that would mean if a developer demolished a building before a 60-year life, they would start with a carbon debt of whole life carbon that was assumed in the building that had been demolished. He stated that this would give a strong incentive to construct buildings that would be in place for over 60 years because replacing them any earlier would be challenging. A Member asked whether 10 years after construction, a review of the performance of a development relative to projections could be undertaken. The Chairman stated that disincentivising developers to redevelop early should be embedded. Officers would consider the implications of this. An Officer clarified that the embodied carbon was not in the building but was in the construction of the new materials, so the age of a building was less significant than the amount of carbon involved in replacing it. He also stated that if replacing buildings between 5 and 20 years became an increasing trend, the rate of development would become an issue and therefore consideration should be given to slowing down the rate as a whole.

A Member suggested that where buildings were demolished and had a carbon debt of WLC, they could be charged a surcharge on the Community

Infrastructure Levy (CIL) to disincentive demolishing and promote extending and retrofitting.

A Member commented that a building should only be permitted to be demolished if it was deemed acceptable and policies should not look backwards. He stated that most developers were now looking at retrofitting first as a matter of course.

A Member stated that even if a building was 20 years old, it may have been poorly designed, or circumstances may have changed, and it was important to look at each case on its merits. Demolishing and rebuilding could be the most suitable course of action.

A Member stated that the complexity of retrofitting should be included in the documentation e.g. ceiling heights could prevent the installation of a mechanical ventilation system, modern buildings had to be insulated but if there was a solid brick structure, it would not be possible to install external insulation. If the building was in a conservation area, internal insulation would compromise fixings on the walls and could result in moisture and condensation. If there was a late Victorian building with poorly cemented steel, adding insulation could result in corrosion.

An Officer stated that a significance number of planning applications were now for retention and retrofits of buildings up to 40 or 50 years old. The default position was now to retrofit.

Officers stated they were involved in each scheme, exploring in great detail the opportunities for retrofit and the limitations of that, the opportunities for partial retention and for minimising WLC. The Officer stated that the approach set out in the paper acknowledged the complexities but did not set out a threshold for demolition or retrofitting. It deliberately reflected the complexities of the issues by taking a balanced approach. It focused on having tilt in that balance to give additional emphasis to the need to retain existing components, existing buildings, to reuse materials and to develop circular economy. The Officer stated that there could be situations where a retrofit and adding an additional five or six storeys on a building could have a similar carbon impact as demolishing and rebuilding due to the strengthening work that would be required to support the additional floors. There could be other buildings where due to the fabric of the existing building and its foundations, this could be achieved with relatively limited carbon impacts. There were also wider sustainability issues such as providing better mechanical ventilation systems, plant and machinery, solar panels on the roof, green roofs and climate resilience. The wider planning aspects of the opportunities of the scheme could then be considered. This was reflected in the Carbon Options Guidance which was broadly accepted by the development industry as an exemplar process. This was why the balanced view approach had been set out in the plan.

In response to a Member's question, an Officer advised that the terms of a CIL was set by national government. It was set on the uplift of floorspace that a

scheme delivered and therefore the Corporation could only determine the rate at which the CIL was charged.

In response to Members' concerns about buildings being demolished much sooner than the expected 60 years, Members were informed that Officers would explore possible approaches to address this. The Officer stated that the approach outlined in the policy was looking to promote circular economy design principles and building buildings for longevity and adaptability was vital to prevent new applications in 20- or 30-years' time to demolish buildings that were currently being constructed. The Officer advised that many applicants were future-proofing buildings.

A Member commented that having policies in place to make it unviable to be demolishing buildings could address some of the issues raised and having a robust first gate test would achieve this. He stated that there should be the proper utilisation of space as it was irresponsible from an environmental perspective not to properly utilise space. He further stated that it was important that polices were forward looking.

A Member commented that businesses were now considering their carbon footprint and were surveying staff and users about where they travelled from, stayed and how they travelled, to better understand their impact on the environment.

In response to a Member's question, the Chairman stated that although Members were looking at one particular aspect of the City Plan, the retrofit policy, it had to be considered in context with developers, employers and the market also being considered. A Member stated that policies had to balance sustainability and have regard to the market and the Corporation was backed by most of the development industry and was seen as leading the way. The Chairman stated that the Planning Department had been shortlisted for awards on Carbon Optioneering Guidance and various aspects of the approach to sustainability.

A Member asked Officers for more information on Retrofit Fast Track. An Officer started that this would be brought back to the Sub-Committee in June 2023 once evidence on office demand had been received. The Officer stated that where an existing building was retained, there could perhaps be an easier route through the planning system towards changing from office use towards another use that would complement the business City, e.g., education use, research and development, other forms of office space e.g., to support Small and Medium Enterprises (SMEs) and creative industries. Officers would be giving further consideration to this. A Member commented that standards should not be relaxed and WLC assessments should still be undertaken as without these, the reuse of buildings could make them operationally inefficient.

The Chairman outlined points made by a Member who had sent apologies. She stated that she considered that the policy should be expanded to embed a retrofit first approach and provide a retrofit fast track to incentivise this. She considered that the plan's spatial strategy could be amended to specifically



recognise the importance of the WLC of new development and the need to promote the retrofit and refurbishment of existing buildings. She stated that this approach would reflect the aims of the Corporation in promoting sustainable development in line with the Climate Action Strategy and would allow for greater weight to be applied to the retention of existing buildings and structures in decision making.

In response to points raised by the Member in relation to the definition of Tall Buildings, the Chairman stated that there were statutory definitions of spaces.

In response to Members' questions, the Officer stated that in general, the development industry was in support of retrofitting. Office uptake of redeveloped spaces had been increasing in the past 5-10 years. The City Property Association (CPA) had published their own 'Retrofit First, Not Retrofit Only' study which looked at different case studies. The Officer stated that some developers and landowners were already making firm commitments to taking science-based targets in across their portfolios of development and looking at specific targets for the WLC of their new developments as well. The level of support to the planning advice note was evidence that there was industry-wide and stakeholder-wide support.

A Member stated the importance of preserving office space in the City and not approving sub-standard residential accommodation and stated this should be reflected in the policy. An Officer stated that the City was exempt from the permitted development rights to convert offices to residential use. This had been secured through the Article 4 Direction which was endorsed and supported by the government at a time when they were looking to restrict the ability of local authorities to bring in Article 4 Directions. This was a clear national steer to maintain the City's functions. In addition, the London Plan set out clear policies that required the City to prioritise and promote office development above residential development within the square mile. The Officer stated that he would advise against any approach which sought to make change of use to residential a more straightforward process than was already in the draft City Plan.

**RESOLVED** - That Officers continue to progress work on the City Plan based on Members' views on the proposed policy direction in relation to the 'retrofit first' policy approach and draft amendments to the spatial strategy for the draft City Plan.

5. **CITY PLAN 2040 - CULTURE, PUBLIC USES AND PUBLIC SPACES**

The Sub-Committee considered a report of the Planning and Development Director which set out the potential ways that policies in the City Plan could be amended to reflect responses received in relation to culture, public uses and public spaces during the previous Local Plan consultation and the City Corporation's Destination City objectives.

The City's destination vision sought to renew the square mile making the city a leading destination for visitors and workers, increasing footfalls seven days per week and creating places in the City that would draw in cultural attractions,

events and unique experiences. Developments were already required in the draft City Plan to provide cultural plans setting out how they would contribute to enriching the City's cultural offer. Policy S12 required development to provide open spaces at street level and incorporate areas of publicly accessible open space or other facilities at upper levels. These spaces were being developed and the Roof Garden at 120 Fenchurch Street had been approved, as had the Migration Museum. In addition, the archaeological display at Vine Street had recently been opened. A cultural planning framework was being developed in conjunction with consultants Publica and colleagues in the Destination City team were helping to provide the strategic framework for understanding the cultural make-up of the City and how this could inform new development in different parts of the square mile.

The Officer stated that in the City Plan, there were some key policy shifts that could help to reinforce the delivery of cultural and other public spaces, and this was in response to consultation responses received in previous rounds of engagement. There was a need to ensure that the spaces created were inclusive and accessible and were celebrating the rich heritage of the City as the key reason people wanted to visit.

An Officer stated that a refreshed Policy S6, underpinned by the overarching Destination City theme was proposed in the City Plan. This would give the potential to provide a wider set of public uses and public spaces within the City as well as making the scale and provision more consistent. The Officer stated that the recommended three overarching priorities for the new culture policy included delivering a range of new public uses and spaces through new development, placing heritage at the heart of place shaping and ensuring new public spaces and uses were more accessible and inclusive to all. The Officer stated that there were two ways this could be approached. The first approach could be to set out different kinds of uses and spaces that could be delivered through new development. These uses could include museums, art galleries, visitor centres and exhibition spaces. Where there were public spaces e.g., roof gardens and public squares, this policy would also set out specific area requirements which would be expected from the proposed development. The amount of this contribution would depend on the quantity of floorspace and that would be proportionate to the uplift quantity. A benchmarking exercise of the Culture Plan submitted along with planning applications was carried out. This benchmarking data was used to identify threshold values above which developments would be required to deliver new public spaces and uses. The Officer stated that large-scale developments over 10,000 square metres met substantial contributions whereas for smaller developments the contributions were inconsistent. The proposed policy approach would require developments over 1,000 square metres to deliver specific amounts of floorspace of new public uses and spaces. The policy would give priority to on-site provision and make this a requirement for large-scale developments over 10,000 square metres. On site provision could be set out as a preference for developments of 1,000-10,000 square metres with off-site provision deemed acceptable where there was an identified public space or public use project within the vicinity which would lead to better outcomes. If it could be clearly demonstrated that on-site and off or off-site contributions could not easily be made and were not

feasible and there were no identified projects within that area, financial contributions could be sought as part of a Section 106 agreement to deliver another new public space somewhere else in the city or make improvements to the existing public realm in the City. The benefits of this approach were that it would ensure effective delivery of public uses and spaces by setting out a clear matrix of floorspace requirements. This option would also give priority to on-site provision and at the same time ensure off-site or pooled contributions were secured where appropriate. The Officer stated that this approach was transformational in line with the Destination City objectives.

