Public Document Pack

Planning and Transportation Committee

INFORMATION PACK 1

N.B: Members are asked to submit any questions on these items to the relevant author/Committee Clerk to be dealt with outside of the meeting.

Date: **MONDAY, 22 JUNE 2026**

Time: 1.45 pm

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

Part 1 - Public Agenda

3. **MINUTES**

c) **Minutes of the Streets and Walkways Sub-Committee held on 13 May 2026***
To note the draft public minutes and non-public summary of the meeting held on 13 May 2026.

For Information
(Pages 3 – 8)

14. **ENVIRONMENT DEPARTMENT BUSINESS PLAN 2025/26 - END OF YEAR PROGRESS REPORT***
Report of the Executive Director, Environment.

For Information
(Pages 9 - 26)

16. **DISTRICT SURVEYORS ANNUAL REPORT***
Report of the Executive Director, Environment.

For Information
(Pages 27 - 36)

17. **REVENUE OUTTURN 2025/26***
Report of the Chamberlain.

For Information
(Pages 37 - 50)

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

For Information
(Pages 51 - 76)

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

For Information
(Pages 77 - 80)

Part 2 - Non-Public Agenda

23. **NON-PUBLIC MINUTES**

a) Non-Public Minutes of the Streets and Walkways Sub-Committee held on 13 May 2026*
To note the draft non-public minutes of the meeting held on 13 May 2026.

For Information
(Pages 81 – 82)

25. **DEBT ARREARS - ENVIRONMENT DEPARTMENT***
Report of the Chamberlain.

For Information
(Pages 83 - 92)

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Wednesday, 13 May 2026

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Wednesday, 13 May 2026 at 1.45 pm

Present

Members:
Deputy John Edwards (Chair)
Jacqui Webster
Alderman Alison Gowman CBE
Deputy Deborah Oliver
Deputy Tom Sleigh
Matthew Waters
Charles Edward Lord, OBE JP
Deputy Madush Gupta

Officers:

Ian Hughes	-	Environment Department
Bruce McVean	-	Environment Department
Gillian Howard	-	Environment Department
John Grimes	-	Environment Department
Maria Herrera	-	Environment Department
Albert Cheung	-	Environment Department
Sam Lee	-	Environment Department
Kelila Perry	-	Town Clerk's Department

Matter arising

Appointment of Chair
The Town Clerk informed the Sub-Committee that at the 6 May 2026 Planning & Transportation Committee, the Chair of the Streets and Walkways Sub-Committee was not formally confirmed due to a procedural oversight. Since Deputy John Edwards was the only valid applicant for the position, he was appointed Chair by the Town Clerk via urgent decision under Standing Order 40(a) in consultation with the Chair and Deputy Chair of the Planning & Transportation Committee.

1. **APOLOGIES FOR ABSENCE**
Apologies for absence were received from Deputy Timothy Butcher, Deputy John Fletcher, Mercy Haggerty and Shravan Joshi.

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

DRAFT

There were no declarations.

3. **ELECTION OF A DEPUTY CHAIRMAN**

The Committee proceeded to elect a Deputy Chair in accordance with Standing Order No. 29.

Jacqui Webster, being the only Member expressing their willingness to serve, was duly elected Deputy Chair for the ensuing year.

4. **MINUTES**

RESOLVED – That the minutes of the meeting held on 24 February 2026 be approved as an accurate record.

Matter arising

Fleet Street Area Healthy Streets Programme

A question was raised at the previous meeting about the ownership of the pedestrian bridge by 100 Bridge street. Members were advised that the City of London was responsible for the bridge surface, however it was a Network Rail bridge. It was unlikely that Network Rail would agree to additional planting and the scheme now took this into account.

5. **ALDGATE TO BLACKFRIARS CYCLEWAY**

The Sub-Committee considered a report of the Executive Director Environment seeking approval to re-start the Aldgate to Blackfriars Cycleway, following public consultation and a review of the design against the new Active Travel England (ATE) statutory guidance on floating bus stops.

A Member asked if the work could be deferred until further ATE design guidance is issued in 2027, which would be focused on activated signs. Officers advised that progressing the scheme at this stage would allow more for detailed design work and engagement to take place using TfL funding. Officers said the further ATE design guidance would be just about signage, not changes to the design, so there was no benefit in deferring.

In response to a question about behaviour change activity, Members were informed that specific activities were still to be planned but officers expected this would include signage, targeted enforcement, and supporting TfL and City Police education campaigns. Members asked if officers could explore running a City education campaign, which officers agreed to investigate.

A Member suggested the scheme should account for the difference between pedal cycles and e-bikes. In response, officers explained that there was no legal difference between pedal cycles and electric assist pedal cycles (EAPC) and therefore they were not treated differently when designing streets. In contrast, illegal e-bikes that do not meet the standards for EAPCs were treated as motor vehicles and were seized by the police.

Members enquired about the inclusion of floating bus stops. While officers had looked at various options, they concluded it would not be possible to build the

DRAFT

Aldgate to Blackfriars cycleway in a way that meets statutory guidance without utilising floating bus stops. Officers expected that the final design would largely reflect what was proposed.

Members moved to a vote on the recommendations set out in the report, the result of which was as follows:

5 – In favour
3 – Against
0 – Abstentions

The recommendations were declared carried.

RESOLVED – To agree to restart the Aldgate to Blackfriars Cycleway project and proceed with detailed design (G2).

6. **SALISBURY SQUARE HIGHWAYS AND PUBLIC REALM PROJECT (GATEWAY 3)**

The Sub-Committee considered a report of the Executive Director Environment seeking approval of the Salisbury Square Public Realm and Highway Improvements project (Section 278).

Officers confirmed that the trees on Fleet Street were part of the scheme.

There was a discussion about the source of funding, with officers assuring Members that the developer was obligated to fund the capital cost in the first instance. Funding discussions with the developer were ongoing, including what proportion of the utility diversion costs would be funded by the developer. Any funding above the £5m available would be subject to Member approval.

A Member asked if the scope of the proposed design covered only what was essential. Officers were confident the scheme had stayed largely the same since the planning process, and no unnecessary features had been added. Officers referred to an optimism bias in the initial budget setting and noted the biggest cost element were the security measures.

A Member raised concerns about cyclists using the square as a thoroughfare. Officers advised that cycling storage for those working in the building would be accessed through the northern end of the building on Salisbury Court, so there was no need to cycle through the square. Dockless cycle parking was available further south near Tudor Street and Tallis Street.

RESOLVED – That the Sub-Committee:

1. Subject to receipt of funds from the developer (City Surveyors), agree to initiate works for the delivery of the Salisbury Square Highway and public realm scheme works up to a total budget of £5m (including spend to date).
2. Note the total estimated cost of the project is £6,877,772 (inclusive of staff costs, works, fees, commuted sums and risk provision).

3. That a Risk Provision of £467,794 is approved (to be drawn down via delegation to Senior Responsible Officer); funded from the project budget as set out in the finance section.
4. Note that there is an estimated funding gap of £1,877,772 which is in the process of being resolved and will be reported back to Members in due course.
5. To Authorise the Executive Director Environment to consider responses to the Traffic Management Orders consultation and if they consider it appropriate, to make them permanent.
6. Note that the making of the necessary Traffic Orders will commence prior to implementation.

7. **ANTI-TERRORISM TRAFFIC REGULATION ORDER (ATTRO)**

The Sub-Committee considered a report of the Executive Director Environment concerning the City's ATTRO powers which authorise the City Police to potentially control the movement of pedestrians and vehicles on City streets for counter terrorism purposes, and seeking for the powers to be retained for a further three years.

Members were informed that the recommendations in the report had been approved by the Police Authority Board.

A Member highlighted that human rights implications would invite greater scrutiny and require the City Police to take great care when using the powers. Another Member supported this point, however noted that the powers had been carefully and reasonably used since being approved. In response, officers noted that the report provided an assessment of human rights implications. Members were also informed about a successful judicial review against Westminster Council, which established that each use of ATTRO powers must be justified on a case-by-case basis.

RESOLVED – That the Sub-Committee note the usage of the ATTRO during 2025 and agree for the powers to be retained for a further three years.

8. ***HIGHWAY CONSTRUCTION AND MAINTENANCE TERM CONTRACT - PROPOSED CONTRACT EXTENSION**

The Sub-Committee received a report of the Executive Director Environment regarding a proposed five-year extension to the Highway Construction & Maintenance Term Contract with FM Conway, in light of FM Conway's sustained high performance, strong partnership working and favourable benchmarking outcomes.

A Member stated they were pleased that FM Conway was implementing actions to reduce emissions.

RESOLVED – That the report be noted.

9. ***POLICY AND PROJECTS DELEGATED DECISIONS**

The Sub-Committee received a report of the Executive Director Environment summarising decisions taken between 1 February and 28 April 2026 relating to

Transport and Public Realm projects under either existing or agreed delegated powers by responsible Officers within the Environment Department, or by the Environment Portfolio Board.

A Member requested an update on the Arthur Street S278 project. Members were advised that TfL had approved the design in principle and officers were working to clarify the highway boundary, which would enable a S8 agreement to be signed permitting the City to work on TfL's network on their behalf. The S278 agreement would be signed following the S8 agreement. Officers aimed to begin works in July/August 2026. Members and those effected by the works would be kept updated.

The Chairman encouraged Members to submit questions on future delegated decisions reports in advance of the meeting so officers could prepare a response.

RESOLVED – That the report be noted.

10. ***OUTSTANDING REFERENCES**

The Sub-Committee received a report of the Town Clerk providing an update on outstanding references.

King William Street Parapet

Officers advised that TfL had funding available this year to do the detailed design, however funding for the work itself was still to be confirmed.

A Member raised concerns about the location of the bus stop and asked if it could be moved to an area that would be less obstructive to pedestrians. Officers agreed to raise this with TfL.

Bank

Public consultation was due to close on 31 May 2026 and final data collections would be undertaken. The final report would be submitted to the Planning and Transportation Committee on 10 November 2026 for decision.

RESOLVED – That the report be noted.

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

A Member raised a question about the approach to abandoned vehicles in light of a case where a vehicle was left on the approach to a zebra crossing following an arrest.

