



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, 2 DECEMBER 2025

Time: 10.30 am

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

5. ***ENVIRONMENT DEPARTMENT BUSINESS PLAN 2025/26: PROGRESS REPORT**

Report of the Executive Director, Environment.

For Information
(Pages 3 - 22)

6. ***RISK MANAGEMENT UPDATE**

Report of the Executive Director, Environment.

For Information
(Pages 23 - 50)

7. ***TRANSPORT STRATEGY: VISION ZERO ACTION PLAN ANNUAL REPORT**

Report of the Executive Director, Environment.

For Information
(Pages 51 - 92)

8. ***THE PLANNING AND INFRASTRUCTURE BILL**

Report of the City Remembrancer and the Executive Director Environment.

For Information
(Pages 93 - 100)

9. ***ANNUAL ON-STREET PARKING ACCOUNTS 2024/25 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**

Report of the Chamberlain.

For Information
(Pages 101 - 110)

City of London Corporation Committee Report

Committee(s): Planning and Transportation Committee	Dated: 2/12/2025
Subject: Environment Department Business Plan 2025/26: Progress Report (Mid-Year: 1 April – 30 September 2025)	Public report: For Information
This proposal: <ul style="list-style-type: none"> • delivers Corporate Plan 2025-30 outcomes • provides statutory duties • provides business enabling functions 	<ul style="list-style-type: none"> • Diverse engaged communities • Vibrant thriving destination • Providing excellent services • Flourishing public spaces • Leading sustainable environment
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of:	Katie Stewart, Executive Director Environment
Report author:	Joanne Hill, Environment Department

Summary

This report provides a mid-year update on the progress made towards delivering the Environment Department's high-level Business Plan 2025-30 by the service areas of the Environment Department which fall within the remit of your Committee.

The report summarises the progress that has been made against major workstreams and performance measures during the first two quarters of 2025/26. An update from the Chamberlain on the financial position to the end of Quarter Two is also provided.

Recommendation

Members are asked to:

- Note the content of this report and its appendices.

Main Report

Background

1. The Environment Department's high-level Business Plan 2025-30 was approved by your Committee in January 2025. This year marks a transition to a multi-year Business Plan which sets out the priority workstreams for the next five years and

specifies the actions that will be taken during 2025/26 to deliver them. The Plan will be reviewed and refreshed annually to detail the actions for the following financial year.

2. Progress made against priority workstreams is assessed by monitoring performance measures and the achievement of milestones. Performance is reviewed regularly by Directors and their Management Teams and is reported to your Committee every six months to enable Member scrutiny.
3. In addition, the priority workstreams identified in this high-level Business Plan flow through local team management plans and the individual performance plans of members of staff, which provide further methods of assessing progress. This also enables individual officers to fully understand how their work feeds into divisional, departmental and corporate activities, aims and objectives.

Current Position

Priority workstreams

4. The high-level Business Plan set out the priority workstreams for 2025-30 for all service areas that report to your Committee. All workstreams support the delivery of the Corporate Plan 2024-29 outcomes, and other cross-cutting strategies and programmes.
5. During the first six months of the year, good progress has been made against delivery of all workstreams. A list of the workstreams is provided below and details of the actions being taken during 2025/26 to deliver each one are set out in Appendix 1, along with progress updates.
 - a) Power a growing, vibrant and competitive economy, with over 1.2m sqm of additional office floorspace delivered by 2040.
 - b) Transform the Square Mile into a 7-day-a-week cultural and leisure destination for everyone.
 - c) Celebrate our heritage while re-shaping those parts of the City that have the most potential for growth and regeneration.
 - d) Ensure an environmentally enhanced City which is a highly sustainable place to do business, achieving a net zero Square Mile by 2040.
 - e) Create an inclusive, accessible and healthy Square Mile where everyone feels welcome.
 - f) Maintain a safe built environment.
 - g) Provide safer streets and spaces.

Performance measures

6. Priority workstreams have one or more associated performance measures to assess progress. These measures are monitored during the year and details of performance to the end of September 2025 (where available) is provided at Appendix 2. Overall, the results show that progress towards achieving the workstream objectives is on track. For any indicator which has slipped or is not on target at the mid-year point, an explanation is given.

Local Risk Revenue Forecast Outturn 2025/26

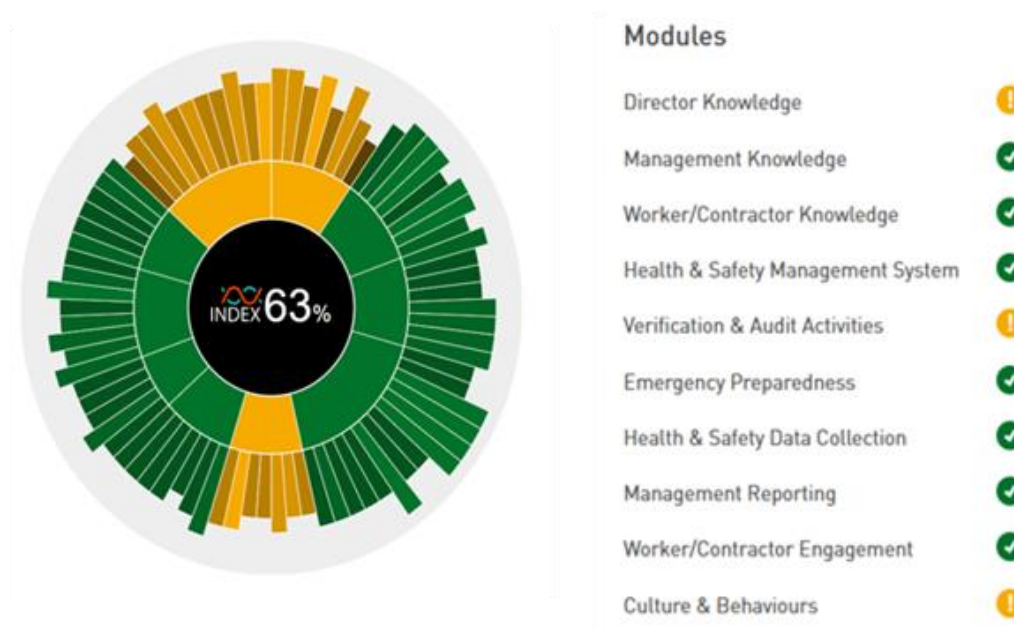
7. The end of September 2025 monitoring position for the Environment Department shows a projected year-end underspend of £0.455m against a budget of £37.896m. This comprises a £0.422m underspend on City Fund and £33k underspend on City's Estate.
8. Within that overall departmental position, the divisions of service (all City Fund) that fall into the remit of your Committee currently have a net local risk expenditure budget of £11.819m. As at the end of September, they were projecting an outturn for 2025/26 of £10.237m, an underspend of £1.582m. Appendix 3 provides a more detailed financial analysis of each division of service, including reasons for significant variations (generally those over £50k).
9. The Executive Director Environment is also continuing to absorb other local risk overspends across the wider department whilst financial recovery plans are implemented

Health and Safety

10. The CoL uses the Safe365 digital platform as a tool for monitoring, auditing, and driving improvements in health and safety management across the organisation, particularly for high-risk departments and functions. The platform is used to assess departmental and sub-departmental safety management systems, providing a consistent framework for assurance and improvement. It supports an active, continuous improvement process in integrating health and safety into business operations.
11. The Safe365 profile generates a 'starburst' with key information tested across 10 modules required for successful health and safety management. It verifies 74 areas required for effective safety management. Each module is RAG rated and a key number as a percentage, the safety index, is clearly displayed at the centre of the starburst. Departments and teams with a Safe365 profile must be working towards a Safety Index of 65%.
12. The Environment Department's Safe365 maturity rating will be reported to your Committee within these bi-annual Business Plan Progress Reports to provide assurance that it remains committed to strengthening its safety culture and continues to make progress towards achieving and maintaining the target maturity level.

13. The Environment Department's average maturity rating has shown improvement over the last six months, increasing from 62% to 63%, which indicates proactive maturity but is not yet at the organisational target of 65%. The Department is showing a proactive approach to safety management, including workshops and an active Health and Safety Working Group.

Environment Department Safe 365 Snapshot (29 September 2025)



Corporate and 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 2024-29.

Financial implications – An update from the Chamberlain on the financial position to the end of Quarter Two 2025/26 is included in this report.

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 – Delivery of the Climate Action Strategy is a key workstream for the Environment Department and an update on progress is provided within this report.

Security implications – None.

Appendices

- Appendix 1 – Progress against priority workstreams
- Appendix 2 – Progress against performance measures
- Appendix 3 – Financial information

Background Papers

Environment Department high-level Business Plan 2025-30 (P&T Committee, 21 January 2025)

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Progress against priority workstreams
Mid-Year 2025/26: 1 April – 30 September 2025

Workstream	Progress to mid-year (1 April – 30 September 2025)
a) Power a growing, vibrant and competitive economy, with over 1.2m sqm of additional office floorspace delivered by 2040.	
<p>1. Adopt the City Plan 2040.</p> <ul style="list-style-type: none"> City Plan Inspectors' Report: Q1/Q2 2025/26 Adoption: Q2 2025/26 <p>2. Put in place the environment to deliver a high-quality strategic office floorspace for the Square Mile.</p> <ul style="list-style-type: none"> Review the Office Use Supplementary Planning Document (SPD). Q4 2025/26 Review the Planning Obligations SPD. Q4 2025/26 Publish regularly updated digital monitoring of development statistics and contextual data. Q4 2025/26 <p>3. Engagement and coordination with the newly established City Business Investment Unit.</p>	<p>1. Adopt the City Plan</p> <ul style="list-style-type: none"> Due to delays by the Planning Inspectorate, the City Plan Inspectors' Report is now not due until Q4 2025/26, with adoption expected in Q2 2026/27. <p>2. Office floorspace</p> <ul style="list-style-type: none"> Reviews of the Office Use and Planning Obligations SPDs have commenced. Digital monitoring is being matured and will be ready to be published in line with the targets.
b) Transform the Square Mile into a 7-day-a-week cultural and leisure destination for everyone.	
<p>1. Adopt the City Plan 2040 with its policies on cultural and leisure space, heritage preservation and celebration, public realm enhancement and fast track change of use of non-strategic office stock for supportive uses which meet the needs of residents, workers and visitors.</p> <ul style="list-style-type: none"> City Plan Inspectors' Report: Q1/Q2 2025/26 Adoption: Q2 2025/26 <p>2. Adopt the Cultural SPD and implement its guidance</p>	<p>1. Adopt the City Plan</p> <ul style="list-style-type: none"> Due to delays by the Planning Inspectorate, the City Plan Inspectors' Report is now not due until Q4 2025/26, with adoption expected in Q2 2026/27. <p>2. Cultural SPD</p> <ul style="list-style-type: none"> Work on the CoL Cultural Strategy is underway and the Planning Service is feeding into this. Work on the Culture SPD has commenced.

Workstream	Progress to mid-year (1 April – 30 September 2025)
<p>and requirements through development decisions.</p> <ul style="list-style-type: none"> • <i>Emergence of Corporate Cultural Strategy. Q4 2025/26</i> • <i>Complete and adopt Cultural Matchmaking programme. Q4 2025/26</i> <p>3. Continue to work with the Destination City Team to develop, and deliver against, implementation plans for each of the Destination City objectives. Ongoing</p>	<p>3. Destination City</p> <ul style="list-style-type: none"> • Finsbury Circus Gardens has undergone major improvement works to transform the City of London's largest public open space into a tranquil nature-rich haven. The design celebrates the history of the garden and complements the buildings that surround it. • The enhancements include new planting, expanded lawn areas, and the introduction of pathways and seating to create a more welcoming and accessible environment. A key focus of the project has also been to improve biodiversity, with the introduction of a wide variety of plant and tree species, as well as habitats for birds, bees, and bats.
<p>Page 10 Celebrate our heritage while re-shaping those parts of the City that have the most potential for growth and regeneration.</p>	
<p>Adopt the City Plan 2040 with its policies on celebrating heritage and archaeology and delivering growth.</p> <ul style="list-style-type: none"> • <i>City Plan Inspectors' Report: Q1/Q2 2025/26</i> • <i>Adoption: Q2 2025/26</i> <p>2. Publish (and consult on) a new 'Views' SPD to provide updated guidance on strategic and local view protection policies to facilitate the operation of the City's tall building strategy. Q4 2025/26</p> <p>3. Draft 'Celebrating our Heritage' (final title TBC) SPD to set out the City's heritage strategy. Q4 2025/26</p>	<p>1. Adopt the City Plan</p> <ul style="list-style-type: none"> • Due to delays by the Planning Inspectorate, the City Plan Inspectors' Report is now not due until Q4 2025/26, with adoption expected in Q2 2026/27. <p>2. 'Views SPD'</p> <ul style="list-style-type: none"> • The scope of this SPD has been reviewed and it has become clear that a high level of technical visualisation work, procured from third parties, will be required to produce a fully credible and working document. Therefore, the timeframe has been revised - work is expected to commence in Q4 2025/26 and the target for completion is now Q2 2026/27. <p>3. 'Celebrating our Heritage' SPD</p> <ul style="list-style-type: none"> • A draft SPD has been finalised and a consultation programme is being mapped. Work is on track to achieve the target.

Workstream	Progress to mid-year (1 April – 30 September 2025)
<p>4. Further develop the Heritage Significance workstream to produce Statements of Significance to facilitate the positive management of the City's listed buildings.</p> <ul style="list-style-type: none"> Secure a minimum of two new Heritage Significance commissions by Q4 2025/26. 	<p>4. Statements of Significance</p> <ul style="list-style-type: none"> This activity has been paused due to resource pressures.
<p>d) Ensure an environmentally enhanced City which is a highly sustainable place to do business, achieving a net zero Square Mile by 2040.</p>	
<p>1. Adopt the City Plan 2040 with its policies on retrofit first, whole lifecycle carbon, environmental resilience, sustainable transport.</p> <ul style="list-style-type: none"> City Plan Inspectors' Report: Q1/Q2 2025/26 Adoption: Q2 2025/26 <p>Review Carbon Options Guidance. Q3 2025/26</p> <p>3. Deliver high quality, resilient projects in public realm and continue to embed Climate Action Strategy goals in projects and services. Ongoing</p> <p>4. Progress Climate Action Strategy workstreams, including:</p> <ul style="list-style-type: none"> Report on the Cool Streets and Greening Programme 'Lessons Learned'. Q4 2026 Identify opportunities and develop proposals for implementing the Square Mile Local Area Energy Plan. Q4 2026 Participate in the UK Government's Advanced Zoning Programme and potentially procure a heat zone 	<p>1. Adopt the City Plan</p> <ul style="list-style-type: none"> Due to delays by the Planning Inspectorate, the City Plan Inspectors' Report is now not due until Q4 2025/26, with adoption expected in Q2 2026/27. <p>2. Carbon Options Guidance</p> <ul style="list-style-type: none"> Review work is complete. Work is now underway to edit the content for the final publication. <p>3. Public realm projects</p> <ul style="list-style-type: none"> Q1 saw the completion and opening of a number of Cool Streets and Greening projects including London Wall Moorgate, Finsbury Circus Garden (part CAS funded), Little Trinity Lane, and St Olave Silver Street. During Q2, works began at St Andrew Undershaft Churchyard, and significant progress was made on designs which will enable other sites to begin delivery in Q3. Work has begun on taking the Phase 5 projects through the Gateway process. <p>4. Climate Action Strategy</p> <ul style="list-style-type: none"> Cool Streets and Greening implementation continues. The six-monthly survey of finished sites is almost complete. This helps to identify areas of success and improvement; lessons learned are

Workstream	Progress to mid-year (1 April – 30 September 2025)
<p><i>developer for the Square Mile (subject to Member approval).</i> Q4 2026</p>	<p>immediately implemented where relevant and possible. Works have started to review actual costs and benefits of the projects with the aim of using this in future business cases.</p> <ul style="list-style-type: none"> • A decision has been taken by P&R to continue work towards procurement of a heat zone developer.
e) Create an inclusive, accessible and healthy Square Mile where everyone feels welcome.	
<p>1. Adopt the City Plan 2040 with its policies on inclusivity, accessibility and wellbeing.</p> <ul style="list-style-type: none"> • <i>City Plan Inspectors' Report:</i> Q1/Q2 2025/26 • <i>Adoption:</i> Q2 2025/26 <p>2. Publish new and updated Planning advice and guidance to improve inclusivity and accessibility, including:</p> <ul style="list-style-type: none"> • <i>Inclusive City SPD.</i> Q4 2025/26 • <i>Safety of Women Planning Advice Note.</i> Q4 2025/26 • <i>Updated version of the City's Wind Guidelines to address accessibility considerations.</i> Q2 2025/26. <p>3. Provide well maintained and accessible streets and sufficient, accessible parking facilities.</p> <ul style="list-style-type: none"> • <i>Retain accessibility during construction and street works and increase accessibility through streets and spaces projects.</i> Ongoing • <i>Review building site and utility contractor guidance including Considerate Contractor scoring and Accessibility Award.</i> Q3 2025/26 • <i>Project development and design, project processes, design checks and guidance.</i> Q4 2025/26 	<p>1. Adopt the City Plan</p> <ul style="list-style-type: none"> • Due to delays by the Planning Inspectorate, the City Plan Inspectors' Report is now not due until Q4 2025/26, with adoption expected in Q2 2026/27. <p>• Planning advice and guidance</p> <ul style="list-style-type: none"> • Work on the Inclusive City SPD is underway – this will incorporate guidance around safety of women and girls. • An update of the Wind Guidelines is underway. <p>• Accessible streets and parking facilities</p> <ul style="list-style-type: none"> • The City of London Street Accessibility Tool (CoLSAT) continues to be applied on projects along with other design checks and guidance. • Officers continue to monitor construction activity within the City to ensure compliance with agreed Construction Management Plans and that any traffic management deployed is in compliance with the Code of Practice, Safety at Street Works and Road Works. <p>4. Increase engagement with disabled people</p> <ul style="list-style-type: none"> • The timeframe for this project has been delayed to enable more cross-Corporation discussion. Nevertheless, proposals to expand the Access Team will be presented to the Senior Leadership Team before December 2025.

Workstream	Progress to mid-year (1 April – 30 September 2025)
<p>4. Increase engagement with disabled people based on lived experience.</p> <ul style="list-style-type: none"> Reform and expand the City of London's Access Team to more adequately integrate accessibility into divisional and departmental responsibilities. Q3 2025/26 Review strategy and project consultation processes to address the need for wider engagement. Q2 2025/26 	<ul style="list-style-type: none"> We have aligned the demographic questions of our consultations with those used corporately to enable consistent data collection and monitoring. We have made progress with engaging directly with disabled groups in the consultation on our cycle way connections under design; elected Members were also invited to the workshops. We are collecting data from all our consultations to monitor who we reach in engagement, with the aim of improving this.
f) Maintain a safe built environment.	
<p>1. Continue to discharge statutory building control functions.</p> <ul style="list-style-type: none"> Maintain an appropriate number of Registered Building Control Surveyors with the Building Safety Regulator. Ongoing Provide 24/7 dangerous structure call out service. Ongoing <p>2. Work with City Bridge Foundation Board to develop a new model for the provision of engineering services.</p> <ul style="list-style-type: none"> Complete review of engineering service provision for City Bridge Foundation. Q3 2025/26 Complete procurement of consultant for City Bridge Foundation structures (Q3 2025/26) for commencement in Q1 2026/27. <p>3. Inspect and maintain the highway structures and the Corporation's reservoirs in accordance with approved schedules.</p>	<p>1. Continue to discharge statutory building control functions.</p> <ul style="list-style-type: none"> The current level of Registered Building Inspectors (RBI) remains acceptable. Two new graduates have now joined the team. We have also recruited a Chartered Structural Engineer. In addition, one of our apprentices graduated with a First Class honours degree plus Chartered Membership of CABE, and has now been moved into a permanent position with the Team. <p>2. Work with City Bridge Foundation (CBF)</p> <ul style="list-style-type: none"> Discussions are ongoing with CBF with CBF appointing a consultant to review the provision of engineering services. The consultant's report and proposals are expected during Q3. <p>3. Inspect and maintain highway structures.</p>

Workstream	Progress to mid-year (1 April – 30 September 2025)
<ul style="list-style-type: none"> Complete procurement of consultant for highway structures (Q3 2025/26) for commencement in Q1 2026/27. Complete review of Reservoir Panel Engineer performance. Q1 2026/27. 	<ul style="list-style-type: none"> Inspections are on track. We are working with City Procurement on tendering for a consultant for highway inspections and the contract is due to commence in April 2026.
g) Provide safer streets and spaces.	
<p>1. Deliver safer car parks through OSPR-funded investment.</p> <ul style="list-style-type: none"> London Wall car park fire safety project. Q3 2025/26 Minorities structural surveys (operational property review). Q3 2025/26 <p>2. Deliver safer streets and behaviour change activities through the Vision Zero programme.</p> <ul style="list-style-type: none"> Vision Zero Programme (incl. Aldgate High Street, Ludgate Hill/Old Bailey and Aldersgate Street/Long Lane). Q3 2027/28 <p>3. Deliver safer streets during temporary construction, highway and utility works.</p> <ul style="list-style-type: none"> Review Considerate Contractor Scheme Code of Practice. Q4 2025/26 <p>4. Improved compliance with traffic restrictions for safety improvement and congestion reduction.</p>	<p>1. Safer car parks</p> <ul style="list-style-type: none"> The London Wall safety project begun in September 2025 and is being led by the City Surveyor's team. Minorities car park structural survey was completed. This resulted in Committee approval of works to deal with immediate and short term maintenance issues. Work will begin in early 2026. <p>2. Vision Zero programme</p> <ul style="list-style-type: none"> Scheme development is ongoing and design works are in progress. <p>3. Safer streets during temporary works</p> <ul style="list-style-type: none"> A programme is being developed to review the Considerate Contractor Scheme Code of Practice for completion by Q4 2025/26. <p>4. Compliance with traffic restrictions</p> <ul style="list-style-type: none"> Officers continued to ensure safer authorised activities with reduced risk to the public, staff and contractors. During the first six months of the year, there were 153 planned closures; 23 emergency closures; 111 carriageway lane restrictions; and 894 scaffolding/hoarding licences issued.

Workstream	Progress to mid-year (1 April – 30 September 2025)
<p>5. Implement additional dockless cycle hire measures and pursue the development of a pan-London contract. Q4 2025/26</p>	<ul style="list-style-type: none"> 3,512 permits were granted under New Roads and Street Works for Utility and City Highway works with over 1,800 inspections conducted to ensure compliance with any conditions, specification and traffic management arrangements. 146 working days have been saved through efficient working practices. <p>5. Dockless cycles</p> <ul style="list-style-type: none"> The development of a pan-London contract is paused while the English Devolution Bill progresses through Parliament. The Bill includes new licensing powers to allow strategic transport authorities (e.g. TfL) to regulate dockless cycle hire operators, meaning that a pan-London contract may not be appropriate. Officers have commented on the first stage consultation on powers to manage operators. An MoU between the City Corporation and Lime and Forest has been signed following Committee approval.