The Officer stated that the second approach was to adopt a bespoke approach for different types and scales of development. In this case, the type and amount of contribution would be determined on a case-by-case basis and there was an opportunity to explore multiple options. However, within this approach, requirements for the type and amount of contribution expected would not be set. The major drawback of this approach was that the policy could not be applied in a consistent manner and there could be situations where meaningful contributions could not be secured. The two other key priorities of the Culture Policy included inclusions and accessibility and celebrating the City's heritage. In relation to inclusion and accessibility, the draft City Plan already set out a number of policies which sought publicly accessible spaces with new developments. To add weight to this policy requirement, the new policy would strengthen the requirement for the management of public spaces, particularly privately owned public spaces. The policy would outline how public spaces could be used and managed by setting out specific levels of public access requirements for different types of public spaces. The Officer stated that the next key priority was how to embed heritage within the cultural offer and celebrate the City's heritage. Through the refreshed Culture Policy, developments would be expected to adopt a place-based approach to celebrating heritage, embed heritage in the culture offer, provide access to heritage assets, incorporate heritage into new developments, recognise and reflect the site area's history in the design proposal and provide access to archaeological features wherever possible.

A Member asked if there was data to show how well terraces and viewing galleries were used. An Officer stated that since the Sky Garden opened, there had been 10 million visitors. Evidence showed there was significant interest in visiting viewing galleries. They were also appealing to a wider demographic than previously with teenagers and young people posting photos on social media. Each viewing gallery was unique in view and experience offered. They also created energy at ground floor level. The Member raised a concern that buildings at the lower end of the scale were not overburdened.

In response to concern from a Member, an Officer stated that work was taking place with the operator of the public space around the Cheese Grater building looking at possibilities for enlivening it. Lessons had been learnt and were being applied to other schemes. The Business Improvement District had also been working to try and use the space and enliven the area.

A Member raised concern about the queues for viewing galleries and security measures not being inclusive and welcoming. An Officer stated that security was required, however, there was a need to try and make it as inclusive and seamless as possible and that was a key part of negotiations.

A Member stated this policy would work well on large buildings but on smaller developments, requiring retrofits and extensions to have on-site provision could make them unviable. He suggested that where a development was 10,000 square metres or less, a monetary contribution could be a better option to avoid discouraging retrofit through this policy. The Member stated that there were merits in both approaches using a combination of the two policies outlined.

An Officer stated that anonymised data from a monthly report could be shared.

A Member asked if a specific fund could be set up within S106 to enable cultural use. An Officer stated that cultural spaces on smaller schemes was a challenge. In negotiating schemes, scoping was taking place of people who could be culturally curating these spaces. Officers were being proactive in understanding the types of operators and type of offers that could fit into these spaces.

An Officer stated that the proposed policy was for medium-scale developments. Although it would be unlikely that there would be a retrofit that would over 10,000sqm, modelling would be done in these circumstances. He stated that it was suggested that on-site provision be considered first but that off-site provision could be looked at, particularly where there was an off-site scheme that the provision could go to with developers working together to look at what they could provide in the area within the framework. The Officer stated that if off-site provision was considered first, on-site provision would not take place.

An Officer reiterated that the Sub-Committee considered flexibility to be important and Officers would work to find the right balance on this. He stated that security was a priority and Officers were proposing in the policy that the places should be advertised as inclusive and publicised to those in the vicinity. Developers could also be doing more to advertise spaces. There were two elevated viewing galleries opening in Summer 2023 at 8 Bishopsgate and 22 Bishopsgate and Officers would work with the Destination City team on publicity. Creative ways the Corporation could publicise these as destinations included having an App to alert people walking past that there was a viewing gallery nearby.

An Officer stated that lessons had been learnt from the popular Sky Garden which was the first pioneering scheme. When viewing galleries were now proposed, space was incorporated within the buildings for queuing so that queuing did not take place on the public realm.

The Chairman stated the importance of starting work on wayfinding as this would help with understanding and provide an evidence base for points being included in the Local Plan.

A Member raised concern about the cost of Beech Street Gardens when the Local Plan showed that footfall in these gardens had been the lowest of any of the City's open spaces.

A Member welcomed the inclusion of public uses in public spaces including indoor sports facilities and outdoor sports and play facilities.

A Member stated that he considered that most occupiers would want to be associated with uses such as roof terraces and that in a few years' time work would be taking place to marshal where they should be places rather than just encouraging developers to include them in their developments.

An Officer stated that there was a current planning application for The Podium being negotiated with Officers to ensure it was fully integrated into the public realm. It would include play equipment, exercise equipment and greening to make it a place and a destination in its own right. There would be a commitment to wayfinding and there was a need to take a consistent approach across all of the stakeholders and this work was currently taking place. This application would be presented to the Planning Applications Sub-Committee in the near future.

A Member raised concern about how strategies fitted together and stated that as the City was going to lock into a fairly long-term plan, there was a need to ensure it fitted with other strategies.

A Member raised concern that there was a Cultural Policy rather than a Cultural Strategy. An Officer stated that the work being undertaken with Publica was to develop a cultural planning framework. It was looking spatially at the City as a whole, the cultural assets within the City, the character of different areas of the City and how new development could contribute to this in a meaningful way. The policy had been designed to be relatively flexible. It would set out a policy requirement for developers to make a meaningful contribution with the Cultural Planning Framework helping to inform these types of spaces and how they would operate. Work was also taking place to speak to cultural occupiers about the work they were doing. An Officer stated that a significant part of the policy shift was the Celebrate Heritage approach. This was applied to 85 Gracechurch Street where a deep dive was undertaken into the scheme. There was a creative process to understand collating archaeological remains in a dedicated site. Each site had its own challenges and opportunities and a bespoke approach had to be applied to each site.

A Member commented that it was relatively straightforward to change use within Class E. An Officer confirmed this was the case and also stated that within the draft City Plan, Policy HL5 covered the need for the provision of community facilities if there was a requirement for them.

The Chairman stated that hotel room demand was increasing year on year. Some of this was overspill from the West End but much of it was leisure users coming to explore the City and wider London area, particularly at weekends. He stated that it was important, when developing a cultural plan and sites of

attraction, to also build in supply chain and logistical elements e.g., with TfL and other transport providers, hotels, food and beverage outlets so that the City could meet the increase in demand. The Chairman stated this should be included in the Local Plan to ensure there was a holistic approach.

Members commented that the provision of public toilets was also an important consideration and raised concern about the current provision. An Officer advised that there was a specific policy on public toilets included in the draft Local Plan to make toilets available for the public. An Officer advised that there were currently four major schemes where discussions were taking place about the potential to incorporate toilets for public use.

A Member commented that in relation to the provision of open spaces, quality was important as well as quantity. An Officer advised that the thermal comfort work that had been done was key to understanding the look and feel in open spaces e.g., how comfortable people were there through the seasons.

The Chair stated that the discussion had been useful and provided feedback for Officers to work on.

**RESOLVED** – That Officers continue to progress work on the City Plan based on Members' views on the proposed policy direction for City Plan policy that sought to secure cultural and other public uses and spaces in new developments.

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

There were no questions.

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

The Chairman stated that this was the last meeting of the civic year. He thanked Members and Officers for their work.

**The meeting ended at 10.38 am**

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Chairman

**Contact Officer: Zoe Lewis**  
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## LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE Tuesday, 23 May 2023

Minutes of the meeting of the Local Plans Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 23 May 2023 at 9.00 am

### Present

#### Members:

Deputy Shravan Joshi (Chairman)  
Deputy Graham Packham (Deputy Chairman)  
Deputy Randall Anderson  
John Edwards  
Deputy Edward Lord  
Deputy Alastair Moss  
Alderwoman Susan Pearson  
Elizabeth Anne King (Ex-Officio Member)

#### Officers:

Zoe Lewis – Town Clerk's Department  
Rob McNicol – Environment Department  
Gwyn Richards – Environment Department  
Peter Shadbolt – Environment Department

#### 1. APOLOGIES

There were no apologies.

#### 2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT

There were no declarations.

#### 3. MINUTES

**RESOLVED** – That the public minutes of the last meeting held on 27 April 2023 be approved as a correct record.

#### 4. CITY PLAN 2040 - HOUSING

The Sub-Committee considered a report of the Planning and Development Director, which set out options for updating policies to ensure that sufficient housing supply was identified to meet statutory requirements.

An Officer advised that national guidance set out in the NPPF and guidance in the London Plan had to be taken into account. Outside of London, the calculation of housing need was undertaken using a standard method set out by the government. This was based on household projections, population projections and affordability. Although this method was not used in the City, the figure had been calculated and was 101 units per annum.

Members were informed that within London, the housing target for each of the London Boroughs and the City was set within the London Plan, which set out a 10-year target rather than an annual target. From 2019-2028/29 the City had a target of 1,460 dwellings. This target was capacity-based and was calculated in 2017 on the likely availability and deliverability of housing in the City over that period. The Sub-Committee were informed that beyond 2028-2029, the London Plan stated that this target should continue to be considered, and account should also be taken of any additional issues identified locally.

The Officer stated that the London Plan therefore set a target of approximately 146 dwellings per year compared with the national figure of approximately 101 dwellings per year if the national calculation was used.

The Officer advised that both nationally and in London, Local Plans were required to identify a sufficient supply of housing to meet the housing need for at least five years with a buffer of 5% to allow for sites not coming forward. Within the first five-year period, the sites had to be specific and deliverable housing sites, either allocated in plans or with planning permission or under construction. For Years 6-10 and 11-15 of the Plan, sites or broad locations had to be identified or evidence provided that sufficient sites would come forward to meet the target over the longer period.