Officers confirmed that they had discussed the case with City Police and would formally meet with them to discuss the appropriate protocol, which was for City Police to contact officers for assistance. Enforcement officers were also reminded to report abandoned vehicles that had 'police aware' notices on them.

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

There was no urgent business.

DRAFT

13. **EXCLUSION OF THE PUBLIC**
RESOLVED - That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

14. ***NON-PUBLIC APPENDIX: HIGHWAY CONSTRUCTION AND MAINTENANCE TERM CONTRACT - PROPOSED CONTRACT EXTENSION**
The Sub-Committee received a non-public appendix of the Executive Director Environment, in relation to item 8 on the agenda.

15. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There was one non-public question.

16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There was no other non-public business.

The meeting ended at 3.12 pm

Chairman

Contact Officer: Kelila Perry
Kelila.perry@cityoflondon.gov.uk

DRAFT

City of London Corporation Committee Report

Committee(s): Planning and Transportation Committee	**Dated:** 22/6/2026
Subject: Environment Department Business Plan 2025/26 – End of Year Progress Report	**Public report:** For Information
This proposal: • **delivers Corporate Plan 2025-30 outcomes** • **provides statutory duties** • **provides business enabling functions**	• 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 an end of 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 2025/26. The delivery of these workstreams has supported the Corporate Plan Outcomes and other cross-cutting strategies and programmes.

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 marked a transition to a multi-year Business Plan which set out the priority workstreams for the next five years and

specified the actions that would 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 year, teams made good progress against delivery of all workstreams and achievement of intended outcomes. A list of the workstreams is provided below and details of the actions 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 were monitored during the year and details of performance is provided at Appendix 2. Several of these were new measures and were being baselined during 2025/26, therefore no targets were set: the outturn data will be used to set appropriate targets for 2026/27. 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 end of year point, an explanation is given.

Health and Safety

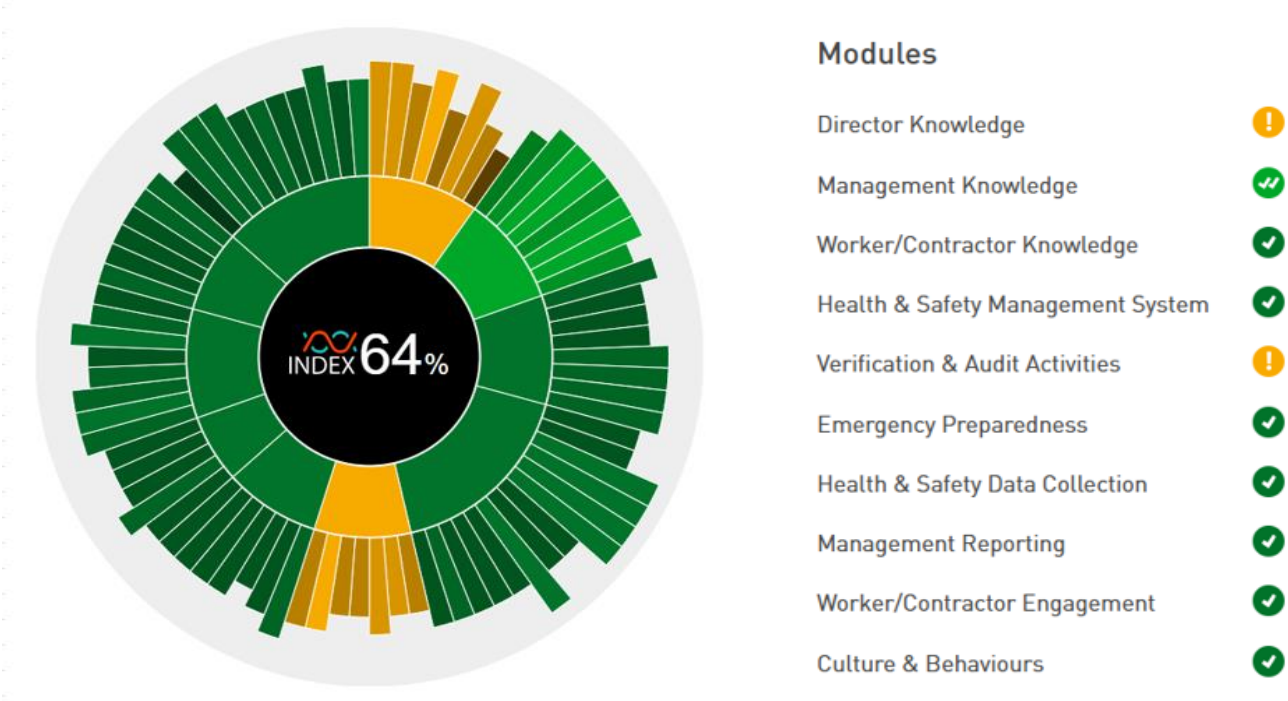
7. The CoL uses the Safe365 digital platform as a tool for monitoring, auditing, and driving improvements in health and safety management across the organisation, particularly for high-risk departments and functions. The platform is used to assess departmental and sub-departmental safety management systems, providing a consistent framework for assurance and improvement. It supports an active, continuous improvement process in integrating health and safety into business operations.

8. 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%.

9. The Environment Department’s Safe365 maturity rating is 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.

10. The Environment Department’s average maturity rating has shown improvement over the last six months, increasing from 63% to 64%, which indicates proactive maturity but is approaching 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 (2 March 2026)



Corporate and Strategic Implications

Strategic implications – The monitoring of priority workstreams and performance measures links to the achievement of the aims and outcomes set out in the Corporate Plan 2024-29.

Financial implications – Financial implications are addressed in the separate Chamberlain's Revenue Outturn 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 Appendix 1 to this report.

Security implications – None.

Appendices

- Appendix 1 – Progress against priority workstreams
- Appendix 2 – Progress against performance measures

Background Papers

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

Contact

Joanne Hill, Business Planning and Compliance Manager, Environment Department
E: joanne.hill@cityoflondon.gov.uk
T: 020 7332 1301

This page is intentionally left blank

Appendix 1

Progress against priority workstreams

End of Year 2025/26: 1 April 2025-31 March 2026

Workstream	Progress End of Year (1 Apr 2025 – 31 Mar 2026)
a) Power a growing, vibrant and competitive economy, with over 1.2m sqm of additional office floorspace delivered by 2040.	
1. Adopt the City Plan 2040. • *City Plan Inspectors' Report:* ***Q1/Q2 2025/26*** • *Adoption:* ***Q2 2025/26*** **2.** Put in place the environment to deliver a high-quality strategic office floorspace for the Square Mile. • *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*** **3.** Engagement and coordination with the newly established City Business Investment Unit.	**1. Adopt the City Plan** • Extensive work on the City Plan has continued throughout the year. We expect the Planning Inspectors' report in the coming months and will then move to adopt the City Plan in summer 2026. **2. Office floorspace** • The review of the Office and Planning Obligations Supplementary Planning Documents is on track to meet the new target of adoption in Q2 2026/27. • Digital monitoring is slightly behind schedule and is now expected to be published in Q1 2026/27. **3.** The new CBIU Director has been appointed and is due to be in post early in 2026/27.
b) Transform the Square Mile into a 7-day-a-week cultural and leisure destination for everyone.	
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. • *City Plan Inspectors' Report:* ***Q1/Q2 2025/26*** • *Adoption:* ***Q2 2025/26*** **2.** Adopt the Cultural SPD and implement its guidance	**1. Adopt the City Plan** Extensive work on the City Plan has continued throughout the year. We expect the Planning Inspectors' report in the coming months and will then move to adopt the City Plan in summer 2026. **2. Cultural SPD** Actions have continued with this workstream which supports the City of London's Cultural Strategy, increasing economic prosperity through improved footfall, spend and activity; high quality and

Workstream	Progress End of Year (1 Apr 2025 – 31 Mar 2026)
and requirements through development decisions. • *Emergence of Corporate Cultural Strategy.* ***Q4 2025/26*** • *Complete and adopt Cultural Matchmaking programme.* ***Q4 2025/26*** **3.** Continue to work with the Destination City Team to develop, and deliver against, implementation plans for each of the Destination City objectives. ***Ongoing***	inclusive public realm; and making the City a destination of choice for all age groups. **3. Destination City** Collaboration has continued with the Destination City Team to deliver outcomes. This includes work to establish and develop the City Business and Investment Unit; increased cross-departmental working on Business Improvement Districts; development of cross-departmental data sets and analysis of sectoral growth; ongoing work with potential cultural occupiers.
c) Celebrate our heritage while re-shaping those parts of the City that have the most potential for growth and regeneration.	
1. Adopt the City Plan 2040 with its policies on celebrating heritage and archaeology and delivering growth. • *City Plan Inspectors' Report:* ***Q1/Q2 2025/26*** • *Adoption:* ***Q2 2025/26*** 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*** ***3.*** Draft 'Celebrating our Heritage' (final title TBC) SPD to set out the City's heritage strategy. ***Q4 2025/26*** ***4.*** Further develop the Heritage Significance workstream to produce Statements of Significance to facilitate the positive management of the City's listed buildings. • *Secure a minimum of two new Heritage Significance commissions by* ***Q4 2025/26***.	**1. Adopt the City Plan** Extensive work on the City Plan has continued throughout the year. We expect the Planning Inspectors' report in the coming months and will then move to adopt the City Plan in summer 2026. 2. **'Views SPD'** Whilst in its initiation stages in 2025/26, it was agreed to revise the timeframe for achievement of this objective to Q2 2026/27. **3. 'Celebrating our Heritage' SPD** Publication of the 'Celebrating our Heritage' SPD was delayed due to external factors. Formal consultation on the draft SPD was approved by Members in March 2026 and, subject to comments received, the final version is due to be published in spring 2026. **4. Statements of Significance** This activity has been paused due to prioritisation of work on the City Plan and a high volume of casework.