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Progress against performance measures
Mid-Year 2025/26: 1 April to 30 September 2025

Performance Measure	Performance 2024/25 (Full year)	Target 2025/26	Performance 2025/26 (1 Apr-30 Sept)
a) Power a growing, vibrant and competitive economy, with over 1.2m sqm of additional office floorspace delivered by 2040.			
Increase provision of office space in the Square Mile.	102,697 sqm	100,000 sqm (per year)	N/A <i>Annual Measure</i>
Decrease in empty office floor space in the Square Mile (vacancy rates).	9.20%	<9.20%	8.8% * ¹
* ¹ Data is gathered from external agent reports, which are published quarterly.			
b) Transform the Square Mile into a 7-day-a-week cultural and leisure destination for everyone.			
Quantity and uplift of public realm secured through planning permissions.	N/A <i>New measure for 2025/26</i>	Tbc (sqm)	N/A <i>Annual Measure</i>
c) Celebrate our heritage while re-shaping those parts of the City that have the most potential for growth and regeneration.			
There are no appropriate performance measures for this workstream for 2025/26; instead, progress is being assessed and reported through narrative updates only (as provided in Appendix 1).			

Performance Measure	Performance 2024/25 (Full year)	Target 2025/26	Performance 2025/26 (1 Apr-30 Sept)
d) Ensure an environmentally enhanced City which is a highly sustainable place to do business, achieving a net zero Square Mile by 2040.			
Proportion of development proposals and office floorspace delivered through retrofit schemes.	N/A <i>New measure for 2025/26</i>	TBC – measure is being baselined in 2025/26	N/A <i>Reported annually</i>
Increase in biodiversity units secured through planning permissions.	N/A <i>New measure for 2025/26</i>	TBC – measure is being baselined in 2025/26	N/A <i>Reported annually</i>
Number of schemes that incorporate SuDs.	N/A <i>New measure for 2025/26</i>	TBC – measure is being baselined in 2025/26	4
Number of trees planted.	21	20	0 ^{*2}
Area of climate resilient public realm and open space enhanced (sqm).	10,559 sqm	4,977 sqm	10,250 sqm ^{*3}
Number of CAS 'Square Mile' Programme projects completed.	7 projects	7 projects	6 projects
Number of engagement sessions with CAS 'Square Mile' Programme stakeholders.	14 sessions	10 sessions	3 sessions
^{*2} Trees are planted between October and March, therefore the result will be nil until the second half of the year. ^{*3} Primarily from completion of Finsbury Circus (7,600m ²).			

Performance Measure	Performance 2024/25 (Full year)	Target 2025/26	Performance 2025/26 (1 Apr-30 Sept)
e) Create an inclusive, accessible and healthy Square Mile where everyone feels welcome.			
Amount of s106 contributions for skills and training secured through planning permissions.	Tbc	Tbc	£1.87m
Number of new pedestrian routes secured through planning permissions.	N/A <i>New measure for 2025/26</i>	TBC – measure is being baselined in 2025/26	N/A
CoLSAT (CoL Street Accessibility Tool) and Healthy Streets Check scores.	N/A <i>New measure for 2025/26</i>	TBC – measure is being baselined in 2025/26	N/A
Diversity data for highways and transportation consultations.	N/A <i>New measure for 2025/26</i>	TBC – measure is being baselined in 2025/26	N/A
f) Maintain a safe built environment.			
Submission of statutory returns to Building Safety Regulator by their deadline.	N/A <i>New measure for 2025/26</i>	100%	2
Building Control: Full plans assessed (or extension of time agreed) within 5 weeks.	96%	95%	57

Performance Measure	Performance 2024/25 (Full year)	Target 2025/26	Performance 2025/26 (1 Apr-30 Sept)
g) Provide safer streets and spaces.			
Transport Strategy - Number of people killed and seriously injured (KSI) on our streets, baseline 54 in 2017	53 (2024)	16 (max) by 2030 0 by 2044	Measured annually (calendar year)
Parking contract management - adherence across all five contracts.	100%	95%	100%
Parking Service: Processing efficiency for challenges and appeals of Penalty Charge Notices (PCNs). 95% of correspondence to be processed within 15 working days.	N/A New measure for 2025/26	95%	100%
Dockless cycle bay capacity.	1,160	1,500	N/A Annual Measure

Planning & Transportation Committee
Local Risk Revenue Budget as at 30 September 2025

	Budget 2025/26 £'000	Forecast for the Year 2025/26		Notes
		Forecast Outturn £'000	(Better) / Worse £'000	
<u>Planning & Transportation Services (City Fund)</u>				
Highways	1,573	1,484	(89)	1
Traffic Management	(1,356)	(1,816)	(460)	2
Off Street Parking	(1,708)	(1,708)	0	
On Street Parking	3,768	3,768	0	
Drains & Sewers	375	289	(86)	3
Recoverable Works	0	0	0	
Transportation Planning	1,645	1,527	(118)	4
Road Safety	249	249	0	
Street Scene	0	0	0	
Building Control	1,157	754	(403)	5
Structural Maintenance & Inspection	791	786	(5)	
Town Planning	3,050	2,581	(469)	6
Planning Obligations Monitoring	0	0	0	
Contingency	(155)	0	155	7
Director & Support	2,430	2,323	(107)	8
TOTAL PLANNING & TRANSPORTATION COMMITTEE	11,819	10,237	(1,582)	

Notes:

- 1. Highways** - Projected underspend due to reduced energy costs, staff cost savings and increase in admin charges income, partly offset by a reduction in staff cost recovery from capital projects.
- 2. Traffic Management** - projected underspend due to staff vacancies and additional income mainly from road closures and hoarding and scaffolding fees.
- 3. Drains & Sewers** - projected underspend due to reduced salary costs and increase in admin charges for recoverable works.
- 4. Transportation Planning** - projected underspend due to staff vacancies, partly offset by a reduction in staff cost recovery from capital projects.
- 5. Building Control** - projected salary underspend due to vacancies and additional income from Building Safety Regulation Fees.
- 6. Town Planning** - projected underspend due to salary underspends from staff vacancies and increase in Planning Fee, Stopping up Orders and Over Sail Licences income.
- 7. Contingency** - projected overspend relates to vacancy factor which has been achieved for 2025/26 across the committee but not yet allocated.
- 8. Director & Support** - projected salary underspend relates to vacancies.

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City of London Corporation Committee Report

Committee: Planning and Transportation Committee	Dated: 02/12/2025
Subject: Risk Management Update Report	Public report: For Information
This proposal: <ul style="list-style-type: none"> • delivers Corporate Plan 2024-29 outcomes • provides statutory duties • provides business enabling functions 	<ul style="list-style-type: none"> • Providing Excellent Services • Vibrant Thriving Destination • Leading Sustainable Environment • Dynamic Economic Growth
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of:	Katie Stewart, Executive Director Environment
Report author:	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 business risks managed by the service areas of the Environment Department which fall within the remit of the Planning and Transportation Committee.

Recommendation

Members are asked to:

- Note the report and the actions being taken by the Environment Department to identify, 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 held by 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.

Current Position

5. This report provides an update on the key risks 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 key risks held by the service areas which report to your committee are summarised below and the detailed Risk Register is presented at Appendix 2. The Register contains eight risks (two currently scored as RED, five as AMBER and one GREEN).
7. Since the date of the last report to your Committee, all risks have been reviewed and updated in the risk management information system.
8. The two highest risks remain:
 - **ENV-CO-TR 001: Road Safety** which is currently scored at Red 24 (possible likelihood, with an extreme impact) to reflect the risk of a fatal collision occurring. Officers are undertaking a range of projects, campaigns and engagement activities to deliver safe streets, as described in Appendix 2.

- **ENV-CO-HW 010: Car parks: Fire safety** which addresses the risk of a fire occurring in one of the City's car parks. This risk has a current score of Red 16 (unlikely to occur, but an extreme impact). A fire risk mitigation report was approved previously by this Committee and works have now started. Once complete, these works may enable a reduction in the Red risk rating. Further details are provided at Appendix 2.
9. The other key risks are as follows. Appropriate actions are in place to control each risk:
- **ENV-CO-HW 009: Car parks: Repairs and maintenance** (*AMBER, 12*)
 - **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-DS 003: Inspecting dangerous structures** (*AMBER, 8*)
 - **ENV-CO-HW 006: Working in confined spaces** (*AMBER, 8*)
 - **ENV-PD-PD 007: Adverse planning policy context** (*GREEN, 4*)
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, new or amended legislation.

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

(C) Risk scoring grid

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

(D) Risk score definitions

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

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

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

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Planning & Transportation Committee - ENV Risks

Report Type: Risks Report
Generated on: 29 October 2025

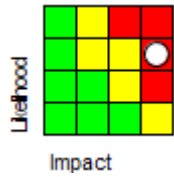


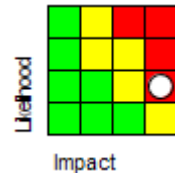
Rows are sorted by Risk Score

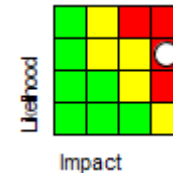
Risk Level Description Service

Risk Code	ENV-CO-TR 001	Risk Title	Road Safety
Description	<p>Cause: Limited space on the City’s medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver safely and effectively.</p> <p>Event: The City Corporation’s statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p>Effect:</p> <ul style="list-style-type: none">•The number of casualties occurring on the City’s streets rises or remains unchanged instead of reducing•The safety and feeling of safety of the City’s communities is adversely affected (Corporate Plan Outcome 1)•Physical or mental harm suffered by those involved in collisions and their associates•Economic costs of collisions impact on individuals, City businesses and wider society•The City Corporation’s ability to improve road safety is adversely impacted with businesses and/or the public by virtue of loss of credibility and/or authority		

Appendix 2

Current Risk		
Risk Score	Likelihood	Impact
24	Possible	Extreme
Red	Trend	Constant

Target Risk		
Risk Score	Likelihood	Impact
16	Unlikely	Extreme
Red	Target Date	31-Mar-2028

Original Risk		
Risk Score	Likelihood	Impact
24	Possible	Extreme
Red	Creation Date	02-May-2023

Latest Note	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 the last three years. Mitigating actions include a range of projects to deliver safe streets, including St Paul's Gyratory; the Vision Zero Safer Streets Programme, the Pedestrian Priority Programme and Healthy Streets Minor Schemes. Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year. We are also supporting and promoting TfL's ongoing campaign to raise awareness of new Highway Code rules and promote safer cycling. We are continuing to provide cycle training.	27-Oct-2025
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Risk Level	Service
Department	Environment

Risk Approach	Reduce
Risk Owner	Ian Hughes; Bruce McVean

Associated Actions

Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-TR 0011 Projects to reduce road danger	A programme of projects to reduce road danger on the City's streets including: • All Change at Bank • St Paul's Gyratory	Projects and programmes to reduce road danger include: • Vision Zero Safer Streets Programme - investigating and delivering safer streets	27-Oct-2025	Ian Hughes; Bruce McVean	31-Mar-2028

<p>Page 31</p>	<p>Transformation</p> <ul style="list-style-type: none"> • Healthy Streets Minor Schemes. 	<p>proposals at priority locations as identified in the Vision Zero Plan 2023 - 2028</p> <ul style="list-style-type: none"> • St Paul's Gyratory – Construction started in May 2025. • Pedestrian Priority Programme – Improvements to King William Street are expected to complete in summer 2025. Design for Threadneedle Street and Old Broad Street are in development. • City Cluster pedestrian priority and traffic reduction – Construction of Leadenhall Street pavement widening due to begin spring/summer 2026, subject to final approvals. • Healthy Streets Minor Schemes – a range of smaller scale projects at various locations. • Moorgate - walking and cycling improvements, including at the junction with Ropemaker Street which is currently under construction. • Cycle programme – Proposals for a cycle route between Aldgate and Blackfriars are on hold while awaiting new national guidance on bus stop bypasses. 			
<p>ENV-CO-TR</p>	<p>Campaigns and engagement</p>	<p>Campaigns and engagement activities are</p>	<p>27-Oct-2025</p>	<p>Ian Hughes;</p>	<p>31-Mar-2028</p>

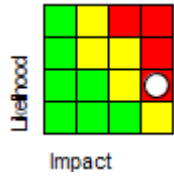
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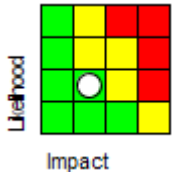
001m Campaigns and engagement	activities to encourage safe behaviours and promote safe vehicles, including: <ul style="list-style-type: none">• Active City Network• User and stakeholder liaison• Partnership working with City of London Police	delivered in partnership with the City of London Police throughout the year. We are currently supporting and promoting TfL's campaign to raise awareness of new Highway Code rules and encourage safer cycling. We are continuing to provide cycle training, including professional cargo bike training. The Vision Zero Action Plan identifies a range of actions relating to Safer Behaviours.		Bruce McVean	
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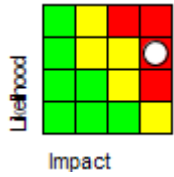
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Risk Code	ENV-CO-HW 010	Risk Title	Car Parks: Fire Safety
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Description	<p>Cause: Dilapidation of the car parks and the location of some car parks, e.g. London Wall car park is beneath the road where a fire or structural issue could have wider implications.</p> <p>Event: Fire risk is increased and there is a greater likelihood of accidents and near misses within the car parks.</p> <p>Effect: Serious injury or death; structural failure could have wider implications; vehicle damage; increased insurance claims; potential enforcement action and fines; reputational damage.</p>
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Current Risk		
Risk Score	Likelihood	Impact
16	Unlikely	Extreme
Red	Trend	Constant

Target Risk		
Risk Score	Likelihood	Impact
4	Unlikely	Serious
Green	Target Date	31-Mar-2026

Original Risk		
Risk Score	Likelihood	Impact
24	Possible	Extreme
Red	Creation Date	02-Sep-2022

Latest Note	<p>We are aiming to improve the safety of the car parks by replacing lighting, undertaking redecoration and Facilities Management projects. A range of projects are underway or being considered for future implementation which should help to reduce this risk.</p> <p>We have received approval for our bid for circa £2.4 million from the On Street Parking Reserve for fire safety works for London Wall car park and this has started to be drawn down from November 2024. A contractor for the works has been sourced, and work started on 6 October 2025 and the target end date is 31 March 2026.</p>	21-Oct-2025
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Risk Level	Service	Risk Approach	Reduce
Department	Environment	Risk Owner	David Morris

Appendix 2

Associated Actions

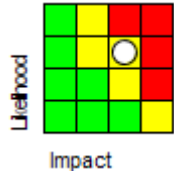
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-HW 010a Liaison with City Surveyor's Department	Monthly meetings are held with City Surveyor's Department (CSD) on the fire works project, and we request regular updates on progress.	London Wall ventilation works and sprinklers have been agreed by the Priority Board. A contractor has now been sourced and works has started on 6th October 2025 and works will be completed by the 31/3/26.	21-Oct-2025	David Morris	31-Mar-2026
ENV-CO-HW 010b Fire risk assessments	A Fire Risk Assessment is carried out at each car park by an external body every 18 months.	A review of existing Fire Risk Assessments was recently undertaken. Any outstanding actions have now been completed and new fire risk assessments will be commissioned after the completion of individual car parks CWP's (Cyclical Works Programme)	21-Oct-2025	David Morris	31-Mar-2026
ENV-CO-HW 010d Lighting improvements	Improve lighting across all car parks to improve safety and reduce energy use.	<p>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.</p> <p>Tower Hill (including coach park), Baynard and Smithfield are complete. London Wall will be picked up after the sprinkler system project has been completed (estimated to be December 2025). Funding for Minories car park is not currently available, but this may be taken forward at a later date should there be unspent monies in the CWP backlog funds.</p>	21-Oct-2025	David Morris	31-Mar-2026

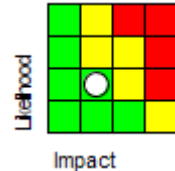
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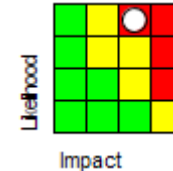
Risk Code	ENV-CO-HW 009
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Risk Title	<i>Car Parks: Repairs and maintenance</i>
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Description	<p>Cause: The facilities management of the car parks is dependent upon action by City Surveyor's Department (CSD).</p> <p>Event: Required repairs and maintenance to the car parks is delayed.</p> <p>Effect: Increased possibility of structural and safety failure; greater likelihood of fire; serious injury or death of member of the public; our liability as the occupier increases; financial impact of insurance claims and increased premiums; reputational damage.</p>
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Current Risk		
Risk Score	Likelihood	Impact
12	Possible	Major
Amber	Trend	Constant

Target Risk		
Risk Score	Likelihood	Impact
4	Unlikely	Serious
Green	Target Date	31-Mar-2026

Original Risk		
Risk Score	Likelihood	Impact
16	Likely	Major
Red	Creation Date	02-Sep-2022

Latest Note	We are reliant on the City Surveyor's Department's (CSD) assistance with actioning our requests for facilities management (FM). On a continuous basis, we liaise with CSD to address outstanding issues. The Parking Asset Manager has taken control of facilities management, including monthly structural and safety checks which will be documented and monitored. This should help us to achieve the target score for the risk.	21-Oct-2025
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Risk Level	Service
Department	Environment

Risk Approach	Reduce
Risk Owner	David Morris

Appendix 2

Associated Actions

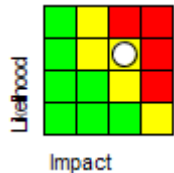
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-HW 009a Reports from contractors	The contractor responsible for each car park reports daily and weekly on any issues, including near misses. Issues are logged on the Concerto (CSD) system by CoL officers for action to be taken.	This is an ongoing action which is kept under review and continues to be monitored under the parking contract to ensure reports are received and issues logged appropriately.	21-Oct-2025	David Morris	31-Mar-2026
ENV-CO-HW 009c Monthly site visits	Monthly site 'walk-arounds' of each car park are carried out with the FM Manager, car park management contractor and CoL staff to identify and review issues.	CoL staff ensure the monthly visits are carried out with appropriate attendees. The Parking Asset Manager has taken control of facilities management, including the monthly structural and safety checks, which will be documented and monitored. This should contribute towards achieving the target risk score.	21-Oct-2025	David Morris	31-Mar-2026

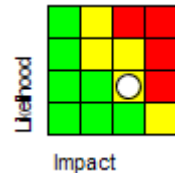
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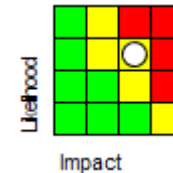
Risk Code	ENV-CO-TR 003	Risk Title	<i>Transport and public realm projects not delivered due to lack of funding</i>
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Description	<p>Cause: Insufficient capital funding available or failure to secure sufficient capital funding through internal or external bidding processes.</p> <p>Event: Funding for capital programme ceases or is significantly reduced.</p> <p>Effect:</p> <ul style="list-style-type: none"> • Unable to deliver transport and public realm improvement projects. • Reduced delivery of City of London Transport Strategy. • Reduced delivery of transport elements of Climate Action Strategy. • Reduced delivery of projects that support Destination City.
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Current Risk		
Risk Score	Likelihood	Impact
12	Possible	Major
Amber	Trend	Constant

Target Risk		
Risk Score	Likelihood	Impact
8	Unlikely	Major
Amber	Target Date	31-Mar-2029

Original Risk		
Risk Score	Likelihood	Impact
12	Possible	Major
Amber	Creation Date	13-Jun-2023

Latest Note	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. Mitigating actions including maximising the potential to use S278 funding and bidding internally for CIL and OSPR funds.	27-Oct-2025
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Appendix 2

Risk Level	Service
Department	Environment

Risk Approach	Reduce
Risk Owner	Bruce McVean

Associated Actions

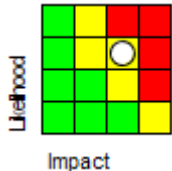
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-TR 003a Submit bids for OSPR and CIL	Submit prioritised OSPR and CIL bids for projects	Continuing to bid for CIL and OSPR as required for projects, most recently for funding to deliver improvements to Lombard Street (awaiting approval at time of writing). Project prioritisation exercise completed and kept under review to inform future bidding.	27-Oct-2025	Bruce McVean	31-Mar-2029
ENV-CO-TR 003b Submit bids for TfL	Submit bids for TfL and other external funds as opportunities arise	2026/27 LIP submission has been prepared and will be considered by Committees in March 2026.	27-Oct-2025	Bruce McVean	31-Mar-2029
ENV-CO-TR 003c Maximise use of external contributions	Maximise the use of developer and other external (e.g. BIDs) contributions to support delivery of the Transport Strategy	Continuing to maximise benefits from s278 projects. BIDs are contributing funding to several projects. Continuing to explore potential for third party funding.	27-Oct-2025	Bruce McVean	31-Mar-2029

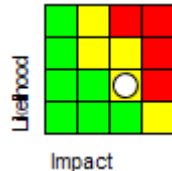
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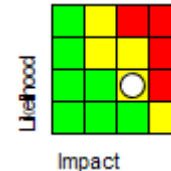
Risk Code	ENV-PD-DS 001
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Risk Title	<i>The District Surveyor's (Building Control) Division becomes too small to be viable</i>
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Description	<p>Cause: Reduced income causes the service to be unviable.</p> <p>Event: Development market fails to maintain momentum or our market share shrinks.</p> <p>Effect: Reduced staffing levels do not provide adequate breadth of knowledge and experience.</p>
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Current Risk		
Risk Score	Likelihood	Impact
12	Possible	Major
Amber	Trend	Constant

Target Risk		
Risk Score	Likelihood	Impact
8	Unlikely	Major
Amber	Target Date	31-Mar-2026

Original Risk		
Risk Score	Likelihood	Impact
8	Unlikely	Major
Amber	Creation Date	25-Mar-2015

Latest Note	<p>The City of London Hub is working well and the City is providing assistance to the regulator providing application stability.</p> <p>Current building control activity buoyant resulting in appropriate income.</p> <p>Recruitment and retention of building control staff remains a concern. All relevant staff have now registered with the Regulator, in accordance with the workforce plan, but recruitment of registered building inspectors is extremely difficult.</p> <p>The Grenfell Enquiry Report has been issued by government. Government is due to report back to Parliament November/December regarding further recommendations which may effect building control delivery. In addition the Committee has also issued a (problem statement for building control) and will also report back on this as well.</p>	21-Oct-2025
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Risk Level	Service
Department	Environment

Risk Approach	Reduce
Risk Owner	Gordon Roy

Associated Actions

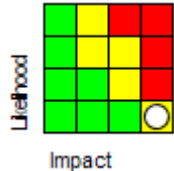
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-PD-DS 001c Business Plan development	Following approval by P & T Committee, a Business Plan is being developed and will be presented to Members for consideration in due course.	District Surveyor HUB for LDSA and the Building Safety Regulator continues to grow with over 1200 requests being received. We will continue to monitor the situation, but the HUB is active. The business plan will be reviewed once the government committee reports back.	21-Oct-2025	Gordon Roy	31-Mar-2026