The Officer stated that the report set out the most recent monitoring data. It was based on meeting the London Plan target and showed the number of dwellings identified as well as those that were projected to come forward through windfall development over the next five-year period. The Officer stated that when calculating these figures, traditional flats and houses were considered. Non-self-contained units could also be taken into account, with every 1.8 of these units counting as one residential unit. Student housing could also be taken into account, with every 2.5 student bedrooms counting as one residential unit. Therefore, planning permissions that had been given for student housing had been included in the figures. The Officer stated that although, a five-year supply had not been identified without the inclusion of the recently approved Friary Court student housing scheme, once this was included, the five-year land supply figure had been reached. As the Plan rolled forward, the date rolled forward and therefore the figures would be recalculated again at the end of each financial year.

The Officer advised that beyond five years, there were no identified sites. However, there was sufficient evidence that sites came forward on a regular basis to demonstrate that the target could be met.

Members were informed that separately from the five-year land supply, there was a requirement to meet the London Plan housing target and demonstrate to the Mayor for London that sufficient housing was being delivered to meet the 10-year target. The Officer stated that this target was currently being exceeded and the target was expected to be comfortably exceeded.

The Officer stated that approximately a year ago, there were concerns that enough housing land would not be identified and therefore a Call for Sites was



undertaken. Developers, landowners and the general public were asked to identify potential sites that could be brought forward for housing and identified in the Local Plan. Only four sites came forward. There had been no response from the Home Builders Federation and there had only been one response from a house builder. This indicated that there was less pressure from the industry for housing development in the City than elsewhere. In addition to the four sites that came forward, another seven potentially suitable sites were identified by Officers. Out of the 11 sites identified, three were considered to have short-term potential for housing. Further work would be undertaken to look at the detail and ensure owners were content with the sites being made public as they were not currently housing sites.

The Officer outlined two options. The first approach was to continue to rely on sites coming forward and not identify specific sites. There was a sufficient supply for 5 years to meet the NPPF requirement and in the last 10 years, approximately 1,900 dwellings came forward so on average the London Plan target of 146 was being exceeded. There was sufficient evidence to carry on with this approach. Members were informed that in previous local plans, inspectors had taken the view that the City was not a housing location and had not requested that sites be identified. The London Plan also identified the City as being primarily a commercial area and specifically stated that residential use was not appropriate in much of the City.

Officers considered that it would be beneficial to have a more supportive approach to housing in the Local Plan, particularly within the residential areas that had been identified. It could also be beneficial to be more supportive of alternative forms of residential use such as build-to-rent and co-living and have a more supportive approach to education provision including student housing where this was required to support higher education. The Officer stated that an additional residential area could be identified, and Officers suggested east of Bishopsgate between New Street and Artillery Lane as in the preparation of the 2015 Local Plan, this area had been suggested as a potential residential area.

The second approach was to identify specific sites in the Local Plan. The City has not done this before in previous local plans so this would be a fundamental change in the approach to delivering housing. The sites that had been identified could be specified in the Local Plan but on their own would not be sufficient to meet the targets set out in the London Plan. Officers did not suggest this as an appropriate way forward and this approach would reduce the flexibility on some sites as once a site was allocated, the site would effectively be sterilised for housing, making it difficult to have an alternative use on the site. There was also an option to identify a small number of sites given that some sites might come forward but Officers did not suggest that this option be taken forward.

The Officer stated that whichever option was chosen, Officers would continue to liaise with neighbouring boroughs. There was provision for local authorities, unable to identify enough housing land to ask neighbours to take some of the shortfall, but in informal discussions, it did not appear that neighbours would do this. There was a process that had to be followed to show inspectors that this had been explored.

The Officer stated that as a local authority and a housing provider, the City provided housing across a wide number of other London boroughs and was looking at this potential as part of the Market's Co-location Programme. If housing was delivered through these methods, it would not count towards the City's housing targets but it was relevant to identify this in the Local Plan and within evidence to an inspector that the Corporation was actively delivering housing for Londoners and delivering housing across London. Section 106 funding was being used to provide housing outside of the City to meet the needs of people on the City's waiting list and although the numbers could not be counted, the number of affordable housing units being provided could be quantified. There would be a pack of information provided to support the Local Plan and this would set out how the City was actively working to deliver housing.

The Officer confirmed that the option being suggested by Officers was a continuation of the current approach, with some greater emphasis on encouraging housing in and around the residential areas and looking at alternative forms of housing where appropriate.

The Chairman stated that he was comfortable with the figures proposed and that he had concerns about identifying specific sites within the Local Plan. He added that since parts of Bishopsgate had been suggested in 2015, it had become a very different environment, a large number of licensed premises had opened and there was a different demographic occupying the area. He raised concern that if the Plan pre-identified sites, this could potentially limit other sites coming forward which might be more suitable in five-years' time. He also stated that it should be clear in the Local Plan that the pepper-potting of residential sites around the square mile was not necessarily supported and although this was stated in the London Plan, this could also be reiterated in the Local Plan. He suggested that the Sub-Committee consider whether new economic drivers such as build-to-rent should specifically be encouraged.

In response to a Member's questions about the student housing and non-self-contained units, an Officer stated that the 1.8 and 2.5 measures outlined, were standard measures set out in the national guidance. Officers were not suggesting a reliance on these type of units but if appropriate sites came forward, they could be used in the figures. The Officer stated that in the last few years, the number of traditional residential housing sites coming forward had fallen. However, the market fluctuated over time. As the City recovered from the pandemic, demand for housing could increase and more sites could come forward. There was evidence to demonstrate a sufficient supply of housing going forward.

A Member suggested having a stronger tilt towards housing being built in identified residential areas could be viewed as positive by the inspector. He also stated that build-to-rent would not sterilise the land in the way traditional housing would. A build-to-rent unit could theoretically be redeveloped to another use so including this in the Local Plan would be appropriate. The Officer stated that the freehold structure meant once obtained, residential use

could not be changed easily. National policies were strongly against the loss of established residential units so effectively this sterilised the land and it became a housing site preventing other uses. Build-to-rent was potentially on shorter leases and an owner could potentially change use to an alternative use.

A Member commented that if the sites identified were existing buildings which required conversions, likely building code changes should be considered as these would increase EPC ratings, which could mean insulation was required. This could make it unaffordable to convert and could create derelict buildings.

A Member commented that an increase in residential units could help enliven the City, however, this might not be the case if they were second homes like many of the existing flats in the City. He raised concern about designating areas and stated that he was confident more sites would come forward especially Grade B office stock which could be difficult to repurpose for office use but could be suitable for residential conversion. He stated the importance of the Agent of Change principle and stated that he considered the Bishopsgate area to be unsuitable as an identified site.

A Member queried whether student accommodation was designated separately in planning to residential, as if it was, this would mean housing stock would not decrease if there was a change of use. The Officer stated that most student housing that had been permitted was sui generis use rather than C3 use. However, as student housing could count towards housing targets, a change of use could be a loss of housing. Any loss of housing units would be taken off the figures and any additional ones would be added to the figures.

A Member commented on the importance of not being reliant on student housing to reach housing targets. She considered that build-to-rent was a positive solution to encourage people to live in the City, which would help enliven it and she stated that the language used in the Local Plan in relation to this should be positive in a similar way to the language used in relation to hotels.

A Member commented that they were content with the numbers proposed and shared concerns about the suitability of the proposed residential area around Bishopsgate. They suggested that as the Smithfield area changed, there could be scope for more residential sites and Officers could look at other potential areas in the City which could be more suitable than Bishopsgate. The Member raised concern about identifying individual sites as if they were designated for residential use, they could become economically unfeasible. They also suggested that if existing residential areas were being considered for growth, these areas should be closely defined. The Officer stated that there were 10 residential areas in the city set out in the current Local Plan and no boundaries were drawn. The Officer stated that having boundaries would make it harder to adapt whereas having general indicative areas gave the ability to respond on a case-by-case basis.

A Member suggested that a clearer economic test could be applied to the effects of a development by segmenting it into co-living, student, permanent

residential and build-to-rent uses within that. He raised concern about sterilisation, the lack of ability to respond and the denial of space for other development. He stated that currently, student use was one of the most profitable classes for a developer, but economics and policies changed over time. Therefore, it could be beneficial to have a principle for assessing these residential uses more formally to allow a more fluid approach over time. The Member stated that he was content with the figures outlined and confident that there would continue to be demand for residential space in the City.

A Member queried that affordable housing was not mentioned in the report. The Officer stated that there was an aim to meet the London Plan target of a minimum of 35% affordable housing. The national and London Plan required there to be an emphasis on affordable housing on site. However, as the City was an owner of housing across sites in London, where affordable housing could not be delivered on site in the City, it was delivered elsewhere across the City's housing estates. Build-to-rent and co-living would give opportunities to people at the early stage of their career.

A number of Members raised concern about unlicensed short term lets as they were reducing the vitality of the community. An Officer stated that this concern could be highlighted in explanatory text to planning policy. An Officer stated that there was increasing demand for hotels in the City, and this could help mitigate demand for these types of short term lets.

The Officer commented that overall Members had expressed support for continuing with the existing approach, not identifying sites, not identifying an additional area in the east of the City, looking at how housing could be more positively promoted within the appropriate areas already identified in the plan and putting more emphasis on housing as housing rather than as second homes etc.

The Officer stated that at examination, the inspector would consider the figures and would need to be satisfied that if sufficient land or sites had not been identified within the process to meet identified targets, all necessary steps had been taken e.g. discussions with neighbours and the consideration of various sites. Evidence had to be provided that every option had been explored to deliver housing in a way which would support the City as a commercial centre, otherwise the plan could be found unsound and could not be taken forward.

An Officer stated that there was evidence to show the inspector that the current approach had not only achieved housing targets but overdelivered in terms of the housing requirement set out in the London Plan. Therefore, it was considered that a similar approach, with the amendments discussed in the meeting, would be the best approach for delivering in the City, given the unique nature of the square mile and the way in which housing provision affected its functions.

**RESOLVED** - That Officers continue to progress work on the City Plan based on Members' views on the proposed policy direction in relation to the policies on housing supply.