Workstream	Progress End of Year (1 Apr 2025 – 31 Mar 2026)
d) Ensure an environmentally enhanced City which is a highly sustainable place to do business, achieving a net zero Square Mile by 2040.	
1. Adopt the City Plan 2040 with its policies on retrofit first, whole lifecycle carbon, environmental resilience, sustainable transport. • *City Plan Inspectors' Report:* ***Q1/Q2 2025/26*** • *Adoption:* ***Q2 2025/26*** **2.** Review Carbon Options Guidance. **Q3 2025/26** **3.** Deliver high quality, resilient projects in public realm and continue to embed Climate Action Strategy goals in projects and services. ***Ongoing*** **4.** Progress Climate Action Strategy workstreams, including: • *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 developer for the Square Mile (subject to Member approval).****Q4 2026***	**1. Adopt the City Plan** Extensive work on the City Plan has continued throughout the year. We expect the Planning Inspectors' report in the coming months and will then move to adopt the City Plan in summer 2026. **2. Carbon Options Guidance** • The review of the Carbon Options Guidance PAN was completed and the updated version adopted by P&T Committee in December 2025. It is now in use by planning applicants. • The revised Guidance reflects the latest policy context, including the emerging City Plan 2040 and the Planning for Sustainability SPD, and incorporates valuable feedback from key stakeholders. • The changes made ensure the COG remains at the forefront of planning for sustainability, supporting the City's ambition for a net zero, climate-resilient Square Mile by 2040. . **3. Public realm projects** • Throughout the year, several public realm projects were delivered to support a climate resilient City with reduced risk of overheating and flooding. • A key achievement was the completion of Finsbury Circus Gardens in Q1. This project was partially funded by the Climate Action Strategy. • Several small SuDs (sustainable drainage) schemes were completed, including those at St Andrew's Churchyard, Bread Street, and Knightrider Court. • Other projects in the programme continue to progress through the design and approvals process.

Workstream	Progress End of Year (1 Apr 2025 – 31 Mar 2026)
	4. Climate Action Strategy • The Sustainable City Summit was held in Q3 as a major gathering of Square Mile stakeholders on delivering the Climate Action Strategy. • Work on the Cool Streets and Greening, Mainstreaming Climate Resilience, and Square Mile Programme has progressed as anticipated. • Procurement of a Heat Network Delivery Partner commenced in December following P&R approval. The procurement is being undertaken as part of the Government's Advanced Zoning Programme. • Work on a Square Mile Rooftop Solar Programme is underway. • All three programmes and associated actions will continue in 2026/27, as the Climate Action Strategy enters its sixth and final year.
c) Create an inclusive, accessible and healthy Square Mile where everyone feels welcome.	
1. Adopt the City Plan 2040 with its policies on inclusivity, accessibility and wellbeing. • *City Plan Inspectors' Report:* ***Q1/Q2 2025/26*** • *Adoption:* ***Q2 2025/26*** **2.** Publish new and updated Planning advice and guidance to improve inclusivity and accessibility, including: • *Inclusive City SPD.* ***Q4 2025/26*** • *Safety of Women Planning Advice Note.* ***Q4 2025/26*** • *Updated version of the City's Wind Guidelines to address accessibility considerations.* ***Q2 2025/26.***	**1. Adopt the City Plan** Extensive work on the City Plan has continued throughout the year. We expect the Planning Inspectors' report in the coming months and will then move to adopt the City Plan in summer 2026. **2 Planning advice and guidance** • Delivery of an inclusive city SPD has been reviewed due to the Government changes to the production of SPDs. It is now intended to develop this as a Planning Advice Note in H2 2026/27. • An update of the Wind Guidelines is underway. **3. Accessible streets and parking facilities** • The provision of well-maintained and accessible streets is a priority.

Workstream	Progress End of Year (1 Apr 2025 – 31 Mar 2026)
3. Provide well maintained and accessible streets and sufficient, accessible parking facilities. • *Retain accessibility during construction and street works and increase accessibility through streets and spaces projects.* ***Ongoing*** • *Review building site and utility contractor guidance including Considerate Contractor scoring and Accessibility Award.* ***Q3 2025/26*** • *Project development and design, project processes, design checks and guidance.* ***Q4 2025/26*** **4.** Increase engagement with disabled people based on lived experience. • *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***	• Officers continue to monitor construction activity to ensure compliance with agreed Construction Management Plans and that any traffic management deployed is following the Code of Practice, Safety at Street Works and Road Works. Where necessary, amendments have been made to traffic management arrangements to ensure the safe movement of the public around works. **4. Increase engagement with disabled people** • The Senior Leadership Team has endorsed proposals to recruit to a new 2-year fixed term Access Advisor position. • Progress has been made on engaging directly with disabled groups in our consultations on highways projects, such as proposed cycleway connections. • Data has been collected to monitor who we reach in engagement, with the aim of improving this. A summary report is due to be published in late spring 2026. This work is ongoing and will continue in 2026/27.
f) Maintain a safe built environment.	
1. Continue to discharge statutory building control functions. • *Maintain an appropriate number of Registered Building Control Surveyors with the Building Safety Regulator.* ***Ongoing*** • *Provide 24/7 dangerous structure call out service.* ***Ongoing*** **2.** Work with City Bridge Foundation Board to develop a new model for the provision of engineering services.	**1. Continue to discharge statutory building control functions.** • Officers are managing a high workload of new applications and new large projects are in discussion. • The number of Registered Building Inspectors remains sufficient, and the team is looking to progress some of its graduates through the competency validation process soon to further strengthen the team's resource and retain talent. • The government report on the future of building control is still awaited.

Workstream	Progress End of Year (1 Apr 2025 – 31 Mar 2026)
• *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****.*	**2. Work with City Bridge Foundation (CBF)** • Discussions are ongoing with CBF with CBF appointing a consultant to review the provision of engineering services.
3. Inspect and maintain the highway structures and the Corporation's reservoirs in accordance with approved schedules. • *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****.*	**3. Inspect and maintain highway structures.** • All 2025/26 inspections were completed. • Procurement for an inspection consultancy is almost complete. • A Reservoir Panel Engineer was appointed early in 2025/26.
9) Provide safer streets and spaces.	
1. Deliver safer car parks through OSPR-funded investment. • *London Wall car park fire safety project.* ***Q3 2025/26*** • *Minories structural surveys (operational property* • *review).* ***Q3 2025/26***	**1. Safer car parks** The London Wall car park safety project is ongoing and on track for completion by Q1 2026/27, this will help to provide a safer parking environment.
2. Deliver safer streets and behaviour change activities through the Vision Zero programme. • *Vision Zero Programme (incl. Aldgate High Street, Ludgate Hill/Old Bailey and Aldersgate Street/Long Lane).* ***Q3 2027/28***	**2. Vision Zero programme** Delivery of the Vision Zero Programme, which will ensure safer streets and behaviours, continued. A number of new schemes are in progress and others are planned, with the overall programme running to 2030.

Appendix 1

Workstream	Progress End of Year (1 Apr 2025 – 31 Mar 2026)
3. Deliver safer streets during temporary construction, highway and utility works. • *Review Considerate Contractor Scheme Code of Practice.* ***Q4 2025/26*** **4.** Improved compliance with traffic restrictions for safety improvement and congestion reduction. **5.** Implement additional dockless cycle hire measures and pursue the development of a pan-London contract. ***Q4 2025/26***	**3. Safer streets during temporary works** A programme is being developed to review the Considerate Contractor Scheme Code of Practice. **4. Compliance with traffic restrictions** • Officers continued to ensure safer authorised activities which reduced risk to the public, staff and contractors. • Updated guidance documents are under review for release to new contractors and developers to ensure City of London requirements and best practice are maintained. • During the year, officers undertook thousands of inspections of on street activities to ensure procedures were being followed. **5. Dockless cycles** • Additional dockless cycle parking has been delivered; an MOU has been signed with operators. • Consultations and trials have been undertaken to improve bike management using existing highway powers, and ongoing engagement has been maintained with other boroughs and TfL.

This page is intentionally left blank

Appendix 2

Progress against performance measures
End of Year 2025/26: 1 April 2025 - 31 March 2026

Performance Measure	Target 2025/26	Performance 2025/26 (1 Apr-30 Sept)	Performance 2025/26 (1 Oct- 31 Mar)	Full Year Total 2025/26
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.	**100,000 sqm (per year)**	N/A *Annual Measure*	N/A *Annual Measure*	Data not available*1
Decrease in empty office floor space in the Square Mile (vacancy rates).	**<9.20%**	8.8%	Data not available*1	Data not available*1
*1 Data is not available at the time of reporting.				
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 (new *measure being baselined in 2025/26)***	N/A *Annual Measure*	N/A *Annual Measure*	5,700 sqm
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	Target 2025/26	Performance 2025/26 (1 Apr-30 Sept)	Performance 2025/26 (1 Oct- 31 Mar)	Full Year Total 2025/26
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 (new *measure being baselined in 2025/26)***	N/A *Reported annually*	N/A *Reported annually*	*57%*
Increase in biodiversity units secured through planning permissions.	**N/A (new *measure being baselined in 2025/26)***	N/A *Reported annually*	N/A *Reported annually*	0.8
Number of schemes that incorporate SuDs.	**N/A (new *measure being baselined in 2025/26)***	3	21	24
Number of trees planted.	**20**	0 *2	6	35
Area of climate resilient public realm and open space enhanced (sqm).	**4,977 sqm**	10,250 sqm *3	1940 sqm	12190 sqm
Number of CAS 'Square Mile' Programme projects completed.	**7 projects**	6	2	8
Number of engagement sessions with CAS 'Square Mile' Programme stakeholders.	**10 sessions**	8	5	13

*2 Trees are planted between October and March, therefore the result was nil until the second half of the year.

*3 Primarily from completion of Finsbury Circus Gardens (7,600m^2).