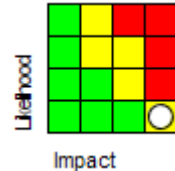
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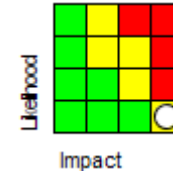
Risk Code	ENV-PD-DS 003
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Risk Title	<i>Inspecting Dangerous Structures</i>
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Description	<p>Cause: Officers involved in inspecting a dangerous structure.</p> <p>Event: Any of the following: (a) structural failure or building collapse; (b) falling object(s); (c) fire; (d) live electrics; (e) toxic substances; and/or (f) trips and falls.</p> <p>Effect: Ranging from minor injury to death.</p>
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Current Risk		
Risk Score	Likelihood	Impact
8	Rare	Extreme
Amber	Trend	Constant

Target Risk		
Risk Score	Likelihood	Impact
8	Rare	Extreme
Amber	Target Date	31-Dec-2025

Original Risk		
Risk Score	Likelihood	Impact
8	Rare	Extreme
Amber	Creation Date	24-Nov-2015

Latest Note	<p>Risk is unchanged and remains valid.</p> <p>A range of mitigation measures are in place (as shown in the action) to control the risk.</p> <p>Target Date is a review date as risk is accepted.</p>	21-Oct-2025
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Risk Level	Service
Department	Environment

Risk Approach	Accept
Risk Owner	Gordon Roy

Associated Actions

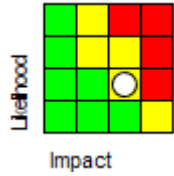
Appendix 2

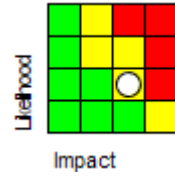
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-PD-DS 003a Business as usual mitigations	<p>Emergency Planning procedures in place - only authorised personnel to respond to Dangerous Structures call-outs and enter buildings.</p> <p>Take advice from Fire Brigade and emergency services.</p> <p>PPE issued and monitored.</p> <p>ISO9001:2015 Accredited (Quality Management Systems in place)</p>	All mitigation measures in place.	21-Oct-2025	Gordon Roy	31-Mar-2026

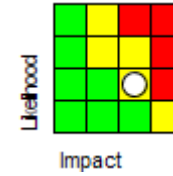
Appendix 2

Risk Code	ENV-CO-HW 006	Risk Title	<i>Working in confined spaces</i>
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Description	<p>Cause: Safe access and egress for utilities and maintenance functions is required, whilst having operatives and contractors entering the confined space to undertake checks, works and surveys.</p> <p>Event: A lack of oxygen; poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces; fire and explosions; hot conditions; entrapment and falling debris.</p> <p>Effect: Fatality / major injury / illness.</p>
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Current Risk		
Risk Score	Likelihood	Impact
8	Unlikely	Major
Amber	Trend	Constant

Target Risk		
Risk Score	Likelihood	Impact
8	Unlikely	Major
Amber	Target Date	31-Dec-2025

Original Risk		
Risk Score	Likelihood	Impact
8	Unlikely	Major
Amber	Creation Date	13-Feb-2025

Latest Note	<p>This risk has been added to the register to combine two formerly separate risks: 'working in service/pipe subways' and 'working in sewers and managing access'. As the two former risks both related to working in confined spaces and had very similar descriptions and mitigating actions, it is considered more effective to manage them as one overarching risk which covers both activities.</p> <p>All processes are currently undergoing a full review as part of the Safe365 audit.</p> <p>The mitigating actions are in place as 'business as usual' and are kept under regular review. They are all current and continue to work effectively to maintain the risk at its current score.</p>	27-Oct-2025
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Appendix 2

	The target date shown is the date of the next risk review.	
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Risk Level	Service
Department	Environment

Risk Approach	Accept
Risk Owner	John Grimes; Ian Hughes

Associated Actions

Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-HW 006a Working in service pipe subways Page 44	Working in service pipe subways. Confined space working is avoided where 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. All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused. No booking will be granted to parties who are not on the database. If the contractor is not on the database, they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the	This is an ongoing action. All mitigations are business as usual and are kept under regular review. They are all current and continue to work effectively. It is very rare that our officers are required to enter pipe subways. However all staff undergo regular training and assessment to ensure they are competent to carry out the task if necessary. Training is included as part of the induction process for all new staff. Relevant vaccinations are also kept up to date.	27-Oct-2025	John Grimes; Mo Sooruth	31-Dec-2025

Appendix 2

<div>Page 46</div>	<p>system before agreeing access. All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways. Regular inspections of the structure, covers, condition and asbestos surveys are undertaken. The Permit to Enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space. No smoking is allowed at any time.</p>				
<div>ENV-CO-HW 006b Working in the sewers</div>	<p>Working in the sewers and managing access. The local authority and contractors if applicable will form RAMS for the works to be undertaken and forward this to Thames Water Utilities (TWU). The RAMS will include dates for the works. TWU will require 3 weeks prior knowledge of the dates for the works so that the RAMS can be agreed. The RAMS will be in accordance with the ATDA: Guidance on Health and Safety</p>	<p>This is an ongoing action.</p> <p>All mitigations are business as usual and are kept under regular review. They are all current and continue to work effectively.</p> <p>It is very rare that our officers are required to enter sewers. However all staff undergo regular training and assessment to ensure they are competent to carry out the task if necessary. Training is included as part of the induction process for all new staff. Relevant vaccinations are also kept up to date.</p>	<div>27-Oct-2025</div>	<div>John Grimes; Mo Sooruth</div>	<div>31-Dec-2025</div>

<p>Page 46</p>	<p>Procedures for Work on Sewerage Systems – ATDA Guidance Document. All CoL operatives and contractors if applicable equipment and competence will be self-checked before entering the sewer to ensure compliance with the RAMS and emergency procedures in place for such operations. An observer shall always remain on top of the opening at all times. Signing and barriers shall be provided around the opening in accordance with the safety at street works and road works – code of practice, as an absolute minimum.</p> <p>The sewers are deemed a confined space therefore all works must be carried out in accordance with the Confined Spaces Regulations 2006. A Safe System of Work and permit to enter, by all contractors entering the sewer must be in place and reviewed regularly. CoL operatives can ask to identify such documents as and when required. The contractor must comply with the confined space requirements on the</p>				
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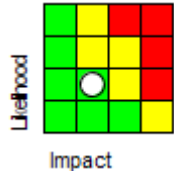
	booking form. CoL operatives must comply with the guidance set out by Thames Water when undertaking works on their behalf				
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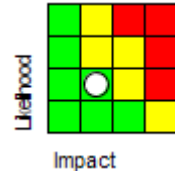
Appendix 2

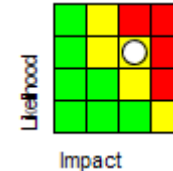
Risk Code	ENV-PD-PD 007
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Risk Title	<i>Adverse planning policy context</i>
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Description	<p>Cause: A desire in Government and others to change the existing planning system in a way which may be detrimental to the City.</p> <p>Event: Changes detrimental to the City are implemented.</p> <p>Effect: Adverse changes cannot be prevented using local planning control.</p>
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Current Risk		
Risk Score	Likelihood	Impact
4	Unlikely	Serious
Green	Trend	Constant

Target Risk		
Risk Score	Likelihood	Impact
4	Unlikely	Serious
Green	Target Date	31-Dec-2025

Original Risk		
Risk Score	Likelihood	Impact
12	Possible	Major
Amber	Creation Date	13-Feb-2015

Latest Note	<p>The Government are progressing the Planning and Infrastructure Bill, which is making its way through Parliament. There are no significant concerns in relation to this legislation and the policy context for the Square Mile. Officers continue to engage through Remembrancers in relation to the progress of the Bill and any national planning policy changes.</p> <p>The risk is accepted at the current level. The target date shown is the date of the next risk review.</p>	27-Oct-2025
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Risk Level	Service
Department	Environment

Risk Approach	Accept
Risk Owner	Rob McNicol

Appendix 2

Associated Actions

Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-PD-PD 007a Business as usual mitigating controls	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation.	City Corporations continue to monitor and engage were necessary with consultations.	27-Oct-2025	Rob McNicol	31-Dec-2025

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City of London Corporation Committee Report

Committee(s): Planning & Transportation Committee	Dated: 2 December 2025
Subject: Transport Strategy: Vision Zero Action Plan Annual Report	Public report: For Information
This proposal: <ul style="list-style-type: none"> • delivers Corporate Plan 2024-29 outcomes • provides statutory duties 	<ul style="list-style-type: none"> • Vibrant Thriving Destination • 1988 Road Traffic Act, Section 39, puts a duty on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Report of:	Executive Director Environment
Report author:	Samantha Tharme, City Operations

Summary

The City of London Corporation is working with key partners such as the City of London Police and Transport for London to keep people safe from road danger.

In accordance with this key objective, and in line with the Mayor of London's ambition and international best practice, the Transport Strategy established the strategic direction for achieving Vision Zero; with the ambition of seeking to eliminate transport related deaths and serious injuries by 2040.

The strategic approach outlined in Transport Strategy is supported by a Vision Zero Plan for 2024–2028. This includes actions relating to safe streets, safe speeds, safe vehicles and safe behaviours.

Partnership working with the City Police is key to encouraging safe behaviours by all street users and particularly people driving and riding in the Square Mile. The police are targeting priority locations and have a good record of educating and fining where necessary.

This report provides an update on:

- Verified casualty data for 2024
- Road danger reduction activities undertaken in 2024/2025
- Current activities being delivered in 2025/26

There has been a significant reduction in overall injuries but the number of people seriously injured remains around 50 per annum as it has done for the last few years, albeit within the context of increasing footfall post-pandemic and growing number of people cycling. Set against this background, this suggests an overall reduction in the risk of people being injured in road traffic collisions.

Recommendation(s)

Members of the Planning & Transportation Committee are asked to:

- note the report.

Main Report

Background

1. The City of London Corporation's Transport Strategy sets the strategic direction for the ambition to achieve Vision Zero. This is supported by the Vision Zero Plan 2024-28 which sets out actions to for working towards Vision Zero in line with the Mayor of London's ambition and international best practice.
2. The Vision Zero Plan sets the framework for how the City Corporation, in partnership with the City of London Police, will seek to eradicate deaths and serious injuries and details an evidence-led programme of action. The programme is structured using the themes of:
 - Safe Streets – designing streets to reduce the risk of collision
 - Safe Speeds – encouraging speeds appropriate to the street context
 - Safe Vehicles – focusing on vehicles that pose the greatest risk
 - Safe Behaviours – improving the behaviour of street users
 - Post Collision Response – learning from serious collisions and improving care for victims of road trauma
3. There are eight headline actions set out in the Vision Zero Plan under the five themes (plus one additional overarching action). These represent new or

significantly expanded activity for the City Corporation, City Police and partners.

4. The Vision Zero Plan sets an interim target to reduce the number of people killed or seriously injured on the City streets to fewer than 20 by 2030, supporting the long-term ambition of achieving zero fatalities or serious injuries by 2040.
5. A key element in achieving Vision Zero is the Road Danger Reduction Partnership, which regularly brings together the City Corporation, City Police, Transport for London (TfL), London Fire Brigade and the London Ambulance Service to coordinate resources, expertise, and data. This collaboration strengthens efforts to address the root causes of collisions, promote safer behaviours, and ensure strategies are evidence-based and adaptable.
6. The City Corporation has a statutory duty to deliver improvements that prevent road traffic collisions. The 1988 Road Traffic Act, Section 39, puts a duty on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.
7. This report provides an update on the latest verified road casualty data, from 2024. It also includes progress on road danger reduction schemes, as well as education, events and campaigns for 2024/2025. The Vision Zero Delivery Plan for 2025/26 is summarised in Appendix 3 and a link to the Plan is provided in Background Papers.

Collision and casualty data

8. Collision trends are analysed using three year rolling averages, to smooth out the impact of high or low untypical years. For the reasons given below, this report compares average data from 2010-14, 2017-19 and 2022-24. Annual data from 2017 is also presented.
9. The national classification of injury severity for road traffic collisions changed on 1 January 2017. This categorised more injury types as “serious” rather than “slight”. To allow comparison with historic data, TfL and the City Corporation applied a back-estimation factor to casualty figures for 2010 – 2014, to provide an estimated average baseline against which progress can be tracked. This exercise was not applied to data from 2015 and 2016, and these years are excluded from trend comparison.
10. A range of injuries are classified as serious, from deep cuts or lacerations to broken neck or back, see Appendix 1 for more details.
11. For 2020 and 2021 the changes in travel patterns during the pandemic resulted in lower collisions and casualties. These two years are not considered a typical period and are excluded from trend comparison.

Overall injury trends

12. Injuries recorded for the three-year average periods, as described in paragraph 8 above, are listed in Table 1. The trends for the categories shown are considered in more detail below.
13. Overall we are seeing a reduction in injuries from collisions, down 40%, with some variation within each category.

Injury Type	2010-14 average	2017-19 average	2022-24 average	% change 2010-14 – 2022- 24	% change 2017-19 – 2022- 24
Fatal	2	1	<1		
All injuries	387	340	203	-48%	-40%
Serious	63	69	53	-16%	-23%
Slight	324	270	150	-54%	-45%
Walking/wheeling (All)	Not available	98	48		-51%
Walking/wheeling (Serious)	Not available	27	18		-36%
Cycling (All)	Not available	120	97		-20%
Cycling (Serious)	Not available	26	22		-15%
Motorcycles (All)	Not available	63	24		-61%
Motorcycles (Serious)	Not available	11	7		-36%

Table 1: Long-term Trends Injury Type with three year averages.

14. There has been a significant decrease in the total number of people injured in collisions between the monitoring periods of 2017-19 and 2022-24, falling from an average of 340 to an average of 203. This equates to a 40% reduction between the two periods, illustrated in figure 1.
15. By comparison, within the last three-year period of 2022-24, the number of people injured has remained consistent at around 200 per year, 209 in 2024. (Table 2 and Figure 2).

Injury Type	2022	2023	2024
Fatal	0	0	1
All injuries	203	198	209
Serious	59	42	57
Slight	144	156	151
Walking / wheeling (serious)	17	13	23
Walking / wheeling (slight)	21	28	30
Cycling (serious)	22	18	27
Cycling (slight)	71	73	81
Motorcycles (serious)	8	4	9
Motorcycles (slight)	18	17	17

Table 2 Injuries by category of person injured 2022-24

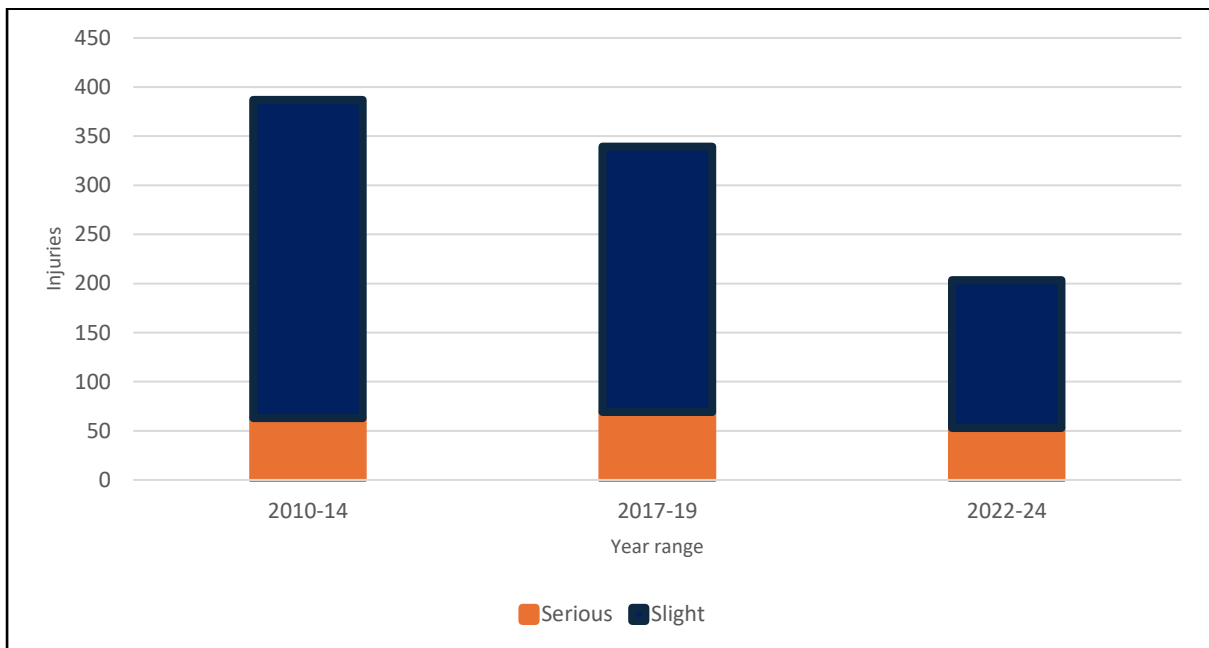


Figure 1: Average number of people injured (serious and slight) in 2010-14, 2017-19 and 2022-24

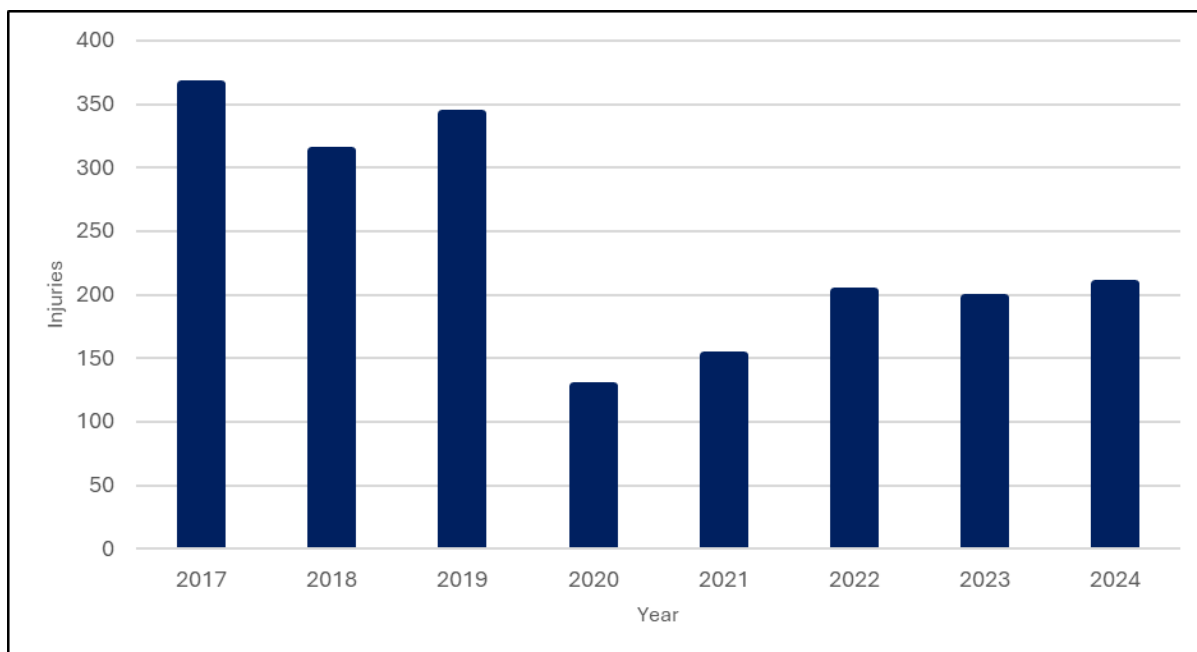


Figure 2: Total injuries (all severities) by year from 2017 to 2024

Fatalities

16. The number of people killed in traffic collisions in the City remains thankfully low but in 2024 one person was regrettably killed in a vehicle collision in Catherine Wheel Alley, the first such death since 2021.

Year	Number of people killed
2010-14 (Average)	2
2017	2
2018	1
2019	1
2020	0
2021	1
2022	0
2023	0
2024	1

Table 3: People killed by year

Serious injuries

17. Comparing the average number of people seriously injured in 2017-19 (69 people) and 2022-24 (53 people) shows a reduction of 23%.
18. In 2024 57 people were seriously injured while traveling on the City's streets. This compares with 42 in 2023 and 59 in 2022.
19. Figure 3 shows the year-by-year numbers for people killed or seriously injured, the interim target of fewer than 20 by 2030 is illustrated by the dashed line. While we are seeing a downward trend, this is not currently on track to reach the interim Vision Zero target of no more than 20 people seriously injured by 2030, indicating the challenge of reaching the ambition of Vision Zero when set against increasing cycling ridership and the significant return post-pandemic of people walking and wheeling on our streets.

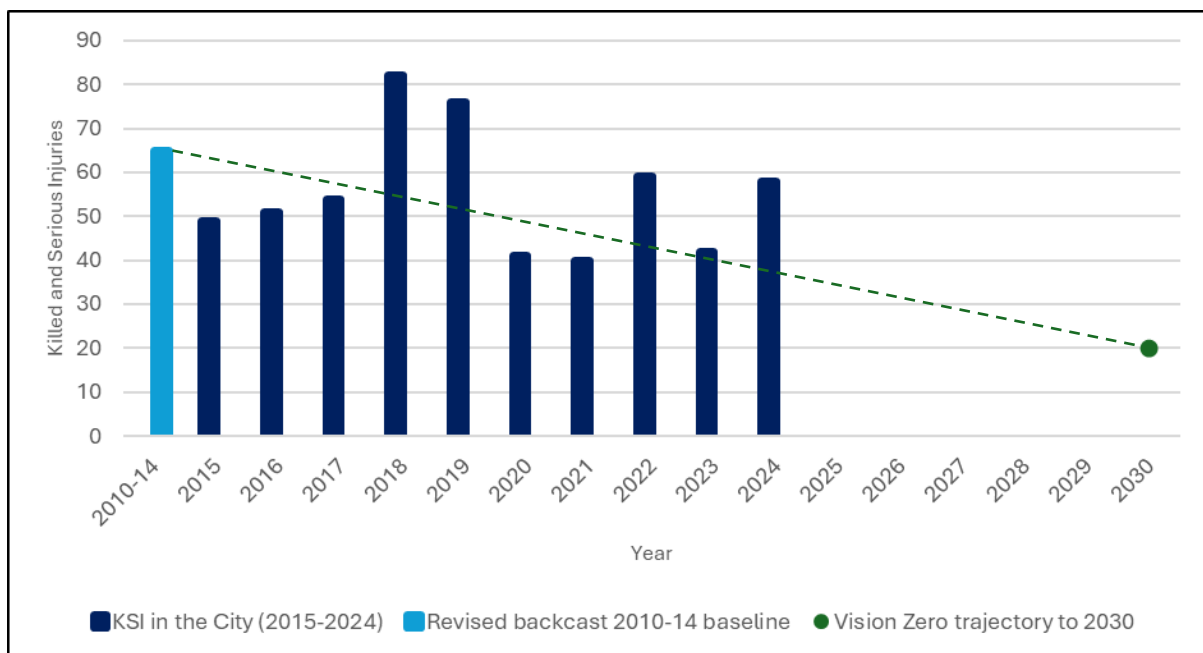


Figure 3: Fatal and serious personal injuries in the City of London

Slight injuries

20. Comparing the average number of people slightly injured in 2017-19 (270 people) and 2022-24 (150 people) shows a reduction of 44%.

21. In 2024 151 people were slightly injured while traveling on the City’s streets. This compares with 156 in 2023 and 144 in 2022 (figure 4).