## 5. CITY PLAN 2040 - HOTELS

The Sub-Committee considered a report of the Planning and Development Director which set out options for updating policies to ensure there was sufficient accommodation to meet the growing visitor numbers.

Members were informed that the approach in the current Local Plan had encouraged hotels in appropriate locations and the clustering of hotels particularly near the Tower of London and around the St Paul's area had been encouraged. This followed on from work undertaken in 2009 which looked at hotel need and demand. Since then, the policy had delivered hotels in appropriate locations and enabled many older buildings, particularly listed buildings to continue to be used as these buildings were often more suitable for hotel use and could be more easily divided into bedroom sized spaces rather than open spaces for office use.

An Officer stated that it had been expected as a result of the covid pandemic, that demand would decrease. However, there had been significant demand for new hotel development in the City. This demand had been largely driven by hotel chains in Europe. Hoteliers and developers had seen post-covid demand was returning. This fitted in with the Destination City approach. The potential demand would be considered in more detail to plan the approach rather than allow pepper-potting. People visiting the City increased footfall and enlivened it and they should be provided with opportunities to stay in the City. It was also recognised that business travel was returning.

A hotel study had been commissioned from Avison Young. They had looked at the significant growth of hotels in the City over the last 10-15 years. There had been a 41% growth in hotels and 51% growth in hotel bedrooms. This was largely in 4\* hotels or limited service hotels (hotels which provided clean and comfortable ensuite facilities, 24 hour reservations and a consistent level of facilities). There had also been growth in hotel chains for those with smaller budgets.

The hotel study had suggested that the increase in office space and increased demand from businesses was driving future hotel demand, as was Destination City and the increased footfall in the City, the impact of the Elizabeth Line and demand from a range of hotel brands, operators and developers for new facilities. The hotel study had estimated demand of an additional 350 hotel bedrooms per year up to 2037. This would equate to one large or two smaller hotels per year. The study also looked at whether there was any need to cluster as hoteliers favoured clustering. The areas looked at were the east of the City, around Tower and Smithfields, with the growth in that area including the museum and the future reuse of the market. These were both considered good locations for hotels.

The Officer informed Members that the first policy option was to continue with the existing approach to allow hotels as they came forward on an ad hoc basis and leaving it up to the market to decide rather than encouraging a range of hotel types. Whilst the market was generally supportive of this approach, this

approach did not give the emphasis the Destination City programme was looking to provide and would not provide emphasis that the City was an area where businesses were encouraged to bring staff for work purposes and an area where visitors could come and stay.

The Officer informed Members that the second policy option was a more positive, forward-looking approach which more specifically encouraged hotel development. Hotels were less constrained than other uses e.g. in terms of daylight and sunlight expectations, as guests were not in their rooms for as long. The presence of hotels had minimal impact on the office and commercial market. Hotels were not constrained by the same noise and amenity considerations as they would be if there were residential buildings nearby. This meant they could be delivered across wider areas of the City, particularly in older buildings including Grade B buildings which had difficulties in meeting EPC standards. This approach would include a target which would probably be an indicative target over a 10-year period rather than an annual target. It was also suggested that the approach could require a range of hotels with a range of facilities and the hotels should be open and out-facing, welcoming visitors and not just hotel guests. Where appropriate rooftops should be opened, with public access to the rooftop views and facilities. The Officer stated that in schemes approved in recent years, cultural and community space had been negotiated within hotels to encourage these types of space and these complemented the Destination City work.

Members were informed that Officers recommended the second, more positive approach.

The Chairman commented that hotel room demand was increasing year on year and whereas this demand used to be overspill from the West End, people were now actively searching for City sites. The Chairman also stated that a major hotelier was seeing the City as a destination and looking to increase rooms in the City. The Chairman also advised that the Destination City team were working on schemes to encourage business travellers to extend their business trips for leisure purposes. This would increase footfall and spending on local amenities.

The Chairman suggested having hotels around terminal and major sites such as the Tower of London could be beneficial. He and other Members raised some concerns about clustering within the City. He suggested that a steer be given in the Local Plan without this being too defined.

A Member commented on the potential to convert offices that were no longer suitable for use as offices. He also commented that it was important that hotels enlivened the City where possible and raised concern that where hotels provided a range of internal amenities, hotel guests would not use the local restaurants and shops. A Member commented that in some cases, there had been a need to restrict public access to internal hotel amenities.

A Member requested that public toilets should be provided in any hotels with public access.

A Member outlined a number of old buildings which had been returned to hotel use. An Officer commented that the number of listed buildings which lent themselves to hotels with the City, and were unsuitable for offices, was an untapped potential and there were heritage benefits.

The Chairman stated that one the challenges of heritage assets was reaching net zero. In response to questions, an Officer stated that the nature of a building dictated its performance in terms of carbon. Hotels had different profiles from offices in relation to demand for heating and cooling and more water was used in hotels. In relation to floor plans, hotels could have smaller rooms, designed in a flexible way, whereas for offices, there was generally a demand for larger floor plates. The report recommended allowing an increase in change of use from office to hotels in certain circumstances. This would help with the retention of some existing buildings as they could be converted to hotel buildings on a economically viable basis. Both heritage buildings and some newer buildings could be suitable for the change of use.

**RESOLVED** - That Officers continue to progress work on the City Plan based on Members' views on the proposed policy direction in relation to the policies on hotels and visitor accommodation.

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

There were no questions.

7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
**Technical Briefing for Members of the Planning and Transportation Committee**

The Chairman requested that Officers arrange a technical briefing on the Local Plan for Members of the Planning and Transportation Committee in September 2023, before it was submitted to the Planning and Transportation Committee in October 2023.

**The meeting ended at 10.15 am**

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Chairman

**Contact Officer: Zoe Lewis**  
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## LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE Tuesday, 20 June 2023

Minutes of the meeting of the Local Plans Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 20 June 2023 at 9.00 am

### Present

#### Members:

Deputy Shравan Joshi (Chairman)  
Deputy Graham Packham (Deputy Chairman)  
Deputy Randall Anderson  
John Edwards  
Deputy Alastair Moss  
Elizabeth Anne King (Ex-Officio Member)

#### Officers:

Zoe Lewis – Town Clerk’s Department  
Luke Major – Town Clerk’s Department  
Ben Eley – Environment Department  
Rob McNicol – Environment Department  
Tom Nancollas – Environment Department  
Garima Nayyar – Environment Department  
Gwyn Richards – Environment Department  
Michelle Rowland – Environment Department  
Peter Shadbolt – Environment Department

#### 1. **APOLOGIES**

Apologies for absence were received from Deputy Christopher Hayward and Alderwoman Susan Pearson.

#### 2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT**

Deputy Alastair Moss declared an interest in specific sites referenced in the non-public discussion on Item 9 - City Plan – Tall Buildings. He left the room for the discussion relating to these sites.

#### 3. **MINUTES**

**RESOLVED** – That the public minutes of the last meeting held on 23 May 2023 be approved as a correct record.

#### 4. **CITY PLAN 2040 - OFFICES**

The Sub-Committee considered a report of the Planning and Development Director, which set out how policies in the City Plan could be updated to ensure that there would be a sufficient supply of offices to meet future demand.

An Officer stated that the National Planning Policy Framework (NPPF) emphasised the importance of planning for economic growth and productivity. Local plans such as the City Plan were expected to set out a clear economic vision which proactively encouraged sustainable economic growth. The London Plan focused on economic growth in the central activity zone of which the City was a core part. It recognised the importance of supporting the Central London office market.

Members were informed that GLA Economics had published updated employment projections in 2022 and these showed continued growth in employment in the square mile with a levelling off in the long term. To inform the updated City Plan, a study was commissioned by Arup and Knight Frank to look into the future of offices in the square mile. They considered the way in which offices were being occupied, demand, future challenges and opportunities. Andrew Tyler, one of the proprietary partners and Head of Commercial Development at Knight Frank gave a presentation. He stated that the City market extended to about 112million square feet. This equated to approximately 56million square feet in the City core, 9 million square feet in Aldgate, 18 million square feet in Clerkenwell and 20million in Midtown. Prime rents in the City for a non-tower building were £75 per square foot compared to the West End average of £125 per square foot. Take up of offices in the City in 2022 was 5.78million square feet. There were currently 7.8million square feet of development schemes under construction in the City. 2.8million square feet was already committed.

Members were informed that in relation to Grade A office space, there could be a potential shortfall of 7 million square feet by 2026. There was currently 4.59million square feet of active demand. This was a relatively stable figure. The current vacancy rate at the end of Quarter 4 2022 was 9.5%. There was a distinct flight to quality and there were now essentially only three grades of space: 1) Best in Class (Grade A+) - new or refurbished space that was above and beyond the British Council for Offices (BCO) specification with additional services added to enhance the tenant offering; 2) Grade - new and refurbished space that met the BCO specification, and 3) Grade B space - second-hand space that did not meet the Grade A specification or had previously been occupied and required substantial refurbishment.

The Sub-Committee were informed that in 2014, the take-up of second-hand Grade B space totalled 1.1million square feet which represented 14.5% of the total take-up for that year. In 2022, only 110,000 square feet of Grade B space was taken up which was 2.2% of the total demand. Demand for second hand Grade A space peaked in 2019 at 3.16million square feet which at that time was 51.9% of the demand. In 2022, second-hand Grade A space accounted for 1.52million square feet of demand which was 24.5% of the demand.

Members were advised that there had been a structural change post-pandemic with occupiers now demanding more from their office space. Office space was required to accommodate hybrid working solutions and collaboration amongst staff and many second-hand offices were not conducive to these objectives. It

was anticipated that demand for second-hand offices would continue to fall over the coming years.