Performance Measure	Target 2025/26	Performance 2025/26 (1 Apr-30 Sept)	Performance 2025/26 (1 Oct- 31 Mar)	Full Year Total 2025/26
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.	**N/A (new *measure being baselined in 2025/26)***	£1.94m	£2.68m	£4.62m
Number of new pedestrian routes secured through planning permissions.	**N/A (new *measure being baselined in 2025/26)***	N/A	Data not available*1	Data not available*1
*1 Data is gathered from external agent reports, which are not available at the time of reporting.				
f) Maintain a safe built environment.				
Submission of statutory returns to Building Safety Regulator by their deadline.	**100%**	100%	100%	100%
Building Control: Full plans assessed (or extension of time agreed) within 5 weeks.	**95%**	100%	95%	99%

Appendix 2

Performance Measure	Target 2025/26	Performance 2025/26 (1 Apr-30 Sept)	Performance 2025/26 (1 Oct- 31 Mar)	Full Year Total 2025/26
g) Provide safer streets and spaces.				
Transport Strategy - Number of people killed and seriously injured (KSI) on our streets, baseline 54 in 2017	**16 (max) by 2030 0 by 2044**	Measured annually (calendar year)	Measured annually (calendar year)	Data not available*[1]
Parking contract management - adherence across all five contracts.	**95%**	100%	100%	100%
Parking Service: Processing efficiency for challenges and appeals of Penalty Charge Notices (PCNs). 95% of correspondence to be processed within 15 working days.	**95%**	100%	95%	95%
Dockless cycle bay capacity.	**1,500**	N/A *Annual Measure*	N/A *Annual Measure*	1500

[1] Data is gathered from external agent reports, which are not available at the time of reporting.

City of London Corporation Committee Report

Committee(s): Planning & Transportation Committee – For information	**Dated:** 22nd June 2026
Subject: District Surveyors Annual Report	**Public report:** For Information
This proposal: • **delivers Corporate Plan 2024-29 outcomes** • **provides statutory duties** • **Delivers projects under the Climate Action Strategy**	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:	Gordon Roy, District Surveyor

Summary

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

Recommendation(s)

Members are asked to:

- Note the report for information.

Main Report

Background

1. The principal role of the District Surveyor's Building Control Service is to ensure that all building work complies with the requirements of the Building Act 1984 and

the Building Regulations 2010. Building Regulations are minimum standards laid down by Parliament to secure the health and safety of people in or about buildings with an increasing emphasis on improving energy efficiency, sustainability and accessibility. The building control section is also responsible for notices submitted under Section 30, London Building Act (Amendment) Act 1939 for temporary demountable structures.

2. In offering this Building Regulation regulatory service within the City, the District Surveyor's Office is in direct competition with approximately 90 private firms operating as corporate Registered Building Control Approvers (RBCA) authorised by the Building Safety Regulator, to offer a building regulations approval service.
3. In addition, Dangerous Structures within Inner London are dealt with under the London Building Acts 1930-1939. Responsibility for dealing with them is delegated, by your committee to the District Surveyor. This service is provided on a continuous basis, 24 hours a day throughout the year to ensure public safety. A record of all calls is maintained on the IDOX Uniform software.
4. Other responsibilities placed upon the District Surveyor include:
   - Maintaining a register of all work under the control of RBCA's.
   - Registering certificates under the Competent Persons Schemes.
   - Processing and recording Demolition Notices.
   - Advice to the Community and Children's Services on Marriage Licence applications for the technical standards in relation to Health and Safety.
   - Advice to the Planning Service on major Planning Applications on the design of Sustainable drainage systems. This service was extended in April 2020, to include Fire Safety and Energy Statements, which are additional requirements for major planning applications under the Local Plan.
5. General advice and guidance on technical and procedural requirements are made freely available to other areas of the City of London Corporation and the public upon request.
6. The Engineering Team are responsible for the structural inspection and maintenance of approximately 80 Highway Structures, the City's 5 river Bridges and a number of Statutory Reservoirs on which they have reported separately to your committee, City Bridge Foundation Board and Natural Environment Committees respectively. The Engineering Team also provide advice on major Infrastructure Projects to protect the City's interests.
7. The Environmental Resilience Team, formed in June 2019, aims to improve the resilience of the City Corporation and the Square Mile to environmental impacts including flooding, and fulfilling the City Corporation's statutory duties as Lead Local Flood Authority under the Flood and Water Management Act 2010.
8. The District Surveyor is also responsible for monitoring delivery of projects within the Environment Department, designed to deliver the Corporate Climate Action Strategy.

Current Position

9. As referenced earlier in the report, the Building Regulations function of the District Surveyor's Office is open to extensive competition and is affected by the fluctuating extent of building work within the City. During 2025/26 workload has generally been high with a number of large projects currently under construction and developments such as 8 Bishopsgate and 1 Leadenhall being fitted out by new tenants.

10. Applications received by the Building Control Service for 2024/25 and the resulting market share are shown in Table 1.

Table 1

Market Share					
	Yr. 2021/22	Yr. 2022/23	Yr. 2023/24	Yr. 2024/25	Yr. 2025/26
City of London Applications	222	216	166	126	164
Initial Notices Received	574	590	574	636	602
Total Number of Applications	796	824	740	762	766
City of London Market Share	28%	26%	22%*	17%*	21%*

- The percentage does not include applications that are now sent directly to the BSR due to the Building Safety Act 2022

11. Market share was 21% and therefore just below our target 22-30% range. Table 2 below sets out the numbers of applications received by the top 6 building control providers within the City, and it demonstrates that the District Surveyors remain the highest provider of this service.

Table 2

Building Control market share			
Provider	Number of applications 24/25	Number of applications 24/26	Percentage of Market 2025/26
City of London	126 (17%)	164	21%
Shore Engineering	65 (8.5%)	N/A	
Sweco Building Control Limited	109 (14%)	118	15%
Stroma Building Control Limited	71 (9%)	32	4%
Salus (Building Control & Fire Safety Consultants) Limited	80 (10.5%)	56	7%

SOCOTEC Building Control, Ltd (From 25/26 includes Shore)	70 (9%)	125	16%

12. A summary of the all the Building Control Service workload for 2021/22 to 2025/26, is shown in table 3:

Table 3

	2021/22	2022/23	2023/24	2024/25	2025/26
Corporate Complaints	0	0	0	0	0
Jobs Commenced	210	191	198	108	128
Jobs Completed	164	146	163	100	87
Full Plans Applications Submitted	118	108	107	90	120
Building Notice Applications submitted	78	71	36	0	1
Partnership Applications	9	10	8	11	6
Regularisations	14	24	15	25	37
Cross Boundary applications	3	3	0	0	0
Total Number of Applications	222	216	166	126	
Competent Person Notifications	508	366	504	370	330
Dangerous Structure Call Outs	22	18	28	14	17
Site Inspections	1256	1205	1415	1341	2355
Income	£1,028,099	£1,054,705	£1,144,404	£1,175,301	£1,445,554
Market Share	28%	26%	22%	17%	21%

13. Income from Building Regulation applications for year 2025/26 was £1,445,554. This income and total Local & Central risk expenditure for delivering this service has been determined and included into the Building Control Financial Statement and be submitted to the Chamberlain for approval.

The statement has determined that the Building Regulation service has made a financial surplus of £169,310 for 2025/26.

14. Tables1 and 3, show the total number of Building Regulation applications received by the Building Control team. During 2025/26, full plan applications increased and was the highest number over the past 5 years.

Over the past three years the number of Building Notices has decreased substantially. This can be directly attributed to the introduction of the Building Safety Act 2022 and changes in the Building Control system where all works to residential properties, such as the Barbican flats, now have to be submitted to the Building Safety Regulator.

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

- Special and Temporary and Special Structures- 52 applications.
- Approvals in Principle for the Engineering Team- 44 applications.
- Marriage Act applications to carry out a technical assessment for the premises prior to a Licence being issued- 8 applications.
- Sustainable Drainage Systems (SuDS) - providing the technical advice and assessment for major planning applications -43 applications.
- Demolition Notices - 16
- Fire Safety Statement advice for major planning applications- 78 applications.

From these non-building regulation applications and other administration works, building control received a further £238,829 in income.

16. Following the Grenfell tragedy, the government carried out a review into the construction industry, fire safety and the building control system, resulting in the introduction of The Building Safety Act 2022. This new legislation includes.

- The formation of the Building Safety Regulator (BSR) to oversee safety in the construction industry.
- Regulation of the Building Control profession through competency assessment and registration within Class bands of Building Control Surveyors, as Registered Building Inspectors (RBI's)
- From 6th July 2024, all RBI's working within their class bands, under The Building (Restricted Activities & Functions) (England) Regulations 2023.
- From 1st October 2023, the Building Safety Regulator acting as the Building Control Authority for all Higher Risk Buildings. (A higher risk building is defined as a building containing at least 2 residential units, a care home or a hospital and has a floor higher than 18 m or 7 storeys.) All applications for Building Regulation approval for works in HRB's must now be submitted to the BSR, hence the reduction in our applications.

17. The reduction in Building Notices being received, correlates to the introduction of the Building Safety Regulator becoming the building control authority for Higher

Risk Buildings, as all building notices received were for alterations to residential flats, mainly in the Barbican, which have now transferred to the BSR.

18. In October 2023, with the introduction of the Building Safety Act 2022, The District Surveyors Office started to act as the London HUB for the Building Safety Regulator. All applications for Building Regulation submitted to the BSR for approval from this date, required the BSR to check and approve the building work. Under Section 13 of the legislation, the BSR can ask for assistance from Local Authorities. To help the BSR coordinate requests for assistance within London, The District Surveyors office set up the HUB to act as the London coordinator.

19. In the summer of 2025 due to pressures from major developers, the BSR changed their approach to checking their applications and formed an internal "Innovation Unit". The formation of this unit saw the number of Section 13 request fall significantly, and now the HUB receives none or very few requests. We are hopeful that this will change over the coming months, but we are dependent on the BSR approach and their preferred delivery model.

Major Projects that Completed in 205/26

20. During 2025/26, a number of new buildings were completed such as 1 Leadenhall and 1-2 Broadgate. Other buildings that had been completed continued to be fitted out. These included:

- Multiple fit out works for 22 Bishopsgate.
- Multiple fit out works for 8 Bishopsgate.
- Multiple fit out works for 40 Leadenhall.

21. Works at 81 Newgate Street, Salisbury Square development, 2-3 Finsbury Avenue, 50 Fenchurch Street, 14-21 Holborn Viaduct and the Museum of London are continuing.

Engineering Team

22. On behalf of the City Surveyors the failing campshed at Swan Lane adjacent to the Pier has successfully been replaced with environmental enhancements included in the Project. The start was delayed in obtaining all the necessary consents, but the works were successfully tendered and completed within budget.