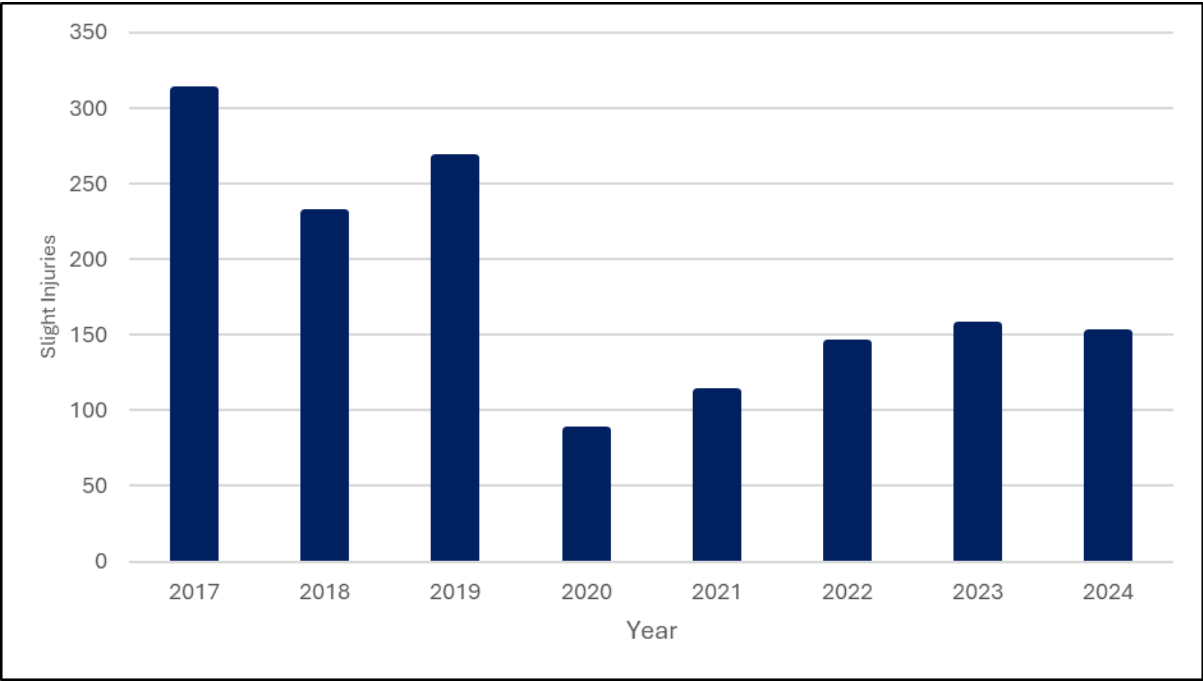


Figure 4: Slight injuries by year from 2017 to 2024

Walking and wheeling injuries

22. On average, 48 people a year were injured while walking or wheeling in the City of London for the period 2022-24. This compares with 98 in 2017-19, a 51% decrease. People seriously injured while walking or wheeling dropped from an average of 27 in 2017-19 to 18 in 2022-24. In 2024 footfall in the City was approximately 17% below 2019 levels (figure 5).
23. Five of the six people killed in traffic collisions since 2017 were walking or on the pavement.
24. 23 people were seriously injured while walking and wheeling in 2024, this compares with 13 in 2023 and 17 in 2022.
25. This increase is in part due to higher numbers of people injured in collisions between people walking and cycling, which has increased from 5 and 6 in 2022 and 2023 to 12 in 2024. This is in the context of 57% growth in cycling between 2022 and 2024. As discussed below, we are working closely with the City of London Police to promote safer cycling and tackle dangerous and risky behaviour by people cycling.
26. 11 people were seriously injured while walking and wheeling in a collision with a motor vehicle in 2024, compared with 7 in 2023 and 11 in 2022.
27. Table 4 shows the number of people seriously injured while walking and wheeling each year from 2017 along with averages for 2017-19 and 2022-24.

Year	Total	Motor vehicles	Pedal cycles
2017	25	21	4
2018	27	19	8
2019	32	25	7
2017-19 average	28	22	6
2022	16	11	5
2023	13	7	6
2024	23	11	12
2022-24 average	18	10	8

Table 4 People walking and wheeling seriously injured by injuring vehicle type

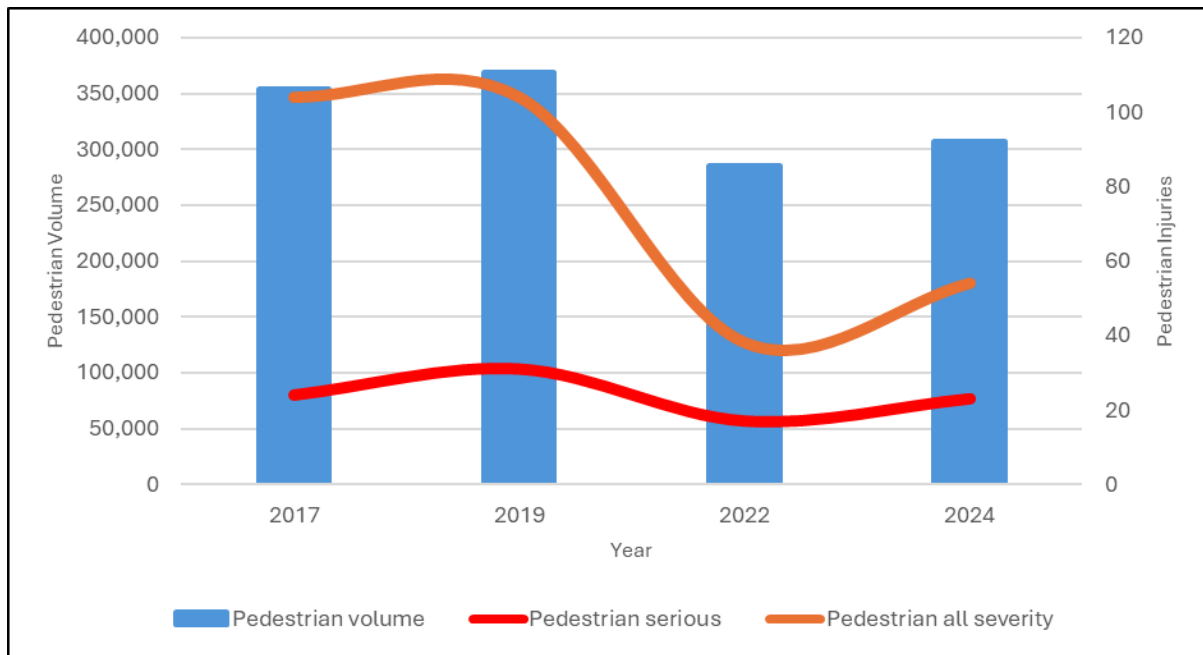


Figure 5: Walking injuries recorded as serious and all severity, trend shown against trend in numbers walking.

Cycling injuries

28. On average, 97 people a year were injured while cycling in the City of London for the period 2022-24. This compares with 120 in 2017-19, a 20% decrease. People seriously injured while cycling dropped from an average of 26 for 2017-2019 to 22 for 2022-24. In 2024 cycling volumes in the City were 57% above 2019 levels. TfL estimate there are approximately 22,000 cycle journeys a day that start or finish in the Square Mile (figure 6).

29. 27 people were seriously injured while cycling in 2024, this compares with 18 in 2023 and 22 in 2022.

30. 13 people were seriously injured while cycling in a collision with a motor vehicle in 2024, compared with 13 in 2023 and 15 in 2022. The remainder of collisions involved either two people cycling or were the result of a fall or crash involving no other vehicle.

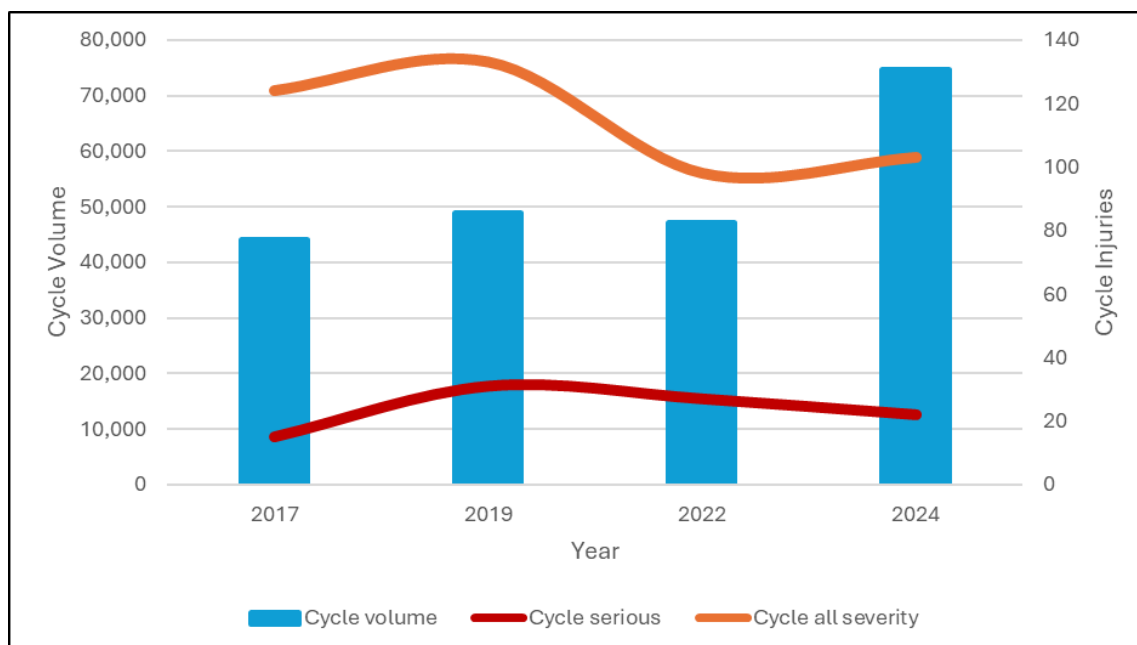


Figure 6: Cycle injuries recorded as serious and all severity, trend shown against trend in numbers cycling.

Motorcycling injuries

31. On average, 24 people a year were injured while riding a motorcycle or moped in the City of London for the period 2022-24. This compares with 63 in 2017-19, a 61% decrease. People seriously injured while riding dropped from an average of 11 in 2017-19 to 7 in 2022-24. In 2024 motorcycle volumes in the City were approximately 65% below 2019 levels (figure 7).
32. 9 people were seriously injured while riding in 2024, this compares with 4 in 2023 and 8 in 2022.
33. One of the six people killed in traffic collisions since 2017 was riding a motorcycle.
34. In 2024 9 people riding were seriously injured in a collision with a motor vehicle, compared with 4 in 2023 and 8 in 2022. The remainder of collisions were the result of a fall or crash involving no other vehicle.

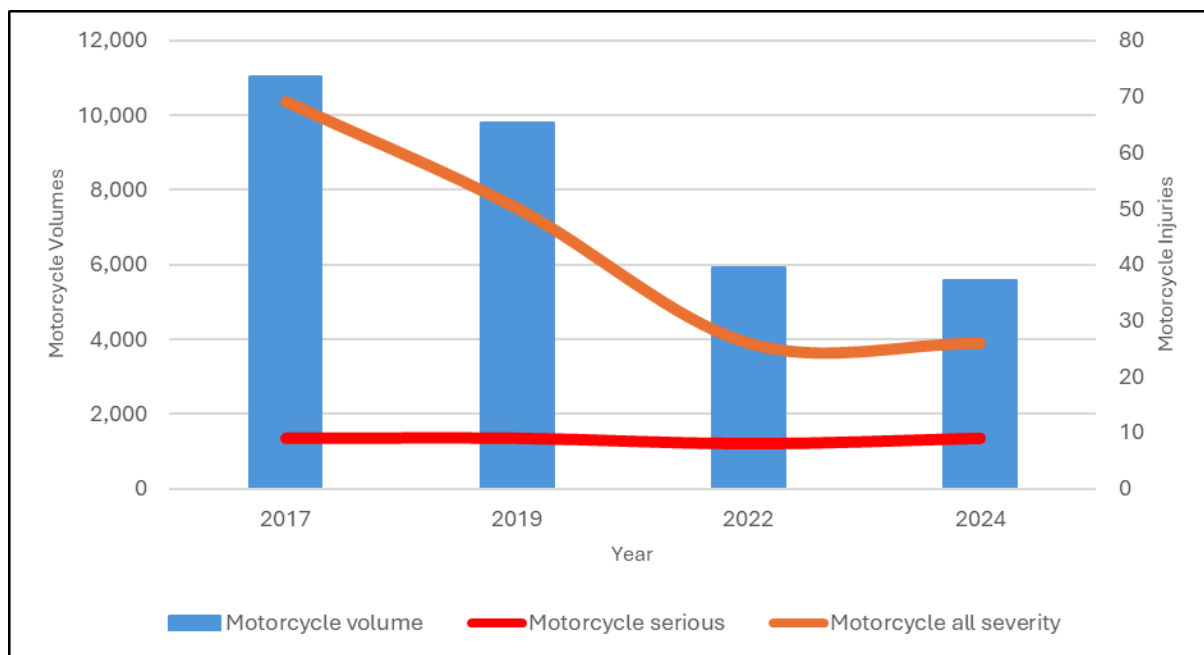


Figure 7: Motorcycle rider injuries recorded as serious and all severity, trend shown against trend in numbers travelling by motorcycle.

Other vehicles injuries

35. The number of serious injuries of people travelling by bus, car, goods vehicles, private, taxis and private hire or other vehicles remain consistently low year-on-year, with between zero and four people seriously injured for each mode a year.
36. E-scooters are not currently classified separately and are recorded under the other vehicle categories. Collisions involving hired e-scooters are recorded separately by TfL as part of the monitoring of the e-scooter trial. Since the City Corporation joined the e-scooter trial in, July 2021, there have been two people seriously injured in collisions involving e-scooters, in both cases this was the rider of the scooter. For context, there were over 5,000 hired e-scooter trips in the City of London in May 2024, and over 9,000 in May 2025

Injuries on the TfL Road Network

37. Of the six people killed since 2017, five were on TfL managed streets which reiterates the need to work in partnership with Transport for London to ensure the safety of all road users within the Square Mile.
38. For serious injuries, around 50% of collisions occur on the TfL Road Network (figures 8 and 9), which makes up approximately 10% of the Square Mile's street network and carries the highest volumes of vehicular traffic. There is a similar pattern for all injuries.
39. For TfL managed streets the average number of serious injuries has come down from 33 for the period 2017 – 2019 to 27 for the period 2022 to 2024. For the City streets the average has come down from 37 to 26 for the same three-year averages.

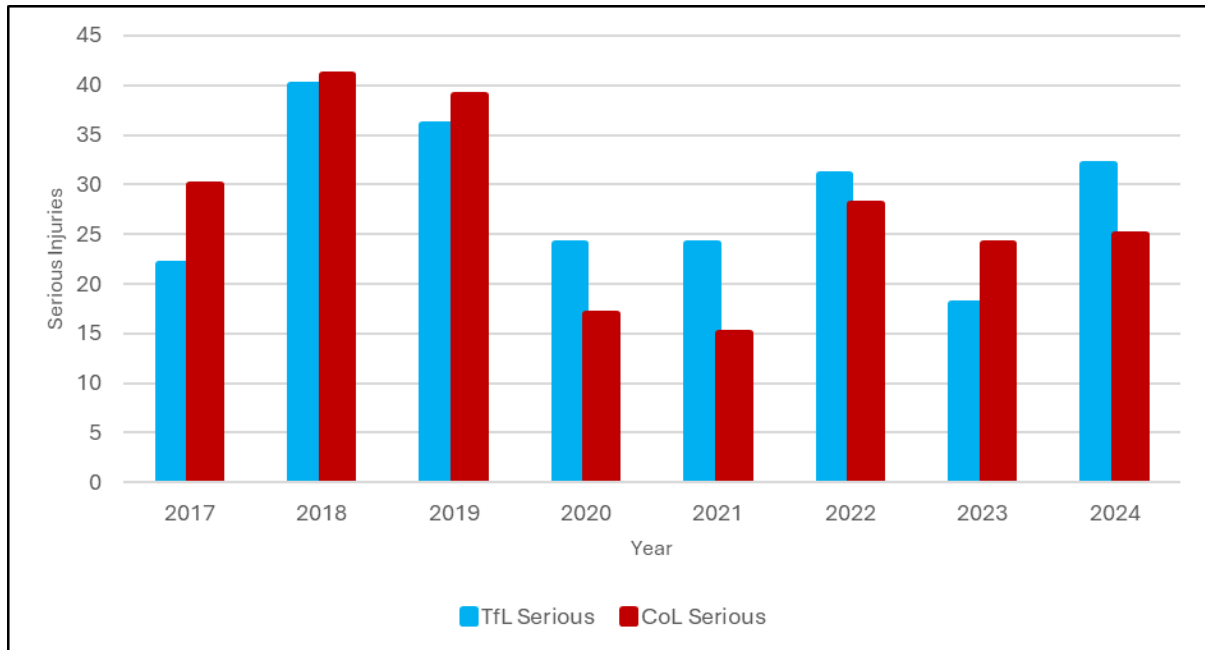


Figure 8: Serious injuries by Highway Authority from 2017 to 2024

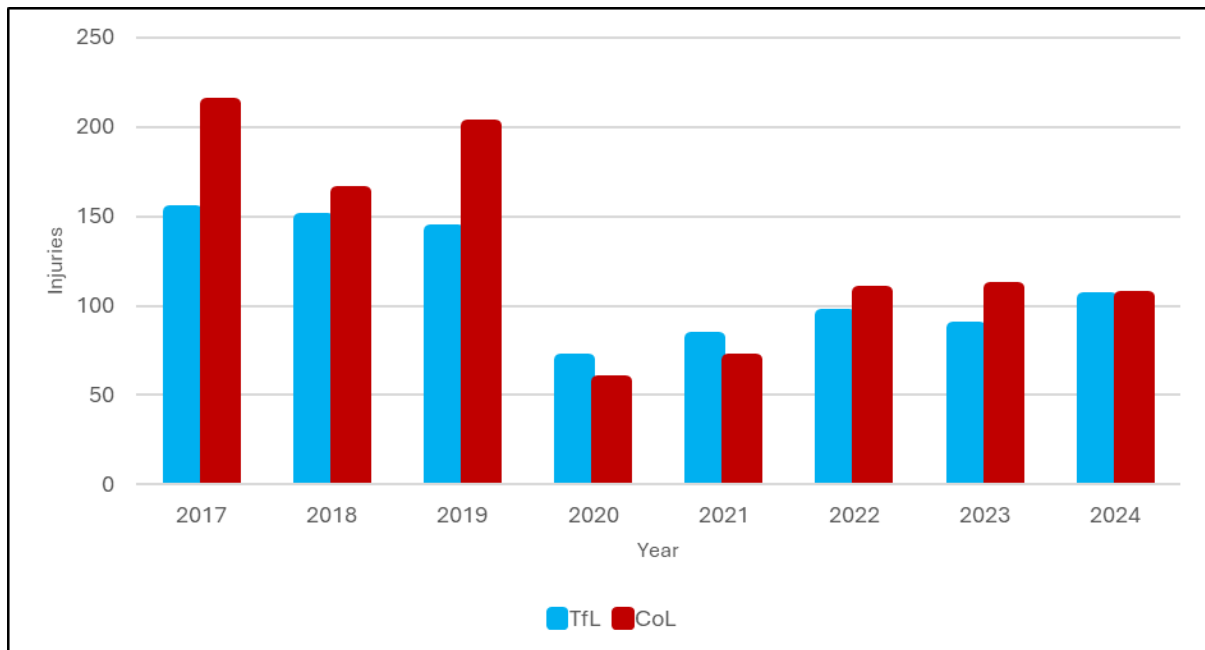


Figure 9: Total injuries (all severities) by Highway Authority from 2017 to 2024

Road danger reduction activities 2024/25

40. This section summarises under each of the Safer Systems themes the activities and projects that are delivering the Vision Zero Plan.

Safe Streets

41. In terms of interventions at major traffic junctions, the works to physically realign Bank Junction were completed in 2024, and we have commenced work on St Paul's gyratory which will significantly improve actual and perceived safety at this location.

42. In 2024 we commissioned feasibility work to develop concept designs for improvements to the five junctions where the highest number of injuries have been recorded. For each of these listed below design and recommendations will be brought back to the Streets & Walkways sub-committee.

- Fenchurch Street / Leadenhall Street
- Holborn Viaduct / Snow Hill
- Lime Street / Fenchurch Street
- Ludgate Hill / Old Bailey
- Newgate Street / Old Bailey

43. We are also liaising with TfL as they finalise proposals to improve Monument junction and develop plans for permanent improvements to Bishopsgate and Gracechurch Street.

44. In 2024/25, we delivered 25 raised tables. Raised tables bring the carriageway to pavement level at junctions and pedestrian crossings. This helps to reduce the speed of vehicles, lowering the risk and severity of collisions, and improve accessibility.

45. The project to deliver the Aldgate to Blackfriars cycleway is currently paused while awaiting new national guidance on bus stop bypasses. Parts of route are still being delivered as part of the Leadenhall improvements or have been delivered at Bank junction.

46. Recent and long-term reductions in motor vehicle traffic are also contributing to the reduced risk of collisions. Compared to 2022 our 2024 traffic counts showed:

- 5% decrease in motor vehicles
- 8% decrease in private motor vehicles
- 5% decrease in freight vehicles
- 57% increase in people cycling
- 8% increase in people walking and wheeling

Safe Speeds

47. The City Police continue to undertake speed enforcement targeted at the locations identified as having the highest occurrence of speeding. Last year City Police issued 6,589 Notices of Intended Prosecution from (Safety Cameras) People captured speeding with safety cameras will be issued a notice, which they then may have the opportunity to respond to in a number of ways, including taking a speed awareness course, or receiving fines, and penalty points on their licence.
48. In addition to targeted action, we and the City Police support and amplify TfL and DfT speed awareness campaigns.