Members were informed that there would be 23.5 million square feet of lease events between now and 2027 and this would provide many occupiers an opportunity to move and improve their accommodation. 20% of total office stock would have a lease event over the next four years. There would also be changes to the minimum energy efficiency standards. All properties had to have an Energy Performance Certificate (EPC) rating of C by 2027 and B by 2030. Across the whole of London there was 140 million square feet of office space with an EPC rating of C or below so 50% of total office stock would be incapable of being let in 2027. 94 million square feet of this space was outside of the City core and there was a risk that some of the buildings could not easily be upgraded to meet the minimum energy efficiency standards. There was an increased focus on the flight to quality demand for Best-in-Class offices. Growth could reduce in the next few years as existing occupiers looked to right-size their real estate footprint for hybrid working as leases expired. Best-in-class Grade A space was currently trading at a £10 a square foot premium which equated to £85 per square foot. Most occupiers surveyed remained intent on redesigning or reconfiguring their office space within the next three years with occupiers seeking to enhance the physical environment and make it a compelling place to work with each occupier having individual needs.

Matthew Dillon, Director and Leader of the City Economic s Team in Arup advised the Committee that Arup had worked alongside Knight Frank on this project. He stated that traditional office-based jobs still dominated, with finance, insurance, public sector jobs etc making up half the office jobs in the City. These had grown more slowly over the last six years (by 25%) but emerging office-based jobs e.g. communication, technology, professional, scientific and creative industries had experienced an 80% growth over the last six years. These sectors of the office market were projected to grow fastest in the future. They tended to be smaller organisations, were more agile and wanted a more dynamic working environment, often with lower workplace densities and higher amenity offices. They often need special facilities depending on the industry they were in. Prior to the covid pandemic, office workers typically attended the office about 75-80% of the week. Currently midweek levels were about 75-80% of 2019 levels, with offices just over 50% full on Mondays and Fridays. Members were informed that there were predictions for another 60,000 office jobs in the City by 2042. A range of different scenarios had been tested and the summary was that long-term growth prospects were good with the City requiring between 6 and 20million additional square feet of office space by 2042. However, the office market might soften significantly in the next few years as existing occupiers looked to right-size their space in response to hybrid working when their leases expired. Whilst the long-term growth prospects were good, the rest of the decade for the office market would probably be difficult.

The three scenarios tested were outlined to Members. The first scenario was the return of in-person office attendance which assumed working patterns

would return to approximately 80% of pre-pandemic patterns. The second scenario called Hybrid Peak looked at workers attending the office at about two-thirds of 2019 levels with a midweek concentration. The third scenario called the New Diverse City assumed that employees would attend the office, as they were now, at about 50% of 2019 levels but with a reasonably even spread throughout the week. This meant employers would be able to downsize their office space whilst keeping the same head count and it also meant that released office space would go back on the market and could potentially be refurbished and upgraded for new entrants or become available for conversion to other types of uses. Around a 10-30% increase in additional space would be required over the next 20 years. The in-person and hybrid peak scenarios were broadly aligned with the draft City Plan in terms of the net office space development required. The New Diverse City scenario assumed that over time, new organisations would move in and large scale working from home would mean the City could accommodate almost 150,000 additional office jobs. This was almost 50% higher than today's figure. These would be people who were not coming into the City every day and were substantially based remotely but whose head office was within the City. The City would need to remain attractive to new entrants and some price softening could be required over the next decade.

Members were shown a map of the offices that were currently below the EPC C rating. Significant investment would be required to meet the energy benchmarks. It was estimated that about 32 million square feet of office space in the City was EPC C or below. Some would be converted to Grade A or Best in Class by businesses, but others would be more challenging. This would include listed buildings and historical assets. Others would be difficult to make a financial case for conversion so in some limited circumstances where Grade B offices were obsolete, could not be viably refurbished and where there were wider sustainability and planning benefits, there could be a case for demolition.

Members were informed that it was expected that over time the City would remain desirable and that more home working could allow for more office jobs to be sustained from the same footprint. However, a proportion of the existing office stock would require investment in order to meet regulation needs and market demand. It was suggested that intervention was required to allow for fewer obstacles for older stock to be updated. It was recommended that in relation to the City Plan, steps be taken to increase the supply of best-in-class spaces in site. This would mean identifying sites that could be brought forward, providing advice for site owners, and working alongside them to bring forward sites. It was recommended that the planning framework support area additions and extensions when they were linked to wider sustainability goals. It was also suggested that the City should encourage conversion of existing Grade B stock to high quality offices where it could be, with this involving promotion, sharing of case studies in a similar way to the retrofit case studies which had been shared with the industry and more broadly supporting policies that encouraged retrofit and refurbishment and improvement of EPC ratings. It was also suggested that alternative uses for Grade B stock be encouraged when conversion to higher

grade office stock was not feasible. This would mean taking a more flexible approach to planning consent for heritage and stranded assets e.g. by exploring the implications of amending the policy that required a viability assessment when considering changes of use but only where this would incentivise the recent retention and improved environmental performance of existing buildings.

Other recommendations, beyond the City Plan, were outlined to Members. It was recommended to increase the supply of higher quality sustainable office spaces by identifying opportunities within the market for investment and development, by continuing to promote and invest in amenities and the workplace experience to enable employees to attract employees back to the office and by attracting tourists. This would include investing in the public realm, attracting food, beverage and leisure offers and encouraging conversion of existing Grade B stock to higher grade office space. This would mean working with owners to continually monitor assets that might be at risk and working with owners and landowners to identify obstacles to conversion and how these might be removed.

It was suggested that a city advisory hub be formed to provide expert advice and connect developers, business owners, stakeholders and groups such as English Heritage to share skills, cost-effective methods and best-in-class approaches to updating heritage assets. It was recommended to protect some office space during the potential period of softening of demand in the short term. It was suggested that the construction industry campaign for low-cost carbon retrofit be supported. This could include supporting campaigns for VAT relief for sustainable retrofit. Alternative uses for Grade B stock could be encouraged where conversion was not feasible and so a more efficient use of office stock for long-term vacant sites should be monitored and supported back into use by promoting incentives to do so. As the demand curves were heavily dependent upon continuing to strengthen the City's role as a premium office market location, this meant encouraging growth in these emerging sectors e.g. creative industries, financial technology (fintech) industries, and industries requiring laboratory enabled offices as these emerging sectors would only be attracted to the city through marketing and having the right space, facilities and incentives available.

It was suggested that marketing should emphasise the City's role as a business hub, a place for innovation and a place where different industries became inspired by one another. This might involve promoting the City as the UK's first zero carbon office market. It was also recommended to leverage the City's Business Improvement Districts (BIDs) where possible to enhance the offer in the area and strengthen the City's role in people's working lives and leisure lives.

The Chairman asked how the 9.4m vacancy rate compared to previous years, how the return to work compared to other comparative global cities and how long it took between a scheme obtaining planning permission and being occupied. Andrew Tyler advised that the vacancy rate was just below the

average rate of 10%. There would always be some vacancies and this was required for natural growth. When looking at the return to the office post-pandemic, the best-in-class stock had the best rate of occupancy. The return to work in New York had been low due to more lower grade office stock and limited amenities in offices, however a Grade A best-in-class development in New York had 98% occupancy. The occupancy levels in Dublin were similar to London due to Grade B buildings being turned into best-in-class buildings. On average a 100,000 square feet refurbishment took about two years from being granted planning permission to being occupied. Larger schemes could take 4-5 years.

A Member referred to employers right-sizing and asked if employers would insist on employees working in the office on Mondays and Fridays to enable this to take place. Members were advised that soft and hard measures were being used to encourage staff back into the office on Mondays and Friday and informal and formal sub-letting of space, often not involving exchanges of money, was occurring.

A Member asked about whether the change in EPC regulations could feasibly be accomplished by 2027. Andrew Tyler stated that occupiers were already trying to align their own sustainability goals to the space and this regulation change was an accelerator. Whilst if the costs of achieving the regulations exceeded a certain percentage, the work did not need to be undertaken, the change was being driven by occupiers who wanted more sustainable offices.

In response to a Member's question, Matthew Dillon stated that the current situation was a large mid-week peak in office attendance with employers encouraging people back into work. It was likely the midweek peak would soften and also that a number of new industries would make the City their home in the next few years.

A Member commented that the change in EPC requirements would also apply to homes and stated that there were 4,000-5,000 apartments in the city which were Victorian conversions and had an EPC rating of E. He stated that this had not been addressed. An Officer stated that work would be undertaken to look at the challenges around residential units meeting the EPC requirements.

A Member stated the need to reduce the cost of the planning system on energy conversion projects e.g., currently planning permission was required to replace windows in a conservation area which looked identical to the originals but were made of a different, more energy efficient material. An Officer stated that the planning permission thresholds were governed by Central Government. An Officer stated that as part of the Climate Action Strategy, Historic Buildings Sustainability Challenge work was being undertaken. This was a detailed piece of work looking at different typologies of historic buildings and the work needed for them to meet standards.

In response to a Member's question about the projections in relation to office space, Matthew Dillon stated that there was a mixed picture and whilst the long term outlook was good, there could be challenges in the next few years. The

top end of the market was likely to remain strong throughout. An Officer stated that there was a proposal to encourage buildings to be retrofitted where there was a change of use from offices to hotel use, cultural use or educational use. The proposal was that as long as the office space was not strategically important space vital for office demand, and as long as the building was being retained and upgraded to bring it up to standard, there was no need to go through the owner's viability assessment process that the planning system currently required to show that it was not financially feasible to retain the building as an office. There would however still need to be a 12-month marketing exercise to test whether there was still a requirement for that use.

In response to a Member's question about the types of amenity being provided, Andrew Tyler stated that not all buildings could offer amenity spaces within the building but could provide this in the vicinity. Amenity space could include spaces for people to go and collaborate, spaces to contribute to mental health and wellness, quiet areas and social space.

In response to a Member's question about using local food and beverages producers, Andrew Tyler stated that more occupiers of offices were using this approach and were no longer seeking to have long term leases with large chains.

In response to a Member's question about the premium of £10 per square foot for best-in-class buildings, Andrew Tyler stated that it was unlikely there would be a premium once all buildings were brought up to this level. There would, however, continue to be a premium for tall buildings due to the views.

Matthew Dillon stated that corporate social responsibility was driving people towards low carbon offices. Emerging new sectors, that would grow more quickly, were more likely to require high quality, less dense offices. More clerical, back-office functions could be undertaken in lower grade offices and these types of industries were predicted to expand much more slowly.

**RESOLVED** - That Officers continue to progress work on the City Plan based on Members' views on the proposed policy direction in relation to the policies on office space.

#### 5. **CITY PLAN 2040 - TALL BUILDINGS AND HERITAGE**

The Sub-Committee considered a report of the Planning and Development Director, which set out proposed amendments to City Plan policy on tall buildings, including where they might be appropriate and inappropriate; permissible heights within areas appropriate for tall buildings; and approaches to ensure development would conserve the special historic and architectural interest of Bevis Marks Synagogue.

An Officer stated that in 2021, a Regulation 19 consultation was undertaken on the City Plan. The Mayor of London and the Greater London Authority raised an issue of non-conformity with the City plan stating that there was a need to identify appropriate areas for tall buildings within the Plan and there was a need

to consider impacts on the Tower of London world heritage site. Concerns were raised by historic England about tall buildings coming forward in areas that could be harmful. Historic Places requested that specific strategic views be taken into account as well as strategic views set out in the London view management framework. There were also responses from the London Sephardi Trust and the Spanish and Portuguese Farsi community raising concerns particularly over the impact of tall buildings on historic buildings and their setting and in particular in relation to Bevis Marks synagogue in the City.

Members were informed that in order to address these issues, an extensive piece of work had been undertaken. A three-step process had been undertaken. The first step involved identifying appropriate locations for tall buildings, determining suitable building heights within those locations and evaluating potential developments impacts. The second step used three-dimensional modelling to undertake a complex sieving exercise to identify and analyse the character areas to assess their sensitivity to tall buildings. A range of criteria was considered including character and form of those areas, the strategic townscape, heritage and views and the heritage significance of the areas. The City Cluster and Holborn and Fleet Valley were identified through the process as being sensitive rather than very sensitive to tall buildings. The work had been expert peer reviewed by Dr Nigel Barker Mills. The third step was a detailed assessment of tall building areas looking at potential impacts on strategic views working with expert consultants. This involved complex three-dimensional mapping of constraints including the London view management framework, St Paul's heights viewing points, Monument views, views from the Tower of London. Many other constraints were also taken into consideration. More localised constraints and heritage considerations would be carried out when assessing specific applications.

Officers were proposing that modifications be made to policies within the City Plan. It was proposed to designate the City Cluster and the Fleet Valley area as tall building areas, with it being considered that other areas in the City were inappropriate for tall buildings. The definition of a tall building in the City was 75m or above so substantial developments were not precluded elsewhere in the City. It was also be proposed that maximum heights be set within the tall buildings' areas. A two-dimensional map and three dimensional digital model would be made available to the public and to developers. Members were informed that tall buildings would still be subject to very detailed policy assessment looking at a whole range of local impacts and design considerations.

The Officer stated that special consideration would be given to Bevis Marks Synagogue due to its proximity to the tall building cluster. Conversations had taken place with the Rabbi and other stakeholders within the area and there were a number of recommendations for policy proposals within the City Plan. It was proposed that an immediate setting area be put in place for the synagogue. This would require any development within the area to respect the synagogue. This was considered to be an appropriate route to take for this



special building given its unique setting and its courtyard setting within the City Cluster and within its historic environment. A policy approach was also being proposed to state that development within the City Cluster should not have an unacceptable impact on daylight levels within historic places of worship including the synagogue. An assessment of a potential conservation area covering the wider Creechurch area was being undertaken and would be considered by the Planning and Transportation Committee in July. Work on conservation areas was covered by separate legislation and whilst, not part of the work of the City Plan, it was complementary to this.

**RESOLVED** - That Officers continue to progress work on the City Plan based on Members' views on the proposed policy direction in relation to the policies on tall buildings.

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

There were no questions.

7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
City Plan Timetable

An Officer stated that the City Plan work programme had been reviewed. He reported that good progress had been made on a number of studies, particularly with the office piece which was a core piece of work. There had been strong steers from the Sub-Committee and public consultation was currently being undertaken, plus work was taking place with transport colleagues to align with the transport strategy. Officers wanted to ensure that this could be fully analysed and considered that the programme would benefit from a shift in timescales, submitting the City Plan to the Sub-Committee in September rather than July and to a special meeting of the Planning and Transportation Committee in mid-November 2023. It would then be submitted to Policy and Resources Committee and the Court of Common Council. Public engagement would follow in February and March 2024.

8. **EXCLUSION OF THE PUBLIC**

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

9. **CITY PLAN 2040 - TALL BUILDINGS AND HERITAGE - NON-PUBLIC REPORT**

The Sub-Committee considered a non-public report of the Planning and Development Director which included maps and images of proposed tall building areas and heights.

**RESOLVED** - That Officers continue to progress work on the City Plan based on Members' views on the proposed policy direction in relation to the policies on tall buildings, informed by the areas and heights presented to them.

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

There were no questions raised in the non-public session.

**11. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB-COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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

**The meeting ended at 11.10 am**

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Chairman

**Contact Officer: Zoe Lewis**  
**[zoe.lewis@cityoflondon.gov.uk](mailto:zoe.lewis@cityoflondon.gov.uk)**

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

**Tuesday, 23 May 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, 23 May 2023 at 1.45 pm

**Present**

**Members:**

Deputy Graham Packham (Chairman)  
 John Edwards (Deputy Chairman)  
 Deputy Randall Anderson  
 Deputy Marianne Fredericks  
 Deputy Shravan Joshi  
 Deputy Edward Lord  
 Alderwoman Susan Pearson  
 Ian Seaton

**Officers:**

Sam Hutchings	-	Town Clerk's Department
Zoe Lewis	-	Town Clerk's Department
Luke Major	-	Town Clerk's Department
Philip Carroll	-	Environment Department
Maria Herrera	-	Environment Department
Gillian Howard	-	Environment Department
Ian Hughes	-	Environment Department
Daniel Laybourn	-	Environment Department
Bruce McVean	-	Environment Department
Andrea Moravicova	-	Environment Department
Samantha Tharme	-	Environment Department
Kristian Turner	-	Environment Department
George Wright	-	Environment Department

**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Alderman Ian David Luder, Paul Martinelli and Oliver Sells.

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

There were no declarations of interest.

3. **MINUTES**

**RESOLVED**, That the public minutes of the meeting of 7 March 2023 be approved as an accurate record of the proceedings subject to Ian Seaton being marked as present.

Matters Arising

In response to a Member's questions, an Officer stated that the letter from the Policy Chairman regarding changes to bus routes had been sent to TfL and a response had not yet been received. Also, representations had been made to TfL about the relocation of the bus stop at the end of London Bridge on King William Street.

4. **BANK JUNCTION IMPROVEMENT PROJECT - TRAFFIC AND TIMING REVIEW**

The Committee considered a report of the Executive Director, Environment which updated Members on the progress of the review and set out the findings of the review work to date.

In response to a question from the Chairman, an Officer stated that the findings indicated that there was no clear transport need for a change, over and above the scheme that was currently being constructed. There was, however, a justification to ascertain whether potential relaxations to the allowable traffic mix at the junction would impact positively upon different protected characteristic groups.

The Chairman asked Officers to comment on the three options. An Officer advised that Option B (an experimental traffic order) would present the same challenges as Option A (making a permanent change) as many of the same TfL processes would be required for approval. However, if TfL were content with the evidence provided, Option B would offer the opportunity to observe the option in action and take a decision on whether it worked from a traffic perspective. It would also show how the option worked in relation to other elements of the project objectives e.g., feelings of safety and security and users' experiences of the area. An Officer stated that Option A had the most risk and therefore had the highest risk of not gaining approval from TfL.

Members asked questions about costs, officer time and other resources used to date. An Officer stated that to February 2023, approximately £125,000 had been spent. Since then, there had been further staff time spent on the work. To continue with the work, more data collection would be required than expected. The work was costing more than anticipated when costed in 2021, and the project no longer had sufficient funding.

In response to a Member's questions, an Officer stated that prior to the Court motion, money had been set aside to undertake the review one year after completion of the current changes to the junction. The Court motion has forced an acceleration of the process. It was possible, without the Court motion, that a desktop review could have been undertaken rather than traffic modelling being undertaken upfront. This was taking place to try and shorten the programme.

A Member asked Officers if there was a cost reduction in modelling different vehicle types together rather than individually. An Officer stated that at this stage, desktop surveys were undertaken so the cost difference was not significant. However, at the detailed modelling stage, the costs were higher, although TfL would usually only accept one modelling option due to the time and their resources required to review the proposal.

Members commented that full costings should be provided to the Court of Common Council, as well as detail about the process and constraints, in order for Members to make an informed decision.

The Chairman asked Officers which option they recommended and which option would be their next preferred option. Officers stated that Option C was the preferred option and would give the ability to properly evidence why any potential change was being undertaken. Option B was the next preferred option as it would provide an opportunity to observe the changes in action before implementation. Option B would still require a change to the existing methodology and more work would be required in relation to equalities.

The Chairman asked Officers how a possible scenario, whereby the Sub-Committee supported Option C but the Grand Committee supported Option B, which was endorsed by the Court would be addressed. An Officer stated that more work would then be required to determine the extent of the changes and discussions would need to be undertaken with TfL.

In response to a question, Officers stated that there had already been discussions with TfL. The first round of mitigations identified would not significantly increase waiting times. The second round of mitigations while reducing impacts on bus journey times would increase waiting times for all other users which was a significant problem. Officers had not yet discussed the finer detail with TfL.

The Chairman asked if modelling had included taxis using all entrances and exits or a sub-set of these. He stated that minimising these would presumably improve safety as it would reduce turns, wait times and delays that drove pedestrians to undertake risky informal junction crossings. An officer responded that a range of scenarios had been modelled at the feasibility stage, including just an east-west route linking Poultry and Cornhill. Officers outlined the difficulty in understanding latent demand, i.e. the potential increase in taxi and motor cycle usage of the junction if restrictions were relaxed, and the impact this would have on wait times.

An Officer responding to a question, commented that if the time pedestrians had to wait at a signal was delayed, they would reach a point where they would give up waiting and cross the road without a signal. A Member said that this raised concerns that this would increase the likelihood of pedestrian/vehicle collisions. He also commented that it was not just those using taxis who might have disabilities as many pedestrians had disabilities too.

Members discussed whether motorcycles should be removed from further consideration as there was no obvious equalities driver for their inclusion as these transport modes were unlikely to be used by people with disabilities. An Officer suggested that motorcycles were not removed at this stage and that that more work on this could be undertaken as part of the work on the option taken forward. The Officer suggested that the motorcycle issue could be resolved at a later date once this work was complete.

A Member stated that a key driver of the original Bank Junction project was to improve safety. She raised concerns that adding more vehicles could increase complexity, increase collisions and suggested that removing traffic from the junction from 7am – 7pm at weekends would encourage visitors to the City and improve pedestrian safety.

A Members raised concern that the review meant other projects were not being advanced. She suggested that Officers request additional resources if the project was continued.

**RESOLVED,** That the Sub-Committee

1. Note the content of the Officer report including the need for a capital bid to secure funds to proceed (paragraphs 129- 133) and the risks (paragraphs 138- 147);
2. Agree Option C, in line with the Officer's recommendation, to recommend to the Planning & Transportation Committee for their consideration prior to that Committee making a recommendation to the July meeting of the Court of Common Council.

Option C

To pause further work on the traffic modelling exercise. Focus on identifying and evidencing the need for change and how this can be best addressed, and on doing further work to understand the potential latent demand. Subject to the outcome, this would then form the basis of resumed modelling in due course, in advance of public consultation and the taking of a final decision whether to make a permanent or experimental change;

3. Agree that the report to the Court of Common Council should be fully costed and include detail on the process and constraints;
  4. Agree that additional funding be sought for further work.
5. **TRANSPORT STRATEGY REVIEW**

The Sub-Committee received a report of the Executive Director, Environment which updated the Sub-Committee on the engagement carried out to date for the review, along with the suggested amendments to the Transport Strategy proposals.

Members were informed that Officers had identified which proposals required significant change and which ones required minor change. The Officer stated that most of the proposals would remain the same.

A Member asked about the impact on equalities of the granting of pavement licences as this could make moving around the City difficult for some people

with disabilities. An Officer stated that work was taking place with the Licensing team to ensure the environment was more inclusive.

Members raised concerns about the use of the words “wheel” and “wheeling” in the document when referring to mobility aids as this could be misinterpreted and inadvertently encourage skateboarding and e-scooters. An Officer stated that disability groups had undertaken work on inclusive language, and these were preferred terms that were gradually being adopted by industry practitioners.

In response to a Member’s question about the list of modes of transport outlined in the appendix, an Officer stated that those walking, cycling and wheeling were prioritised with motorised vehicles considered after that. Different streets had different priorities depending on needs e.g., some had a greater need for taxis or freight deliveries.

The Chairman queried whether pedal bikes should be grouped together with e-scooters and e-bikes. He stated that pedal bikes were operationally zero carbon and using them was good exercise whereas e-scooters and e-bikes had higher levels of embedded carbon, operational carbon and did not provide the same level of exercise. An Officer stated that whilst pedal cycles were the most sustainable and active method of using wheels, e-bikes and e-scooters were enabling a wider range of people to start cycling. E-bikes and e-scooters were using the same infrastructure space as pedal cycles and were grouped with pedal cycles for the purposes of traffic orders. Therefore, they had been grouped together with pedal cycles in the report.

A Member commented on the slow, steady pace of vehicles on some roads in the City and asked whether this message was being reinforced to keep the pace down across the City. An Officer stated that work was being undertaken under the Pedestrian Priority Programme to encourage calmer cycling and this would apply to users of cycles, e-bikes and e-scooters.

A Member raised concern about commercial Apps to assist the public in reporting issues e.g., footpath raises, having become obsolete. An Officer advised that issues could be reported through the Corporation’s website. Members were dissatisfied with the loss of the convenience of an App on a smartphone equipped with geo-location and a camera and a Member stated that commercial Apps should be used in the future.

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 the importance of accessibility.

**RESOLVED** – That the Sub Committee:

1. Note the proposed approach to managing traffic movement and access as set out in Appendix 1;
2. Note the proposed changes for Transport Strategy proposals that had been identified as requiring significant change – see paragraphs 22-63 and Appendix 2 of the report;

3. Note progress with the delivery of the engagement activity, outlined in the report and in Appendix 4 of the report.

6. **PEDESTRIAN PRIORITY STREETS PROGRAMME - PHASE 1**

The Sub Committee considered a Gateway 5 report of the Executive Director, Environment which sought authority to permanently implement the traffic measures at Cheapside and Old Broad Street/Threadneedle Street.

An Officer stated that the report set out the results of the experimental traffic orders, the traffic data collision data and the result of the public consultation. Members were informed that the experimental traffic orders expired in July 2023 and therefore a decision was required on whether to make the traffic orders permanent. There was also a recommendation to undertake further analysis of taxi movements and an assessment of the Cheapside restriction and a potential experimental traffic order at that location following the assessment. Members were informed that the report set out the funding strategy for the various options.

In response to the Chairman's questions about introducing taxis on Cheapside, an Officer stated that when comparing 2019 data and late 2022 data, traffic numbers had declined by approximately 25% across the City. Along the section of Cheapside between Queen Street, King Street and Bread Street, traffic volumes were almost nil. The traffic in the next closest set of streets – King Street, Queen Street and Poultry, had declined by 60%. Feedback from the consultation, from Members and from the Business Alliance was that taxis were now less available along Cheapside, and this was supported by data. The Officer advised that relaxing the current restriction only permitting buses and cycles through, to add taxis, would need to forecast taxi volumes that would use the route if permitted. Currently delivery vehicles made a three-point turn to the east of the restriction. There had not been any collisions reported since the restriction was introduced as the sight lines were good. However, if traffic volumes increased, this might not remain the case and therefore assessment was required.

In response to a Member's question, the Officer stated that the way the highway was currently built out on both sides would remain the case if Option 2 was progressed, with planting and seating on both sides. Option 2 was more expensive than Option 1 due to the challenges presented by the underground utilities. Option 1 was less expensive as it floated and sat around the utilities.

A Member commented that any work should be undertaken to the usual standards and landscaping and seating so that it was built to last. She stated that would improve rents in the area and encourage people to utilise the space.

A Member asked if Cheapside could still be used for sports events and an Officer stated that there would be a 5 metre carriage way which would mean events could still be held.

In response to a Member's question about the funding strategy, an Officer stated that the schemes would be funded by OSPR and also Climate Change



Action Strategy funding. A Member commented on the importance of having a separate maintenance fund.

A Member suggested that the Cheapside Business Improvement District (BID) had funding to activate space and could be asked to contribute. Members were informed that Officers had met with the BID's steering group and presented options and Option 2 was the preferred option.

A Member raised concern that the options were being presented before funding had been obtained and asked what would happen to the King William Street work if the work did not take place. The Officer stated that if this happened, Option 1 and 2 would have to be scaled back. The project management system would be used to manage the programmes and more work would be undertaken to better understand the costs and mitigate these where necessary.

A Member suggested that any approval should be in principle, subject to the funding being approved. An Officer stated that the experimental traffic orders would expire in July 2023 and if not approved, there would be no traffic order in place after this time.

**RESOLVED** – That the Sub-Committee

1. Approve the progression of Option 1 to make the experimental traffic measures permanent on: a) Cheapside (point restriction except for buses and cycles + priority give-way arrangement); b) Initiate a further traffic experiment at the same location on Cheapside to assess the impacts of taxis being exempted from the restriction; c) Old Broad Street (one-way northbound with contra-flow cycle lane) and Threadneedle Street (one way westbound with contra-flow cycle lane), subject to the two schemes, Cheapside and Old Broad Street/Threadneedle Street receiving approval from TfL and noting the objections to the statutory consultation;
  2. Approve the initiation of an experimental traffic order at the Cheapside location, following a safety assessment, exempting taxis from the point restriction, and delegate authority to the Executive Director Environment to make any necessary traffic orders;
  3. Note that a funding strategy was being prepared to deliver the appropriate scheme outcomes for the best value;
  4. Note that a capital bid of £2m was to be prepared to fund the maintenance elements of the King William Street corridor scheme;
  5. Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.
7. **ST PAUL'S GYRATORY PROJECT - PHASE 1**  
An Officer advised the Sub-Committee that Members had approved a Gateway 3 report in September 2022 which approved the taking forward of three highway layout options for further testing and assessment. He stated that since then, extensive traffic modelling had been undertaken with TfL on the three options; an engagement exercise had been undertaken with over 2,500

responses received, including key stakeholders in the project area such as St Bartholomew's Hospital and 81 Newgate Street; cost estimation had taken place and internal funding had been secured for the project.

The Chairman advised Members that there was a non-public appendix to the report. The Chairman also stated that the conceptual proposals for the new public space at the southern end of King Edward Street would be subject to further scrutiny and there was scope for the design to change following this scrutiny.

In response to a Member's question, an Officer advised that decision points were being accelerated where possible, with the report being considered at the June Court of Common Council rather than the July meeting as previously scheduled.

In response to a Member's comment that TfL support would be required and a question about whether discussions had taken place with TfL, the Officer advised that discussions had taken place with both TfL Buses, and TfL's Network Performance Team who were overseeing the traffic modelling. The preliminary modelling results were positive. Out of the three options, Option 1 performed the best as it removed the signalised junction at the southern end of the King Edward Street and the junction of Newgate Street. The Officer advised that overall Option 1 performed well in terms of bus journey times at this stage of its development for such a large-scale change. The Officer stated that TfL could see the gains for cyclists, pedestrians and public space.

**RESOLVED** - That the Sub-Committee

1. Approve the progression of Option 1 that introduces: two-way working on Newgate Street and St Martin Le Grand to its junction with Angel Street; and closes the southern section of King Edward Street and the Newgate Street slip road to all vehicles to enable the creation of a new public space;
2. Approve the progression of Option 1A that is the same as Option 1 except for the introduction of two way working on part of Montague Street;
3. Approve Option 1/1A to continue to be developed and progressed to public consultation;
4. Approve the concept design proposal for the new public space to be developed and progressed to public consultation;
5. Approve re-naming the project "St. Paul's Gyratory Transformation";
6. Delegate authority to the Executive Director Environment, in consultation with the Chairman and Deputy Chairman, to approve the (non-statutory) public consultation content and then proceed with the public consultation, to include seeking the public's views on the four proposed names for the new public space on King Edward Street;
7. Note the approved financial bid for the project of up to £13,915,175 from OSPR and CIL contributions;
8. Approve an additional budget of £1,712,050 from the OSPR to reach Gateway 5;

9. Note the revised total project budget of £2,947,992 (excluding risk) to reach Gateway 5;
10. Note the total estimated cost range of the project at £ £15-17 million;
11. Approve the costed risk register of £280,000 in Appendix 3 and delegate authority to the Executive Director Environment to draw down funds from this;
12. Delegate authority to the Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.

8. **MOOR LANE ENVIRONMENTAL ENHANCEMENTS**

The Sub-Committee considered a report of the Executive Director, Environment which provided an update on the design of Area B and sought approval to implement the scheme following the approval of the Gateway 4c-5 report for Area A approved in July 2022.

A Member raised concern that fewer trees were now proposed than previously. Although it was understood that this was due to services underground preventing trees from being planted, there had been a lack of expectation management which meant residents had been disappointed. The Member also stated there were ongoing concerns about the Clean Air Garden and stated the importance of the planning application being agreed with residents. She stated that investigation into the location of trees should have been undertaken earlier in the project with expectations managed from the outset. An Officer stated that the original scheme had been through the approvals process in 2011 before changes in project management were introduced. Groundwork surveys were now undertaken before any proposals were mapped out with ground radar surveys undertaken or trial holes dug, where appropriate. An Officer stated that there was now a more joined up approach with three departments having been brought together as one division. As much greening as possible was being undertaken with planters and other forms of greening.

A Member commented on it being difficult to put trees in the City of London with the rail network underneath and suggested that vertical greening could be used. The Chairman advised that this was a Planning matter.

In response to a Member's question about the 2011 proposal including stakes in the ground with a framework on which plants could climb, an Officer stated that they would look into this.

**RESOLVED** - That Members of the Streets and Walkways Sub Committee:

1. Approve in principle the design as described in Section 4 and shown in Appendix 5 of the report;
2. Agree to delegate approval of the final elements of the design related to greening to the Director City Operations in consultation with the Chairman and Deputy Chairman of Streets and Walkways Sub-Committee once discussions with local residents had been concluded;

3. Authorise the transfer of any design & evaluation underspend for Moor Lane Section 106 budget from the previous gateway to the Area B (Section 106) implementation budget;

4. Approve a budget increase of £110,000 funded from the Climate Action Strategy Cool Streets programme. Allocation proposal was granted by Streets and Walkways Sub-committee on 15 February 2023 to support design and installation of climate resilience measures on Moor Lane;

5. Note the undertaking of a statutory consultation regarding the removal of the motorcycle bay in Moor Lane. The consideration of consultation responses, the decision as to whether to remove the motorcycle bay and the making of any resulting traffic order, was to be undertaken under the Executive Director's delegated authority in respect of traffic order making processes (unless there are unresolved objection to any such order, in which case it would be brought back to the Sub-committee to decide whether or not to proceed with the order);

6. Note the investigation of loading restrictions along the west kerb on Moor Lane. The undertaking of any statutory consultation, the consideration of consultation responses, the decision as to whether to introduce loading restrictions and the making of any resulting traffic order, was to be undertaken under the Executive Director's delegated authority in respect of traffic order making processes (unless there are unresolved objection to any such order, in which case it would be brought back to the Subcommittee to decide whether or not to proceed with the order);

7. Note the total budget for Area B to be £1,560,000 and approve allocation of the available funds as shown in the section 3 of the report and Table 2 in Appendix 3 of the report;

8. Approve the Risk Register in Appendix 2 of the report and approve the costed risk provision of £100,000; and delegate the drawdown of funds from the risk register to the Executive Director Environment;

9. Delegate to the Executive Director Environment authority to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains between budget lines if this was within the approved total project budget amount and within intended scope.

9. **LIVERPOOL STREET AREA HEALTHY STREETS PLAN - DRAFT FOR CONSULTATION**

The Sub-Committee considered a report of the Executive Director, Environment which set out a proposal to consult on a Healthy Streets Plan (HSP) for the Liverpool Street area.

**RESOLVED** - That the Sub-Committee

1. Approve the draft Healthy Streets Plan for public consultation.
2. Approve an allocation of £15,000 for fees to undertake the public consultation exercise, as described in the Issues Report - Crossrail

Liverpool Street Urban Integration (Phase 2) also part of this Committee's agenda.

3. Delegate authority to the Director of City Operations, in consultation with the Chairman of the Streets and Walkways Sub-Committee, to approve the (non-statutory) public consultation content and then proceed with the consultation.

10. **CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION (PHASE 2)**

The Sub-Committee considered a report of the Executive Director, Environment which sought approval for a change in scope for this project to fund and undertake a public consultation exercise for the Liverpool Street area Healthy Streets Plan.

**RESOLVED** – That the Sub-Committee

1. Note and approve the contents of the report;
2. Approve a change in scope for this project to fund and undertake a public consultation exercise for the Liverpool Street area Healthy Streets Plan.

11. **BANK STATION UPGRADE - CANNON STREET ENTRANCE S278**

The Sub-Committee considered a Gateway 6 Outcome report which updated Members on the project.

A Member welcomed the opening of the new entrance but asked for reassurance from TfL that the entrance would remain open and funded for long term access. Concern was raised that the Walbrook Entrance was often only partly opened. An Officer confirmed that this would be discussed with TfL as would the concerns a Member had raised about lifts not being in operation at weekends. A Member stated that there should be accessibility to lifts and entrances at weekends especially when events were being held. She suggested that a timetable of events be shared to improve connectivity with TfL and the Mayor of London around large events in the City.

**RESOLVED** – That the Sub-Committee

1. Approve the content of this outcome report;
2. Approve that the final account be undertaken;
3. Authorise the Chamberlain's department to return unspent funds to Transport for London (the Developer) as set out in the respective legal agreement (subject to the verification of the final account) including any further subsequent refunds returned to the City by third parties; and
4. Agree to close the project.

12. **GLOBAL CITY OF SPORT - A NEW SPORT STRATEGY FOR THE SQUARE MILE (2023-2030)**

The Sub-Committee considered a report of the Interim Director of Communications and External Affairs which set out the work that had taken place to respond to Member requests to prioritise sport engagement and develop a strategy to guide this work over the medium term.

In response to Members' questions, an Officer advised that high quality, well-organised, high-profile events were being sought. These might increase the total number of events but not in a substantial way. It was important not to have events on consecutive weekends in the same areas and to support events which would bring in crowds, help promote the City and use landmark spaces in the City. These events would be subject to the approval processes.

A Member stated that the Sports Strategy could encourage major sporting events. It could also encourage residents, workers and visitors to use the City for physical recreation.

A Member stated the importance of not landscaping all streets in order to keep some multi-functional space which could be used for sports courts and pop-up sporting events. She stated that events should take place over the weekends as well as during the week as many residents would be working during the week and could only participate at weekends.

**RESOLVED** – That the Sub-Committee note the report.

**13. OUTSTANDING REFERENCES**

Dockless Vehicles

An Officer stated that there would be an update report to the July Sub-Committee. He also stated that he and the Chairman would be meeting with Lime, one of the operators. Members had individually been invited by Lime to meet with them and a Member requested that Officers arrange a hybrid meeting for all Members.

Beech Street

An Officer stated that a report would be submitted to the July Sub-Committee meeting. In response to the Chairman's question about the suggestion of the designation of Golden Lane as a School Street, an Officer stated that discussions with Islington Council were ongoing in relation to the area-wide approach and Golden Lane was part of this. The Officer considered it to be unlikely that Golden Lane would be designated as a School Street. However, discussions on this would continue.

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

A Member stated that Fann Street had been resurfaced with stone and tree pit surrounds which had been viewed as trip hazards and had therefore been increased in size. However, this had the unintended result of being used by skateboarders. She stated the importance of speaking to local residents about their views about what would and would not work at the start of a project in a residential area rather than assuming what would work. An Officer confirmed that this would be reported to the relevant team. He also stated that the reason

consultation and engagement was undertaken, was schemes were better when they were informed by people who used the streets and understood the area.

A Member commented that Aldgate Square required maintenance. An Officer stated that he would raise this with City Gardens.

A Member stated the importance of consulting the right people before going to third party architects to design a scheme.

In response to questions about trees, an Officer stated that 40-50 trees were being planted across the City.

Members agreed to extend the meeting in line with Standing Order 40.

A Member raised concern about graffiti on the pavilion at Aldgate and also across the City. An Officer advised that it was the responsibility of the building owner and the Corporation would only remove graffiti at the request of a building owner. The pavilion was owned by the City Surveyors Department and he would report the matter to them. The Officer also stated that graffiti was a matter for Port Health and Environmental Services.

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
There were no urgent items.
16. **EXCLUSION OF THE PUBLIC**  
**RESOLVED** – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.
17. **ST PAUL'S GYRATORY PROJECT - PHASE 1 - NON-PUBLIC APPENDIX**  
**RESOLVED** – That the non-public appendix be noted.
18. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**  
There were no non-public questions.
19. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**  
There was no urgent business to be considered in the non-public session.

**The meeting ended at 3.50 pm**

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Chairman

**Contact Officer: Zoe Lewis**  
**Zoe.Lewis@cityoflondon.gov.uk**



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