23. The Replacement Walkway Bridge over Basinghall St has been completed by the developer after approval by the Engineering team for the design and supervision of the installation and construction. The complications of this Bridge are worthy of awards in the Bridge sector, and we have been encouraging the developer's team to submit for these. Despite the best efforts of my engineer the removed Wormwood St Walkway Bridge could not be re-

used complete. We are now working with the developer to find re-use for the main steel beams of the bridge and the carbon offset for our removed infrastructure.

24. The Engineering team have had a busy year with procurement successfully tendering Inspection Contracts for all our Highway Structures, City Bridge Foundation Inspection Contract, Engineering support for City Bridge Foundation, and Inspecting Engineer from the Reservoirs Panel for our Statutory Reservoirs. We have also undertaken a live Emergency Exercise on our Reservoirs at Hampstead Heath, as well as progressing projects on Reservoirs at Epping Forest.

25. The City Bridge Foundation Board and Institution are requiring more engineering input and wanting to progress more projects whilst undertaking an independent review into World Class Bridge Owner definition and aspiration which is requiring greater resource from the Engineering team. We continue to work in partnership with CBF to ensure appropriate resources are available for all anticipated projects and workstreams.

Environmental Resilience Team

26. The Environmental Resilience Team has continued to deliver work that increases the resilience of the City to the increasing risks we face from climate change (flooding, heat stress, water shortages, biodiversity loss, emerging pests & diseases and disruption to food, trade and infrastructure). The Team is responsible for the implementation of the Local Flood Risk Management Strategy (LFRMS), and two programmes within the Climate Action Strategy – Cool Streets and Greening, and Mainstreaming Climate Resilience

27. Progression of the Local Flood Risk Management Strategy 2021-27 continues. These tasks contribute to fulfilling the City Corporation's duties as Lead Local Flood Authority for the Square Mile under the Flood and Water Management Act 2010. A popular series of webinars on flooding was held over the winter months to raise public awareness. Officers have continued to contribute to the development of a Joint Thames Strategy and have been actively engaging with the new London Surface Water Strategy and its associated central catchment partnership. The team is in the process of developing an updated Local Flood Risk Management Strategy that will run 2027-2033.

28. The Cool Streets & Greening programme has delivered further pilot projects, and more are in development to be delivered later this year. This programme tests the suitability of climate resilience measures such as sustainable drainage (SuDS), climate resilient greening and tree planting. Delivering these schemes is also building capacity internally. Construction completed on a further 7 sites in 2025-26 bringing the total to 35. An additional Phase 5 of schemes has been allocated CAS funding these will focus on creating green-blue links across the City. 15 new street trees were planted this year bringing the total to 77 and a final round of site identification is taking place in time for

the 26/27 tree planting season with target of 100 street trees across the programme. The Climate Action Strategy is entering its final year and the team are actively working to embed best practise and lessons learnt from the programme into business as usual.

29. As part of Mainstreaming Climate Resilience project, the team have been working with colleagues from across the organisation to understand how climate will impact their services and staff. They have created an innovate approach to embed resilient thinking at all levels by developing a series of engaging workshops that can be tailored to the specific circumstances of priority teams. The Climate Champions staff group which was launched in February 2024 continues to grow and create opportunities for all staff to engage with climate action.

On flooding, in addition to LFRMS activities, the team has overseen the construction of four new raingarden in the Square Mile, and through their roll in the Lead Local Flood Authority consulted on the pipeline of planning developments which should seen sustainable drainage systems covering over 30 hectares.

30. On overheating, the team has continued to work with public health colleagues and the corporate Resilience Team to prepare for heatwaves. A drive to increase cool spaces registered in the Square Mile saw a 400% increase. A heat focused session was held with the resident Green Champions, and insights from this are being used to inform a Summer 26 heatwave campaign. The climate sensors network continues to provide useful insight in the role of greening, with temperatures recorded during the late May heatwave being significantly lower in greener areas (Monument – 33.4 degrees, Postman's Park – 29.5 degrees).

31. On water stress, a new cross-corporation officer working group has been established to give a focal point in the organisation on tackling this issue. A Water Resilience Action Plan has been development, with the aim of implementing quick-win actions and creating an evidence base for a further action in the next Climate Action Strategy. The team again worked with colleagues in Public Health to understand the health implications of a drought, and a drought exercise was held with emergency planners.

32. On biodiversity loss, the London Nature Recovery Strategy has now been adopted, and the team have been co-ordinating the response and next steps arising from this. The team lead on the first Statutory Biodiversity Report.

33. On pests and diseases, a report updating on the horizon scanning exercise and its implication for health were taken to Port Health and Environmental Services and the Health and Wellbeing Board. This report outlined a number of recommendations which the team are now progressing with others across the organisation.

34. On impacts to food, infrastructure and trade, the team have continued to work with Responsible Procurement to promote more resilience procurement

approaches. Following a number of national reports into food security the team are beginning to explore what role the City Corporation may have.

35. The Environmental Resilience Team remain active within the climate resilience professional community, contributing to sharing best practise, remaining up to date with changes and demonstrating leadership across London. Team members contribute to the steering group for the Thames Tidal Councils Forum, attend the London Climate Ready Partnership, London Drainage Engineers Group, London Borough's Biodiversity Forum, London Urban Forest Partnership, London Council's Green and Resilient Working Group, and other groups. The team are increasingly sharing best practise from the programme and showcasing completed schemes, which has included presentations to surrounding local authorities, national government, academia, and international groups.

Staff

36. The overall team has remained at 36. This includes 27 within the Building Control Team, 5 within the Engineering Team, and 4 within, the Environmental Resilience Team. The District Surveyors Office has officers of various seniority and specialisms to reflect the work we do. These include structural engineers, chartered surveyors, Chartered fire engineer, services engineers and environmental specialists. All members of the Engineering Team are civil engineers.

37. Over the last few years, the Building Control Team has been in transition with a number of staff members retiring. Recruitment to fill positions has been extremely difficult due to the national shortage of Building Control Surveyors, competition from Registered Building Control Approvers, and constraints due to corporate Grading structures, therefore the team has reduced in size and experience over the past few years.

38. However, as set out in previous reports, we have undertaken recruitment to increase our establishment in targeted areas. This has resulted in the recruitment of 2 new graduate surveyors, to bring long term stability and resilience to the team.

39. In October 2023, new legislation required all Building Control surveyors to start to register with the Building Safety Regulator, and this process was completed in April 2024. From 6th July 2024, The Building (Restricted Activities & Functions) (England) Regulations 2023 took effect, that requires all building control surveyors to have their competence validated and recorded as part of their registration. Without the correct validation and registration, surveyors will not be able to work without supervision. All surveyors affected by this legislation have completed the process or are working under supervision.

40. We continue to actively seek out potential clients and win new work, with discussion continuing with major developers and landowners, such as British land. Pre application requests have been received regarding 1 Undershaft, and British Library (in conjunction with Camden). Through our LDSA HUB, we are supporting the Building Safety Regulator with applications at Great Ormond Street Hospital, 63 Fleet Street and 122 Minories and a number of other smaller projects within the Square Mile. We will continue to support the Building Safety Regulator in their role as a building control body where we can.

41. The London District Surveyors Association (LDSA) represents the heads of Building Control in the 33 London authorities. The District Surveyor office continues to support the work of the LDSA and is represented on all its major committees, including its executive committee.

42. The Building Control division operate a Quality Management System which was externally audited in July 2025 and received re-accreditation. This re-accreditation of the Building Control Quality Management System means that the division has been providing an accredited management system, continuously for 32 years. The BSR also during 2025 carried out an audit of Building Control and found zero non-compliance's against their Operational Standard Rules.

43. The District Surveyor continues to work closely with other London Local Authority building control teams and the Building Safety Regulator on all building control matters to ensure our teams are adequately prepared for the challenges that new legislation, due to the Grenfell tragedy, are bringing to the construction industry.

Conclusion

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

Gordon Roy
District Surveyor

020 7332 1962
gordon.roy@cityoflondon.gov.uk

City of London Corporation Committee Report

Committee(s): Planning & Transportation – For Information	**Dated:** 22nd June 2026
Subject: Revenue Outturn 2025/26	**Public report:** For Information
This proposal: **delivers Corporate Plan 2024-29 outcomes** **provides statutory duties**	**Providing Excellent Services** **Flourishing Public Spaces**
Does this proposal require extra revenue and/or capital spending?	**No**
If so, how much?	**£0**
What is the source of Funding?	**N/A**
Has this Funding Source been agreed with the Chamberlain's Department?	**N/A**
Report of:	**Executive Director Environment** **Chamberlain**
Report author:	**Dipti Patel, Chamberlain**

Summary

This report compares the revenue outturn for the services overseen by your Committee in 2025/26 with the budget for the year. Overall total net expenditure across all risks during the year was £15.938m, whereas the total budget was £18.520m, representing an underspend of (£2.582m) as set out below.

Summary Comparison of 2025/26 Revenue Outturn with Budget			
	Budget **£'000**	**Revenue Outturn** **£'000**	**Variance (Better)/ Worse** **£'000**
Direct Net Expenditure			
Executive Director Environment	5,446	3,236	(2,210)
The City Surveyor (including Cyclical Works Programme)	2,514	3,047	533
Total Direct Net Expenditure	**7,960**	**6,283**	**(1,677)**
Capital & Support Services	**10,560**	**9,655**	**(905)**
Overall Total	**18,520**	**15,938**	**(2,582)**

Recommendation(s)

Members are asked to:

- Note the report.

Main Report

Revenue Outturn for 2025/26

1. Actual net expenditure across all risks for your Committee's services during 2025/26 totalled £15.938m, an underspend of (£2.582m) compared to the budget of £18.520m. A summary comparison with the budget for the year is tabulated below. In this and subsequent tables, income and favourable variances are presented in brackets. Only significant variances (generally those greater than £50,000) have been commented on.

Table 1 - Summary Comparison of 2025/26 Revenue Outturn with Budget			
	Budget £'000	**Revenue Outturn £'000**	**Variance (Better)/ Worse £'000**
Local Risk			
Executive Director Environment	11,909	9,648	(2,261)
The City Surveyor	263	236	(27)
Total Local Risk	**12,172**	**9,884**	**(2,288)**
Central Risk	**(6,463)**	**(6,412)**	**51**
Cyclical Works Programme	**2,251**	**2,811**	**560**
Capital and Support Services	**10,560**	**9,655**	**(905)**
Overall Total	**18,520**	**15,938**	**(2,582)**

2. Executive Director Environment local risk underspend of (£2.261m) comprises of the following most significant variances:

   (i) **Employees underspend (£1,254,000)** – staff vacancies during the year.