Safe Vehicles

49. The City Corporation fleet of vehicles holds Gold accreditation under the Fleet Operator Recognition Scheme (FORS), demonstrating our commitment to top standards in fleet safety, environmental care, and efficiency. Maintaining this status requires strict reviews of vehicle upkeep, driver training and safety procedures, all aimed reducing the risk of collisions.
50. All suppliers and contractors using vehicles in our supply chain must have at least FORS Silver accreditation. This ensures high safety, efficiency, and environmental standards, and is a mandatory requirement for working with the City Corporation.
51. In 2024 we ran a successful pilot of telematics for the City's fleet, leading to full deployment across 110 vehicles. The system monitors acceleration and top speeds and provides feedback on driving style. As well as encouraging safer driving the pilot showed that the introduction of the telematics system is forecast to deliver £58,000 in net savings per annum based on the City's fleet composition through reductions in fuel consumption, accidental damage, vehicle downtime and end of lease contract damages, and has the benefit of saving over 116 tons of CO2 over three years. This has now been rolled out and in 2025 for the City Corporation's own fleet, all vehicles have been fitted with ISA.
52. TfL now have intelligent speed assistant systems (ISA) fitted on 60% of the bus fleet operating through London, which creates a positive speed calming effect on all vehicles moving through the street network.
53. Police enforcement on vehicle standards included for 2025,
- 2,378 Traffic Offence Reports (includes driver/rider distraction, red light contraventions, speeding and MOT certification)
 - 862 vehicle seizures for driving without insurance, or serious vehicle defects, such as tyres, brakes

Safe Behaviours

54. The City of London Corporation is committed to maintaining the highest standards of road safety and professional competence among its drivers. To achieve this, all drivers undergo annual training that includes FORS E-learning modules, Van Smart, Cycle Safety, Smart Driving, and Pedestrian Safe courses. These programs ensure that our drivers are equipped with the knowledge and skills to operate vehicles responsibly, protect other road users, and contribute to safer streets across the city. The City of London Corporation also ensures all drivers take a safe urban course or a Van smart classroom course every five years.
55. Partnership working with the City Police is key to encouraging safe behaviours by all street users and particularly people driving and riding in the Square Mile.
56. Last year we supported five City Police Cycle Team - Safer Behaviours Events targeting rider behaviour and enforcing against illegal cycles and scooters. These events are also supported by Business Improvement Districts and TfL.
57. The events also include general awareness raising of road safety initiatives, such as the exchanging places demonstration held with our partners Speedy Services, FM Conway. This gives people the opportunity to experience the limited field of vision and blind spots faced by HGV drivers. Participants report increased awareness of safe positioning and a greater commitment to considerate, responsible behaviour - whether cycling or walking.
58. In addition to the 6 campaigns we run for general public, we held a very successful Road Safety Day at the Aldgate School in 2024, tailored to a children's perspective with the City Police and Speedy Services, which involved all the school's students, including those with special educational needs taking part in road safety education and an exchanging place demonstration.
59. The City Police Road Policing Unit continued efforts to educate road users and enforce safety laws, using an intelligence-led approach. In addition to the reference to speed enforcement above, traffic enforcement in 2024/25 resulted in:
- 417 arrests (285 drink/drug related, 17 dangerous driving)
 - 2,378 Traffic Offence Reports (includes driver/rider distraction, red light contraventions, speeding and MOT certification)
 - 862 vehicle seizures for driving without insurance, or serious vehicle defects, such as tyres, brakes.
60. City Corporation and City Police continue to broaden their enforcement and engagement around dangerous and risky behaviour by people cycling, including red light jumping. The traffic offence notices are a combination of

fixed penalty notices and traffic notices that are warnings. The emphasis was on education last year (2024/25), with an aim to issue more fixed penalty notices in 2025/26. From April 2024 to March 2025, the City Police Cycle Team issued the following:

- 2,208 Traffic Offence Notices
- Seized 326 illegal electric cycles and e-scooters.
- 9,203 key messages regarding crime prevention, such as phone snatch advice, and road safety, primarily encouraging safe riding behaviours.

61. The City Police delivered 41 cycle safety and security roadshows at City businesses, which led to over 650 cycles being security-marked. This proactive approach plays a significant role in deterring cycle theft and enables police to check that cycles are well maintained and meet good safety standards.

62. In 2024/25 our cycle training programme provided 75 adults and 30 children with Bikeability training. We also trained 154 people to advanced level for cargo bike riding.

63. The City Corporation supported London Councils in preparing a joint response to the All Party Parliamentary Group for Cycling and Walking's E-Bike Safety Inquiry. This included addressing key concerns and promoting safe e-bike practices, including tackling the problem of illegal e-bikes being easy to buy or convert. Further work is underway with the City of London Police Cycle Team to engage with delivery riders and their employers to improve rider safety and riding practices.

64. Officers continue to engage TfL's Bus, Taxi & Private Hire teams through ongoing meetings to encourage them to strengthen safety requirements where possible, e.g. driver safety training.

Post Collision Response and Monitoring & Evaluation

65. The City Corporation and City Police have committed to working together on collision investigation practices to ensure that learnings from serious collisions can be gathered as quickly and efficiently as possible. Reactive onsite meetings are held where appropriate.

66. We are liaising with City Police to provide us with more detail on data collected at collisions, so that we can do more granular analysis to identify any patterns and inform future work.

Current activities 2025/26

67. We are continuing to work with the Road Danger Reduction Partnership to deliver the Vision Zero Plan (Appendix 3).

68. Details of schemes contributing to **Safer Streets** are included in more detail in the Transport Strategy Delivery Plan (see background documents).

69. Work on **Safer Vehicles** will continue through support of the FORS scheme and insisting on our contractors having FORS standard vehicles. The police will also continue to ensure driver and vehicle standards are met and legal through their regular road checks. The police will also continue to include regular speed enforcement.
70. The City Police have been involved in informing Parliamentary work on e-bikes and will work with the City Corporation on promoting legislative change in other areas such as fine levels for dangerous cycling and restrictions on e-bike modification kits.
71. Providing feedback to influence future legislation on e-scooters, and other micro-mobility and emerging transport technologies, to ensure that measures to encourage safe use are incorporated.
72. Most of our campaigns cover work around **Safer Behaviours**. These are delivered jointly with the Road Danger Reduction Partnership. A list of the regular activities is in the 2025/26 plan in the Appendix 4. These include road safety campaigns and events, continuing to host educational activities, exchanging places programmes, and collaborative workshops with partners.
73. Through the TfL bus action plan (see Background papers), supporting the adequate safety training of drivers.
74. We continue to provide cycle training programmes for residents and workers.
75. We are supporting the City Police with campaigns and activity to promote safer cycling and improve rider behaviour, this includes:
- Road-side events targeting illegal behaviour such as ignoring red-lights, riding on pavements, not stopping at zebra crossings.
 - Better data and analysis –The City Police are now working on a new reporting and recording system specifically for cycling-related offences. This will give a clearer indication of volumes and hotspot locations for targeted interventions and allow for tracking of repeat offenders.
 - Higher penalties for repeat offending – Linked to the above, the City Police are also exploring scope to use Community Protection Warnings and Notices (CPW, CPN) for repeat cycling offenders.
 - More partnership working and external engagement, including with dockless bike operators and food delivery companies (Deliveroo, JustEat, UberEats), and liaising with TfL and neighbouring boroughs. Lime and Forest are promoting safer behaviour by people cycling through their “Respect the Red” (Lime) and ‘Common Sense Club’ (Forest) campaigns.

76. Supporting TfL's recently launched Highway Code campaign highlighting five key Highway Code rules which exist to keep people walking, wheeling, cycling and motorcycling safe. The campaign reminds people driving and riding that:

- You must stop for people on zebra crossings
- Always let people cross before you turn
- Always let cyclists pass before you turn
- Always stop for people at zebra crossings on cycle tracks
- Cyclists must always stop at red lights

Corporate & Strategic Implications

Strategic implications

77. The Vision Zero Plan and associated work by the City of London Police supports delivery of the Corporate Plan's Vibrant Thriving Destination and in particular ensuring the Square Mile is a safe and welcoming place for everyone.

Financial implications/Resource implications

78. None.

Legal implications

79. The City Corporation has a statutory duty to deliver improvements that prevent road traffic collisions. The 1988 Road Traffic Act, Section 39, puts a duty on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.

Risk implications

80. The Vision Zero Plan directly addresses departmental risk ENV-CO-TR 001 – Road Safety, ensuring that proactive measures are taken to mitigate risks and enhance safety for all road users across the City.

Equalities implications

81. A Test of Relevance for an Equalities Impact Assessment (EqIA) has been completed for the Vision Zero Plan. It concluded that there were no negative impacts on people with protected characteristics, and that the impacts of the Vision Zero plan and its actions were positive. Climate implications

82. Some Vision Zero Plan actions support the City Corporation's Climate Action Strategy by encouraging safer speeds and encouraging walking, wheeling and cycling.

Security implications

83. None

Conclusion

84. In summary, the City Corporation's Vision Zero Plan fulfils its statutory responsibilities under the 1988 Road Traffic Act by implementing comprehensive strategies to reduce and prevent road traffic collisions. The Plan not only addresses key departmental risks related to road safety but also ensures that all residents and visitors, especially those from vulnerable groups, benefit from safer and more accessible streets.

85. There has been a significant reduction in overall injuries. But the number of people seriously injured remains around 50 per annum and there have been two deaths in the last five years. This means that we are not currently on trajectory to meet our interim Vision Zero targets. However, this is within the context of increasing footfall post-pandemic and growing number of people cycling. Suggesting an overall reduction in the risk of people being injured in road traffic collisions.

86. We will continue to work with our partners to the actions set out in the Vision Zero Action Plan, encouraging safer behaviours whilst delivering physical changes to our streets.

Appendices

- Appendix 1: Injury Severity Table - by Department for Transport
- Appendix 2: Collision Data 2024 (figures).
- Appendix 3: Delivering the Vision Zero Plan – Eight Key Action
- Appendix 4: Vision Zero Delivery Plan 2025/2026

Background Papers

- City of London Climate Action Strategy (2020). Available at: <https://www.cityoflondon.gov.uk/assets/Services-Environment/climate-action-strategy-2020-2027-20-10-20.pdf>
- City of London Transport Strategy 2024 Second Edition. Available at: <https://www.cityoflondon.gov.uk/assets/Services-Environment/transport-strategy-second-edition-2024.pdf>
- City of London Transport Strategy Delivery Plan (2025). Available at: <https://www.cityoflondon.gov.uk/assets/Services-Environment/Transport-Strategy-2025-Delivery-Plan.pdf>
- City of London Vision Zero Plan 2024 – 2028. Available at: <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-corporation-vision-zero-plan.pdf>
- Transport for London (2018) *Vision Zero Action Plan*. Available at: <https://content.tfl.gov.uk/vision-zero-action-plan.pdf>
- Transport for London (2022) Bus Action plan. Available at: <https://content.tfl.gov.uk/bus-action-plan.pdf>

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Appendix 1:

Injury severity as classified for police reporting.

Injury in CRASH	Detailed severity	Severity classification
Deceased	Killed	Killed
Broken neck or back	Very Serious	Serious
Severe head injury, unconscious	Very Serious	Serious
Severe chest injury, any difficulty breathing	Very Serious	Serious
Internal injuries	Very Serious	Serious
Multiple severe injuries, unconscious	Very Serious	Serious
Loss of arm or leg (or part)	Moderately Serious	Serious
Fractured pelvis or upper leg	Moderately Serious	Serious
Other chest injury (not bruising)	Moderately Serious	Serious
Deep penetrating wound	Moderately Serious	Serious
Multiple severe injuries, conscious	Moderately Serious	Serious
Fractured lower leg or ankle or foot	Less Serious	Serious
Fractured arm or collarbone or hand	Less Serious	Serious
Deep cuts or lacerations	Less Serious	Serious
Other head injury	Less Serious	Serious
Whiplash or neck pain	Slight	Slight
Shallow cuts or lacerations or abrasions	Slight	Slight
Sprains and strains	Slight	Slight
Bruising	Slight	Slight
Shock	Slight	Slight

Table of classification of injury severity using injury-based reporting systems (such as CRASH or COPA)¹

¹ <https://www.gov.uk/government/publications/guide-to-severity-adjustments-for-reported-road-casualty-statistics/guide-to-severity-adjustments-for-reported-road-casualties-great-britain>

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Vision Zero Action Plan 2025 Annual Report

Appendix 2 - Graphs and charts for data up to 2024

Figure 1: Average number of people injured (serious and slight) in 2010-14, 2017-19 and 2022-24