   (ii) **Additional income (£876,000)** – mainly from Traffic Management fees (£737,000), Building Regulation fees (£464,000), Drains & Sewers admin fee and Thames Water Contract reimbursement (£230,000). These were partly offset by shortfalls in Planning fees & Planning Performance Agreements £316,000 and reduced car parking income £239,000.

3. Executive Director Environment central risk overspend of £51,000 comprises of the following most significant variances:

   (i) **Staff cost recharges to capital projects overspend £486,000** – due to shortfall in staff cost recharges to capital projects, mainly as a result of staff vacancies and reduced allocation of officer's time to projects

   (ii) **Town Planning overspend £82,000** - due to shortfall in planning fee and planning performance agreements income £244,000, partly offset by increase in pre-application advice fees and land charges fee income (£151,000) and reduced spend on expenses (£11,000).

(iii) **Off-Street Parking underspend (£475,000)** – mainly due to higher Cyclical Works Programme costs, which facilitated an increased funding transfer from the On-Street Parking Reserve Account.

4. The Cyclical Works Programme (CWP) overspend of £560,000 was mainly due to works on Off-Street Car Parks and Highway structures planned for 2026/27 in the 5 year programme but were completed in 2025/26 after review by the City Surveyors Team. The CWP does not form part of the City Surveyor's local risk budget, and any variances will be carried over to 2026/27.

5. There was an underspend on capital and support services of (£905,000) mainly relating to a decrease in infrastructure asset depreciation costs on Highway capital works.

6. Appendix A and B provides a more detailed comparison of the local and central risk outturn against the budget, including explanation of significant budget variances.

7. Appendix C shows the movement from the 2025/26 opening budget of £17.987m to the closing budget of £18.520m.

Local Risk Carry Forward to 2026/27

8. The Executive Director Environment had a local risk underspending of (£2,261,000) on the activities overseen by your Committee. The Executive Director Environment also had a net local risk overspend totalling £575,000 on activities overseen by her other Committees. The Executive Director Environment is proposing that £66,000 of her maximum eligible underspend of £500,000 be carried forward, none of which relates to activities overseen by your Committee.

Corporate & Strategic Implications

Strategic implications – none.

Financial implications – none.

Resource implications – none.

Legal implications – none.

Risk implications – none.

Equalities implications – none.

Climate implications – none.

Security implications – none.

Report author
Dipti Patel, Chamberlain's Department

E: Dipti.Patel@cityoflondon.gov.uk

Appendices:
Appendix A – Planning & Transportation Committee – Comparison of 2025/26 Local Risk Revenue Outturn with Budget
Appendix B – Planning & Transportation Committee – Comparison of 2025/26 Central Risk Revenue Outturn with Budget
Appendix C – Planning & Transportation Committee – Movement in 2025/26 Opening Budget to Closing Budget

This page is intentionally left blank

Appendix A

Planning & Transportation Committee

Comparison of 2025/26 Revenue Outturn with Budget – Local Risk

	Budget £'000	Revenue Outturn £'000	Variance (Better)/ Worse £'000	Notes
LOCAL RISK				
Executive Director Environment				
City Fund				
Town Planning	3,050	3,089	39	1
Planning Obligations	0	0	0	
Transportation Planning	1,636	1,378	(258)	2
Directorate	2,500	2,347	(153)	3
Road Safety	249	221	(28)	
Street Scene	0	0	0	
Building Control	1,157	451	(706)	4
Structural Mtce/Inspections	791	680	(111)	5
Highways	1,564	1,435	(129)	6
Traffic Management	(1,324)	(2,122)	(798)	7
Off-Street Parking	(1,702)	(1,702)	0	8
On-Street Parking	3,768	3,768	0	9
Drains & Sewers	375	103	(272)	10
Committee Contingency	(155)	0	155	11
Total City Fund	11,909	9,648	(2,261)	
Total Executive Director Environment	**11,909**	**9,648**	**(2,261)**	
The City Surveyor*				
Town Planning	5	0	(5)	
Highways	146	137	(9)	
Off-Street Parking	112	99	(13)	
Total City Surveyor	**263**	**236**	**(27)**	
TOTAL LOCAL RISK	**12,172**	**9,884**	**(2,288)**	

(***excludes the Cyclical Works Programme)

Reasons for significant Local Risk variances

1. **Town Planning** – overspend due to shortfall in income from Planning fees and Planning Performance Agreements £316,000 and increase in other expenses £35,000. This has been largely offset by reduced salary costs as a result of vacancies (£312,000).
2. **Transportation Planning** – underspend due to reduced salary costs as a result of vacancies (£392,000) and net income contributions for E-Scooter/Dockless hire after taking into account attributable spend (£74,000). This has been partly offset by a

shortfall in staff cost recovery from capital projects due to vacancies £179,000 and additional spend on supplies and services £29,000.

3. **Directorate** – underspend due to reduced salary costs as a result of vacancies.
4. **Building Control** – underspend due to reduced salary costs as a result of vacancies (£251,000), increased income due to exceptional demand from Building Regulation fees, Building Safety Regulator, London District Surveyor's Association Hub income, Approvals in Principle and other income (£464,000). This has been partly offset by other running costs £9,000.
5. **Structural Maintenance** – underspend due to reduced highway structures breakdown maintenance works not required (£65,000), reduced inspection contract costs (£45,000) and additional Approvals in Principle income (£10,000). This has been partly offset by other running costs £9,000.
6. **Highways** – underspend due to:
    - reduced electricity costs (£188,000)
    - Decrease in repairs & maintenance FM Conway contract costs (£72,000)
    - Increase in admin charges income (£53,000)
    - Salary underspends (£45,000)
    - Decrease in other running costs (£14,000)
    - Partly offset by shortfall in staff costs staff cost overhead recharges to capital projects £146,000 and reduced drawdown from On-Street Parking Reserve Account not required £97,000.
7. **Traffic Management** – underspend due to:
    - Increase in Traffic Management Applications income relating to road closure and hoarding & scaffolding and admin fees (£737,000)
    - Reduced salary costs due to vacancies (£90,000)
    - Partly offset by shortfall in inspections fees and road permitting income £29,000.
8. **Off-Street Parking** – whilst the overall variance was nil, there were a number of significant offsetting variances:
    - Shortfall in car parking fee income £239,000, increase in car parks management contract costs £55,000, and other additional running costs £10,000
    - Partly offset by reduction in electricity costs (£112,000) and rates refund at Baynard House Car Park (£95,000)
    - The above net overspends resulted in a deficit balance which was funded from additional drawdown from the On-Street Parking Reserve Account (£97,000).
9. **On-Street Parking** – whilst the overall variance was nil, there were a number of significant offsetting variances:
    - Salary underspends (£156,000)
    - Increase in printing, postage, parking enforcement and back office contract costs £84,000
    - The surplus balance was transferred back to the On-Street Parking Reserve Account £72,000.

10. **Drains & Sewers** – underspend due increased admin fee income (£144,000) and increase in Thames Water Sewerage Contract admin fee income (£86,000), salary underspends (£35,000) and reduced running costs (£7,000).
11. **Contingency** – overspend of £155,000 due to a vacancy factor held for the Department which was managed within overall salary vacancies during the year.

This page is intentionally left blank

Appendix B

Planning & Transportation Committee

Comparison of 2025/26 Revenue Outturn with Budget – Central Risk

	Budget £'000	Revenue Outturn £'000	Variance (Better)/ Worse £'000	Notes
CENTRAL RISK				
Executive Director Environment				
City Fund				
Town Planning	(803)	(721)	82	1
Transportation Planning	(450)	(188)	262	2
Directorate	0	(54)	(54)	3
Street Scene	24	24	0	
Highways	(422)	(198)	224	4
Off-Street Parking	(928)	(1,403)	(475)	5
On-Street Parking	(3,824)	(3,824)	0	6
Structural Maintenance	(60)	(48)	12	
TOTAL CENTRAL RISK	**(6,463)**	**(6,412)**	**51**	

Reasons for significant Central Risk variances- amend numbering below

1. **Town Planning** – Overspend due to shortfall in planning fees and planning performance agreements income £244,000, which has been partly offset by increased income for pre-application advice fees and land charges fee income (£151,000) and reduced spend on expenses (£11,000).
2. **Transportation Planning** – overspend due to shortfall in staff cost overhead recharges to capital projects as a result of staff vacancies and allocation of officer's time to projects £262,000.
3. **Environment Directorate** – underspend balance relates to leases that have been deemed as capital assets under IFRS 16 accounting, the credit is the transfer between the revenue ledger and capital balance sheets of the annual lease payments.
4. **Highways** – overspend due to shortfall in staff cost overhead recharges to capital projects as a result allocation of officer's time to projects £224,000.
5. **Off-Street Parking** – increased funding transfer from the On-Street Parking Reserve Account mainly due to CWP works carried out earlier than programmed.

6 **On-Street Parking** – whilst the overall variance was nil, there were a number of significant offsetting variances:

- Increased income from dispensations, suspensions and PCN's (£2,994,000)
- Reduced pay & display income £224,000 and bad debt provision adjustment £172,000
- The surplus balance was transferred back to the On-Street Parking Reserve Account £2,598,000.

This page is intentionally left blank

Appendix C

Planning & Transportation Committee Analysis of Movements 2025/26
Opening Budget to Closing Budget

	£000
Opening Local Risk Budget (incl Cyclical Works Programme)	13,942
Adjustments (City Fund):	
Pay award allocation from central pot	495
Transformation Fund transfer – Asset Review	117
Central funding of apprentice posts	70
Budget transfer CBIU	60
Increase in Film Liaison Recharges	38
Decrease in City Surveyor's CWP	(266)
Supplementary revenue project adjustment	(18)
Corporate mobile phone savings	(15)
Closing Local Risk Budget	**14,423**
Opening Central Risk Budget	(6,694)
Adjustments (City Fund):	
Increase in Film Liaison Recharges	131
Supplementary revenue project adjustment	50
Transformation Fund transfer – Place Based Investment/Spatial framework	50
Closing Central Risk Budget	**(6,463)**
Opening Capital & Support Services Budget	10,739
Adjustments (City Fund):	
Increase in recharges within fund	(99)
Increase in recharges across fund	(80)
Closing Capital & Support Service Budget	**10,560**
TOTAL Opening Budget	17,987
Movement in Local Risk Budget	481
Movement in Central Risk Budget	231
Movement in Capital & Support Services Budget	(179)
TOTAL Closing Budget	**18,520**

This page is intentionally left blank

City of London Corporation Committee Report

Committee: Planning and Transportation Committee	**Dated:** 22/6/26
Subject: Risk Management Update Report	**Public report:** For Information
This proposal: • **delivers Corporate Plan 2024-29 outcomes** • **provides statutory duties** • **provides business enabling functions**	• 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, and six as AMBER).

7. Since the date of the last report to your Committee, all risks have been reviewed and updated in the risk management information system. None of the risk scores have changed.

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 range of projects are underway or being considered for future implementation which should help to reduce this risk. 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** *(AMBER, 6)*

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

Joanne Hill, Business Planning and Compliance Manager, Environment Department
T: 020 7332 1301
E: Joanne.Hill@cityoflondon.gov.uk

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

This page is intentionally left blank

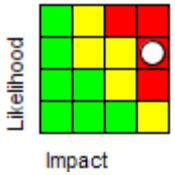
Planning & Transportation Committee

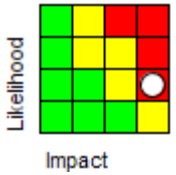
Report Type: Risk Report
Generated on: 27 May 2026

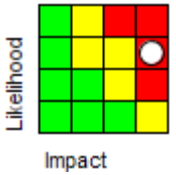
Rows are sorted by Risk Score

Risk Code	ENV-CO-TR 001	Risk Title	***Road Safety***

Description	**Cause:** Limited space on the City's street network to cope with high levels of use by people walking and wheeling, people cycling, and people riding and driving. Interventions and legal processes take time to deliver safely and effectively. **Event:** The City Corporation's statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented. **Effect:** •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

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 continuing to provide cycle training.	***27-May-2026***

Risk Level	Service	**Risk Approach**	Reduce
Department	Environment	**Risk Owner**	Ian Hughes; Bruce McVean

Associated Actions

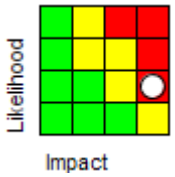
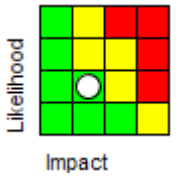
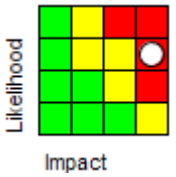
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-TR 001l Projects to reduce road danger	A programme of projects to reduce road danger on the City's streets including: • All Change at Bank • St Paul's Gyratory Transformation	Projects and programmes to reduce road danger include: • Vision Zero Safer Streets Programme - investigating and delivering safer streets proposals at priority locations as identified in	27-May-2026	Ian Hughes; Bruce McVean	31-Mar-2028

	• Healthy Streets Minor Schemes.	the Vision Zero Plan 2023 - 2028 • St Paul's Gyratory – Construction ongoing (started in May 2025). • Pedestrian Priority Programme –. Design for Threadneedle Street and Old Broad Street have been finalised. • City Cluster pedestrian priority and traffic reduction – Construction of Leadenhall Street pavement widening due to begin 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 has recently been completed. • Cycle programme – Proposals for a cycle route between Aldgate and Blackfriars has been restarted following a review of new national guidance on bus stop bypasses.			
ENV-CO-TR 001m Campaigns and engagement	Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including: • Active City Network	Campaigns and engagement activities are delivered in partnership with the City of London Police throughout the year. We are continuing to provide cycle training, including professional cargo bike training. The Vision	27-May-2026	Ian Hughes; Bruce McVean	31-Mar-2028

	• User and stakeholder liaison • Partnership working with City of London Police	Zero Action Plan identifies a range of actions relating to Safer Behaviours.			

Risk Code	ENV-CO-HW 010	Risk Title	*Car Parks: Fire Safety*

Description	**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. **Event:** Fire risk is increased and there is a greater likelihood of accidents and near misses within the car parks. **Effect:** Serious injury or death; structural failure could have wider implications; vehicle damage; increased insurance claims; potential enforcement action and fines; reputational damage.

Current Risk			**Target Risk**			**Original Risk**		
Risk Score	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**
16	Unlikely	Extreme	***4***	Unlikely	Serious	***24***	Possible	Extreme
Red	**Trend**	Constant	Green	**Target Date**	31-Oct-2026	Red	**Creation Date**	02-Sep-2022

Latest Note	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. 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 started to be drawn down from November 2024. A contractor for the works has been sourced; work commenced 6 October 2025 and is due to be completed by 31 October 2026.	***27-May-2026***

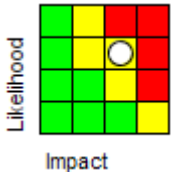
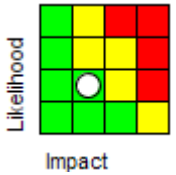
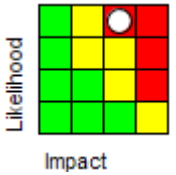
Risk Level	Service	**Risk Approach**	Reduce
Department	Environment	**Risk Owner**	David Morris

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; works began on 6 October 2025 and are due to be completed by 31 October 2026.	27-May-2026	David Morris	31-Oct-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).	27-May-2026	David Morris	31-Oct-2026
ENV-CO-HW 010d Lighting improvements	Improve lighting across all car parks to improve safety and reduce energy use.	There is an ongoing project led by the Energy Team to change all lighting across CoL buildings to LED. This will include the car parks. Tower Hill (including coach park), Baynard and Smithfield are complete. London Wall will be picked up after the sprinkler system project has been completed. 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.	27-May-2026	David Morris	31-Oct-2026

Risk Code	ENV-CO-HW 009	Risk Title	***Car Parks: Repairs and maintenance***

Description	**Cause:** The facilities management of the car parks is dependent upon action by City Surveyor's Department (CSD). **Event:** Required repairs and maintenance to the car parks is delayed. **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.

Current Risk			**Target Risk**			**Original Risk**		
Risk Score	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**
12	Possible	Major	***4***	Unlikely	Serious	***16***	Likely	Major
Amber	**Trend**	Constant	Green	**Target Date**	31-Oct-2026	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). The Parking Asset Manager meets with facilities management monthly to ensure that any car park issues raised are monitored and rectified if necessary. This should help us to achieve the target score for the risk.	***27-May-2026***

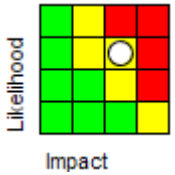
Risk Level	Service	**Risk Approach**	Reduce
Department	Environment	**Risk Owner**	David Morris

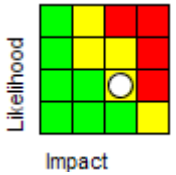
Associated Actions

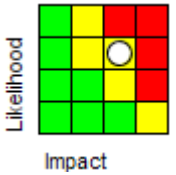
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-HW 009a Reports from contractors	The contractor responsible for each car park reports daily and weekly on any issues, including near misses. Issues are logged on the Concerto (CSD) system by CoL officers for action to be taken.	This is 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.	27-May-2026	David Morris	31-Oct-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 actions, including the monthly structural and safety checks, which are documented and monitored. This should contribute towards achieving the target risk score.	27-May-2026	David Morris	31-Oct-2026

Risk Code	ENV-CO-TR 003	Risk Title	***Transport and public realm projects not delivered due to lack of funding***

Description	**Cause:** Insufficient capital funding available or failure to secure sufficient capital funding through internal or external bidding processes. **Event:** Funding for capital programme ceases or is significantly reduced. **Effect:** • 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.

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-May-2026***

Risk Level	Service	**Risk Approach**	Reduce
Department	Environment	**Risk Owner**	Bruce McVean

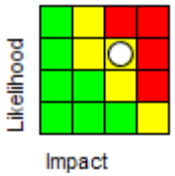
Associated Actions

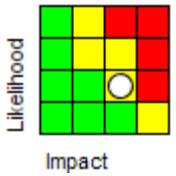
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-TR 003a Submit bids for OSPR and CIL	Submit prioritised OSPR and CIL bids for projects	Continuing to bid for CIL and OSPR as required for projects. Project prioritisation exercise completed and kept under review to inform future bidding. Future projects included in Infrastructure Delivery Plan.	27-May-2026	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 (Local Implementation Plan) funding confirmed.	27-May-2026	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-May-2026	Bruce McVean	31-Mar-2029

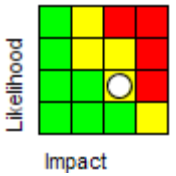
Risk Code	ENV-PD-DS 001

Risk Title	***The District Surveyor's (Building Control) Division becomes too small to be viable***

Description	**Cause:** Reduced income causes the service to be unviable. **Event:** Development market fails to maintain momentum or our market share shrinks. **Effect:** Reduced staffing levels do not provide adequate breadth of knowledge and experience.

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-Aug-2026

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

Latest Note	The City of London Hub that was formed to provide assistance to the Regulator (BSR) has had its work reduced due to the BSR changing how it requests assistance. This has resulted in the number of requests reducing to practically zero. We continue to work with the BSR to re-establish the role of the HUB, but this is taking time. Current building control activity buoyant resulting in appropriate income. Recruitment and retention of building control staff remain a concern. All relevant staff have now registered with the	***19-May-2026***

	Regulator, in accordance with the workforce plan, but recruitment of registered building inspectors is extremely difficult. The Grenfell Enquiry Report has been issued by government. Government was due to report back to Parliament at the end of December 2025 regarding further recommendations which may affect building control delivery. In addition, the Committee has issued a 'Problem Statement for Building Control' which it will report on. The report was delayed until Spring 2026 and remains unpublished. Until this report is published, we are unable to determine potential business opportunities.	