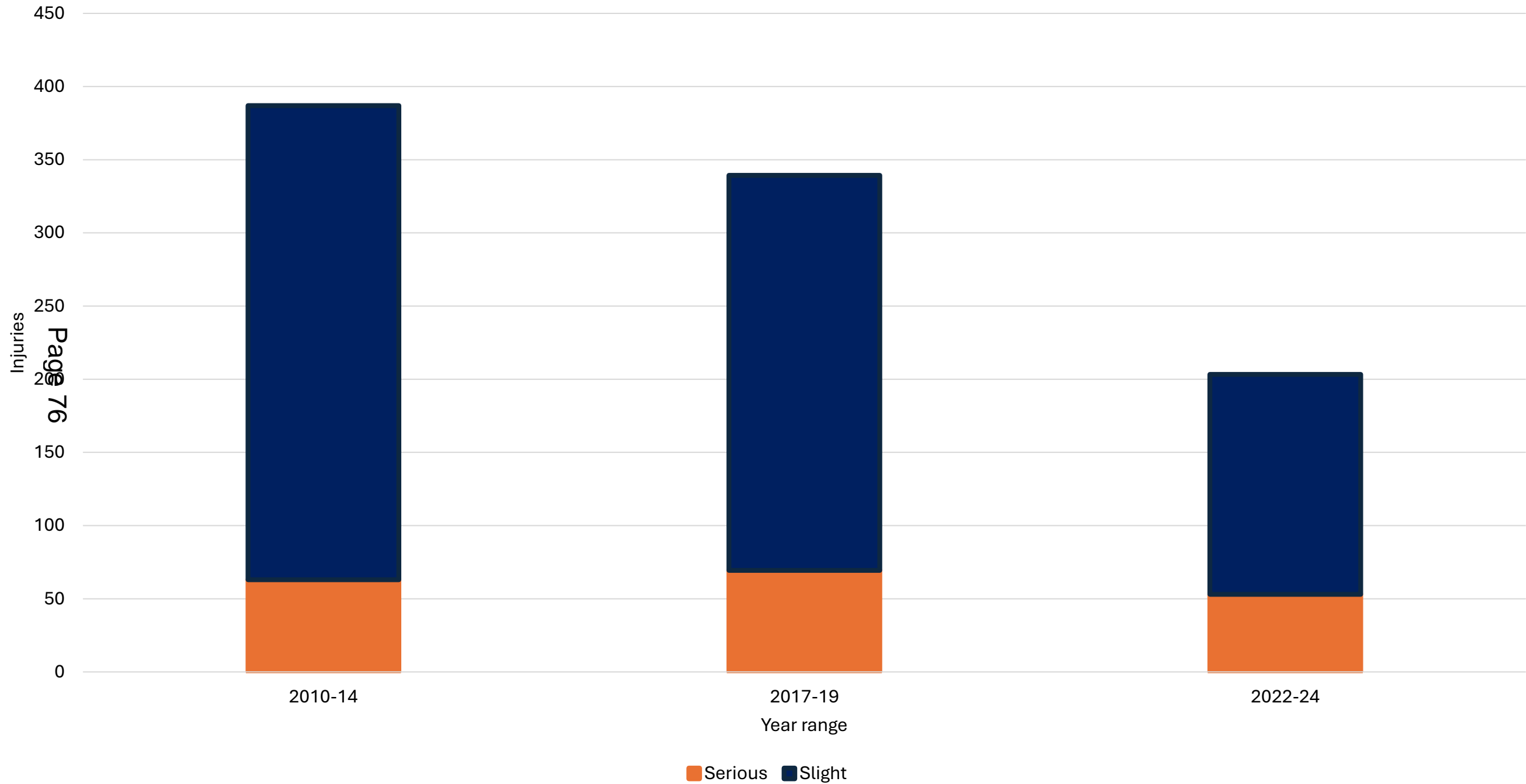


Figure 2: Total injuries (all severities) by year from 2017 to 2024

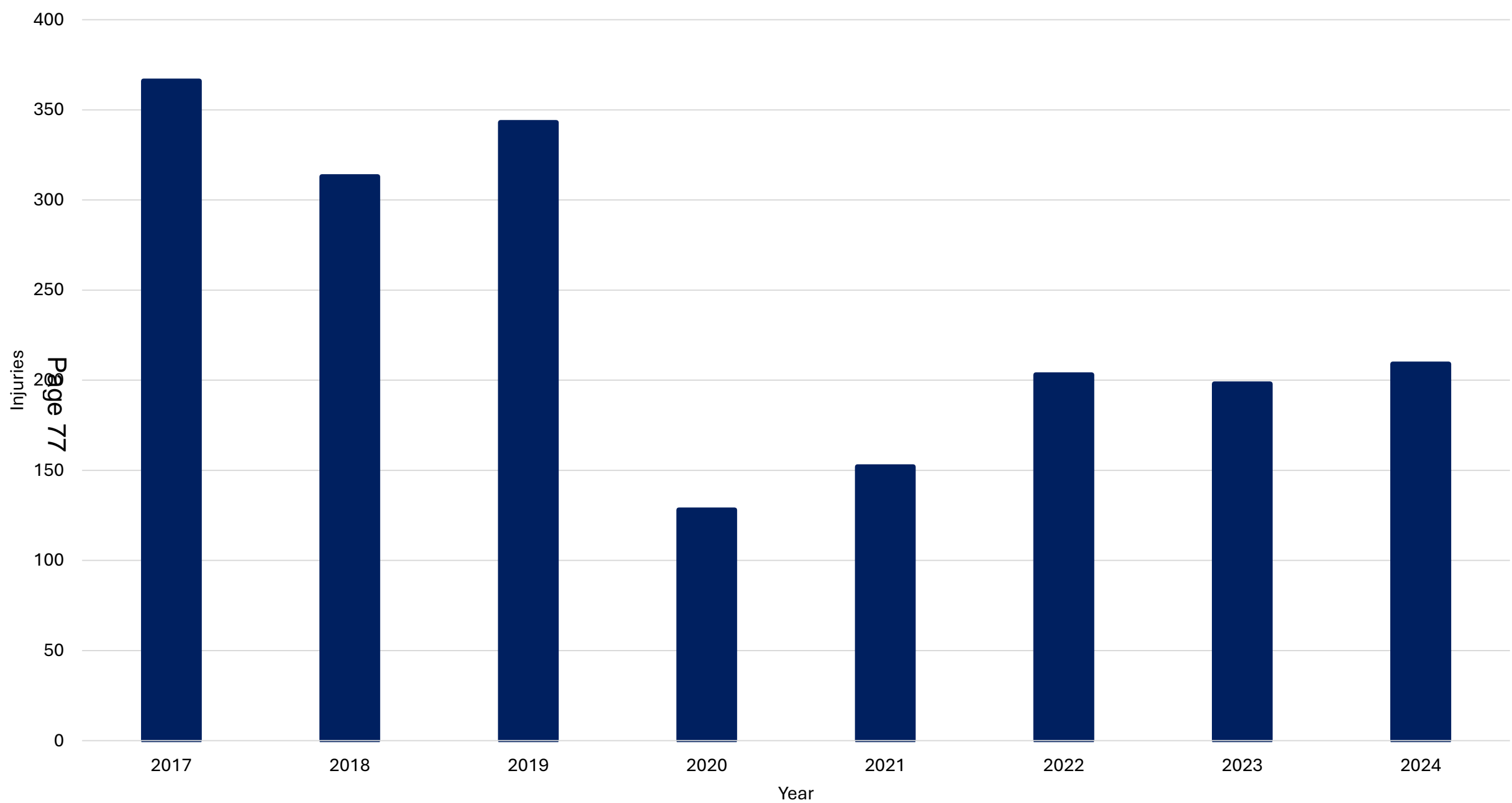


Figure 3: Fatal and serious personal injuries in the City of London

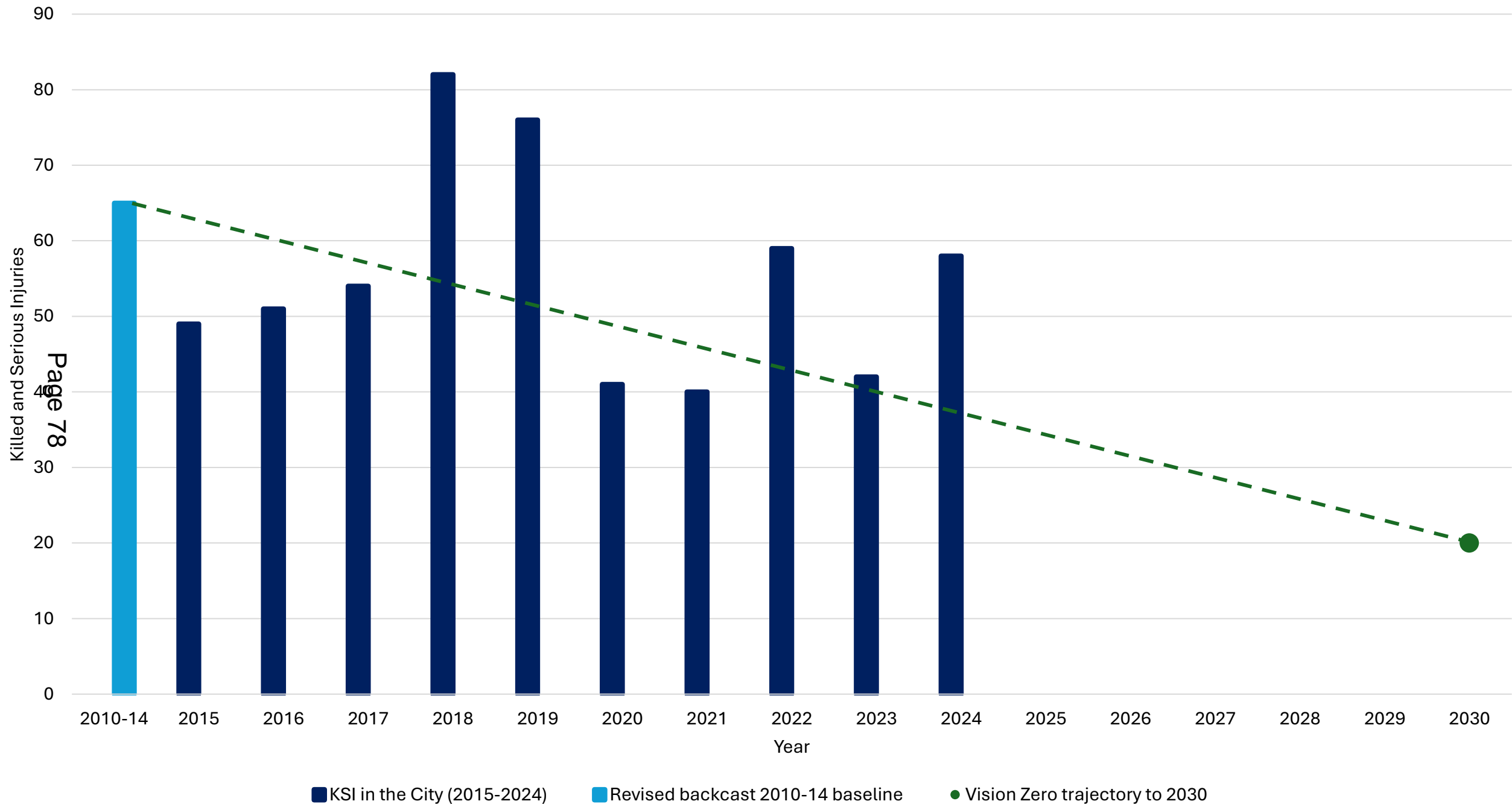


Figure 4: Slight injuries by year from 2017 to 2024

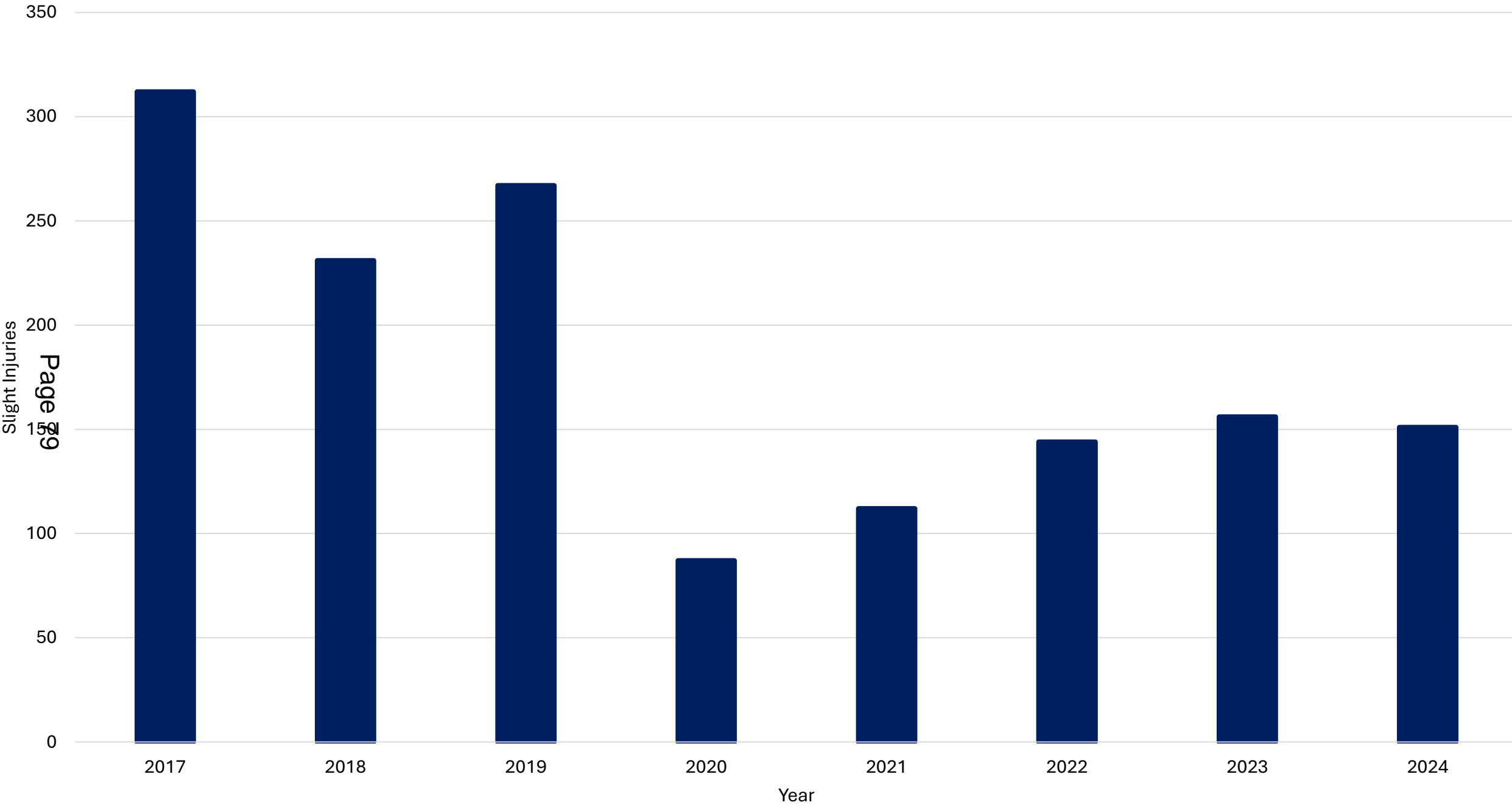


Figure 5: Walking injuries recorded as serious and all severity, trend shown against trend in numbers of walkers

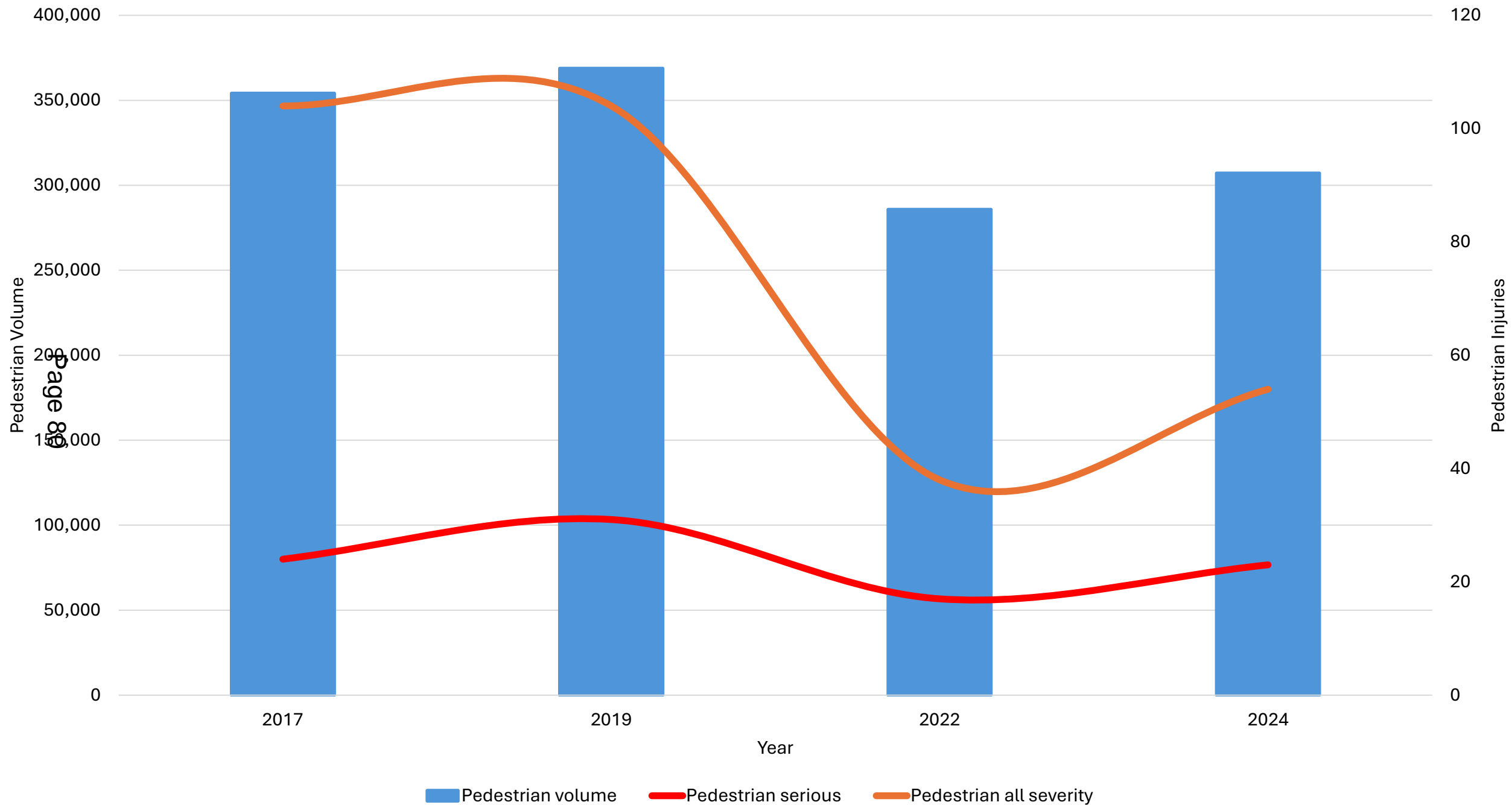


Figure 6: Cycle injuries recorded as serious and all severity, trend shown against trend in numbers cycling

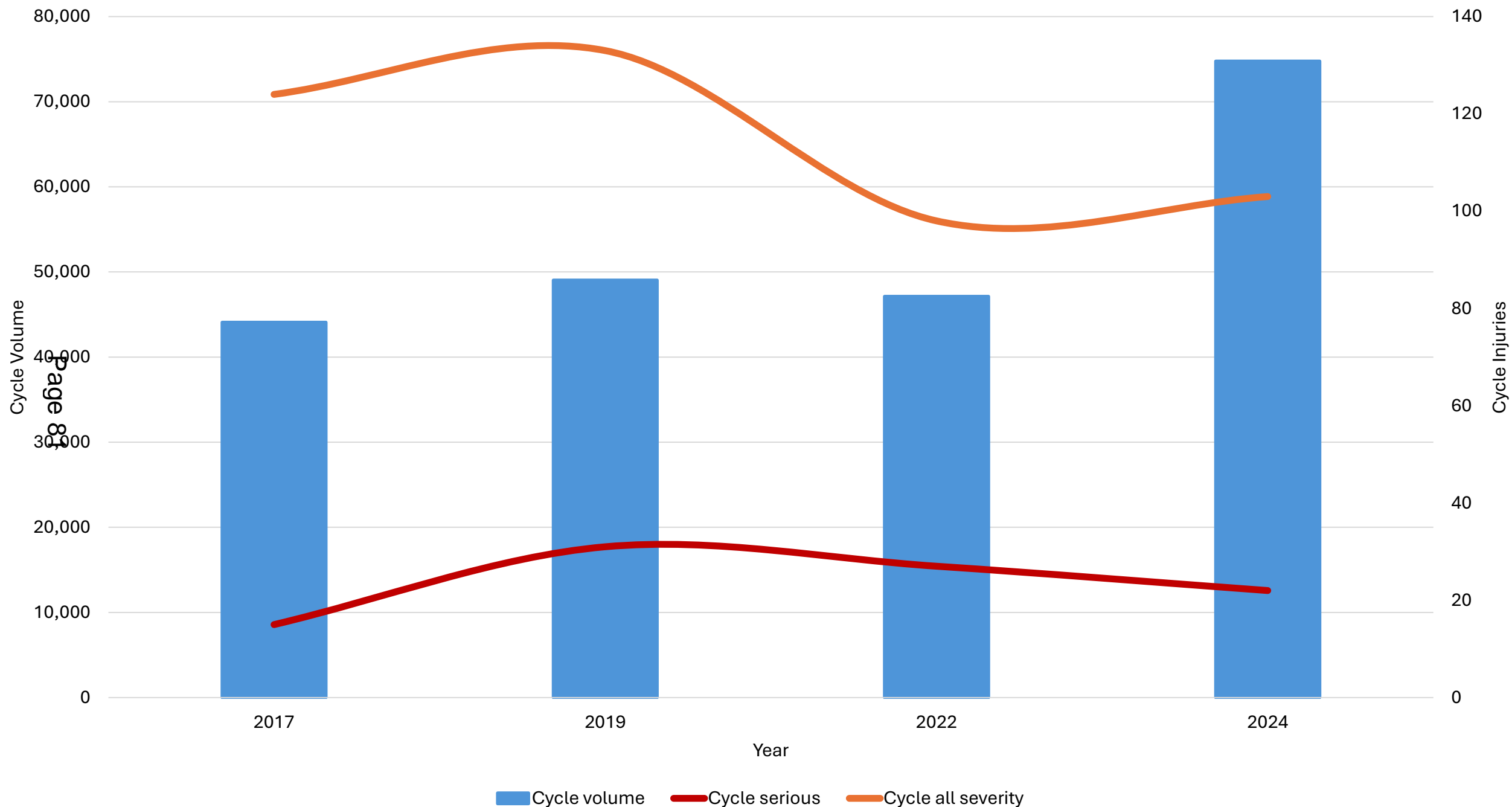


Figure 7: Motorcycle rider injuries recorded as serious and all severity, trend shown against trend in numbers travelling by motorcycle

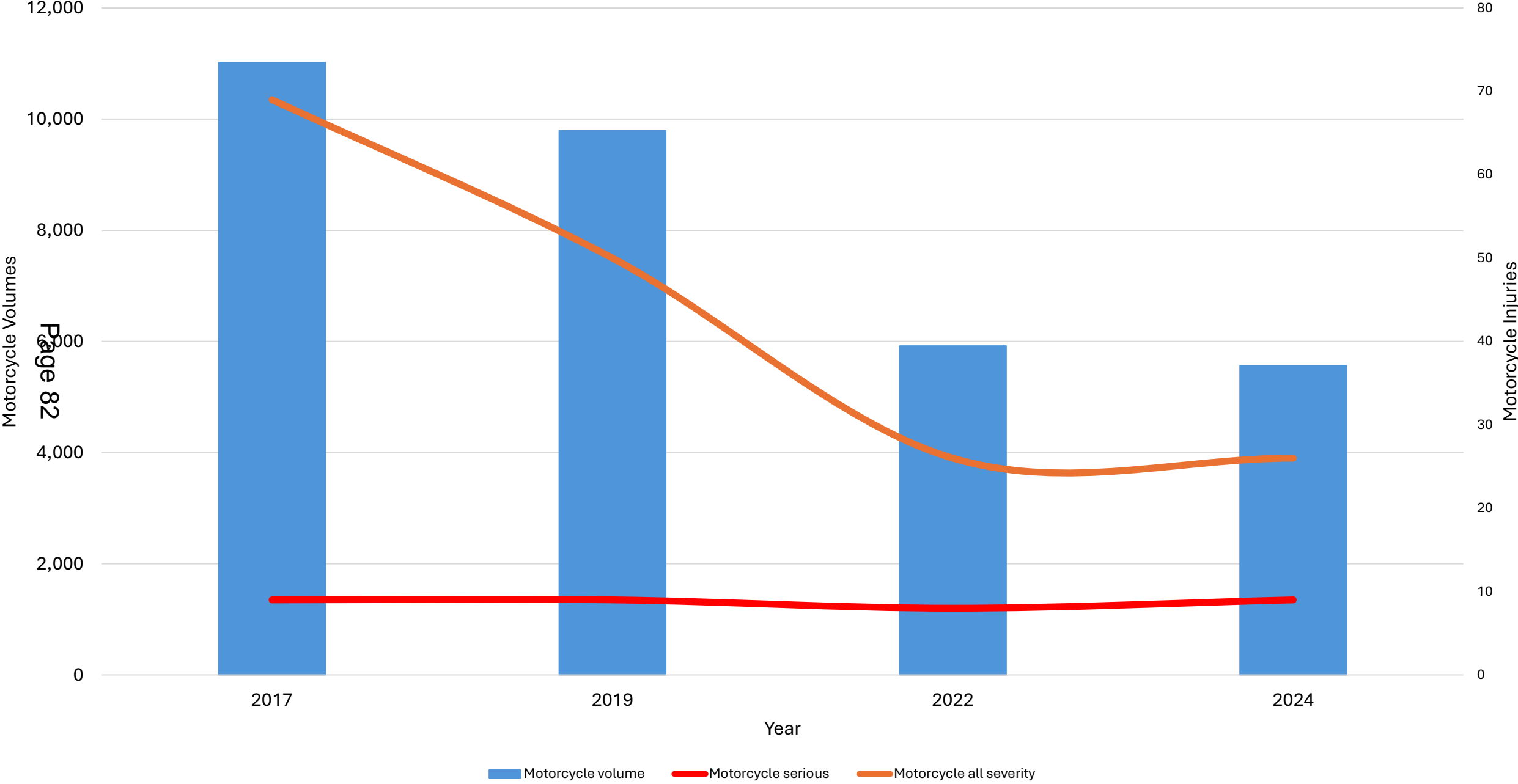


Figure 8: Serious Injuries by Highway Authority from 2017 to 2024

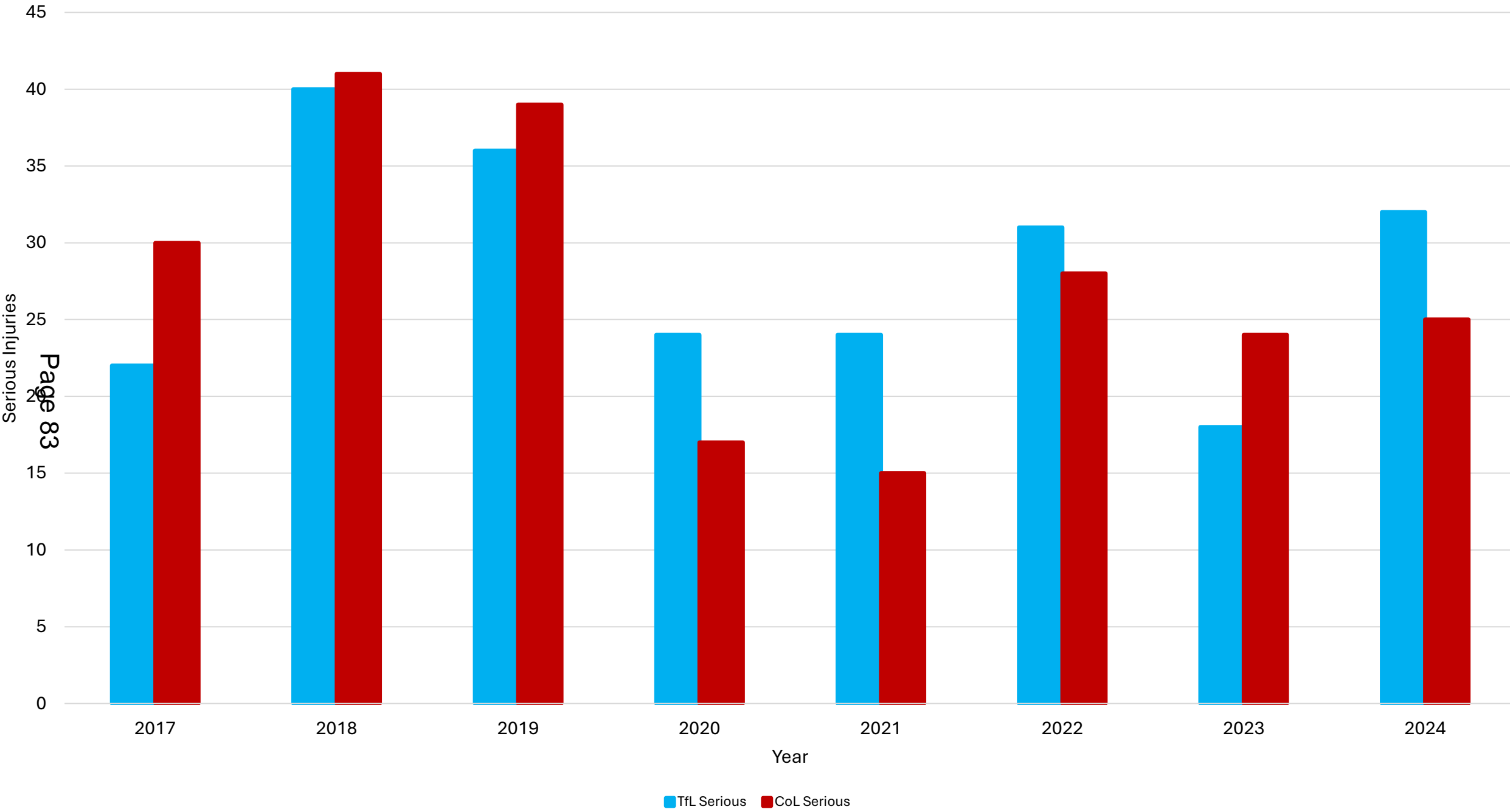
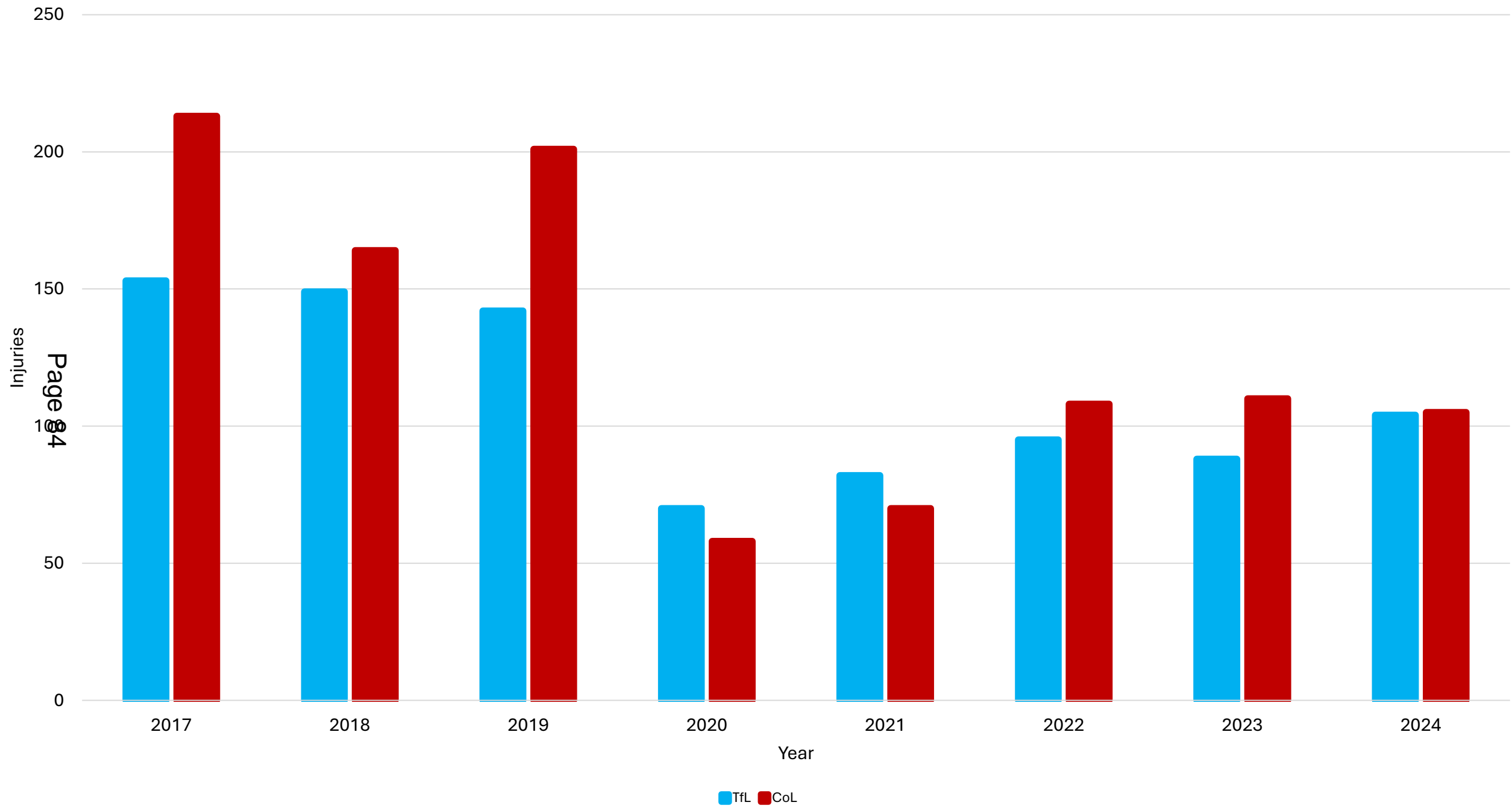


Figure 9: Total Injuries (all severities) by Highway Authority from 2017 to 2024



Appendix 1: Delivering the Vision Zero Plan - Eight Key Actions

Action Number	Action	Action Theme	Additional Cost and Resource	Funding Source	Delivery 2024	Delivery 2025	Delivery 2026	Delivery 2027	Delivery 2028	Delivery 2029+
1.	Make road danger reduction central to the design and delivery of all initiatives	Overarching	Action will not require additional budget	n/a						
2a.	Deliver a programme of junction improvement schemes at priority locations	Safe Streets	£2-3m for feasibility design	On-Street Parking Reserve (OSPR) and TfL Local Implementation Plan (LIP) Funding						
2b.	Deliver a programme of junction improvement schemes at priority locations	Safe Streets	£20-50m for design and delivery	Community Infrastructure Levy (CIL), S278 developer funding and OSPR						
3.	Promote and encourage compliance with speed limits in the City	Safe Speeds	c.£100k, plus delivered through existing project budgets, and officer time	TfL LIP Funding CIL and OSPR City Corporation						
4.	Take a risk-based approach to improving the design, maintenance and operation of vehicles that travel on the City's streets	Safe Vehicles	Officer time	City Corporation						
5.	Deliver behaviour change and training interventions, with a focus on improving the riding and driving behaviour of those that pose the greatest risk	Safe Behaviours	c.£35k per annum, plus officer time	TfL LIP Funding City Corporation						
6.	Improve the investigation of collisions	Post Collision	c.£40k plus officer time	TfL LIP Funding City Corporation						
7.	Improve support for those that suffer the most from the effects of fatal and serious collisions	Post Collision	Officer time	City Corporation						
8.	Develop further monitoring, evaluation, and data improvements	Post Collision	Officer time	City Corporation						

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Appendix 3: Vision Zero Delivery Plan 2025/2026

This appendix summarises activities for delivering the City of London's Vision Zero strategy in 2025/2026.

Action Number	Action Theme	Description	Key initiatives and actions planned 2025/2026
1	Culture: Road danger reduction will be made central to the design and delivery of all initiatives, through strengthening and building the Vision Zero safety culture in the City Corporation, City of London Police, and their partners.	<p>Key elements of the process of strengthening the safety culture will include:</p> <ul style="list-style-type: none"> Applying language guidelines for road collisions, e.g. "crash" or "collision" not "accident", and referring to the driver or rider, not the vehicle, and participating in London-wide campaigns. Supporting the National Road Partnership Operations Calendar (NPCC) campaigns and Days of Action, National Road Safety Week and other similar campaigns that support a culture of respect and safer behaviours. Acknowledging achievements in advancing Vision Zero initiatives and encouraging innovative and creative ideas will enhance and sustain ongoing awareness. Implementing the safer systems principles will help provide for a more inclusive environment, as people are safer and feel safer. 	<ul style="list-style-type: none"> The City Corporation and City Police will support at least three awareness campaigns or events at international, national, or London level. By doing so, they help raise awareness, encourage people to talk openly, and show leadership in Road Danger Reduction and build a Vision Zero safety culture. For example: <ul style="list-style-type: none"> National Road Safety Week (November 2025) National Brake Kids Walk (June 2025) World Day of Remembrance for Road Traffic Victims (November 2025) The City Corporation will ensure the Road Danger Reduction Partnership continues. This partnership regularly brings together the City Corporation, City Police, Transport for London (TfL), London Fire Brigade, and the London Ambulance Service to coordinate resources, expertise, and data. This collaboration strengthens efforts to address the root causes of collisions, promote safer behaviours, and ensure strategies are evidence-based and adaptable. By fostering ongoing dialogue and cooperation among these key stakeholders, the partnership plays a vital role in shifting mindsets and embedding a safety-first culture throughout the City of London (All year and on-going on a quarterly basis) The development of the Transport Strategy Inclusion Action Plan will embed inclusive practices into projects, campaigns, and communication, supporting a culture of respect and safer behaviours (March 2026). It will: <ul style="list-style-type: none"> Promote equity in road safety by identifying and removing barriers for different groups, ensuring interventions are accessible and effective for all. Use inclusive language and practices in campaigns and communications to foster respect, encourage safer behaviours, and support Vision Zero's commitment to recognising achievements and driving innovation. Actively consider underrepresented groups and vulnerable road users in the design and delivery of initiatives, promoting collaboration, trust, and shared ownership of safety.

Action Number	Action Theme	Description	Key initiatives and actions planned 2025/2026
2	Safe Streets: Deliver a programme of junction improvement schemes at priority locations	<p>Vision Zero will only be achieved in the City through delivering a prioritised programme to re-design and de-risk the junction locations where the risk of serious collisions is the greatest.</p> <p>This ranked list of junction improvements is as follows:</p> <ol style="list-style-type: none"> 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 	<ul style="list-style-type: none"> • The City Corporation will maintain a prioritised schedule for re-design and junction improvements through the Minor Schemes Programme, Cycling Infrastructure Programme, and Junction Improvement projects to reduce conflict points for people walking and riding. Ensure designs incorporate forgiving infrastructure principles. These initiatives will use data, established street design principles and best practices. We will also look to implement targeted, smaller-scale modifications aimed at lowering risks for people walking, wheeling, and riding cycles or motorcycles, based on findings from casualty data. The details of this programme can be found in the City of London Transport Strategy Delivery Plan 2024/25 – 2029/30. • The City Corporation will support TFL with improvements to Red Routes: Notable Bishopsgate and improving safety at Monument Junction (All year and on-going)
3	Safe Speeds: Promote and encourage compliance through designing the street to be self-enforcing, harnessing on-street technology, messaging, and in-vehicle intelligent speed assistance, whilst amplifying national and London speed education and awareness campaigns.	<p>Ensure our Minor Scheme projects and junction improvements deliver changes to the City's streets that create low-speed environments, which are self-enforcing.</p> <p>The City Corporation will support the City Police with its on-street engagement and speed enforcement activity to focus on locations and times where poor compliance presents the greatest risk.</p>	<ul style="list-style-type: none"> • The City Police will continue to support NPCC operations of action focusing on speed and careless driving/riding (All year and on-going) • We will continue to deliver engineered traffic calming features through our minor schemes programmes, typically at junctions or pedestrian crossings to encourage people riding and driving to reduce their speed as they approach the junction or pedestrian crossing point, thereby lowering the risk and severity of collisions. Additionally, raised tables improve the accessibility for all road users, particularly benefiting people with limited mobility, those using wheelchairs, or parents with prams by creating 'step-free' crossings. The details of this programme can be found in the City of London Transport Strategy Delivery Plan 2024/25 – 2029/30. • The City Police and City Corporation will support campaigns and events that focus on reducing speeds and the City Police will hold targeted enforcement as necessary (All year and on-going). More details are available in the safer behaviours section.

Action Number	Action Theme	Description	Key initiatives and actions planned 2025/2026
4	Safe vehicles: The City Corporation and partners will take a risk-based approach to improving the design, maintenance, and operation of vehicles that continue to travel on the City's streets.	<p>The City Police will continue to educate, engage and enforce against users of the City streets that drive or ride vehicles that put themselves and others at risk.</p> <p>Raise vehicle safety standards through the City Corporation setting the benchmark through its own fleet, whilst using procurement processes, supply chain and influence on other businesses to further extend the benefits.</p> <p>Participating in London-wide discussions and initiatives that support Vision Zero, as well as inviting ideas for innovation and creativity, and raising and maintaining ongoing awareness for:</p> <ul style="list-style-type: none"> • Taxi and Private Hire • Freight Vehicles • Cycles and micromobility • Future Technology <p>Ensuring that the City Corporation has a voice in steering thought-leadership and research on connected and autonomous vehicles (CAVs) adaptation, access to post-crash vehicle data, data collection through CCTV, and engagement with technology and mapping companies for data sharing.</p> <p>Continue to encourage the use of non-motorised forms of transport, including foot and cycle, where possible.</p>	<ul style="list-style-type: none"> • The City Corporation will host the London Walking, Wheeling and Cycling Conference in 2025 with Hackney Council to continue to encourage and engage industry professionals to share best practice (September 2025) • The City Police will participate in NPCC operations related to vehicle safety, conducting targeted enforcement as required. This includes roadside checks of vehicles and drivers to verify compliance with legal standards, such as brakes, tyres, and insurance etc. (All year and on-going) <ul style="list-style-type: none"> ○ NPCC - Fatal 4 and criminal use of roads (Seatbelts, Mobile phone, Drink/drug drive and Careless driving) ○ NPCC - 2 Wheel Operation ○ NPCC - Operation Spotlight (Seatbelts, Mobile phone, Drink/drug drive and Careless driving) ○ NPCC - Operation Spotlight (Young drivers focus) ○ NPCC - Operation Dark Night (Pedestrians and horse riders) ○ NPCC - Operation Insured ○ NPCC - Operation Limit (drink/drug drive Christmas campaign) ○ NPCC – Commercial Vehicles • The City Corporation will support TfL to identify all opportunities to improve safety, both in the design specification for future London black cabs and in its influence over private hire vehicle operators via TfL working group discussions (All year and on-going) • CLOCS, FORS and City Mark initiatives continue to be encouraged so construction sites take a holistic view of safety and prioritise the reduction of risk to other road users (All year and on-going) • City Corporation will introduce Intelligent Speed Adaptation (ISA) into its own fleet and promote its adoption by suppliers, contractors, and business partners (2025/2026) The City Corporation and City Police will collaborate with TfL and neighbouring boroughs through TfL and London Councils Vision Zero workshops to engage and look for ways to raise standards of delivery vehicles, companies, and professional courier services (All year and on-going) • The City Police and City Corporation will collaborate with TfL, and Micromobility partners, and other partners to improve vehicle standards and maintenance. This includes supporting the 2025 London Fire Brigade's #ChargeSafe campaign about safe e-bike charging and the risks of battery modification. (All year and on-going) • The City Police and City Corporation will use the City Police Cycle Team - Safer Behaviours Events to enforce against illegal vehicles/cycles that put drivers and riders at risk, aiming to encourage people to take advantage of Dr Bike, exchanging places, and safe riding practice resources that will be available at

Action Number	Action Theme	Description	Key initiatives and actions planned 2025/2026
			<p>these events. These events will engage with the residents, business community, and our City BIDS. (At least four a year - May, July, September, November and March 2026)</p> <ul style="list-style-type: none"> The City Corporation will work with industry experts and partners to investigate and trial new safety technologies, such as Advanced driver assistance technologies (ADAS), telematics, alcohol locks, etc. that assist drivers with the safe operation of a vehicle (All year and on-going) The City Corporation will engage and collaborate with TfL and other partners to future-proof the street network (All year and on-going)
5	Safe Behaviours: A range of training, marketing and communications campaigns will help empower and educate people walking, riding cycles and motorcycles, to help prevent them from being injured on the City's streets.	<p>The City Corporation and partners will support range of training for people riding and driving.</p> <p>The City Corporation and partners will support National and Local behaviour change and communications campaigns, events to educate people walking, riding and driving to stay safe</p> <p>The City Corporation will support the City Police with on-street engagement and enforcement activity.</p>	<ul style="list-style-type: none"> The City Corporation will support and amplify TfL Highway Code Campaign highlighting key rules designed to protect people walking, cycling and motorcycling (Launching September 2025). A recent TfL survey found only that 16 per cent of people understand key Highway Code rules and this campaign therefore spotlights the following rules: <ul style="list-style-type: none"> You must stop for people on zebra crossings Always let people cross before you turn Always let cyclists pass before you turn Always stop for people at zebra crossings on cycle tracks Cyclists must always stop at red lights The City Police will continue to support NPCC operations of action focusing safer behaviours (All year and on-going) <ul style="list-style-type: none"> NPCC - Fatal 4 and criminal use of roads (Seatbelts, Mobile phone, Drink/drug drive and Careless driving) NPCC - 2 Wheel Operation NPCC - Operation Spotlight (Seatbelts, Mobile phone, Drink/drug drive and Careless driving) NPCC - Operation Spotlight (Young drivers focus) NPCC - Operation Dark Night (Pedestrians and horse riders) NPCC - Operation Insured NPCC - Operation Limit (drink/drug drive Christmas campaign) NPCC – Commercial Vehicles The City Police and City Corporation will use the City Police Cycle Team - Safer Behaviours Events to engage, educate and enforce against illegal riding and driving behaviours. Participants will be able to take part in an exchanging places experience highlighting HGV blind spots and raising awareness among people walking and cycling about the dangers posed by large vehicles. These events will engage with the residents, business community and City BIDS: At least four a year (May, July, September, November and March 2026)

Action Number	Action Theme	Description	Key initiatives and actions planned 2025/2026
			<ul style="list-style-type: none"> The City Corporation will provide and promote free cycle training for residents, workers, and students in the City, collaborating with City businesses to offer training in convenient and accessible way (All year and on-going) The City Corporation will raise awareness of Cargo bike and other two wheeled Skills training through communication channels such as the Zero Emissions Network (ZEN) with City businesses (All year and on-going) The City Corporation and City Police will investigate strategies to promote safer behaviours with professional delivery riders, including via supply chain and procurement practices. In addition, both the City Police and the City Corporation will step up engagement with principal food delivery companies operating in the City—such as Deliveroo, JustEat, and UberEats—to promote responsible riding (Starting in October 2025) The City Corporation will broaden the remit of the Road Danger Reduction Partnership to increase its focus on cycling behaviour and involve dockless bike operators as formal participants (Starting in December 2025). The City Corporation will engage with people walking, cycling, or riding motorcycles in the City to understand their concerns and perceptions, using these findings to tailor training and campaign offers accordingly through Sentiment Survey (Starting November 2025) The City Corporation and City Police will continue to promote and encourage school participation in road safety or active travel programmes - including Stars or Travel for Life accreditations or cycle training (All year and on-going) The City Corporation will support the City Police explore stronger deterrents against continued offending on our streets. For example: The City Police will explore the use of Community Protection Warnings and Notices (CPW, CPN) for individuals who repeatedly commit cycling offences. This escalation pathway would introduce more serious sanctions than the current £50 Fixed Penalty Notice, potentially including prosecution, and would mirror approaches successfully used for persistent begging. If adopted, this measure aims to provide a stronger deterrent against continued offending (Starting September 2025).
6	Post Collision: Post-Collision Learning Analysis, Support	The City Corporation and City Police will continue to deliver a high level of collision investigation to help inform and develop the approach to reducing road danger and preventing fatal and serious injuries.	<ul style="list-style-type: none"> The City of London Corporation and City Police will maintain a high standard of collision investigation to inform and improve strategies aimed at reducing road danger and preventing fatal and serious injuries (All year and on-going) The City Corporation and City Police will collaborate to and seek opportunities for further data analysis to better understand risk factors on the City's streets via the Road Danger Reduction Partnership or RDRP (All year and on-going)
7	Post Collision: Post-Collision Learning Analysis, Support	Injury outcomes from collisions in the City will be minimised through access to emergency care	<ul style="list-style-type: none"> The City Corporation will collaborate closely with emergency services when developing traffic restrictions, aiming to minimise any adverse impact on emergency response times (All year and on-going)

Action Number	Action Theme	Description	Key initiatives and actions planned 2025/2026
8	Post Collision: Monitoring, Evaluation, and Data Improvements	<p>Develop further monitoring, evaluation and data improvements, along with greater reporting, to foster a proactive forward-thinking safety culture in the Square Mile.</p> <p>The City Corporation will explore how to identify and improve individuals' perceptions of safety through targeted danger reduction interventions, marketing, and communications.</p>	<ul style="list-style-type: none"> The City Police will enhance the accuracy of collision reporting by providing additional training for officers and raising awareness about the importance of understanding causation factors in preventing future collisions, using Stats 19 collision data (All year and on-going) The City Corporation and City Police will work with TfL and DfT to improve vehicle and casualty categorisation in Stats 19 data (Starting October 2025) The City Corporation Sentiment Survey will capture people's perception of safety in the City of London (Starting November 2025), and this data can be reviewed against earlier data to identify trends and design targeted campaigns in the new year 2026. City Corporation and City Police will work with TfL and DfT to improve vehicle and casualty categorisation in Stats 19 data (All year and on-going) The City Corporation will continue to encourage the reporting of dangerous and illegal road user and rider behaviour through its website and dockless cycle reporting tool (All year and on-going) The City Police will publish and report more statistics related to enforcement activities and criminal justice outcomes for those found guilty of illegal road user behaviour (All year and on-going)

Committee(s): Natural Environment Board Planning and Transportation Committee	Dated: 11 December 2025 2 December 2025
Subject: The Planning and Infrastructure Bill	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	Dynamic Economic Growth Leading Sustainable Environment Vibrant Thriving Destination Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	N/A
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Paul Wright, City Remembrancer, Katie Stewart, Executive Director of Environment	For Information
Report author: Philip Saunders, Parliamentary Affairs Counsel	

Summary

1. The proposals in the gargantuan Planning and Infrastructure Bill that attracted the most media attention were those intended to speed up and streamline the delivery of new buildings and infrastructure. Many of those high-profile provisions relate to energy projects, consenting and offshore electricity transmission. The Bill runs to 111 clauses and 190 pages.
2. Some aspects of the Bill have generated controversy, not least those related to the environment. There was robust argument about the proposals for a national scheme of delegation of planning decisions, that would create a standardised national framework about which planning functions should be dealt with by planning officers, by planning committees and sub-committees.
3. Other proposals include:
 - Changes to the existing schemes of mitigations and controls relative to the environmental impacts of developments
 - A reduction in the number of statutory consultees in planning applications
 - New arrangements for local planning committees, and increasing the capacity of local planning authorities (LPAs)
 - That LPAs will be permitted to recover the cost of planning fees.
 - Reforms to the compulsory purchase order process
 - Changes to the process of street works approval in order to accelerate the installation of electric vehicle public charge points

The provisions of most interest to the City Corporation are outlined in this Report, which has been written in collaboration with officers in Natural Environment and Planning. The Bill is nearing the end

of its Parliamentary process, as it has completed its Third Reading in the House of Lords, its second House.

Parliamentary Commentary

4. Labour's General Election manifesto contained provisions that have made their way into the Planning and Infrastructure Bill, most notably commitments to increase the rate of housebuilding, to introduce a presumption in favour of sustainable development, the building of new towns, reforming compulsory purchase compensation rules and implementing changes to environmental protections. Labour also committed to making it simpler to deliver national infrastructure projects.
5. Introducing the Bill, the then Secretary of State for Housing, Communities and Local Government Angela Rayner said the measures were crucial for achieving economic growth, building more houses, and fast-tracking 150 major infrastructure projects. Responding for the Opposition, Kevin Hollinrake said the Bill represented a "top-down model driven by arbitrary targets and central diktat", and that it would side-line local voices. He supported some of the moves to simplify the planning system. For the Lib Dems, Gideon Amos agreed with Conservative opposition to centralisation, but gave his support to building more houses and permitting local flexibility on planning application fees. He said the party was "gravely concerned" about the effect of the Bill on nature.
6. At committee stage, there were tense debates on proposals for a national scheme of delegation of planning decisions. Whilst the Minister alluded to the benefits of "greater consistency and certainty" about which decisions are made at planning committee, opposition Members described it as a "power grab" and "centralising".
7. Particular criticism was aimed at the parts of the Bill related to environmental protections. Labour backbenchers tabled substantive amendments to the measures, politicians on all sides, the Government's own Office for Environmental Protection, and campaign groups objected to the changes as being detrimental to the natural environment. In an unusual move, on the final day of the committee stage on the Bill, a group of 81 leaders of environmental organisations, lawyers, academics, professional bodies and businesses released a statement calling for a "pause" on these elements of the Bill. The Government rejected those entreaties.
8. Local Government Minister Matthew Pennycook asserted that the Bill would not permit developers to harm the environment without consequences. He said the Bill was "not a means of making unacceptable development acceptable" and that the Bill would give Natural England the ability to request planning conditions. He insisted that existing protections for important sites and species in national planning policy would not be changed. He said the Bill would not allow for "irrecoverable harm", such as the destruction of irreplaceable habitats.
9. In the House of Lords, following many weeks of debate, the Government inserted several new provisions intended to strengthen some environmental protections. The broad effect will be to encourage the retention of environmental features on development sites, rather than permitting environmental improvements at other sites to make up for damage at development sites.

Infrastructure and Planning

10. The intentions set out in Labour's 2024 manifesto included increased building and improvements to transport and energy infrastructure, which the Government regards as critical in relation to major infrastructure projects such as Sizewell C and the Lincolnshire Reservoir. Highlighted below are the aspects that are of most relevance to the City Corporation.

Electric Vehicles

11. Installation of electric vehicle charging points on the public road network is currently subject to several different statutory schemes and consents procedures. The New Roads and Street Works Act 1991 (NRSWA) and the Traffic Management Act 2004 (TMA), for example, require those carrying out street works to apply for either a permit or a licence under NRSWA from the relevant Highway Authority before carrying out works. Permits are available to those with a statutory right to carry out works on the highway, whereas those who do not have a statutory right can apply for a NRSWA licence. The Bill builds on a Conservative Government proposal to grant electric vehicle charge point operators access to the street works permit scheme. Consequently, the Bill will remove the need for licences where the works are capable of being authorised by permits.

Pre Planning Consultation in Nationally Significant Infrastructure Projects

12. Nationally Significant Infrastructure Projects (NSIPs) were introduced as a statutory concept in the Planning Act 2008. Examples of projects qualifying as NSIPS include power stations, railways, offshore wind farms and reservoirs.
13. The Bill sets out a new power for the Secretary of State to give a direction disapplying the requirement for development consent for certain specified development falling within the meaning and description of an NSIP. During debates in Commons committee, the Government introduced a new clause that removed the requirement for NSIP applicants to consult before making their application. In the future, an applicant submitting an application for development consent will no longer be required by statute to consult statutory consultees, landowners, local authorities and the community before submitting their application to the Secretary of State. As a consequence of this change, the Bill also removes the definitions of local authorities and categories of persons for the purposes of the statutory consultation and the requirement for an applicant to take responses to consultation and publicity into account when preparing their application.
14. The effect is that an applicant is no longer required to provide a consultation report as part of the documentation required when submitting their application for development consent to the Secretary of State. As the requirement to prepare a consultation report has been removed, the Bill also removes the requirement for the consultation report to be made available to the public for inspection.

Planning Fees

15. In 2024, the previous Government sought views on how to ensure the consenting processes for delivering transport infrastructure were effective and resilient. Building on that consultation and in a change that will enable the City Corporation to recover its costs of running planning

application services, the Bill proposes that local planning authorities (LPAs) will be able to charge more flexibly. This is likely to result in local and regional variations in planning fee rates. Authorities - including the City Corporation - will be permitted to recover the costs of delivering their relevant planning functions, namely the full expenses incurred by LPAs carrying out their relevant planning function related to the processing and determining of planning applications, including for technical specialists. The fee must not exceed cost recovery.

16. This aspect of the Bill will come into force 2 months after Royal Assent, most likely in the early part of 2026.

Planning Committee Reform

17. In new arrangements that will affect the City Corporation - and as forecast in a Government working paper produced in February 2025 - planning committees will be reformed. Much of the detail will be contained in regulations to be produced separately. In outline, the changes include introducing a national scheme of delegation that will (through subsequent regulations) set out which planning functions should be delegated to planning officers for a decision and which should go instead to a planning committee or subcommittee. The Bill sets out a power to limit the size of planning committees.
18. The Government's stated aim in relation to a national scheme of delegation is to ensure that there is greater consistency and certainty across England about who in a local planning authority (LPA) will be responsible for making planning decisions. It is also intended to speed up decision making by ensuring that planning committees focus their resources on complex or contentious development where local democratic oversight is required.
19. Following objections, the Government will not pursue proposals for dedicated planning committees on strategic development.
20. Planning committee members will be required to undertake mandatory training before they can make planning decisions. The details of this new system will be set out in separate regulations but could include matters such as determining applications for planning permission, issuing enforcement notices and determining applications for advertisement consent. Only those who are certified as having satisfactorily completed training will be permitted to be involved in planning decisions. LPAs must publish on their websites which of their committee members hold valid certificates confirming the completion of the training. The Mayor of London and anyone authorised to deputise for him will be subject to the same regime.

Compulsory Purchase

21. The Bill changes the Compulsory Purchase Orders (CPO) process and land compensation rules to enable more effective land assembly through public sector-led schemes. This includes allowing statutory notices to be delivered electronically, simplifying information required to be included in newspaper notices, more delegation of decisions, quicker vesting of land/properties, and changes to the loss payments regime.

National Policy Statements

National Policy Statements (NPSs) are produced by the Government and comprise the Governments objective for the development of nationally significant infrastructure projects. The following matters are within the scope of NPSs: energy infrastructure, transport, hazardous and waste water. Currently, planning authorities, including at the City Corporation, rely on NPSs as a framework for decision making in those specified areas. The Bill introduces, through amendments to the Planning Act 2008, a new requirement for NPSs to be subject to a full review and updated at least every five years.

Nature

Overview

22. This part of the Bill is of significant interest in relation to the City Corporation's open spaces.
23. The existing regimes of environmental protection, the obligations on developers and the approach to mitigations are highly complex and are typically discharged on a project-by-project basis. The Bill proposes to replace the current approach to environmental mitigation and protection with a more generalised approach. The Bill establishes a Nature Restoration Fund (NRF) as an alternative approach – allowing developers new ways to discharge certain environmental obligations relating to protected sites and species.
24. The NRF will be made up of contributions from developers through a nature restoration levy. This will provide funding for Natural England (or another designated delivery body) to bring forward Environmental Delivery Plans (EDPs), that will set out the strategic action to be taken to address the impact that development has on a protected site or species.

Environmental Delivery Plans ("EDP")

25. In a significant change to current arrangements, where an EDP is in place and a developer utilises it through paying the nature restoration levy, the developer would no longer be required to undertake its own assessments, or deliver project-specific onsite interventions.
26. Natural England will produce EDPs on one or more environmental effects of development relating to a specific geographic area and will specify the amount and type of development that will be within the scope of a Plan. The EDP will also set out how interventions will be monitored. Natural England will be required to publish reports on an EDP at the halfway and end points.

27. EDPs will set out:

- the environmental feature the EDP seeks to protect. This will be an ecological feature of a protected site (for example, a European Site, SSSI or Ramsar site), or a protected species
- the environmental impacts the EDP seeks to address. This includes information on the type and amount of development that can benefit from the EDP's cover
- the conservation measures to be taken, both to address those impacts and contribute to nature restoration. It should clearly set out whether conservation measures are being delivered locally or at the broader network scale
- the amount payable in relation to a development will cover the costs of these conservation measures. Whilst EDPs will usually be voluntary, there may be circumstances where use of an EDP may be mandatory if that is necessary
- the environmental obligations that are disapplied once the developer is liable to pay the nature restoration levy

28. Through an EDP, developers will be relieved of the requirement to conduct relevant environmental assessments, to the extent that the impacts covered by that requirement is instead dealt with through payment to the EDP. Natural England will then take responsibility for delivering the conservation measures in the EDP.

29. When preparing an EDP, Natural England must:

- notify the Secretary of State that it is preparing an EDP on a particular issue in a particular area
- prepare the draft EDP having regard to relevant strategies and guidance
- consult the public, statutory consultees, local authorities and any other bodies Natural England or the Secretary of State considers relevant, taking their views into account
- send the final EDP to the Secretary of State for consideration as to whether to approve the EDP.

30. When making a decision on whether to make an EDP, the Secretary of State must be satisfied that the conservation measures set out in the EDP outweigh the negative effects of the development. In making this decision, the Secretary of State will benefit from the views of consultees and, where applicable, the expertise of Natural England in preparing the EDP, as to the adequacy of the proposed measures and the safeguards included in the EDP.

31. Once made, EDPs will have a defined 6-week challenge period.

32. In response to the negative reactions to this part of the Bill at committee stage, including from the Office for Environmental Protection and most nature conservation organisations, the Government introduced measures aimed at reassuring critics. These new measures include requiring EDPs to demonstrate how conservation measures will be maintained and over what period, strengthening the requirement on the Secretary of State so that they must be satisfied that conservation measures outweigh environmental harms, clarifying that the negative effect the Secretary of State must consider relates to the maximum amount of development described in an EDP, and ensuring that Natural England has sufficient powers of entry to survey or investigate land.

33. In a last-minute change in the Lords, intended to ally continued concerns about environment protections, the Government changed the Bill so as to place a requirement on the Secretary of State to make regulations setting out a prioritisation of the different ways in which the negative effect of development which may be subject to an EDP may be addressed. The Minister summarised the change as being to provide transparency as to how Natural England will undertake the preparation of an EDP and how it should prioritise the actions available to it to deliver the overall improvement test. This amendment will allow the Government to bring forward regulations setting out the appropriate prioritisation of actions taken to address the negative effect of development through an EDP. Overall, the change will express the principles of the existing mitigation hierarchy in the Bill's new arrangements.
34. The City Corporation's Natural Environment officers remain concerned at the lack of clarity regarding environmental mitigation hierarchies (which are prioritised, step-by-step frameworks for addressing the environmental impacts of a project, starting with avoidance of impacts, followed by mitigation, then restoration, and finally offsetting any unavoidable residual impacts). Whilst a Ministerial Statement has recognised the use of mitigation hierarchies in EDPs, parliamentarians are likely to continue to pressure the Government to add certainty to their status in the planning system.

Conclusion

35. Officers will closely monitor changes to NSIP consultations and engage with the Government as the regulations, guidance and consultations develop – to reinforce the importance of collaboration and local involvement during the NSIP process. The City Corporation will have a new level of interaction at the level of development and open space protection with developers and Natural England.
36. On planning, the Bill attracted significant media and public attention, but the matters of interest to the City Corporation are relatively limited in number. Administrative changes will be required to the Corporation's planning committee arrangements to align with the requirements outlined above.

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City of London Corporation Committee Report

Committee(s): Planning & Transportation Committee Finance Committee Court of Common Council	Dated: 2 nd December 2025 9 th December 2025 12 th December 2025
Subject: Annual On-Street Parking Accounts 2024/25 and Related Funding of Highway Improvements and Schemes	Public report: For Information
This proposal: <ul style="list-style-type: none"> • delivers Corporate Plan 2024-29 outcomes • provides statutory duties • provides business enabling functions 	Leading sustainable environment Flourishing public spaces
Does this proposal require extra revenue and/or capital spending?	n/a
If so, how much?	No
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Report of:	The Chamberlain
Report author:	Julie Smith, Chamberlain's Department

Summary

The City of London in common with other London authorities is required to report to the Mayor for London on action taken in respect of any deficit or surplus in its On-Street Parking Account for a particular financial year.

The purpose of this report is to inform Members that:

- the surplus arising from on-street parking activities in 2024/2025 was £9.04m.
- a total of £8,488m was applied in 2024/25 to fund approved projects; and
- the surplus remaining on the On-Street Parking Reserve at 31st March 2025 was £60.563m, which will be wholly allocated towards the funding of various highway improvements and other projects over the medium term.

Recommendation

Members are asked to:

- Note the contents of this report for their information before submission to the Mayor for London.

Main Report

Background

1. Section 55(3A) of the Road Traffic Regulation Act 1984 (as amended), requires the City of London in common with other London authorities (i.e. other London Borough Councils and Transport for London), to report to the Mayor for London on action taken in respect of any deficit or surplus in their On-Street Parking Account for a particular financial year.
2. Legislation provides that any surplus not applied in the financial year may be carried forward. If it is not to be carried forward, it may be applied by the City for one or more of the following purposes:
 - a) making good to the City Fund any parking service deficit charged to that Fund in the 4 years immediately preceding the financial year in question;
 - b) meeting all or any part of the cost of the provision and maintenance by the City of off-street parking accommodation whether in the open or under cover;
 - c) the making to other local authorities, or to other persons, of contributions towards the cost of the provision and maintenance by them, in the local authority or elsewhere, of off-street parking accommodation whether in the open or under cover;
 - d) if it appears to the City that the provision in the City of further off-street parking accommodation is for the time being unnecessary or undesirable, for the following purposes, namely:
 - meeting costs incurred, whether by the City or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;
 - the purposes of a highway or road improvement project in the City;
 - meeting the costs incurred by the City in respect of the maintenance of roads at the public expense; and
 - for an “environmental improvement” in the City.
 - e) meeting all or any part of the cost of the doing by the City in its area of anything which facilitates the implementation of the Mayor’s Transport Strategy, being specified in that strategy as a purpose for which a surplus can be applied; and
 - f) making contributions to other authorities, i.e. the other London Borough Councils and Transport for London, towards the cost of their doing things upon which the City in its area could incur expenditure upon under (a)-(e) above.
3. In the various tables of this report, figures in brackets indicate income or increased expenditure. This is a change from the previous reporting of the On Street Parking Account. The Financial Regulations use Local Authority compliance as the benchmark for all funds under the City Corporation’s control.

In addition, this prevents the need to make manual adjustments to data extracted from the financial systems both within the current and new SAP system – moving to adopt and not adapt.

2024/25 Outturn

4. The overall financial position for the On-Street Parking Reserve in 2024/25 is summarised below:

	£m
Surplus Balance brought forward at 1st April 2024	(58,628)
Surplus arising during 2024/25	(10,423)
Expenditure financed during the year	8,488
Funds remaining at 31st March 2025, wholly allocated towards funding future projects	(60,563)

5. Total expenditure of £8.488m in 2024/25 was financed from the On-Street Parking Reserve, covering the following approved projects:

Revenue/SRP Expenditure:	£000
Highway Resurfacing, Maintenance & Enhancements	2,406
Street Cleansing contract (inflation uplift requirement)	707
London Wall Car Park Waterproofing and Repairs	623
City gardens highways & cleansing maintenance	238
Car parks CWP (Cyclical Works Programme)	217
London Wall Car Park Fire Safety Works	161
Special Needs Transport	102
Aldgate Maintenance for City Open Spaces	40
Cleaning Maintenance Lord Mayors Show	36
St Paul's Gyratory	34
Thames Footbridge (implementation)	(9)
Off-Street Car Parking Contribution to Reserves	(121)
Total Revenue/SRP Expenditure	5,089
Capital Expenditure:	
Bank Junction Improvements (All Change at Bank)	1,155
Pedestrian Priority Programme (King William St)	1,069
Climate Action Strategy – Cool Streets & Greening	422
Barbican Podium Waterproofing – Phase 2	245
Climate Action Strategy – Pedestrian Priority	235
Car Parks Fire & Health & Safety actions	191
Enhancing Cheapside	82
Total Capital Expenditure	3,400
Total Expenditure Funded in 2024/25	8,488

6. The surplus on the On-Street Parking Reserve brought forward from 2023/24 was £58.628m. After expenditure of £8.488m funded in 2024/25, a surplus balance of £1.935m was carried forward to future years to give a closing balance at 31st March 2025 of £60.563m.
7. Currently total expenditure of some £112.7m (including Priorities Board allocations approved by Members), is planned over the medium term financial plan from 2025/26 until 2029/30 (as detailed in Table 1 and is subject to the project approval process), by which time it is anticipated that the existing surplus plus those estimated for future years will be fully utilised. A contingency sum £2m in 2027/28 has been included in the projections to cover any unforeseen inflationary pressures on approved projects.
8. The total programme covers numerous major capital schemes including:-
 - Funding towards the Barbican Podium Waterproofing;
 - Bank Junction Improvements;
 - Climate Action Strategy Cool Streets & Greening and Pedestrian Priority;
 - Traffic Enforcement CCTV;
 - West Smithfield Area Public Realm & Transportation Project;
 - St Paul's Gyratory;
 - London Wall Car Park Waterproofing,
 - Joint Replacement & Concrete Repairs;
 - Fire Safety at the Car Parks;
 - Pedestrian Priority Programme @ King William Street;
 - Enhancing Cheapside;
 - Moorgate Corridor;
 - Dauntsey House;
 - Vision Zero Safer Streets;
 - Outdoor Fitness Equipment @ Old Watermans Walk.

Progression of individual schemes is subject to the City's normal evaluation criteria and Standing Orders.

9. The programme also covers ongoing funding of future revenue projects, which is little changed from those listed in paragraph 5. The main ones being:-
 - Highway Resurfacing,
 - Enhancements & Road Maintenance Projects;
 - Concessionary Fares & Taxi Cards;
 - Traffic Order Review;
 - Contributions to the Costs of Off-Street Car Parks (including CWP works);
 - Special Needs Transport;
 - Cleansing Maintenance for the Lord Mayors Show;
 - Annual Maintenance of Aldgate;
 - Secure City CCTV system;
 - street cleansing contract, including power washing as part of Destination City requirements; and
 - City Gardens highways & cleansing maintenance

10. Following Member requests to allocate On-Street Parking surplus monies, a Priorities Board chaired by the Town Clerk considers all new eligible bids for surplus funds before recommending successful bids to Members of RASC and P&R Committees for decision. This mechanism has been designed to ensure surplus monies are allocated to eligible projects in an efficient and speedy process to meet spending priorities, a number of which schemes are now included in paragraphs 8 and 9 above to be spent in the medium term.
11. A forecast summary of income and expenditure arising on the On-Street Parking Account and corresponding contribution from/(to) the On-Street Parking surplus, over the medium-term financial planning period, is shown below in Table 1.
12. The increase in annual operating expenditure forecast from 2025/26 onwards is mainly due to increased enforcement contract costs, back-office support contract costs (printing, postage, and IT software) plus staff salary increases.

Table 1 On-Street Parking Account Reserve Projections 2023/24 to 2029/30	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
	Actual £m	Forecast £m	Forecast £m	Forecast £m	Forecast £m	Forecast £m	£m
Income	(10.6)	(14.6)	(15.0)	(15.5)	(15.9)	(16.3)	(87.9)
Expenditure (Note 1)	0.2	4.1	4.2	4.3	4.4	4.6	21.8
Net Surplus arising in year	(10.4)	(10.5)	(10.8)	(11.2)	(11.5)	(11.7)	(66.1)
Capital, SRP and Revenue Commitments (Note 2)	8.4	42.3	25.0	18.8	9.1	9.1	112.7
Net in year contribution from/ to (surplus)	(2.0)	31.8	14.2	7.6	(2.4)	(2.6)	46.6
Contingency (Note 3)				2.0			2.0
Deficit / (Surplus) cfwd at 1 st April	(58.6)	(60.6)	(28.8)	(14.6)	(5.0)	(7.3)	
Deficit / (Surplus) cfwd at 31st March	(60.6)	(28.8)	(14.6)	(5.0)	(7.3)	(9.9)	

Note 1: On-Street operating expenditure relates to direct staffing costs, current enforcement contractor costs, fees & services (covering bank charges, postage, printing & legal), IT software costs for enforcement systems, provision for bad debts for on-street income and central support recharges.

Note 2: Including bids agreed by Priorities Board, subject to Member approval through RASC and the Gateway procedures.

Note 3: Given the increasing costs of materials and labour, Priorities Board have considered it prudent to set aside a contingency sum.

Corporate & Strategic Implications

13. Strategic implications – n/a
14. Financial implications – Covered in main body of report
15. Resource implications – Covered in main body of report
16. Legal implications

All OSPR spend and proposed allocations have been considered against the criteria for its use and are in accordance with the Road Traffic Regulation Act 1984

and the London Local Authorities and Transport for London Act 2003.

17. Risk implications

OSPR funding relies on accurate forecasts of income and expenditure. Forecast projections are regularly reviewed and updated to mitigate this risk.

Equalities implications – n/a

Climate implications – n/a

Security implications – n/a

Conclusion

18. So that we can meet our requirements under the Road Traffic Regulation Act 1984 (as amended), we ask that the Court of Common Council notes the contents of this report, which would then be submitted to the Mayor of London.

Background Papers

- Road Traffic Regulations Act 1984; Road Traffic Act 1991; GLA Act 1999 sect 282.
- Final Accounts 2024/25.

Appendix

Appendix 1 –Appendix of Proposed OSPR Schemes

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APPENDIX 1 PROPOSED OSPR SCHEMES

SUMMARY ON-STREET PARKING RESERVE ACCOUNT (as @ 22nd August 2025)

	2024/25 Actual £'000	2025/26 Forecast £'000	2026/27 Forecast £'000	2027/28 Forecast £'000	2028/29 Forecast £'000	2029/30 Forecast £'000	TOTAL £'000	
Expenditure - salaries, enforcement contract, other running expenses	191	4,097	4,220	4,347	4,477	4,611	21,943	
Income - PCN's, parking meters, suspended bays, dispensations	(10,614)	(14,617)	(15,056)	(15,507)	(15,972)	(16,452)	(88,218)	
NET REVENUE SURPLUS GENERATED IN YEAR	(10,423)	(10,520)	(10,836)	(11,161)	(11,495)	(11,840)	(66,275)	
TOTAL OF CAPITAL, SRP & REVENUE COMMITMENTS	5,790	24,097	14,773	11,045	5,324	5,683	66,711	A
TOTAL BIDS (Agreed by Priorities Board)	2,698	18,205	10,207	7,770	3,831	3,576	46,288	B
CONTINGENCY (Agreed by Priorities Board)	0	0	0	2,000	0	0	2,000	
DEFICIT/(SURPLUS) Brought Forward @ 1st April	(58,628)	(60,563)	(28,781)	(14,637)	(4,982)	(7,323)	(9,904)	
DEFICIT/(SURPLUS) Carried Forward @ 31st March	(60,563)	(28,781)	(14,637)	(4,982)	(7,323)	(9,904)		

() = income or in hand balance

PROJECTION OF PLANNED SCHEME EXPENDITURES TO BE FINANCED 2024/25 to 2029/30

	2024/25 Actual £'000	2025/26 Forecast £'000	2026/27 Forecast £'000	2027/28 Forecast £'000	2028/29 Forecast £'000	2029/30 Forecast £'000	TOTAL £'000
CAPITAL SCHEMES (inc. some SRP)							
Holborn Viaduct & Snow Hill Pipe Subways over Thameslink Str Reps	0	1,428	2,690				4,118
Bank Junction Improvements (All Change at Bank - Permanent scheme)	1,155.8	544	394				2,094
Barbican Podium (Beech Gardens) Waterproofing - Phase 2	245	6,926					7,171
Climate Action Strategy - Cool Streets and Greening Programme (2021-22)	422	4,182	1,470				6,074
Climate Action Strategy - Pedestrian Priority (2021-22 Bids)	235	2,866	1,352				4,452
London Wall CP Waterproofing, Joint Replacement & Concrete Repairs	623	398	1,579				2,600
Traffic Enforcement CCTV	0	88					88
Lindsey Street Bridge Strengthening (subject to RASC drawdown)	0	1,202	1,123				2,325
West Smithfield Area Public Realm & Transportation Project - previously MoL Public Realm (subject to RASC drawdown)	173	2,727	2,300	5,828			11,028
TOTAL CAPITAL SCHEMES	2,854	20,360	10,908	5,828	0	0	39,949
SRP SCHEMES							
Minorities Car Park - Structural Building Report	0	223					223
Dominant House Footbridge Repairs and Future Options	0	68					68
Thames Court Footbridge (Implementation)	-9						(9)
TOTAL SRP SCHEMES	(9)	291	0	0	0	0	282
REVENUE SCHEMES							
Planning and Transportation Committee							
Highways Resurfacing/Maintenance/Enhancements (was 3C now 1L)	2,406	2,619	2,698	2,778	2,862	2,948	16,311
Contribution (to)/from Reserves for cost of Off Street Car Parks (1L + 3C)	-121	-192	391	1,641	1,641	1,891	5,251
Traffic Review Order	23	265					288
Aldgate	40	40	40	40	40	40	240
Cleansing Maintenance - Lord Mayors Show	36	37	38	39	40	41	230
Sub Total	2,384	2,769	3,166	4,498	4,583	4,920	22,320
Community & Children's Services Committee							
Concessionary Fares and Taxicard	459	568	585	603	621	639	3,474
Special Needs Transport	102	110	113	117	120	124	686
Sub Total	561	678	698	719	741	763	4,160
TOTAL REVENUE SCHEMES	2,945	3,447	3,865	5,218	5,324	5,683	26,480
TOTAL OF CAPITAL, SRP & REVENUE COMMITMENTS	5,790	24,097	14,773	11,045	5,324	5,683	66,711
BIDS AGREED BY PRIORITIES BOARD	2024/25 Actual £'000	2025/26 Forecast £'000	2026/27 Forecast £'000	2027/28 Forecast £'000	2028/29 Forecast £'000	2029/30 Forecast £'000	TOTAL £'000
Capital							
St Paul's Gyratory (previously the MOL Gyratory)	34	5,599	3,036	2,464			11,132
London Wall CP Fire Safety Works	161	2,738					2,899
Pedestrian Priority Programme - King William Street	1,069	932					2,000
Bank Junction Improvement Project - Traffic and Timing Review	0	650					650
Enhancing Cheapside (includes SRP)	82	868	50				1,000
Car Parks Fire and H&S Actions (fire doors, lighting, CCTV)	191	209					400
Vision Zero Safer Streets	0	500	1,000	900			2,400
Outdoor Fitness Equipment - Old Watermans Walk		75	5	5	5		90
Dauntsey House - Ironmonger Lane	0	450					450
Moorgate Corridor		100	825	575			1,500
Bank Junction Improvement Project - Taxi Experiment		535	215				750
Sub Total	1,537	12,654	5,131	3,944	5	0	23,271
Revenue							
Secure City CCTV system (max. contribution to Police running costs)	0	500	500	500	500	500	2,500
Street Cleansing contract (inflation uplift requirement) - 1L	707	750	750	750	750	750	4,457
Street Cleansing power washing (Destination City requirement) - 1L	0	60	60	60	60	60	300
City Gardens highways and cleansing maintenance -1L	238	200	200	200	200	200	1,238
Street Cleansing (resources reintroduction) - 1L	0	1,413	1,413	1,413	1,413	1,413	7,065
Car Parks - CWP	217	2,083	1,500	250	250		4,300
Highway contract inflation funding		300	300	300	300	300	1,500
Street Cleansing contract inflation funding		245	353	353	353	353	1,657
Sub Total	1,162	5,551	5,076	3,826	3,826	3,576	23,017
TOTAL BIDS (AGREED BY PRIORITIES BOARD)	2,698	18,205	10,207	7,770	3,831	3,576	46,288

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