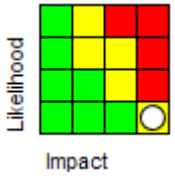
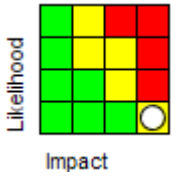
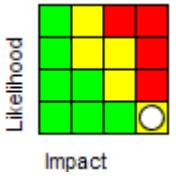
Risk Level	Service	**Risk Approach**	Reduce
Department	Environment	**Risk Owner**	Gordon Roy

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 although the number of requests has reduced due to the BSR changing how it requests assistance. We will continue to monitor the situation. The Business Plan will be reviewed once the government committee reports back.	22-May-2026	Gordon Roy	31-Aug-2026

Risk Code	ENV-PD-DS 003	**Risk Title**	***Inspecting Dangerous Structures***

Description	**Cause:** Officers involved in inspecting a dangerous structure. **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. **Effect:** Ranging from minor injury to death.

Current Risk			**Target Risk**			**Original Risk**		
Risk Score	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**
8	Rare	Extreme	***8***	Rare	Extreme	***8***	Rare	Extreme
Amber	**Trend**	Constant	Amber	**Target Date**	31-Aug-2026	Amber	**Creation Date**	24-Nov-2015

Latest Note	Risk is unchanged and remains valid. A range of mitigation measures are in place (as shown in the action) to control the risk. Target Date is a review date as risk is accepted.	***22-May-2026***

Risk Level	Service	**Risk Approach**	Accept
Department	Environment	**Risk Owner**	Gordon Roy

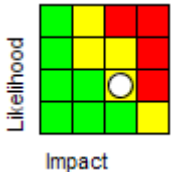
Associated Actions

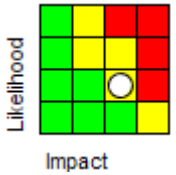
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-PD-DS 003a Business as usual mitigations	Emergency Planning procedures in place - only authorised personnel to respond to Dangerous Structures callouts and enter buildings. Take advice from Fire Brigade and emergency services. PPE issued and monitored. ISO9001:2015 Accredited (Quality Management Systems in place)	All mitigation measures in place.	22-May-2026	Gordon Roy	31-Aug-2026

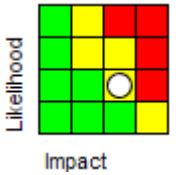
Risk Code	ENV-CO-HW 006

Risk Title	***Working in confined spaces***

Description	**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. **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. **Effect**: Fatality / major injury / illness.

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-Aug-2026

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

Latest Note	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. The target date shown is the date of the next risk review.	***22-May-2026***

Risk Level	Service
Department	Environment

Risk Approach	Accept
Risk Owner	John Grimes; Ian Hughes

Associated Actions

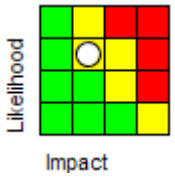
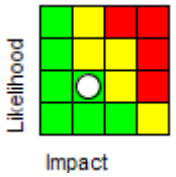
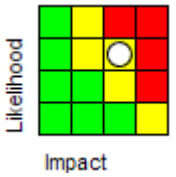
Ref No:	Description	Latest Note	Note Date	Owned By	Due Date
ENV-CO-HW 006a Working in service pipe subways	Working in service pipe subways. Confined space working is avoided where possible. All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. Suitable 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 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.	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.	22-May-2026	John Grimes; Mo Sooruth	31-Aug-2026

	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.				
ENV-CO-HW 006b Working in the sewers	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 Procedures for Work on Sewerage Systems – ATDA Guidance Document. All CoL operatives and contractors if applicable equipment and competence will be self-checked	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 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.	22-May-2026	John Grimes; Mo Sooruth	31-Aug-2026

	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. 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 booking form. CoL operatives must comply with the guidance set out by Thames Water when undertaking works on their behalf				

Risk Code	ENV-PD-PD 007	Risk Title	***Adverse planning policy context***

Description	**Cause:** A desire in Government and others to change the existing planning system in a way which may be detrimental to the City. **Event:** Changes detrimental to the City are implemented. **Effect:** Adverse changes cannot be prevented using local planning control.

Current Risk			**Target Risk**			**Original Risk**		
Risk Score	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**	**Risk Score**	**Likelihood**	**Impact**
6	Possible	Serious	***4***	Unlikely	Serious	***12***	Possible	Major
Amber	**Trend**	Constant	Green	**Target Date**	31-Dec-2026	Amber	**Creation Date**	13-Feb-2015

Latest Note	The Government have issued a draft new National Planning Policy Framework (NPPF) for consultation. If adopted, this would significantly shift the ability of local authorities to apply local plans that have been adopted under the old NPPF to planning applications. This could undermine the ability of the City to ensure development is appropriate for the City context. Officers are responding to the consultation, in collaboration with Remembrancers. The likelihood of the risk occurring increased in February 2026, from unlikely to possible taking the score to Amber 6. Officers continue to try to reduce the risk back to a score of Green 4 (unlikely/serious).	***27-May-2026***

Risk Level	Service	Risk Approach	Reduce

Department	Environment

Risk Owner	Rob McNicol

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 Corporation continues to monitor and engage were necessary with consultations and has responded to the current NPPF consultation.	27-May-2026	Rob McNicol	31-Dec-2026

City of London Corporation Committee Report

Committee(s): Planning & Transportation Committee	**Dated:** 22 June 2026
Subject: Report of Action Taken	**Public report:** For Information
This proposal: • **delivers Corporate Plan 2024-29 outcomes** • **provides statutory duties** • **provides business enabling functions**	
Does this proposal require extra revenue and/or capital spending?	N/A
If so, how much?	£0
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of:	Ian Thomas CBE, Town Clerk
Report author:	Callum Southern, Governance Officer

Summary

In this section This report advises Members of action taken by the Town Clerk outside of the Committee's meeting schedule, in consultation with the Chair and Deputy Chair, in accordance with Standing Order No. 40 (a) and (b).

Recommendation

Members are asked to:

- Note the report.

Main Report

Decisions Taken under Standing Order 40(a)

Election of Chair of the Streets and Walkways Sub-Committee -12 May 2026

Background

1. On 6 May 2026, the Planning & Transportation Committee met, following Court of Common Council on 23 April 2026, for the first time in the 2026/26 civic year to appoint the Chair and Deputy Chair of the Planning & Transportation Committee.

2. The Committee also met to appoint the Streets and Walkways Sub-Committee and the Local Plans Sub-Committee following ballots. However, due to a procedural oversight, the appointment of the Chair of the Streets and Walkways Sub-Committee was not formally confirmed in the meeting itself.

3. In accordance with Standing Order 26, the role of Chair of a Sub-Committee is to be elected from and by the Membership of the Appointing Committee (unless otherwise prescribed within that Sub-Committee's constitution).

4. As part of that process for the position of Chair of Streets and Walkways Sub-Committee, the Town Clerk sought expressions of interest no later than 5:00pm on Monday 4 May 2026, one full working day prior to the scheduled date of the Committee meeting.

5. Following the passing of the deadline, Deputy John Edwards was the only Member who had submitted a valid expression of interest for the position of Chair of the Streets and Walkways Sub-Committee.

6. As Deputy John Edwards was the only Member who validly submitted his nomination for the role of Chair of Streets and Walkways Sub-Committee, the Town Clerk, in consultation with the Chair and Deputy Chair of the Planning & Transportation Committee, was asked to consider formally ratifying his appointment under Standing Order 40(a) to correct the administrative error that had not been completed in the meeting itself.

7. As the Planning & Transportation Committee did not meet again until Monday 22 June 2026 to make the appointment, and the Streets and Walkways Sub-Committee was set to have its first meeting of the 2026/27 civic year on 13 May 2026, the following day, it was felt prudent to progress a decision under urgency procedures to ensure the appointment of the Chair of the Streets and Walkways Sub-Committee before it met.

Action Taken

8. Therefore, following consultation with the Chair and Deputy Chair of the Planning & Transportation Committee, the Town Clerk approved, under Standing Order 40(a) the appointment of Deputy John Edwards as Chair of the Streets and Walkways Sub-Committee on 12 May 2026 for the 2026/27 civic year.

<u>Declaration of Bassishaw City Walkway – 09 June 2026</u>

Background

9. On 25 March 2025, planning permission 23/00945/NMA, an application under section 96 of the Town and Country Planning Act 1990 to amend condition 55 of planning permission 21/00116/FULMAJ, was granted under delegated authority.

The amendment sought to update the plans attached to the application, including the layout of the city walkway.

10. As of 9 June 2026, the permitted development had not yet been completed. It involved the removal of the city walkway and footbridge at 55 Basinghall Street (known as City Place House) and the replacement with a new walkway and bridge providing public access from 2 Aldermanbury Square.

11. An inspection of the new city walkway and bridge had been carried out by officers, and the privately owned public staircase and lift at 2 Aldermanbury Square had been completed and was fully operational.

12. Therefore, it was considered appropriate by City Corporation officers to declare the replacement walkway and bridge to be a city walkway, thereby enabling the new walkway to be used as of right by the public.

13. The opening of the new City Walkway and bridge had generated a great deal of local interest, and all parties were keen to avoid further delay. As the request was deemed to be a largely operational one, it was deemed by the Town Clerk to be disproportionate to wait for the next meeting.

14. Therefore, a decision was required before the next scheduled meeting of the Planning & Transportation Committee which was not due to take place until Monday 22 June 2026.

15. Due to the need to address queries expressed by officers and the Town Clerk's Department officer constraints during the course of May 2026, it was not possible to bring forward to an earlier meeting.

Action Taken

16. Therefore, the Town Clerk, in consultation with the Chair and Deputy Chair of the Planning & Transportation Committee:
    a. Approved the declaration of the new city walkway bridge over Basinghall Street;
    b. Resolved to declare the new walkway at 2 Aldermanbury Square to be city walkway on a date to be determined in the terms of the resolution set out at Appendix 1 of the officer report;
    c. Authorised the City Operations Director (City Streets and Spaces) to insert any appropriate date for the declaration to come into force.

Background Papers

Copies of background papers concerning these decisions are available on request.

Callum Southern
Governance Officer, Town Clerk's Department
E: callum.southern@cityoflondon.gov.uk

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank