



## **Local Plans Sub (Planning and Transportation) Committee**

**Date:** TUESDAY, 9 OCTOBER 2018  
**Time:** 2.00 pm  
**Venue:** COMMITTEE ROOMS - COMMITTEE ROOMS

**Members:** Christopher Hayward (Chairman)  
Deputy Alastair Moss (Deputy Chairman)  
Randall Anderson  
Mark Bostock  
Deputy Keith Bottomley  
Marianne Fredericks  
Alderman Gregory Jones QC  
Dhruv Patel OBE

**Enquiries:** Gemma Stokley  
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**Lunch will be served in the Guildhall Club at 1.00pm**  
**NB: Part of this meeting could be the subject of audio visual recording**

**John Barradell**  
**Town Clerk and Chief Executive**

## **AGENDA**

1. **APOLOGIES**

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

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 19 September 2018.

**For Decision**  
(Pages 1 - 6)

4. **CITY OF LONDON LOCAL PLAN REVIEW: PROPOSED DRAFT PLAN**

Report of the Director of the Built Environment.

**For Decision**  
(Pages 7 - 174)

5. **DRAFT CITY OF LONDON TRANSPORT STRATEGY**

Report of the Director of the Built Environment.

**For Decision**  
(Pages 175 - 260)

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

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

8. **EXCLUSION OF THE PUBLIC**

**RESOLVED** – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

9. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE**

10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB-COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

## **LOCAL PLANS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Wednesday, 19 September 2018**

**Minutes of the meeting of the Local Plans Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.30 am**

### **Present**

#### **Members:**

Christopher Hayward (Chairman)	Mark Bostock
Deputy Alastair Moss (Deputy Chairman)	Marianne Fredericks
Randall Anderson	Dhruv Patel OBE

#### **Officers:**

Gemma Stokley	- Town Clerk's Department
Adrian Roche	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Jonathan Blathwayt	- Department of the Built Environment
John Harte	- Department of the Built Environment
Lisa Russell	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Alanna Coombes	- Department of the Built Environment
Joseph Anstee	- Town Clerk's Department

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

Apologies were received from Deputy Keith Bottomley.

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

There were no declarations.

#### **3. MINUTES**

The Sub-Committee noted that at the previous meeting they had agreed that the minutes of the discussion in the non-public section at the last meeting should be moved into the public section and asked that the Town Clerk make this change before republishing the minutes.

**RESOLVED** – That, pending the above correction, the minutes of the meeting held on 18 July 2018 be agreed as a correct record.

#### **4. CITY OF LONDON LOCAL PLAN REVIEW: PROPOSED DRAFT POLICIES**

The Sub-Committee considered a report of the Director of the Built Environment, presenting four final sets of draft policies, relating to Planning Contributions; Vehicular Transport and Servicing; Walking, Cycling and Healthy Streets; and the Key Areas of Change, for discussion and agreement.

The Director of the Built Environment advised Members that this would be the last meeting discussing the content of the policies before the full plan was presented to Members ahead of the next phase.

The Chairman explained that he would go through the report policy by policy and take comments.

**Core Strategic Policy CSXX: Planning Contributions and Policy DM XX: Viability Appraisals**

The Director of the Built Environment advised that the core of the policy was largely the same as the current policy. The policy on viability appraisals took previous feedback on board and increased the requirement to be open and public. Land values would not be a consideration of the appraisals, and a Member suggested that this be made explicitly clear in the policy. The policy was consistent with the Mayor of London's Strategy and the National Planning Policy Framework.

In response to a query from a Member, the Director of the Built Environment responded that the price used for affordable housing was based on that used in 2012 and needed to be revised. As this was part of the relevant Supplementary Planning Document (SPD) this could be enacted through a change to the City of London Corporation website. It was important to do more on viability so that the Corporation could be stronger about onsite affordable housing. A Member suggested that if affordable housing was not provided onsite, then double the number of units should be provided offsite.

A Member asked how officers would establish the independence of valuers. The Director of the Built Environment responded that officers had previously written to valuers asking for bids to provide the service but would refresh and widen this process to make it more formal.

A Member commented that the Sub-Committee had previously agreed to look at land value and not yet done so, and if changes could be made via the SPD then this should be done. The Department of Community and Children's Services could share the build costs for the City of London Primary Academy Islington as an example. The Corporation could be losing out financially if plans were not being updated.

The Director of the Built Environment responded that they would speak to colleagues in DCCS and get their figures and look to incorporate any increase into the SPD. This may require consultation if the increase was significant.

A Member commented that developments were complex, and the starting point was vital for viability considerations. If the Corporation laid down a marker at the outset of a project and examined the approach that a developer planned to take, the Corporation would have more traction on viability considerations later on.

A Member suggested strengthening the language of the paragraph addressing affordable housing. This would help to manage the expectations of developers.



**Core Strategic Policy CS XX: Vehicular Transport and Servicing**

The Director of the Built Environment advised Members that the key point was that the Local Plan and Transport Strategy were being drafted at the same time. The policy reflected the current draft of the Transport Strategy, which was subject to change.

A Member suggested stronger wording on point 3 to push for more step-free access in the City and hoped that this could be tied in to policy on servicing, as keeping blockages off the road was also important for accessibility.

A Member suggested looking at point 4c and the meaning of 'essential' traffic, as taxis were only essential for disabled passengers. The Chairman added that the word 'essential' could be taken out. This point could be double-checked against the Transport Strategy and given more definition if necessary.

**Policy DM X: The impacts of development on transport**

A Member queried whether the policy should have regard to the cumulative effects of nearby developments. A Member asked officers to check that 10 units was the correct threshold for requiring a Transport Assessment and Travel Plan, and whether the size of the units had any bearing on this.

A Member suggested strengthening the wording in the first line of the policy to say that development proposals 'must' have a positive impact, rather than 'should', which was weaker.

**Policy DM X: Freight and Servicing**

A Member commented that point 1 should be more specific about when applicants should consult with the City of London Corporation. A Member added that the policy could go further and deal with logistics plans, and officers responded that they would look at this in relation to the previous policy. The Director of the Built Environment added that officers would look at the point on off-street servicing raised by a Member.

**Policy DM X: Vehicle Parking**

A Member stressed the importance of long-term strategy in this policy, to account for the increased use of taxi services such as Uber and the potential advent of autonomous vehicles.

A Member commented that existing public car parks should not be redeveloped or sold off, as they would be important going forward. There were a lot of uses for car parks as they provided a large amount of space and would be beneficial long-term. Some car parks were busy at the weekend as a result of the City's burgeoning night-time economy. Members were wary of the use of the term 'meanwhile uses' in point 3, and asked that officers look at this again.

**Policy DM X: River Transport**

In relation to point 3, Members recommended strengthening the wording by replacing 'should' with 'must'. The Director of the Built Environment confirmed the intention to reinstate river piers like that on Swan Lane.

A Member suggested widening the scope of the policy to encourage developers to use the river for transporting more than construction materials or waste. A Member added that the policy could look at how to protect use of the riverside, particularly to prevent conflicts with residents.

**Policy DM X: Aviation Landing Facilities**

The Director of the Built Environment confirmed that officers were looking at how the use of drones applied to the policy.

**Core Strategic Policy XX: Walking, Cycling and Healthy Streets**

The Director of the Built Environment advised Members that the policy reflected the Transport Strategy, and parts of the policy such as maps would slot into the Transport Strategy once it was agreed.

**Policy DM X: Pedestrian Movement**

A Member commented that the reference in point 1 to Barbican and London Wall needed to be updated.

**Policy DMX: Active Travel including Cycling**

Members suggested that the policy encourage offices to provide semi-public parking spaces, as this would provide public benefit. Whilst this was already set out in the explanation to the policy, it should be worked into the policy itself, at the design stage.

**Core Strategic Policy CSXX: Thames Policy Area**

The Director of the Built Environment advised Members that the policy was required as part of the London Plan. A Member commented that the wording of the policy was generally quite woolly and could be more specific.

In response to a query from a Member, the Director of the Built Environment advised that there was work to be done on the 'superblock' concept. This had not yet gone to committee but could be incorporated into the policy in the future.

**Core Strategic Policy CSXX: Pool of London**

The Chairman commented that he was keen to see regeneration in this area. Referring to points 1 and 5a, Members commented that the wording could be clearer and more specific.

A Member queried whether the policy would do what was intended, as it was not clear that it would. There were other things that could be considered but they would be more expensive. A Member added that Lower Upper Thames Street needed to be taken out of the policy.

**Core Strategic Policy CSXX: Aldgate and Tower**

A Member advised that the policy needed to be corrected, as Mansell Street was in Portsoken ward. The policy needed to address the air quality around Aldgate bus station, and subway rough sleepers, which had become a problem in the area. The underpass itself was closed, making the subway redundant and should be sealed off.

A Member added that Middlesex Street had significant car park facility which could be utilised. A Member commented that officers should work with the Tower of London to improve air quality around Aldgate bus station. A key part of the policy would be signposting, which needed improving in the area. The aim should be to visibly encourage people to walk into the City. Improving walkways and accessibility would also be important to this end. A Member also suggested that Tower Place needed livening up, and could be a good location to hold food markets.

**Core Strategic Policy CSXX: City Cluster**

A Member commented that point 4 was insufficiently bold and needed to go further as it was important to understand the significant increase in pedestrian numbers that would be coming. The Chairman added that when the towers in the Eastern Cluster were all built, if the area was not pedestrianised it would be a problem. The area would have the density of Manhattan but without the broad pavements, and this needed to be mitigated against.

The Director of the Built Environment responded that the policy would reflect the Transport Strategy. A Member stated that the policy needed to be able to adapt and change, as some places were already crowded, and suggested that the Corporation needed to be asking developers for amelioration measures. A Member added that the problem was cumulative impact.

The Chairman asked that officers think about the points raised, as the policy needed to ensure that the Corporation was not left with potential problems in the future.

**Core Strategic Policy CSXX: Smithfield and Barbican Key Area of Change**

A Member asked that the phrasing of the point relating to Golden Lane and Barbican pedestrian permeability be reconsidered, as it was slightly misleading. The strategy for Key Areas of Change should also address air quality issues. A Member suggested reconsidering the wording of the point on Beech Street Tunnel.

*At this point, the Chairman left the meeting and the Deputy Chairman assumed the Chair.*

**Core Strategic Policy CSXX: Smithfield**

Members commented that the main policy needed to be clear that this policy applied elsewhere and was not specific to Smithfield. A Member suggested mentioning the Centre of Excellence in the policy.

### **Core Strategic Policy CSXX: Moorgate-Liverpool Street**

A Member said that they were pleased that this had been included. The policy should account for the full impact of Crossrail and would be a Key Area of Change. The policy needed to be conscious of Broadgate. Enhancing Petticoat Lane Market would also improve the whole of Middlesex Street, and this could be referenced in the policy for Aldgate and Tower.

The Deputy Chairman advised Members that the Sub-Committee would consider the finalised Local Plan at its meeting on 9 October 2018.

**RESOLVED** – That, subject to the feedback given by Members, the Sub-Committee agree the proposed draft policies set out at Appendices 1-4 of the report.

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

There were no questions.

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

There was no other business.

7. **EXCLUSION OF THE PUBLIC**

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

**Item No.**

8 – 9

**Exempt Paragraphs**

-

8. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE**

There were no questions.

9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB-COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no additional, urgent items of business for consideration.

The meeting closed at 11:45am.

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Chairman

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<b>Committee(s)</b>	<b>Dated:</b>
Local Plans Sub (Planning and Transportation) Committee	09/10/2018
<b>Subject:</b> City of London Local Plan Review: Proposed Draft Plan	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Decision</b>
<b>Report author:</b> Adrian Roche, Department of the Built Environment	

## Summary

At previous meetings of this Sub-Committee, Members have considered emerging draft policies for the new Local Plan. Members made several comments and suggestions, which have informed the final version of the draft Plan that is now presented to this Sub-Committee.

This report draws attention to the main changes that have been made to the draft policies since they were originally considered by the Sub-Committee and asks Members to agree that the draft Plan can go forward to the Grand Committee for consideration later this month.

## Recommendations

Members are recommended to:

- Agree the proposed draft Local Plan set out at Appendix 1 of this report; and
- Authorise the Director of the Built Environment to make further minor editorial changes and non-material additions to the draft Plan prior to its consideration by Planning and Transportation Committee.

## Main Report

### Background

1. At the meetings of this Sub-Committee on 22<sup>nd</sup> September 2017 and 6<sup>th</sup> October 2017, Members agreed the broad structure of the draft Local Plan and considered policy directions for key policy areas. Officers subsequently prepared draft policies, informed by the steer from Members, the National Planning Policy Framework, the London Plan and draft London Plan, the evidence base and the outcome of the Issues and Options consultation.
2. The draft policies were presented to the Sub-Committee over the course of the last few months in order to enable detailed scrutiny and discussion of the emerging policies as they were drafted.

## **Draft Local Plan**

3. Officers have now combined the policies agreed by the Sub-Committee into a single document, which is attached as Appendix 1 of this report. As previously agreed the structure of the draft Plan follows that of the Corporate Plan to help ensure that spatial planning is aligned as far as possible with wider corporate objectives. The draft Plan will be titled City Plan 2036.
4. The comments and suggestions made by Members have been incorporated into the draft Plan, along with other changes resulting from feedback from officers across the City Corporation. Further changes have been made to factually update the emerging Plan and remove potential duplication.
5. Given the extent of changes made in combining individual policies into a single document, a track changes version of the Plan would not be particularly easy to read. The draft Plan is therefore attached without track changes to give Members a clear idea of the form, layout and content of the proposed draft Plan. However, a track changes version will be available at the meeting if Members have questions about the detailed changes made to specific policies.

## **Key changes**

6. Key changes made to the draft Plan since the policies were originally considered by the Sub-Committee are summarised below:
  - A strengthening of policy wording across the Plan, for instance changing references to 'should' to 'must'. Certain policies, such as Air Quality, have been particularly strengthened in tone as requested by Members;
  - Updating of the draft vision and strategic objectives to more closely align with the new Corporate Plan;
  - Greater emphasis on lighting issues within the Noise and Light Pollution policy;
  - Greater emphasis on the need to protect social, community and sporting facilities in situ before considering alternative uses;
  - Greater emphasis on collective security measures when designing major developments;
  - Greater emphasis on the provision of on-site affordable housing in new residential developments in the Square Mile;
  - A review has been undertaken of the existing residential areas, as requested by Members, and maps will be tabled at the meeting for discussion about any changes that may be needed;
  - The addition of a proposed phasing profile to the increase in office stock over the Plan period;
  - A clearer definition of Principal Shopping Centres and support for a wider range of unit sizes and frontage lengths to help provide a more diverse retail offer;
  - Sub-division of Specialist Retail Uses and Markets into separate policies;

- Greater emphasis on seeking new pedestrian routes through buildings and development sites as well as protecting existing routes;
- Greater emphasis on the need for on-site servicing provision within development schemes;
- Amendments to ensure alignment with the draft Transport Strategy;
- Stronger policy requirement for developers to consider the use of the River Thames for the movement of construction materials and waste and the servicing of development;
- Greater emphasis on the need for developments to provide facilities for public cycle parking;
- Reference to a range of potential public facilities within tall buildings (e.g. retail, leisure or educational facilities) rather than always requiring viewing galleries;
- A range of amendments to the Key Areas of Change policies, including listing complementary uses in the Pool of London; reference to the ramp leading to the closed Aldgate Gyratory underpass; acknowledgement of the role of St Bartholomew's Hospital as a centre for excellence; and reference to the future importance of the car park at Smithfield.

### **Minor editorial changes**

7. Given the size and scope of the draft Local Plan, some further editing is still required. This includes proof-reading to correct any typographical errors and reduce duplication; factual updating, particularly to some of the maps and illustrations; and changes to make the document easier to read, including the addition of an index and a glossary. Members are asked to authorise the Director of the Built Environment to make these further minor editorial and non-material changes prior to consideration by the Grand Committee.
8. In addition, the draft Plan will be professionally designed prior to the start of public consultation and will be accompanied by a range of supporting material to help illustrate and explain the policies and proposals to the public.

### **Next steps**

9. Subject to the agreement of this Sub-Committee, the draft Plan will be reported to the Grand Committee on 30<sup>th</sup> October so that it can be published for public consultation alongside the draft Transport Strategy in November 2018. At the time of writing a briefing is being arranged for members of the Grand Committee on both the draft Local Plan and the draft Transport Strategy.
10. Comments received during the consultation period will be considered and changes made to the Plan as appropriate. A final version of City Plan 2036 will be published for a further round of consultation in summer/autumn 2019, following which there will be a statutory examination conducted by an independent planning Inspector appointed by the Secretary of State for Housing, Communities and Local Government. The new Plan is expected to be adopted in 2020.

## **Corporate and Strategic Implications**

11. The review of the Local Plan is being informed by the new Corporate Plan (2018-23) and will provide an opportunity to complement key corporate objectives, such as developing Culture Mile and progressing the Future City agenda.

## **Appendices**

- Appendix 1 – draft Local Plan

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# **Introduction**

## **What is the Local Plan?**

The Local Plan is a plan for the future development of the City of London, setting out what type of development the City Corporation expects to take place and where. The Local Plan sets out the City Corporation's vision, strategy and objectives for planning the Square Mile, together with policies that guide decisions on planning applications. The Local Plan includes two Policies Maps showing which policies apply to specific locations.

## **Why is the City preparing a new Local Plan?**

The current City of London Local Plan was adopted in January 2015 and plans for development requirements up to 2026. It is important that the City's planning framework remains responsive and flexible to address changing circumstances, whilst providing a clear vision for how a future City should look.

Local Plans are required to look ahead over a minimum 15-year period to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. However, they must also be reviewed at least every five years to take account of changing circumstances affecting the area, or any relevant changes in national policy.

Since the City's current Local Plan was adopted, the Government has made a number of changes to the planning system and some policies need updating to ensure they remain up-to-date and responsive to national policy. In addition, the Mayor of London is reviewing the London Plan and has published a draft London Plan, which will be the subject of an Examination-in-Public during the first half of 2019.

By preparing a new Local Plan covering the period to 2036, the City Corporation will be able to address revised national and London Plan policy, whilst maintaining a positive planning framework to meet the City's long-term needs.

## **The stages of preparing the Local Plan**

The draft Plan, titled City Plan 2036, is the second stage of preparing a new Local Plan. The first stage of the process was the Issues and Options stage, during which consultation took place on the key planning issues facing the City and on the potential options that should be considered. Since then, the City Corporation has analysed the consultation findings and undertaken further evidence gathering to inform the draft Plan.

This draft Plan is being published for an extended period of public consultation. All comments received during the consultation period will be considered and changes made to the Plan as appropriate. A final version of City Plan 2036 will then be published for a further round of consultation in autumn 2019, following which the Plan will be submitted to the Secretary of State for Housing, Communities and Local

Government. The Secretary of State will then appoint an independent planning Inspector to examine the submitted Plan, which is expected to be adopted in 2020.

Figure X illustrates the stages in the preparation of City Plan 2036, together with an indicative timescale. This timetable may be influenced by external factors, including further national changes to the planning system and the progress of the London Plan review.

*[Insert Figure]*

## **Policy context**

As a world leading financial and professional services centre, the future prosperity of the City will depend to a large extent on international and national economic considerations and other external policies, particularly the terms of the United Kingdom's exit from the European Union and its future trading relationship with the European Union and the rest of the world. Within this wider framework, the Local Plan can provide an environment which encourages appropriate development and is responsive and adaptable to change.

The Local Plan is influenced by national and London-wide planning policies and guidance, as well as plans and strategies produced by neighbouring boroughs and a range of statutory bodies.

## **National planning policy and guidance**

Local Plans are required to be consistent with national planning policy contained in the National Planning Policy Framework (NPPF). The NPPF sets out the broad policy approach to be taken across a range of planning issues and establishes a presumption in favour of sustainable development. Further detail is provided in the Planning Practice Guidance (PPG), an online resource which is regularly updated to ensure guidance remains current.

## **The London Plan and other Mayoral strategies**

The Mayor of London has a duty to prepare a spatial development strategy, the London Plan, and to keep it under review. The City's Local Plan, like those produced by the London boroughs, must be in general conformity with the London Plan. The London Plan forms part of the statutory development plan for the City of London, along with the City's Local Plan.

The Mayor produces supplementary planning guidance to provide further detail on particular policies in the London Plan. In addition, the Mayor publishes a range of other strategies, including those relating to transport, the environment, economic development, housing and culture. These documents have been taken into account in the preparation of the draft Local Plan.

## **Duty to co-operate**

Local planning authorities are required by legislation to co-operate on planning issues that cross administrative boundaries. The duty requires local planning authorities to engage "constructively, actively and on an ongoing basis" on strategic

matters in plan-making, including sustainable development, land use and strategic infrastructure.

The City Corporation already works closely and co-operates with its neighbouring boroughs, the Mayor of London and other partners on strategic planning issues. The revised NPPF published in July 2018 introduced a requirement for strategic policy-making authorities to prepare and maintain statements of common ground to demonstrate effective and ongoing joint working. The City Corporation will liaise with the Mayor of London, neighbouring boroughs and other duty to co-operate partners to agree how the statements of common ground will work in London given the Mayor's role, and will prepare one or more such statements in advance of submitting City Plan 2036 to the Secretary of State.



**Strategic context: The City of London's location within the Central Activities Zone**

### **City Corporation strategies**

The Local Plan can help to facilitate the delivery of other City Corporation strategies where their objectives involve the use or development of land and provides a mechanism to assist with co-ordinating and balancing the requirements of different strategies.

In particular, the Local Plan is one of the mechanisms through which the City Corporation's Corporate Plan will be implemented. The Corporate Plan sets out the City Corporation's overarching strategic direction and is structured around the three pillars of society, economy and environment. Although the Corporate Plan has a shorter time horizon than the Local Plan (2018-23), it is a visionary and forward-

looking document and the draft City Plan 2036 complements and helps deliver many of its objectives.

This draft Plan has been prepared alongside the City Corporation's first Transport Strategy. Transport plays a key role in enabling and accommodating development, and the way the City grows affects demand for travel and public space. Reflecting this interrelationship, relevant policies and proposals in the draft Transport Strategy and in the draft City Plan 2036 are aligned.

## **Evidence base**

The policies in the draft City Plan 2036 have been informed by a range of evidence published by the City Corporation and by other organisations, including the Mayor of London in support of the London Plan. In some cases, additional studies have been undertaken to provide relevant and up-to-date evidence to support and justify the proposed policies. The evidence that underpins the draft Plan has been published on the City Corporation's website at [www.cityoflondon.gov.uk/cityplan2036](http://www.cityoflondon.gov.uk/cityplan2036).

Further evidence will be gathered before publication and submission of the revised Plan in autumn 2019. This will include an assessment of the combined effects of the policies in City Plan 2036 on the overall viability of development in the Square Mile.

## **Integrated Impact Assessment**

The draft City Plan 2036 has been informed by an Integrated Impact Assessment (IIA), which combines the following assessment processes into a single document:

- Sustainability Appraisal, including a Strategic Environmental Assessment;
- Equalities Impact Assessment;
- Health Impact Assessment.

The IIA is an integral part of the plan making process and has assessed draft policy options in terms of their compatibility with a range of sustainable development objectives; their implications for the promotion of equalities; and their implications for health and wellbeing. IIA is an iterative process and further assessment will be undertaken on changes made to the Plan following consultation on the draft.

A Habitat Regulations Assessment has also been undertaken to assess the whether the new Plan would have any significant effects on sites designated as being of European importance for their biodiversity.

## **Other planning documents**

The Local Plan is supported by a number of other planning documents, including:

- Local Development Scheme – this lists and describes all planning policy documents and the timetable for preparing them;
- Statement of Community Involvement – this sets out the procedures and methods that will be used to consult and engage with the public in the preparation of planning policies, and the determination of planning applications.
- Supplementary Planning Documents (SPDs) – these provide further explanation of Local Plan policies where this is needed.

- The City of London Community Infrastructure Levy (CIL) – CIL is a statutory charge on new development that is used to help fund the provision of infrastructure. A charging schedule specifies the rates that apply according to the land uses proposed.

## **Implementation and delivery**

Implementation of the new Local Plan, when adopted, will require partnership working and co-operation with a range of organisations, including developers, businesses, residents, community and amenity groups, transport and service providers, the Mayor of London and neighbouring boroughs.

A key mechanism for implementing the Local Plan is the consideration of planning applications through the development management process. The Local Plan should be read as a whole and applications for planning permission will be considered against all relevant policies in the Local Plan, the London Plan and the NPPF.

The City Corporation will work closely with developers, occupiers and residents to ensure that the Local Plan is implemented and delivers positive improvements across the City. Where necessary, the City Corporation use its powers of enforcement to ensure compliance with, and effective implementation of, Local Plan objectives and policies. The City Corporation's approach to enforcement is set out in its Enforcement Supplementary Planning Document which will be kept under review.

The City Corporation will also use its powers in relation to issues such as management of the highways and public realm to help deliver the vision and policies in the Local Plan. It will, where necessary, use its land and property ownership to assist with site assembly and use its compulsory purchase powers to enable the high-quality development the City needs.

Prior to submitting City Plan 2036 to the Secretary of State, the City Corporation will prepare an Infrastructure Funding Statement to demonstrate the delivery of infrastructure during the plan period. This will identify the investment plans of a range of infrastructure providers to determine where there may be gaps in funding, or trigger points which require a step change in levels of infrastructure. If gaps in the funding of infrastructure necessary to implement the Local Plan are identified, the City Corporation will seek alternative funding streams, including the use of CIL and other contributions from development, and will prioritise available funds.

## **Structure of the Draft Plan**

The structure of the draft City Plan 2036 is based on the three strategic aims of the Corporate Plan, which are to:

- Contribute to a Flourishing Society;
- Support a Thriving Economy; and
- Shape Outstanding Environments.

Individual policy topics are grouped within these broad themes. The first policy under each topic is a Strategic Policy, which addresses the strategic context, the relationship with other plans and strategies, and key planning issues. These policies are followed by Development Management Policies that will be used alongside the

Strategic Policies in the consideration of applications for planning permission and related consents.

A fourth theme of Key Areas of Change has been added to provide a framework for the area-specific policies within the Local Plan, and a fifth theme of Implementation has been added to focus on how the Plan will be delivered.

The structure of the draft Plan is shown diagrammatically in Figure X and is not intended to represent any form of hierarchy.

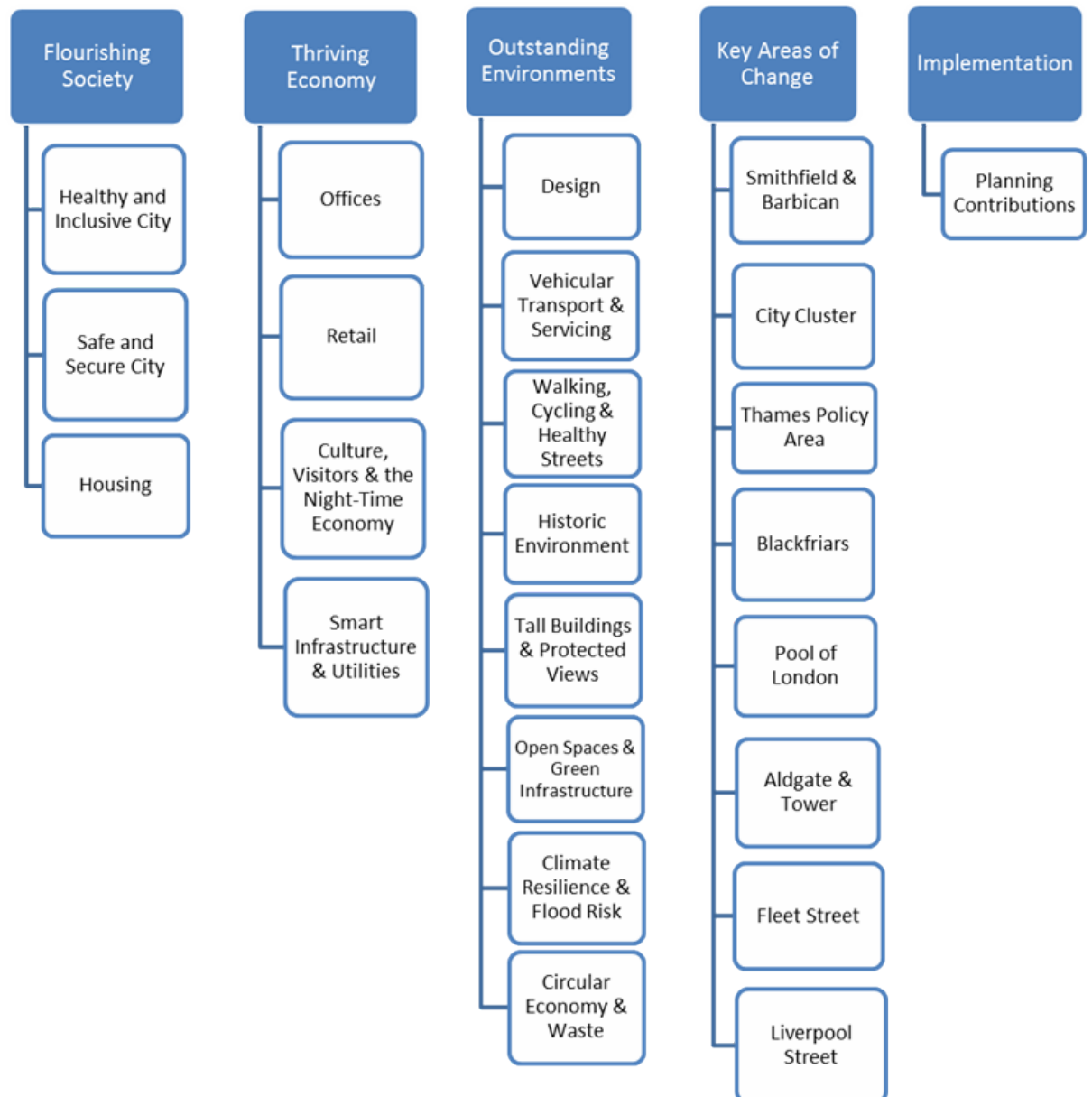


Figure X: Structure of draft City Plan 2036

## **The City Today**

*[Key statistics to be inserted in the form of infographics]*

## **City Plan 2036: draft Vision and Strategic Objectives**

### **Contribute to a Flourishing Society**

#### **The Vision....**

The needs of the City's diverse communities will be met in a sustainable and inclusive way, addressing the health, employment, education, leisure and housing needs of the variety of people who work, live and visit the City.

The City's population will enjoy good health and wellbeing. Health inequality across the City will be reduced. Workers and residents will have access to a range of health services within the Square Mile and beyond. Partnership working with businesses and organisations both inside and outside the City will effectively tackle the wider causes of poor health by substantially improving the City's air quality, promoting the recreational benefits of a healthy lifestyle, and ensuring inclusive access to good quality open spaces and recreational opportunities.

The City will have a network of high quality social and community facilities in accessible locations to foster cohesive and healthy communities. Links with neighbouring boroughs will be strengthened and closer co-operation will provide a stronger sense of community and more efficient services.

There will be a mix of housing, located in or near identified residential clusters, providing a high-quality living environment consistent with a city centre location. Housing will not be appropriate where it would conflict with the City's global business role or result in poor residential amenity. Affordable housing will be required on-site within the City. Where off-site contributions are exceptionally allowed, they will be used to deliver to new affordable housing within and outside of the City, principally on the City's managed housing estates, contributing to meeting London's wider housing needs.

The City will remain a safe place to work, live and visit. Security measures will be designed into new buildings and public spaces, whilst ensuring that the City's streets, walkways and open spaces are welcoming and inclusive. Where necessary, an area-wide approach to delivering collective security will be sought.

Good building design and effective management of night time entertainment, combined with a broad mix of uses, will reduce the potential for anti-social behaviour, adverse impacts on residents and help to maintain residential amenity.

The City's higher education institutions will continue to enjoy an international reputation for excellence. The City will work with partners to ensure that high quality training and learning opportunities are accessible to all. City residents and those in neighbouring boroughs will develop the skills needed to enter careers in the City and benefit from the City's prosperity. The City will offer equality of opportunity, accessibility and involvement so that people from across London's diverse communities will have the chance to benefit from the many opportunities and facilities it offers.



**Strategic Objective:**

To contribute to the development of a flourishing society where people are safe and feel safe, enjoy good health and wellbeing, have access to suitable employment opportunities and housing in cohesive communities and live enriched lives, achieving their full potential.

**Support a Thriving Economy****The Vision....**

The City will remain the world's leading international financial and professional services centre and a driver of the national economy, continually innovating and developing new business areas, including in the technology sector, and delivering inclusive and sustainable growth and prosperity for its communities, London and the UK.

The quantity and quality of new development, particularly office-led development, will meet growing business needs, supporting and strengthening opportunities for the continued collaboration and clustering of businesses that is vital to the City's operation.

The City will be open to new business, new ideas and new ways of working, reflected in office floorspace that is flexible and adaptable to meet the demands of different types of business occupiers, including incubators, start-ups and other small and medium sized companies. Office space will be complemented by other commercial, cultural and leisure uses adding vibrancy and animation to the City's streets.

The number of business and tourist visits to the City will significantly increase as the City is recognised for its world-class cultural and creative facilities. Culture Mile will transform the north west of the City into a vibrant strategic cultural area of national and international stature.

The quality and quantity of retail facilities will continue to increase to meet rising demand, as the City evolves into an evening and 7-day a week retail, leisure and cultural destination. Retail growth will be focused on the Principal Shopping Centres of Cheapside, Liverpool Street/Moorgate, Leadenhall Market and Fleet Street. Smaller retail units will be provided across the City, animating ground floor spaces and meeting local worker and resident needs.

The City's continued economic success will be underpinned by world-leading digital connectivity and data services both within buildings and in the public realm. The provision of utilities and infrastructure will anticipate the demands set by the City's growth, funded in part by new development.

**Strategic Objective:**

To support a thriving economy, maintaining the City's position as a global hub for innovation in financial and professional services, commerce and culture.

## Shape Outstanding Environments

### The Vision....

The City will be physically well connected and responsive. Sustainable travel patterns and modes of transport will be promoted and public transport capacity increased, principally through the opening of the Elizabeth Line, and the Northern Line/Bank Station Upgrade.

The City's streets will provide an attractive and safe environment for walking and cycling. Traffic reduction and improvements to the City's streets and junctions will transform the safety, look and feel of the City's street network.

Partnership working with City businesses and developers will minimise the number of delivery and servicing trips into the City and will reduce congestion through consolidation and by re-timing trips to take place outside of peak hours. The majority of last mile deliveries will be undertaken by zero emission vehicles, and the City's air quality will significantly improve as a greater share of motorised traffic switches to electric or other zero emission modes.

Use of the River Thames by commuters and for freight and servicing will significantly increase as the Thames becomes a major corridor for the movement of people and the transport of materials including construction and deconstruction materials, waste, freight and general goods.

The City will remain a centre of world class architecture with flexible and adaptable buildings and a high quality of public realm for people to admire and enjoy. Further tall buildings will be encouraged where they can make a positive contribution to their surroundings and the skyline, adding to the tall building cluster in the east of the City.

The City's rich architectural and archaeological heritage will continue to be conserved and enhanced. Historic buildings will be sympathetically adapted to new uses where required, enabling them to play their part in meeting the needs of the future City. New development will enhance the City's character and add value to the wider character and quality of London, whilst respecting the setting of St Paul's Cathedral and the Tower of London.

Buildings, streets and spaces will be inclusive, interesting, legible and fit for purpose. Computer modelling, simulation and smart technology will be used to ensure that new buildings, and the spaces between buildings, create an environment which attracts businesses and people from across the world.

The City's buildings, public realm and transport will be highly sustainable, designed to make efficient use of natural resources, minimise emissions and be resilient to natural and man-made threats. In partnership with public and private sector organisations the City will adopt new technologies to adapt towards a zero emission future by 2050.

The City will be a much greener place, with additional planting in and around new and existing buildings and spaces, enhancing the environment and mitigating the impacts of pollution. New open and amenity spaces will be created including through the creation of new pedestrian routes, accessible and permeable buildings, and the

provision of amenity space at upper or roof levels. Public access to private open space will be encouraged. Biodiversity will be increased by the inclusion of wildlife-friendly features in new and existing open spaces and buildings.

The risk of flooding will be minimised by incorporating sustainable drainage into new developments and the public realm, alongside measures to reduce run-off and increase rain water recycling. The Thames Tideway Tunnel will be completed, greatly reducing storm discharges from the combined sewer system and improving the quality of the water in the River Thames.

The City will become a Zero Waste City as developers, businesses and residents adopt Circular Economy Principles and reduce the amount of waste they produce whilst keeping resources in use for as long as possible. More flexible building designs will reduce the need for redevelopment of outdated office stock. Walbrook Wharf will continue to provide a facility for transferring materials, including waste, by river barge, thereby reducing lorry traffic in the City and across London.

### **Strategic Objective:**

To shape the future City, ensuring that it is physically well connected, sustainable and responsive, resilient to natural and man-made threats, and delivers outstanding buildings, streets, public spaces, and heritage assets.

## **Key Areas for Change**

### **The Vision....**

#### **Smithfield and Barbican**

The Elizabeth Line will significantly enhance public transport accessibility in this part of the City. The Culture Mile initiative including relocation of the Museum of London to Smithfield and the possible development of a Centre for Music alongside the existing Barbican Centre will provide outstanding cultural facilities in landmark buildings. Beech Street will be transformed into a more welcoming environment, with significantly improved air quality, and the Beech Street/Long Lane axis will be the focus for a variety of shops and restaurants. The wider area will contain a broad mix of uses, including residential, office, retail, hotel, leisure and cultural, while temporary art and cultural installations will further animate the buildings and public realm. The public realm will be enhanced with a distinctive look and feel, creating attractive streetscapes and vistas. Evening and night-time activities will expand and will be well-managed to protect residential amenity. Consolidation of the City Corporation's wholesale markets onto a single site will potentially allow the re-use of Smithfield Meat Market for other uses compatible with its heritage status. St Bartholomew's Hospital will continue to operate as a major centre of health excellence. The potential for conflict between vehicular access to commercial and residential uses and the increased numbers of pedestrians will be effectively managed.

#### **City Cluster**

Office and employment growth will be successfully accommodated by a cluster of dynamic, attractive, sustainably designed tall buildings, providing an iconic image of the City and enhancing its role as a global hub for innovation in finance, professional services, commerce and culture. Complementary retail, leisure, cultural and educational facilities will support this primary focus on office floorspace, principally

through animating ground floor spaces. Additional greening will be provided within and on buildings and in the public realm and air quality improved. An area wide approach will be taken to security and estate management to ensure the safety and comfort of workers and visitors, with a high-quality public realm and environment that reflects the status of the area. Freight and servicing deliveries will be reduced through off-site consolidation, the re-timing of deliveries outside of peak hours and joint working with occupiers. Pedestrian movement and permeability will be improved and priority given to pedestrians on key routes during daytime. Links to public transport nodes and other parts of the City, including to the Elizabeth Line at Liverpool Street Station, will be improved.

### **Aldgate and Tower**

Partnership working with the London Borough of Tower Hamlets, businesses and residents will provide a framework for the delivery of improvements in this area. Redevelopment and refurbishment will enhance the appearance and vibrancy of this area, with a mix of offices, residential, retail, community and cultural facilities, catering for residents, workers, students and visitors. The open space at Aldgate Square will be the focal point of a high-quality public realm which provides better facilities for pedestrians and cyclists. Air quality will be improved particularly in proximity to St John Cass School and the Middlesex Street and Mansell Street residential estates. Pedestrian connections, permeability and wayfinding will be improved, especially through large development sites and between Aldgate and Tower Gateway. Joint working with TfL and other transport operators will deliver improvements in public transport capacity to meet increasing demand. Residents will have improved access to education, health, training and job opportunities relevant to their needs.

### **Pool of London**

This area provides an iconic view of the City's riverside, with an opportunity for increased vibrancy arising from greater use of the riverside walk, more leisure, retail and cultural public uses at ground level and the provision of publicly accessible roof terraces and spaces. Servicing of individual buildings will be improved through the introduction of shared servicing bays and access points. The area will be regenerated through the redevelopment or refurbishment of appropriate riverside sites. The public realm and accessibility will be significantly improved. A higher quality pedestrian route will be created between London Bridge and the Tower of London creating a continuous riverside park and walkway free of motorised traffic. Easier pedestrian access across Lower Thames Street will encourage more City workers, residents and visitors to enjoy the riverside. Significant improvements will be made to the environment and air quality along Lower Thames Street.

### **Blackfriars**

Redevelopment or refurbishment of existing buildings will provide new high-quality office and commercial accommodation with active ground floors and within an improved public realm and environment that better reflects the status of the City. Easier access to the riverside walk and a safer and more pleasant environment for all users, including pedestrians and cyclists, will be delivered. A new public open space at Blackfriars foreshore, created through the Thames Tideway project, will introduce greenery to the riverside and provide a place for relaxation and recreation.

### **Fleet Street**

The role of Fleet Street as a centre for judicial and related business in the City will be enhanced by the potential development of a new court building and City of London

Police Station. Existing office accommodation will be retained and improved to provide flexible floorspace and spaces to meet changing business needs. Public realm and transportation improvements will deliver a high quality environment which enhances the Principal Shopping Centre and the historic lanes, alleyways, churchyards and spaces that lead off Fleet Street. Additional greening within the public realm and on buildings will deliver visual improvements and improvements in air quality. Where appropriate, residential development will be concentrated in lanes and alleyways away from Fleet Street to ensure a higher quality residential environment for residents.

### **Liverpool Street**

The area will be enhanced, taking advantage of improvements in public transport accessibility brought by the opening of the Elizabeth Line, and opportunities presented by the remodelling of the Broadgate Estate. Pedestrian routes will be enhanced and active frontages provided at ground floor level to animate and add vibrancy to the area. Retail uses will be encouraged and improvements delivered to the public realm around Liverpool Street Station. Additional greening will help to deliver air quality improvements. Office use will continue to be the predominant use but will provide more flexible and collaborative space to meet the needs of potential start-ups and allow for business growth. Collaborative working between businesses in this area, Tech City and creative industries within Culture Mile will create an attractive and vibrant business eco-system.

### **Strategic Objective:**

To ensure that the challenges facing the Key Areas for Change are met, complementing the core business function of the City, supporting the development of its global business offer and world-class cultural, heritage and creative facilities and distinguishing the City from other global centres.

# Contribute to a Flourishing Society

## Healthy and Inclusive City

### Context

The City of London is a very densely built up area with a large daytime population and limited open space. The City's economic success means there is a high level of construction activity, while the density of development and employment, delivery and servicing requirements and the narrowness of many of the City's streets all contribute to traffic congestion. This can result in poor air quality, noise and light pollution and a shortage of adequate open spaces, play and recreational spaces, impacting on the health of residents, workers and visitors.

The NPPF and the London Plan stress the importance of health and wellbeing and the role that the planning system can play in improving this. Planning can support strategies to improve health and cultural wellbeing and promote healthy communities. Planning decisions can have an influence on people's health, particularly through the design and management of new development.

The City Corporation is committed to enabling an inclusive environment in which nobody is disadvantaged. Everyone should have equal opportunities to access buildings, spaces, job and training opportunities and health, leisure and educational services. An inclusive environment is one that recognises that everyone benefits from improved accessibility including disabled people, older people, families with children, carers, people with temporary medical conditions and people who do not consider themselves disabled. An inclusive City allows all communities, irrespective of their social and economic position, to equally access the opportunities the City offers.

An important element of this commitment is breaking down unnecessary physical barriers and exclusions imposed on disabled people and others by poor design of buildings and spaces. The needs of disabled people should be considered at an early stage of the planning process and not considered separately from the needs of others.

A wide range of elements contribute to a healthy and inclusive environment. The transport and design policies in this Plan address relevant issues such as: active travel and permeability, inclusive transport; mitigating the impacts of pollution through the design of streets and public spaces; and providing adequate shade and shelter.

### **Strategic Policy S XX: Healthy and Inclusive City**

The City Corporation will work with a range of partners to create a healthy and inclusive environment in the City and enable all communities to access a wide range of health, education, recreation and leisure opportunities, by:

1. Implementing the principles of the City of London Corporation Joint Health and Wellbeing Strategy;

2. Ensuring that the use, design and management of buildings and the public realm helps to protect and improve the health of all the City's communities;
3. Requiring Health Impact Assessments on major development proposals;
4. Requiring the design and management of buildings, streets and spaces to provide for the access needs of all the City's communities, including the particular needs of those with disabilities or mobility impairment;
5. Expecting development to:
  - a. promote healthy buildings and the Well Building Standard;
  - b. improve local air quality, particularly nitrogen dioxide and particulates PM<sub>10</sub> and PM<sub>2.5</sub>;
  - c. respect the City's quieter areas;
  - d. limit the City's contribution to unnecessary light spillage and 'sky glow'
  - e. address land contamination, ensuring development does not result in contaminated land or pollution of the water environment.
6. Protecting and enhancing existing public health and educational facilities, including St Bartholomew's Hospital and existing City schools, working in partnership with neighbouring boroughs to deliver accessible additional educational and health facilities in appropriate locations;
7. Encouraging the further provision of both public and private health facilities;
8. Promoting opportunities for training and skills development to improve access to employment, particularly for City residents and those in neighbouring boroughs;
9. Providing and improving social and educational services through the City's libraries;
10. Supporting nursery provision and additional childcare facilities where a need exists;
11. Protecting and enhancing existing community facilities and providing new facilities where required; and
12. Protecting and enhancing existing sport, play space and recreation facilities and encouraging the provision of further facilities, including publicly accessible facilities, within major developments.

### Reason for the policy

The City Corporation's Joint Health and Wellbeing Strategy considers three distinct populations with different needs and health issues: residents, workers and rough sleepers. Using data from the City and Hackney Joint Strategic Needs Assessment, it identifies five priorities for health and wellbeing in the City:

1. Good mental health for all;
2. A healthy urban environment;
3. Effective health and social care integration;
4. All children have the best start in life; and
5. Promoting healthy behaviours



The second of these priorities is the most relevant to the Local Plan, as it includes issues such as poor air quality; relatively high levels of noise; a lack of green space, community space and space to exercise; some overcrowding of the housing stock; and road safety. The Joint Health and Wellbeing Strategy notes there is strong evidence that the environment shapes health outcomes and it seeks to “*ensure health and wellbeing issues are embedded into the Local Plan and major planning applications*”.

The City’s population differs from other areas in that the daytime population is dominated by workers, with residents forming a small but important community. The number of City employees and residents is forecast to increase during the Plan period, placing additional demands on the provision of health, education and social services to the working and resident populations. City workers may find it difficult to access health services where they live due to their working hours and the provision of additional clinics and pharmacy services in the Square Mile could play an important role in addressing their health needs.

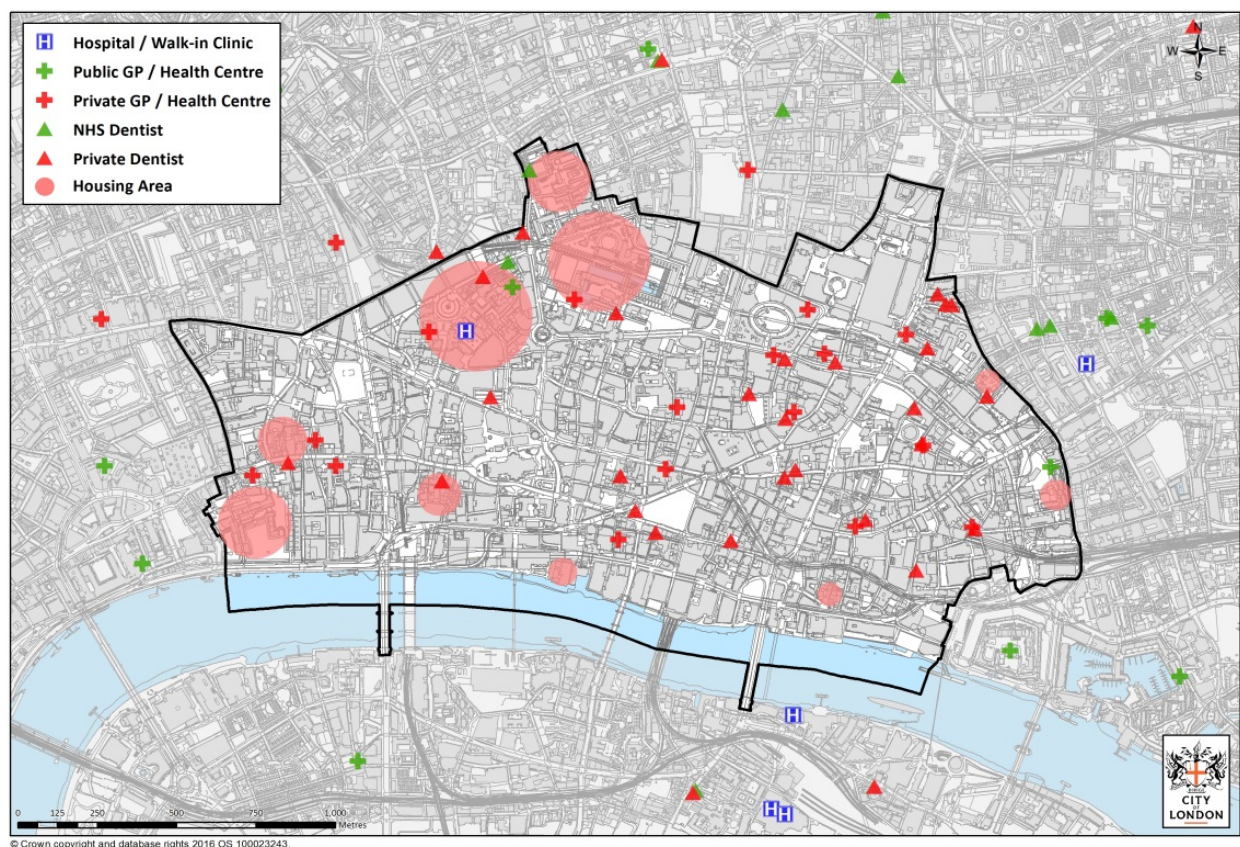


Figure XX: Distribution of health facilities in and adjoining the City

The small permanent residential population in the City means that it is often not economic to deliver effective services within the City. The City Corporation therefore works jointly with neighbouring boroughs and service providers to ensure that cost effective services can be provided. For example, the City Corporation is working jointly with Islington to deliver the City of London Primary Academy Islington on a site which crosses the City/Islington border.

The City is intensively occupied with large numbers of people working in office buildings in close proximity. Many City employees work long hours and access leisure, medical and entertainment opportunities within or close to their place of



employment. Research suggests that a poor working environment can have a negative impact on the health of workers, and consequently their productivity. It is therefore important that buildings are designed to promote the health and wellbeing of everyone.

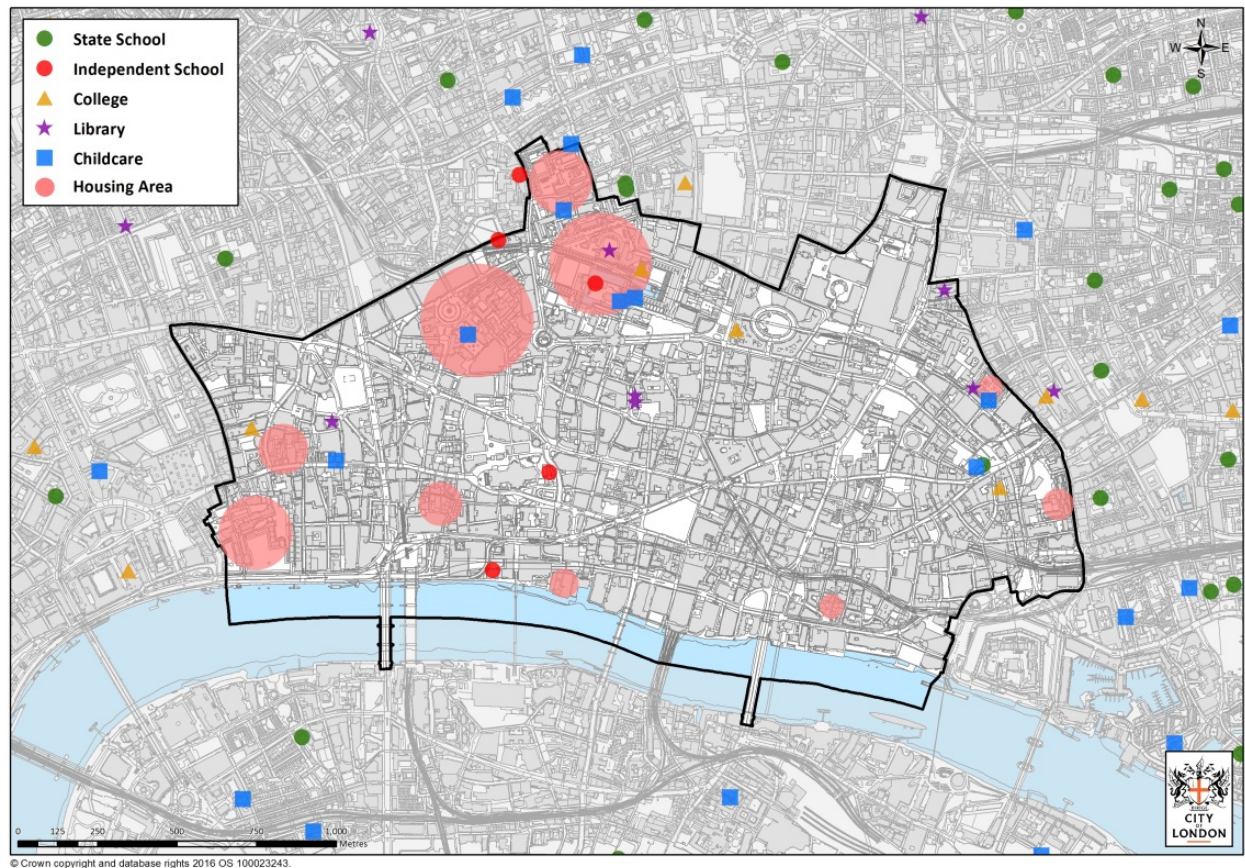


Figure XX: Distribution of skills and education facilities in and adjoining the City

Advances in technology and an awareness of how office environments can impact people's mental and physical health has highlighted the importance of striving to create a healthy City environment. A sense of community inclusion and belonging is important for both physical and mental health. People who live in cohesive communities with a wide range of employment opportunities, services, infrastructure and low crime are less likely to suffer poor health. The City Corporation established the Business Healthy programme in 2017 to support businesses to promote the health and wellbeing of their employees.

Outdoor spaces and the public realm are under increasing pressure to provide places for flexible working whilst also providing for relaxation and amenity. Research on traffic noise has found that long-term exposure to noise above a certain level can have negative impacts on physical and mental health. It is therefore important to protect the relative tranquillity of some of the City's open spaces to confer benefits to health and wellbeing by providing places of respite from the City's generally high ambient noise levels.

The location and nature of the City means that quieter areas, such as churchyards and open spaces, in the City cannot reasonably be expected to be as quiet as similar areas in suburban locations. Nonetheless, perceptions of tranquillity are often based

on the relative noise levels of an area compared to its surroundings, rather than absolute noise levels.

The City is a relatively affluent area and is the third least deprived local authority area in London. However, disparities exist. While the Barbican is amongst the 20% least deprived residential areas in England, Mansell Street and Petticoat Lane areas are amongst the 40% most deprived. The Local Plan can play a part in tackling such disparities, for instance by securing training and skills programmes through planning obligations associated with major development schemes.

### How the policy works

To protect and enhance people's physical and mental health, new development should be designed to promote physical activity and well-being, through appropriate arrangements of buildings and uses, access, increased green infrastructure, and the provision of facilities to support walking and cycling.

To facilitate the delivery of a healthy city, developers are encouraged to use established methodologies, such as Well Certification under the Well Building Standard. The Well Building Standard is an accreditation system that attempts to measure how building features impact on health and wellbeing. Compliance requirements for the standard fit into seven key areas; air, water, nourishment, light, fitness, comfort and mind. Each category is scored out of 10 and, depending on the total achieved, silver, gold or platinum certification is achieved.

Health Impact Assessments will be required to support development in the City. For developments of between 10 and 99 dwellings or between 1,000 - 9,999 m<sup>2</sup> of commercial floorspace, developers should use the NHS London Healthy Urban Development Unit's Rapid Health Impact Assessment Tool for preparing their HIA. This allows for a focused investigation of health impacts and should address the most significant impacts and/or those most likely to occur. Full Health Impact Assessments (HIA) should be submitted to support planning applications for over 10,000 sqm GIA for commercial developments or 100 or more residential units. Such assessments consider the impact on people's health of the development.

Major commercial developments should seek to reach outwards into the community by providing relevant services with health impacts such as publicly available drinking water, defibrillators and toilets. Signage at the front of buildings should be displayed to make the public aware of the availability of these facilities.

### **Policy DM XX: Inclusive buildings and spaces**

New Development, open spaces and streets must meet the highest standards of accessibility and inclusive design, ensuring that the City of London is:

- inclusive and safe for all, regardless of disability, age, gender, ethnicity, faith or economic circumstance;
- convenient and welcoming with no disabling barriers, ensuring that everyone can experience independence without undue effort, separation or special treatment;
- responsive to the needs of all users who visit, work or live in the City, whilst recognising that one solution might not work for all.

### Reason for the policy

The built environment needs to be safe, accessible and convenient to improve the quality of life for all City users and particularly for disabled and elderly people and those with other mobility difficulties. Despite progress in building a more accessible City, some people still experience considerable barriers to living independent and dignified lives as a result of the way the built environment is designed, built and managed. The outcome of embracing inclusive design should be a City where people want to live, work and visit.

### How the policy works

Developers will be required to submit Design and Access Statements which demonstrate a commitment to inclusive design and engagement with relevant user groups. Design and Access Statements should include details both on how best practice standards have been complied with and how inclusion will be maintained and managed throughout the lifetime of the building.

### **Policy DM XX: Air quality**

1. Developers will be required to effectively manage the impact of their proposals on air quality. Major developments must provide an Air Quality Impact Assessment;
2. Development that would result in deterioration of the City's nitrogen dioxide or PM<sub>10</sub> and PM<sub>2.5</sub> pollution levels will be refused;
3. All developments should be at least Air Quality Neutral. Major developments must maximise credits for the pollution section of the BREEAM assessment relating to on-site emissions of oxides of nitrogen (NO<sub>x</sub>);
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed Air Quality Impact Assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation;
5. Developments that include uses that are more vulnerable to air pollution, such as schools, nurseries, medical facilities and residential development, will be refused if the occupants would be exposed to poor air quality. Developments will need to ensure acceptable air quality through appropriate design, layout, landscaping and technological solutions;
6. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts to the fullest extent possible. Impacts from these activities must be addressed within submitted Air Quality Impact Assessments;
7. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should

terminate above the roof height of the tallest building in the development to ensure maximum dispersion of pollutants.

### Reason for the policy

Due to its location at the heart of London and the density of development, the City of London has high levels of air pollution. Poor air quality can harm human health, particularly for young people while their lungs are developing, and increase the incidence of cardiovascular and lung disease. National health-based objectives for the pollutants nitrogen dioxide (NO<sub>2</sub>) and small particles (PM<sub>10</sub>) are not being met in the City, in common with all central London, so the whole of the Square Mile has been declared an Air Quality Management Area. The City Corporation has also designated a Low Emission Neighbourhood in the Barbican, Guildhall and Bart's Hospital area of the City with the aim of improving local air quality by reducing the amount of traffic and encouraging and supporting low and zero emission vehicles in the locality.

Tackling poor air quality requires a range of actions, including reducing traffic congestion and supporting low emissions vehicles, reducing emissions associated with combustion-based heating and cooling systems, and limiting emissions linked with demolition and construction. The addition of green space and planting within the public realm can help to trap particulate pollution. The main source of pollutants in the City is currently road transport but following implementation of the Mayor's Ultra Low Emission Zone in 2019 it is forecast that a greater share of air pollutants will be generated by buildings. It is predicted that by 2020 buildings will account for almost half of NO<sub>2</sub> emissions arising in the City.

### How the policy works

The City Corporation's Air Quality Strategy provides detailed information on the air quality issues facing the City and the various actions being pursued to improve air quality. The Air Quality SPD sets out specific guidance for developers on the City Corporation's requirements for reducing air pollution from developments within the Square Mile. The City's Code of Practice for Deconstruction and Construction Sites and the Mayor's Control of Dust and Emissions during Construction and Demolition SPG provide guidance on procedures to be adopted to minimise the impacts of demolition and construction activities on air quality.

The Air Quality SPD sets out the circumstances in which an Air Quality Impact Assessment is required and provides guidance on the information required. Such an assessment must be submitted for all major development.

### **Policy DM XX: Noise and light pollution**

1. Developers must consider the noise and lighting impacts of their development.
2. A noise assessment will be required to demonstrate that the layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools, nurseries and quiet open spaces.



3. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.
4. Any potential noise or light pollution conflicts between existing activities and new development should be minimised. Where the avoidance of such conflicts is impractical, the new development must include suitable mitigation measures such as attenuation of noise or light spillage or restrictions on operating hours.
5. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance near the development.
6. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
7. Opportunities will be sought to incorporate improvements to the acoustic environment and existing lighting schemes within major development.

### Reason for the policy

The City has a complex, densely developed and intensively used built environment in which space is at a premium and where multiple activities occur in very close proximity. Therefore, the effective management of noise and light pollution impacts applies to both development that introduces new sources of noise and light pollution or development that is sensitive to noise and light pollution.

The main noise sources related to new developments in the City are:

- Construction and demolition work and associated activities, such as piling, heavy goods vehicle movements and street works;
- Building services plant and equipment, such as ventilation fans, air-conditioning and emergency generators;
- Leisure facilities and licensed premises, involving noise from people and amplified music; and
- Servicing activities such as deliveries, window cleaning and building maintenance.

Noise sensitive developments in the City include residential developments (including hotels and serviced apartments), health facilities, schools and childcare provision and certain open spaces. For noise sensitive developments, confirmation will be sought of appropriate acoustic standards at the design stage. The City Corporation will apply the 'agent of change' principle, meaning that the responsibility for mitigating the impact of noise will fall on the new development.

Planning and licensing regimes operate under separate legislative and regulatory frameworks. The City Corporation will ensure that, as far as is possible, a complementary approach is taken between planning and licensing to enable consistency of advice and decision making. Policy DM XX: Evening and Night-Time

Economy sets out the planning policy approach to evening and night-time entertainment uses in the Square Mile.

#### How the policy works

The City of London Noise Strategy 2016-2026 identifies the strategic approach to noise in the City and the City's Code of Practice for Deconstruction and Construction Sites provides guidance on procedures to be adopted to minimise the noise impacts of development. The use of planning conditions or obligations will be considered where this could successfully moderate adverse effects, for example, by limiting hours of operation.

When bringing forward major development proposals, developers are encouraged to consider whether there may be opportunities to enhance the existing acoustic environment, for instance by incorporating water features that can aid relaxation and help to mask traffic noise. More information about this can be found in the City's Noise Strategy.

The City Corporation has adopted a Lighting Strategy, which includes a range of proposals to improve the quality of lighting across the City with specific recommendations for different character areas. The Lighting Strategy includes guidelines to help reduce light spillage and glare from retail and office premises, and from signage. The redevelopment or refurbishment of buildings may present opportunities to reduce the impacts of existing insensitive lighting schemes.

#### **Policy DM XX: Contaminated land and water quality**

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

#### Reason for the policy

When a site is developed and ground conditions change there is potential for contaminants to be mobilised, increasing the risk of harm. Site investigation should establish whether the proposed use is compatible with the land condition. The phrase non-human receptors encompasses buildings and other property, or ecological systems and habitats, which may be harmed as a result of contaminated land or water.

#### How the policy works

Pre-application discussions will be used to identify the particular issues related to environmental protection that are relevant to each development site. The City Corporation has published a Contaminated Land Strategy and a Contaminated Land Inspection Strategy, which provide details of the issues likely to be encountered in different parts of the City and should be used for reference by developers.

## **Policy DM XX: Location and protection of social and community facilities**

1. Existing social and community facilities will be protected in situ unless:
  - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the users of the existing facility; or
  - b) necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or
  - c) it has been demonstrated through active marketing, at reasonable terms for public, social and community floorspace, that there is no demand for the existing facility or another similar use on the site.
2. The development of new social and community facilities should provide flexible, multi-use spaces suitable for a range of different uses and will be permitted:
  - a) where they would not be prejudicial to the business City and where there is no strong economic reason for retaining office use;
  - b) in locations which are convenient to the communities they serve;
  - c) in or near identified residential areas, providing their amenity is safeguarded;
  - d) as part of major mixed-use developments, subject to an assessment of the scale, character, location and impact of the proposal on existing facilities and neighbouring uses.
3. Developments that result in additional need for social and community facilities will be required to provide the necessary facilities or contribute towards enhancing existing facilities to enable them to meet identified need.

### Reason for the policy

Social and community facilities contribute to successful communities by providing venues for a wide range of activities and services. As such they make a significant contribution to people's mental and physical well-being, sense of community, learning and education. Library and educational facilities for children and those that support the City's business and cultural roles are particularly important.

### How the policy works

Existing social and community facilities will be protected, unless it can be demonstrated to the City Corporation's satisfaction that there is no demand from social and community users for the facilities or that their loss is part of a published asset management plan, in the case of non-commercial enterprises. The presumption is that current facilities and uses should be retained where a continuing need exists. If this is not feasible, preference will be given to a similar type of social and community use in the first instance. Proposals for the redevelopment or change of use of social and community facilities to an alternative use must be accompanied by evidence of the lack of need for those facilities.

Where existing social and community facilities are to be relocated, the replacement facilities should be within the City. However, for services that serve a wider catchment area, relocation outside the City, but within a reasonable distance, may be acceptable. There may be advantages in locating organisations together within multi-functional community buildings to maximise the efficient use of resources.

Where rationalisation of services would result in either the reduction or relocation of social and community floorspace, the replacement floorspace must be of a comparable or better standard.

### **Policy DM XX: Public conveniences**

A widespread distribution of public toilets which meet public demand will be provided by:

- requiring the provision of a range of directly accessible public toilet facilities in major retail and leisure developments, particularly near visitor attractions, public open spaces and major transport interchanges. Provision should be made for disabled people and their carers (changing places toilets). Public toilets should be available during normal opening hours, or 24 hours a day in suitable areas with concentrations of night-time activity;
- supporting an increase in the membership of the Community Toilet Scheme;
- resisting the loss of existing public toilets, unless adequate provision is available nearby, and requiring the provision of replacement facilities;
- taking the opportunity to renew existing toilets which are within areas subject to major redevelopment schemes and seeking the incorporation of additional toilets in proposed developments where they are needed to meet increased demand.

#### Reason for the policy

Inclusive and accessible toilet provision is essential to meet the needs of all communities. Public conveniences are a particularly important facility for a number of groups, such as the elderly, disabled and parents with young children and are a necessity in areas where people spend considerable time such as tourist areas. Areas of the City with concentrations of night-time entertainment require adequate toilet provision to prevent fouling of the streets.

#### How the policy works

The City Corporation provides public toilets and aims to provide a distribution which effectively meets public demand, but this needs to be supplemented by provision in major retail and leisure development and through encouraging membership of the Community Toilet Scheme. The City Corporation provides attended toilets equipped with baby changing units and facilities for disabled people, while automatic toilets provide a 24-hour service. The Community Toilet Scheme allows the public to use toilet facilities in participating businesses, albeit that hours are often restricted.

Public toilets should be clearly signposted to ensure they are easily found. The City Corporation has produced a free toilet finder app suitable for use on mobile phones. Facilities should be maintained by the owner as part of the overall maintenance of any development.

‘Changing places’ toilets are not designed for independent use and should be provided in addition to standard unisex disabled persons’ toilets, baby change and family facilities, rather than as a replacement. Consideration should be given to the provision of self-contained gender-neutral toilets.



## **Policy DM XX: Sport and recreation**

1. Existing public sport and recreational facilities will be protected in situ, unless:
  - a) replacement facilities are provided on-site or within the vicinity that meets the needs of the users of that facility; or
  - b) necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or
  - c) it has been demonstrated through active marketing, at reasonable terms for sport and recreational use, that there is no demand for the existing facility or alternative sport and recreation facilities which could be met on the site.
2. The provision of new sport and recreation facilities will be encouraged:
  - a) where they provide flexible space to accommodate a range of different uses/users and are accessible to all;
  - b) in locations which are convenient to the communities they serve, including open spaces;
  - c) near existing residential areas;
  - d) as part of major developments subject to an assessment of the scale, character, location and impact of the proposal on existing facilities and neighbouring uses;
  - e) where they will not cause undue disturbance to neighbouring occupiers.
3. The use of vacant development sites for a temporary sport or recreational use will be encouraged where appropriate and where this does not preclude return to the original use or other suitable use on redevelopment.

### Reason for the policy

There has been an increase in sport and recreational facilities in the City in recent years, with much of the increase resulting from additional private gym facilities within office developments and some hotels. The rapid growth in the working population, as well as the increasing recognition of the importance of healthy lifestyles, means there is a continued demand for these facilities.

### How the policy works

While such facilities are important in meeting sport and recreational needs, it will not always be necessary to prevent their change of use, due to the fluid nature of the private market. However, any proposals involving the loss of sport and recreational facilities must be accompanied by evidence of a lack of need for those facilities. Current facilities and uses should be retained where a continuing need exists. If this is not feasible, preference will be given to a similar type of sport and recreational use in the first instance.

Open spaces and publicly accessible rooftops can provide valuable sports and recreational facilities in the densely built City environment.

## **Policy DM XX: Play areas and facilities**

1. The City Corporation will protect existing play provision and seek additional or enhanced play facilities or space, particularly in areas where a need has been identified, by:

- a) protecting existing play areas and facilities and, on redevelopment, requiring the replacement of facilities either on-site or nearby to an equivalent or better standard;
  - b) requiring external play space and facilities as part of major new residential developments;
  - c) where the creation of new play facilities is not possible, requiring developers to work with the City Corporation to deliver enhanced provision nearby, or financial contributions to enable the provision of facilities elsewhere;
  - d) promoting opportunities for informal play and play within open spaces where it is not possible to secure formal play areas.
2. Play areas and facilities must be inclusive and not be located in areas of poor air quality due to the negative health impacts on young children.

#### Reason for the policy

Play is essential for the healthy development of children and takes place in both formal and informal spaces. Formal play spaces include areas specifically designed and designated for play.

#### How the policy works

Due to the City's large working population there are opportunities to create informal play spaces in the City, which are not designated solely for that purpose but contain features that can be used for imaginative play. These spaces would also benefit the increasing numbers of children who visit the City.

Public realm spaces should be designed imaginatively to serve the needs of workers but also offer informal play opportunities. The City Corporation plans to provide appropriate sensory play areas in the City for children and young people with special educational needs.

## **Safe and Secure City**

### **Context**

The City is a safe place to live, work and visit, with low rates of crime. The continuing security and safety of the City is key to its success, whether as a base for a company, a place to live or somewhere to spend leisure time. As a world leading financial and business centre, addressing potential risks from fraud, terrorism and cyber crime is of critical importance.

The City has its own police force, which enables it to focus on the City's specific circumstances while playing a leading national role in combatting economic and cyber crime. The City of London Police publish a three-year Policing Plan, updated annually, which sets out priorities that address both its national and local obligations. Current priorities are:

- Counter terrorism;
- Cyber crime;
- Fraud;
- Vulnerable people;
- Roads policing;
- Public order;
- Violent and acquisitive crime.

The Safer City Partnership brings together representatives from both statutory and non-statutory agencies that contribute to the work of keeping the City safe. The Partnership's vision is for the City of London to be a safe place to live, work, visit, study and socialise. The Partnership meets regularly and publishes an annual strategy document, which identifies key priorities. These currently comprise:

- Supporting the Counter Terrorism Strategy through delivery of the Prevent Strategy;
- Violence against the person;
- Acquisitive crime;
- Night time economy crime and nuisance;
- Anti-social behaviour.

The City is home to the Central Criminal Court at the Old Bailey, the Rolls Building court complex, the Mayor's and City of London Court, the City of London Magistrate's Court and The Inner and Middle Temples Inns of Court, together with a number of legal firms.

## **Strategic Policy S XX: Safe and Secure City**

The City Corporation will work with the City of London Police to ensure that the City is secure from crime, disorder and terrorism, and is able to accommodate large numbers of people safely and efficiently by:

1. Minimising the potential for crime and anti-social behaviour by encouraging a mix of uses and natural surveillance of streets and spaces;
2. Implementing measures to enhance the collective security of the City against terrorist threats, applying security measures to broad areas such as the Traffic and Environmental Zone, major development schemes, or to the City as a whole;
3. Developing area-based approaches to implementing security measures where major developments are planned or are under construction simultaneously, and in locations where occupiers have requested collective security measures;
4. Taking account of the need for resilience in developments so that residential and business communities are better prepared for, and better able to recover from emergencies (including the promotion of business continuity measures).

### Reason for the policy

Safety and security are important to the continuing role of the City of London as a world leading financial and professional services centre, and as an attractive place to live and visit. Ensuring a safe and secure City requires close co-operation not only between the City Corporation and the City of London Police, but also between these agencies, the Metropolitan Police, the British Transport Police, the Government and Judiciary and the Mayor of London. Close working with developers and occupiers is also essential.

### How the policy works

Security features should be considered at the outset of the design process to be most effective and avoid the need for retrofitting later during the development process or following completion. Early engagement with the City Corporation and the City of London Police is particularly important.

The design of a scheme should create safe and accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or social cohesion. Designs should take into account the most up-to-date information and advice regarding security needs in the area, working with local advisors to reduce vulnerability and increase resilience.

## **Policy DMXX: Crowded Places**

All major developments are required to satisfy the principles and standards that address the issue of crowded places and counter-terrorism by:

- Conducting a full risk assessment;
- Undertaking early consultation with the City of London Police on risk mitigation measures;

- Restricting or rationalising motor vehicle access where required; and
- Ensuring that public realm and pedestrian permeability is not adversely impacted, and that the design of the development considers the application of Hostile Vehicle Mitigation measures at an early stage.

### Reason for the policy

Places that are attractive, open and easily accessible can often become crowded. Such places are a potential target for crime and terrorism and offer the prospect of serious disruption or worse.

Crowded places include mainline and underground stations, shopping centres, bars and clubs which are all easily accessible. The high density of development, the substantial daytime population and the high-profile of many City buildings and businesses make the area a potential target for terrorism.

Measures such as traffic calming may be employed to limit the opportunity for hostile vehicle approach. Other measures that have been taken in the City include, the City of London Traffic Environmental Zone, which is the security and surveillance cordon that surrounds the Square Mile. It consists of road barriers, checkpoints and closed-circuit television cameras with the aim of slowing, managing and monitoring vehicular movements entering the City. In 2016, the City Corporation also approved an Anti-Terrorism Traffic Regulation Order (ATTRO), a counter-terrorism measure that allows the City of London Police to close routes at certain times, specified in the order, and divert vehicles away from the area to deal with identified threats. Its purpose is to avoid or reduce the likelihood of danger connected with terrorism or preventing or reducing damage connected with terrorism.

### How the policy works

A risk assessment should be submitted for approval by the City Corporation as part of a planning application or transport proposal which includes:

- Assessment of the risk of structural damage from an attack;
- Identification of measures to minimise any risk;
- Detail on how the perimeter is treated, including glazing;
- Consideration of adjacent land-uses and commuter routes.

The City Corporation will liaise with the City of London Police in considering and approving risk assessments submitted as part of a planning application.

### **Policy DMXX: Dispersal Routes**

Applications for major commercial development and developments which propose night-time uses should include a Management Statement setting out detailed proposals for the dispersal of patrons and workers from premises to ensure the safe egress of people, minimise the potential for over-crowding and reduce the instances of anti-social behaviour.

### Reason for the policy

The City increasingly operates on a 24-hour, 7 day a week basis, with an increase in evening and night-time uses. This will result in an increase in pedestrian movements within the City as patrons enter and exit public houses, bars, night-clubs and restaurants. Anti-social behaviour, including noise, disturbance and odours arising from the operation of the premises can be disruptive to City residents and proposals should seek to mitigate any negative impacts that may arise, incorporating the Agent of Change principle.

The City's daytime population places pressure on the City's public realm at peak times. It is therefore necessary to provide details of dispersal routes as part of planning applications for major commercial developments to understand their implications for movement and amenity.

### How the policy works

The dispersal of patrons from premises, particularly late at night should not have an unacceptable impact on the amenity of residents and other noise-sensitive uses. Adverse impacts will require mitigation in line with Policy DMXX: Evening and Night-time Economy.

New major commercial developments should incorporate measures to reduce pedestrian flow at peak times or provide alternative routes to avoid over-crowding on existing streets to ensure the safety and security of the City and to avoid further stress on the City's public realm.

A Management Statement will be required, setting out the measures incorporated into the scheme to mitigate the adverse impacts of night-time economy uses. Assessment of the Management Statement will have regard to the City of London Noise Strategy, the provisions of the City of London Statement of Licensing Policy and any submitted licence application operating schedule.

### **Policy DMXX: Designing in Security**

1. Security measures must be incorporated into the design of development at an early stage avoiding the need to retro-fit measures that adversely impact on the public realm or the quality of design. Applicants must liaise with the City Corporation and the City of London Police and incorporate their advice into the scheme design as required.
2. Security measures should be designed within the development's boundaries and integrated with those of adjacent buildings and surrounding public realm. Area-wide approaches should be considered.
3. All development should be designed to minimise the need for Hostile Vehicle Mitigation on the public highway. Developers will be expected to contribute towards the cost of on-street mitigation of the risk of vehicle attacks in the vicinity of their developments.
4. Where mixed use schemes are proposed, developments must provide independent primary and secondary access points, ensuring that the proposed uses are separate and self-contained.

5. All security measures which are expected to be more than very short-term should be sympathetic to surrounding buildings, the public realm and any heritage assets, and must be of a high-quality design.
6. An assessment of the environmental impact of security measures will be required. It should address the visual impact and impact on pedestrian flows.

### Reason for the policy

Late consideration of security in developments can be more costly, inefficient, and less effective, and can have a negative impact on the architectural quality and design of a building and the surrounding public realm. These difficulties can be avoided by considering security at the early design stage.

### How the policy works

All new developments must incorporate appropriate security provision to reduce the risk and the likely impact of an attack. It is not always possible to provide security measures wholly within the building or development site, particularly when there is a need to provide stand-off distances to protect against potential vehicle-borne attacks, or where the building line is immediately bounded by public highway. Security features for individual buildings on the public highway should be a last resort when all other alternative proposals have been exhausted including the scope for an area-based approach.

A collective approach to security is likely to be more effective than an individual building approach, particularly in areas of high-density development such as the City Cluster. Measures to enhance collective security measures when designing major developments will be welcomed.

In considering the impact of new development on the public realm, the City Corporation will take into account the need for additional security measures within the public realm to reduce the risk to individuals from motor vehicles and the potential for vehicles to mount pavements. Developers will be expected to contribute towards the cost of on-street mitigation of the risk of vehicle attacks in the vicinity of their developments.

Developments should aim to achieve a high level of natural surveillance of all surrounding public areas including the highway. Mixed use developments can generate greater activity and surveillance, but a mix of uses within individual buildings may give rise to problems of security, management and amenity. The provision of independent primary and secondary access points will be required so that proposed uses are separate and self-contained.

Early engagement with the City of London Police and the City Corporation is essential. Where the development has an impact on heritage assets, early discussion with Historic England is also recommended.

Design and Access Statements should incorporate recommendations from the City of London Police, City Corporation and 'Secured by Design' principles or equivalent, setting out how security has been considered at the design stage. Advice in the City

Corporation's Public Realm Technical Manual should be incorporated into proposals to ensure developments offer a lasting contribution to the streets and spaces of the City.



# Housing

## Context

The permanent residential population of the City, estimated to be around 7,400, is small in comparison to the daily working population in excess of 480,000. The GLA's 2016 projections suggest that the City's population (excluding those with main homes elsewhere) will have a modest increase to approximately 10,000 by 2036. When the City's housing stock increases the resident population level does not increase in proportion as many residential units are used as second homes or for temporary sleeping accommodation. The 2011 Census indicated that there were 1,400 second homes in the City of London.

The majority of the City's housing is concentrated around the edge of the City in four estates (the Barbican, Golden Lane, Middlesex Street and Mansell Street). Other residential clusters are located in Smithfield, the Temples, parts of the riverside (Queenhithe), Fleet Street (City West), Carter Lane and around Botolph Lane. Most residential units developed in the City are flats with one or two bedrooms, which is consistent with the need assessment of unit sizes recommended in the City of London Strategic Housing Market Assessment (SHMA) 2016. There have also been a number of developments providing shorter term accommodation (short lets or serviced apartments).

Most new residential development has been located in or near existing residential areas in accordance with Local Plan policy. This allows greater opportunity to protect residential amenity and deliver a high quality residential environment. Residential clustering reduces potential conflict with commercial and office uses, and the areas are more easily serviced with facilities required by residents.

References to housing in this Plan include market, intermediate and affordable housing, hostels, sheltered and special needs housing. Student housing is addressed separately.

## Housing requirement

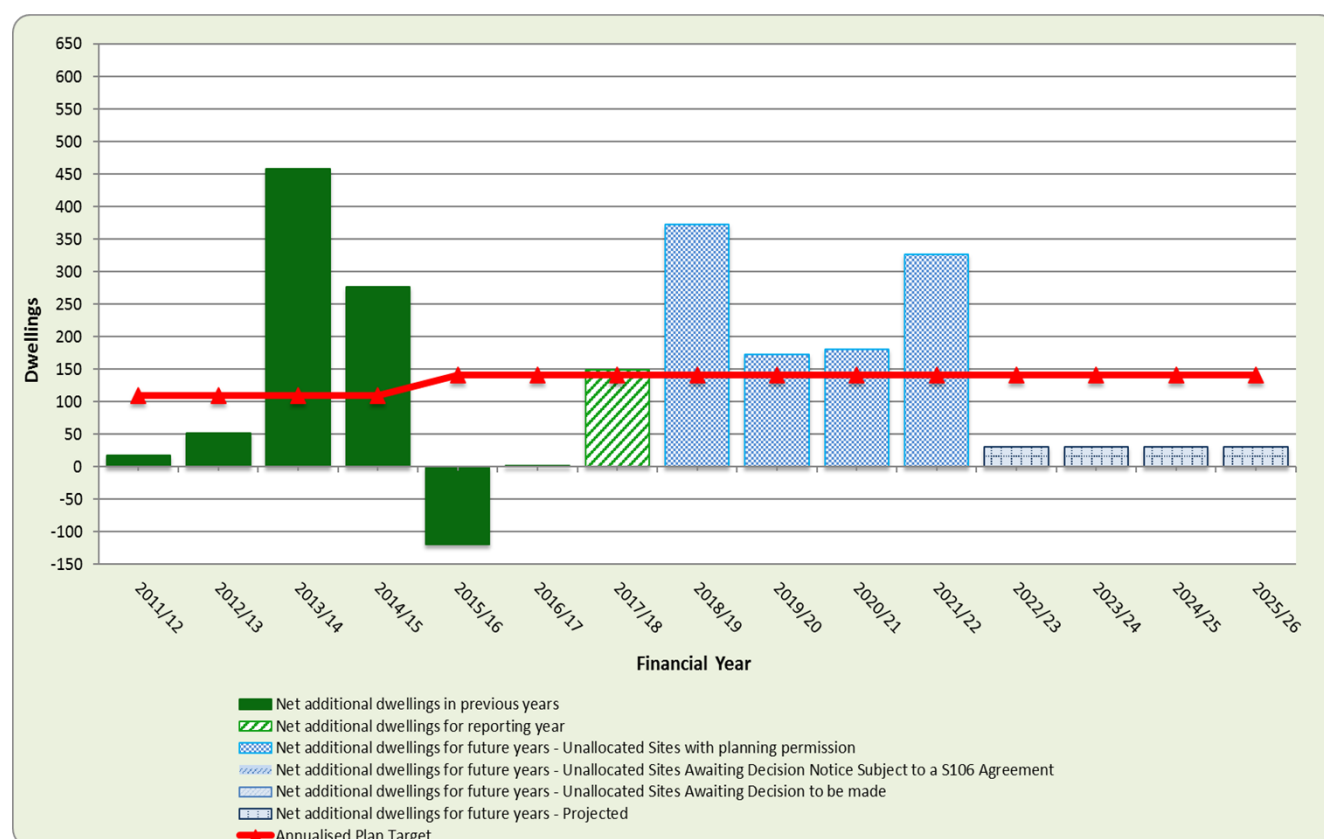
The NPPF sets out a standardised approach to assessing housing need and requires strategic planning authorities to follow this approach in setting housing targets in Local Plans. The City of London Local Plan is, however, required to be in conformity with the London Plan, which sets an annual housing target for the City and the London boroughs. The draft London Plan 2017 requires the City of London to deliver 146 new homes each year during the period 2019/20 – 2028/29, with the annual average rate continuing beyond 2028/29 until such time as the London Plan is further reviewed. The draft London Plan 2017 also included a target that an annual average of 74 units should be provided on small sites of less than 0.25 hectares in size.

The City's 2016 SHMA assessed the level of housing need over the period 2014-36, using the latest population and household projections, and identified an objectively assessed need for an annual average of 126 dwellings per year.

The City Corporation aims to deliver around 900 new homes on City-owned land and housing estates by 2025, with potential for up to 3,000 further new homes on other

sites delivered in partnership with other providers, in recognition of the need for additional housing across London to meet housing needs. The City Corporation considers that the wider housing needs across London support the case for a higher level of housing in the City than indicated by the City's SHMA. This draft Local Plan therefore seeks to meet the draft London Plan housing target of 146 dwellings per year.

The City Corporation's Housing Trajectory shows that the supply of small windfall sites, together with large sites in the development pipeline, will provide sufficient capacity to meet the London Plan annual average monitoring target of 146 additional homes per year (see Figure Y below). It is anticipated that there will be a sufficient supply of housing to achieve London Plan targets up to at least 2026 on the basis of sites in the development pipeline and past trends.



City of London Housing Trajectory 2018

The size and commercial character of the City mean that new housing development has been delivered through 'windfall' development rather than through the allocation of sites. Past evidence demonstrates that the reliance on windfalls has delivered a steady stream of new housing, meeting and exceeding target requirements. It is anticipated that windfalls will continue to deliver the majority of housing.

The Mayor of London prepares a Strategic Housing Land Availability Assessment (SHLAA) for London, providing guidance on the amount of land potentially available in the City for residential development. The City Corporation has also published a brownfield land register on its website, identifying land that is suitable for residential development in accordance with government requirements.

The City Corporation will continue to support the delivery of new market and affordable housing on its own housing estates and other appropriate land holdings

outside the Square Mile in fulfilment of its ambition to deliver a significant number of new homes and contribute towards the delivery of new housing to meet London's wider housing needs.

## **Affordable Housing**

The City of London is an expensive area to live in. The SHMA shows that the affordability ratio of lower quartile house prices to lower quartile earnings in 2013 was 13.44, the seventh highest in London and significantly above the national average of 6.45, or the inner London average of 10.00. Rental prices in the City were also significantly above the London-wide average or the average for inner London, indicating a significant problem of affordability. Overall, the SHMA suggests a need for an additional 69 affordable dwellings per year to meet affordable housing needs.

## **Gypsy and traveller accommodation**

The draft London Plan indicates that, in the absence of an up to date local gypsy and traveller needs assessment, needs should be assessed using the mid-point figure of need in the GLA's 2017 Gypsy and Traveller Accommodation Topic Paper. This indicated that there is no need for specific gypsy and traveller accommodation in the City of London. This assessment is consistent with earlier assessments undertaken by the Mayor.

## **Strategic Policy S XX: Housing**

The City Corporation will protect existing housing and amenity and provide additional housing in the City concentrated in or near identified residential areas to meet the City's needs. This will be achieved by:

1. Making provision for an annual requirement of 146 additional residential units in the City up to 2036:
  - a. guiding new housing development to sites in or near identified residential areas;
  - b. protecting existing housing where it is of a suitable quality and in a suitable location;
  - c. exceptionally, allowing the loss of isolated residential units where there is a poor level of amenity;
  - d. refusing new housing outside the residential areas which would prejudice the primary business function of the City or be contrary to Policy DM XX.
2. Ensuring sufficient affordable housing is provided to meet the City's housing need and contributing to London's wider housing needs by requiring residential developments with the potential for more than 10 units to:
  - a. provide a minimum of 35% affordable housing on-site;
  - b. exceptionally, provide 60% of affordable housing off-site, or equivalent cash-in lieu, if evidence is provided to the City Corporation's satisfaction that on-site provision is not feasible and viable;
  - c. provide 70% of affordable units as social or London affordable rented housing and 30% as intermediate housing (living rent, shared ownership or other genuinely affordable products) for rent or sale.
3. Requiring a publicly-accessible viability and feasibility assessment to be submitted to justify any proposals that do not meet on-site or off-site affordable housing requirements in this policy. **Page 45** Policy targets are not able to be met

when an application is decided, the City Corporation will require an upwards only review mechanism to be applied to ensure that the benefits of any subsequent uplift in values or reduction in costs are reflected in affordable housing contributions.

4. Requiring 10% of new dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and 90% of new dwellings to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

#### Reason for the policy

London has a severe housing shortage caused by a growing population and inadequate supply of housing units. The lack of suitable and affordable housing has been identified by many businesses and business groups as a key constraint to further economic development and investment. The scale of housing proposed will contribute towards meeting local and wider London housing needs whilst still ensuring that the City remains predominantly a commercial office centre of national importance.

New housing in the City may be suitable for people that need to live near their workplace, especially key workers. Housing located in the City can address local housing need and make a modest contribution to alleviating the housing shortage in London and relieving pressure on the transport system.

The London Plan includes a detailed policy which supports Build to Rent developments. Build to Rent accommodation is specifically designed for renting and is typically owned by institutional investors and will be supported where it meets the detailed requirements in the London Plan

#### How the policy works

There is a presumption in national policy and the London Plan that new affordable housing should be provided on site. The City Corporation will expect developers to deliver affordable housing on new housing sites above the affordable housing threshold unless it can be demonstrated through robust assessments that on-site provision is not feasible or viable.

Land within the City is an expensive and limited resource and there is a policy priority to deliver new office floorspace. The City Corporation therefore works with housing partners to deliver new affordable housing on sites in the City fringe and in neighbouring boroughs, principally on City Corporation housing estates, utilising commuted sums from commercial and housing developments within the City. This approach has been supported by the GLA and has provided affordable housing in locations in or near the City that meet local housing need, whilst making the best use of scarce City land for strategically important commercial activity. However, the presumption in this Plan is that affordable housing should be provided on site.

The City Corporation requires commercial development to make a financial contribution towards affordable housing delivery instead of delivering mixed use development including housing on commercial sites. These contributions are used to deliver new affordable housing principally on City Corporation housing estates within and outside the City of London.

The draft London Plan and the Mayor's adopted Affordable Housing and Viability SPG set a strategic target for 50% of all new homes across London to be affordable, with a minimum threshold of 35% affordable housing on all developments comprising more than 10 units or which have a combined floorspace greater than 1,000m<sup>2</sup>. Schemes which meet or exceed 35% affordable housing are not required to submit viability information.

In light of the Mayor's approach and the shortage of available affordable housing to meet the needs of London's workforce, a minimum of 35% affordable housing will be sought on residential schemes in the City, with an ambition to deliver higher levels of affordable housing where this is viable. In exceptional cases where off-site provision or cash in lieu contributions is considered to be acceptable in principle, 60% affordable housing will be sought to avoid creating a financial benefit to the applicant relative to on-site provision.

Developments which propose lower levels of affordable housing will need to be supported by robust viability assessments. These assessments will be published alongside other publicly accessible planning application information on the City Corporation's website. The City Corporation will also commission an independent review of submitted assessments, with the cost of this review being met by the applicant. Consideration of viability and overall levels of affordable housing should take place at pre-application stage to avoid unnecessary delays in the determination of submitted planning applications.

The requirement for on-site affordable housing in this Plan must be reflected in the price paid for land for residential development in the City. If a developer overpays for a site, this will not be regarded as an appropriate justification for failing to meet the affordable housing target.

Where a viability assessment demonstrates that the Plan's affordable housing targets cannot be met, the City Corporation will normally require an upwards only review mechanism to be included within any s106 planning obligation to ensure that any increases in scheme value or reduction in cost are appropriately reflected in increased affordable housing contributions. The detailed wording and timing of these review mechanisms will be determined on a case by case basis, having regard to City Corporation Supplementary Planning Guidance and guidance prepared by the Mayor in support of the London Plan.

Various types of affordable housing products are included within the national definition of affordable housing. The draft London Plan indicates that a minimum of 30% should be low cost rented homes, including social rent and London affordable rent, and a minimum of 30% should be intermediate products, such as shared ownership. The remaining 40% should be determined by the relevant borough based on identified need. The City's SHMA found that the need for intermediate housing products was relatively low and that social rented units would most successfully address the City's affordable housing needs. Therefore, the tenure of affordable housing sought in the City will be weighted towards low cost rented accommodation in the proportion 70% affordable and 30% intermediate.

The term 'intermediate' housing covers a range of different housing types, including shared ownership products, other low-cost homes for sale and intermediate rent. The City Corporation will take a flexible approach towards intermediate housing,

based on the circumstances of each site, and will encourage provision that meets the needs of essential local workers where possible.

### Policy DM XX: Location of New Housing

1. New housing will be located on suitable sites in or near identified residential areas. Within these areas a mix of appropriate residential, commercial and other uses will be permitted.
2. New housing must not:
  - a) prejudice the primary business function of the City, or result in the loss of viable office accommodation, contrary to policy DM XX;
  - b) inhibit the development potential or business activity in neighbouring commercial buildings and sites; or
  - c) result in poor residential amenity within existing and proposed development, including excessive noise or disturbance.
3. Where existing residential estates are being redeveloped, the existing affordable housing on-site must be reprovided with at least the equivalent floorspace and tenure of affordable housing. Affordable housing which is reprovided must be offered to existing tenants at rents and service charges equivalent to those in the properties being replaced.

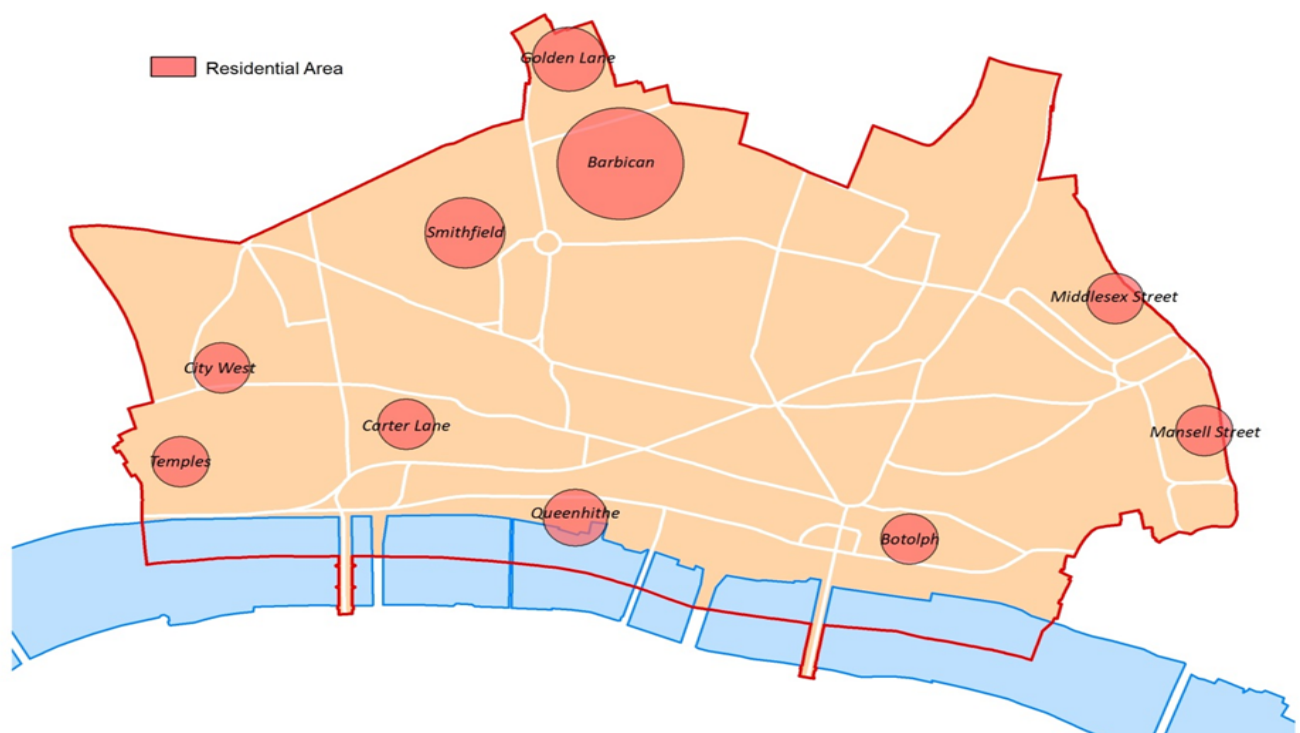


Figure X: Residential areas

### Reason for the policy

The City is a busy and sometimes noisy place, with a high density of development and business activity 24 hours a day, 7 days a week which has the potential to cause disturbance to residents. Large parts of the City are unsuitable for new housing because they could have an adverse impact on the City's primary business role and its ability to operate 24/7 and would be likely to have poor residential amenity. The draft London Plan indicates that residential development is inappropriate in defined parts of the City to ensure that the current and future potential to assemble and deliver office development is not compromised by residential development. Elsewhere in the City, offices and other strategic functions of the Central Activities Zone should be given greater weight than residential development, except in wholly residential streets or predominantly residential neighbourhoods.

The City's policy approach is therefore to locate new housing within or near the existing residential areas shown in Figure X, where reasonable residential amenity consistent with a central London location can be achieved. This approach helps to minimise disturbance to residents within the clusters, while reducing potential conflict with the development and operation of commercial uses.

Due to the size and unique character of the City, all new housing has come forward on 'windfall' brownfield sites through the redevelopment or conversion of existing buildings as opportunities arise. There has been no need to allocate sites in the Local Plan to meet housing targets and this pattern of housing delivery is projected to continue throughout the life of this new Plan.

### How the policy works

To accord with policy DM XX, applicants proposing the redevelopment or change of use of existing office accommodation must provide robust evidence to demonstrate that the site is not suitable and viable for office use and the proposal will not prejudice the primary business function of the City. Within or near the residential areas, if the City Corporation is satisfied that the loss of an office site is justified by the evidence provided, then redevelopment to provide residential use may be appropriate. Further details are set out in the Office Use SPD.

Residential development will not normally be permitted along streets which have high levels of noise and air pollution unless robust evidence is submitted which demonstrates how the development will mitigate the impact of noise and pollution.

Regeneration of housing estates will often involve the redevelopment of existing homes. Existing affordable housing must be replaced at an equivalent tenure and offered to existing tenants at rents and service charges levels equivalent to those in the properties being replaced. This will help protect established local communities.

### **Policy DM XX: Loss of housing**

The net loss of existing housing units will not be permitted except where:

- they provide poor amenity to residents which cannot be improved;
- they do not have a separate entrance;



- large scale office development would be prejudiced by the retention of isolated residential units; or
- exceptionally, they are located outside identified residential areas and their loss would enable beneficial development for the business City.

#### Reason for the policy

The net loss of existing housing will be resisted because of the limited opportunities to replace that housing stock in the City. Exceptionally the net loss of existing housing may be acceptable, particularly outside residential areas where the development of offices will have a significant beneficial impact for the City. Isolated residential units can suffer poor amenity and can be adversely affected by the operation of the business City. Housing units outside identified residential areas are more likely to suffer noise nuisance and other disturbance due to non-residential uses in close proximity, including clubs and pubs.

#### **Policy DM XX: Residential environment**

1. Within identified residential areas, the amenity of existing residents will be protected by resisting uses which would cause unacceptable noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause undue disturbance.
2. New noise-generating uses should be sited away from residential uses where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided within the new development and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials, in accordance with the 'Agent of Change' principle. This principle is also applicable when new housing proposals might otherwise constrain existing uses.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

#### Reason for the policy

The City is predominately a centre of business, with activity taking place 24 hours a day, 7 days a week. This sometimes results in noise and disturbance to residents from new commercial development and commercial activities nearby. While the City Corporation will endeavour to minimise noise and other disturbance to residents it is inevitable that living in such a densely built-up area will result in some disturbance from a variety of sources.



The avoidance of overlooking of residential accommodation is a consideration in the design and layout of both new residential buildings and other development. However due to the density of development in the City avoidance of overlooking may not always be possible.

#### How the policy works

The 'Agent of Change' principle makes developers responsible for addressing at the design stage the environmental and other impacts on existing neighbouring occupiers. Applicants for development near to existing residential properties should identify potential impacts on residential amenity and set out measures to mitigate those impacts within their Design and Access Statements or other supporting application documents. Where required, planning conditions will be imposed to limit hours of operation and servicing within predominantly residential areas. Policy XX addresses evening and night-time economy uses.

New residential development will also be subject to the Agent of Change principle and should include sufficient mitigation to ensure that the amenity of prospective owners or tenants is not compromised by existing uses in the vicinity.

#### **Policy DM XX: Housing quality standards**

All new housing must be of a high-quality design and a standard that facilitates the health and well-being of occupants and neighbouring occupants, and:

- meets London Plan housing space standards;
- meets standards for Secured by Design or similar certification;
- maximises opportunities for providing open and leisure space for residents.

#### Reason for the policy

All new housing will be expected to provide well designed, high quality living environments, both internally and externally, incorporating principles of inclusive, secure and sustainable design.

#### How the policy works

Housing development should comply with the requirements in the London Plan and the Mayor's London Housing Design Guide, unless it would not be feasible to do so because of site specific factors. The layout should incorporate sufficient space and facilities for waste and recycling bins.

Amenity space for residents could include gardens, roof top gardens/terraces, private balconies and the provision of new sports and recreational facilities. Play space should also be included in line with the requirements in Policy DMXX. Daylight and sunlight to dwellings is addressed in the Design section of the Plan.

#### **Policy DM XX: Short term residential letting**

Short term residential letting of domestic premises for over 90 days in a calendar year will not normally be permitted as such a change of use would reduce the stock of permanent housing in the City and may adversely impact the amenity of existing residents.

Short term residential letting for commercial purposes will not be permitted unless the units are contained within a block built for this purpose and will not be permitted if mixed with permanent residential accommodation within the same building.

Where short term residential letting is permitted for commercial purposes, conditions will be imposed to prevent any later changes to permanent residential use in unsuitable accommodation or locations.

### Reason for the policy

Under the Deregulation Act 2015, short term residential letting of domestic premises which are liable for council tax for less than 90 days in a calendar year does not require planning permission. Letting for periods of more than 90 days will require permission.

### How the policy works

Short term residential lets of more than 90 days in a calendar year within domestic premises will not normally be permitted as they would reduce the stock of permanent housing in the City, possibly jeopardise housing delivery targets, and may adversely impact on the amenity of existing residents.

Short term residential letting of a non-domestic property for commercial purposes can help to meet the accommodation needs of business visitors and may be suitable within identified residential areas. Such residential letting can have significant impacts on the amenity of neighbours by reason of noise, disturbance, and occasionally anti-social behaviour. For this reason, where such accommodation is proposed, the units should be contained in a separate block that is designed and managed for this purpose rather than forming part of a mixed block of short term and permanent residential units or short term residential lets and commercial activities.

The requirement for the provision of affordable housing in Policy CS XX applies to the commercial provision of self-contained short let residential accommodation.

Change of use of short term residential letting accommodation to permanent dwellings will normally be permitted where housing and amenity standards are met and the location accords with Policy DMXX (Location of New Housing).

### **Policy DM XX: Student housing and hostels**

1. Proposals for new student accommodation and hostels will be refused where they would:
  - prejudice the primary business function of the City, or result in the loss of office buildings or sites, contrary to Policy DM XX;
  - result in an excessive concentration of student housing and/or hostels;
  - have an adverse impact on the residential amenity of the area;
  - involve the loss of permanent residential accommodation.

2. Proposals for Purpose-Built Student Accommodation (PBSA) must be supported by identified further or higher educational institutions operating in the City of London or the Central Activities Zone and must provide accommodation for their own students.
3. 35% of student housing on a site should be secured as affordable student accommodation as defined through the London Plan and associated guidance.
4. The loss of existing student housing and hostels to other suitable uses which are in accordance with other Local Plan policies will be permitted where there is no longer a need to provide accommodation for CAZ based universities or there is evidence that student accommodation is impacting on residential or business amenity.

#### Reason for the policy

The demand for student accommodation in London continues to grow. However, the City is primarily a commercial area and opportunities for residential development are limited. Student housing may represent an opportunity lost for other housing needs in residential areas.

#### How the policy works

New purpose-built student housing will only be permitted when supported by an identified further or higher educational institution for the housing of its own students. A Section 106 agreement will be required which limits occupation to students studying at the stated further or higher education institution, in or near the City.

Every three student bedrooms in PBSA that are completed equate to meeting the same housing need as one conventional housing unit and contribute to meeting the City's housing target at the ratio of three bedrooms being counted as a single home.

### **Policy DM XX: The Temples**

Within the Temples adjustments between professional and residential accommodation will be permitted where:

- the overall balance of residential and professional chambers is maintained;
- it is important to the functioning or character of the Temples, or to the continuing use of their buildings.

#### Reason for the policy

The Inner and Middle Temples are two of the Inns of Court which provide accommodation for the legal profession in the south west of the City between Fleet Street and the River Thames. Along with other nearby Inns of Court and the Royal Courts of Justice in Westminster, the Temples form part of a specialist legal cluster which is recognised in the London Plan.

The Temples mainly contain barristers' chambers, together with other buildings for Members of the Bar. The Inner and Middle Temples have a strong collegiate atmosphere due to the mix of residential and commercial uses. This mix of uses

contributes to the historic interest and high environmental quality of the area and should be maintained.

#### How the policy works

In determining applications, the City Corporation will have regard to the importance of the continued existence of a residential and office element in the Temples and the contribution that this makes to their special character. However, the need of the Temples to rationalise and refurbish chambers in order to maintain an efficient business and professional community is recognised.

#### **Policy DM XX: Older persons housing**

The City Corporation will aim to ensure there is a sufficient supply of appropriate housing available for older people:

- supporting development that meets the specific needs of older people;
- supporting development that replaces existing provision for older people with better provision that addresses care needs or fosters independent living;
- resisting development that involves the net loss of housing for older people.

#### Reason for the policy

The City of London has an ageing resident population profile, in line with national demographic trends. The City of London SHMA identifies a need for 67 older person units over the life of the Plan, and the London Plan has an indicative figure of 10 units per year.

#### How the policy works

The City Corporation will work with developers to encourage the provision of sufficient accommodation suitable for older people, including provision of specialist older persons accommodation, where feasible, to meet needs identified in the City of London SHMA.

#### **Policy DM XX: Self and custom housebuilding**

The City Corporation will encourage developers to consider the potential for self and custom build units within residential schemes.

#### Reason for the policy

The Self Build and Custom Housing Building Act 2015 requires councils to create a public register of individuals and groups who are interested in acquiring a plot to use for a self-build or custom build home. The City Corporation launched its own register for prospective self-builders in 2016.

#### How the policy works

There are no large areas of unused land in the City of London that would provide an opportunity to create serviced building plots. Furthermore, self-build and custom-

build are likely to involve low density development, which would conflict with policies in the Plan which seek to maximise housing supply. Given these constraints, the City Corporation considers that the best prospect for bringing forward suitable land will be in conjunction with large housing developments where units can be built to shell and core and individually fitted out.

# Support a Thriving Economy

## Offices

### Context

The City is London's historic business core and today represents the largest concentration of office-based employment in the capital. It forms a world leading international financial and professional services centre, renowned for its financial, insurance and legal sectors which are the main office occupiers. However, the City is evolving, with a rapid increase in serviced offices and co-working providers, which offer more flexible workspace options and attract a more diverse range of occupiers including technology and media companies.

The whole of the City forms the business cluster and is suitable for further commercial development. There are, however, residential clusters within the City where a mixture of residential and commercial uses will be permitted (see Policy XX).

The City was home to 17,980 businesses<sup>1</sup> and 483,000 workers<sup>2</sup> in 2016 and employment is projected to continue to grow over the long term. Over 98% of all the City businesses are Small and Medium Enterprises (SMEs) with fewer than 250 employees; 80% have fewer than 10 employees<sup>3</sup>.

The intense concentration of business occupiers in a small area is a key part of the attraction for companies looking to move into the City. The agglomeration, or clustering, of businesses is a vital part of the City's operation and contributes to its reputation as a dynamic place to do business.

The City lies wholly within London's Central Activity Zone (CAZ) where the London Plan promotes further economic and employment growth. The GLA projects that office employment in the City of London will grow by 116,000 from 2016 to 2036<sup>4</sup>. London's rapidly growing population will also create the demand for more employment and for the space required to accommodate it.

The United Kingdom's exit from the European Union will have short and long-term effects on economic and employment growth depending on the detailed arrangements to be agreed. Whatever those arrangements London's strong underlying strengths mean that it is necessary to plan for continued growth to ensure that the City remains a global financial and business centre.

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<sup>1</sup> 3 ONS Business Activity 2016

<sup>2</sup> Business Register and Employment Survey, 2017

<sup>4</sup> GLA Borough Employment Projections, 2016

## **Strategic Policy S XX: Offices**

The City Corporation will facilitate significant growth in office development of the highest quality to meet projected economic and employment growth by:

1. Increasing the City's office floorspace stock by a minimum of 2,000,000m<sup>2</sup> net during the period 2016 to 2036, to meet the long-term economic needs of the City and accommodate projected employment growth, phased as follows:
  - 2016 - 2021        750,000m<sup>2</sup>
  - 2021 - 2026        750,000m<sup>2</sup>
  - 2026 - 2031        250,000m<sup>2</sup>
  - 2031 - 2036        250,000m<sup>2</sup>
2. Ensuring that new floorspace is designed to be flexible to allow adaptation of space for different types and sizes of occupiers and to meet the need for a variety of workspace types suitable for SMEs, start-up companies and those requiring move-on accommodation.
3. Encouraging the provision of affordable office workspace that allows small and growing businesses the opportunity to take up space within the City.
4. Protecting existing office stock from being lost to other uses where there is an identified need or where the loss would cause harm to the primary business function of the City.

### Reason for the policy

The City of London is a world leading international financial and professional services centre and has a nationally important role in the economy. To maintain this position, it is vital to ensure that sufficient office floorspace is available to meet demand and that additional office development is of high quality and suitable for a variety of occupiers.

In 2016, 25% of take-up of office floorspace in the City of London was from "Media and Tech" firms, compared to 28% from "Financial" companies, indicating an increasing shift away from the dominance of financial services, and an increasing demand from new types of occupiers. This broader range of occupiers is creating requirements for a broader range of office types as a response to changes in the market.

Demand for Incubator, Accelerator and Co-Working (IAC) floorspace is predicted to continue to grow across London and this type of accommodation is seen as important to the growth of SMEs. Delivering these types of workspace within the City will meet the needs of smaller businesses and help to grow both the City and the wider London economy.

As well as providing flexible space, it is important to ensure that there is floorspace that is affordable to start-up and growing businesses. Accommodation costs are a major overhead for new businesses and rents in the City can be prohibitive to new occupiers.

## How the policy works

Policy CS1 indicates the amount of floorspace required to meet the forecast employment growth and will encourage the flexible floorspace needed to attract and retain a range of occupiers.

The delivery of floorspace in the City will be phased across the plan period. Phasing allows for short term monitoring of progress in meeting floorspace targets and effective planning for supporting services and infrastructure. A significant amount of office floorspace is under construction in the City, much of which will be completed in the first 2 phasing periods. It is expected that 75% of the floorspace target will be achieved by 2026, with the remaining 25% in the latter phases.

The City Corporation has made an Article 4 Direction which will come into force on 31 May 2019. This Direction removes permitted development rights for the change of use of offices (B1a) to dwellinghouses (C3) across the whole of the City. The Direction is consistent with the approach to office development and protection of offices set out in this Plan and with the national exemption from permitted development rights, which has operated in the City of London since May 2013 and been extended to 30 May 2019.

### **Policy DM XX: Office Development**

1. Office development should:
  - Be of an outstanding design and an exemplar of sustainability; and
  - Be designed for future flexibility to allow for sub-division and amalgamation of floorplates to future proof the City's office stock; and
  - provide office floorspace suitable for a range of occupiers; and
  - provide a proportion of flexible workspace suitable for micro, small and medium sized enterprises.
2. Other commercial uses will be encouraged as part of office-led development, particularly at ground and basement levels, where such uses would not compromise the operation of office premises, would activate streets and provide supporting services for its businesses, workers and residents which contribute to the City's economy.

## Reason for the policy

A range of office floorspace is required to accommodate the future needs of the City's office occupiers and this should include provision for incubator, co-working and accelerator space, as well as provision for larger firms where required. Flexible office floorspace is required that can be easily adapted to meet changing workplace and technology requirements and the needs of a variety of office occupiers.

Offices are the predominant land use in the City, but complementary uses are required to provide supporting activities and services for businesses, workers and residents in appropriate locations within the City. Complementary uses which contribute to the City's economy include retail, leisure, education and health facilities. A mix of commercial land uses, in particular at ground floor and basement levels, creates active frontages enhancing an area's vitality and providing important complementary services particularly to the City's working community.



### How the policy works

Proposals for new office development should demonstrate design quality and flexibility to accommodate a range of businesses. Particular encouragement will be given to floorspace which meets the needs of small businesses, start ups and incubator space. Office development should include a suitable mix of complementary commercial or other uses appropriate to the site and location and contribute to the creation of active frontages at street level.

### **Policy DM XX: Protection of Existing Office Floorspace**

The loss of existing office floorspace will be resisted unless it can be demonstrated that:

- there is no demand in the office market, supported by marketing evidence covering a period of no less than 18 months;
- refurbishment or re-provision of office floorspace on the site would be unviable in the longer term, demonstrated by a viability assessment; and
- a mixed-use commercial redevelopment providing a reduced amount of better quality office space has been considered and its viability evaluated.

Where the above criteria have been met, the loss of office floorspace may be permitted provided that the proposed development would not compromise the potential for office development on sites within the vicinity and would have demonstrable wider benefits for the business City.

### Reason for the policy

The City is the world's leading international financial and professional services centre and is recognised as having a key role in the UK economy. To maintain this position and accommodate the increase in demand for office floorspace, it is important to maintain existing office stock whilst accommodating future demand through the provision of flexible floorspace which is suitable for a range of occupiers.

The protection of existing offices is important to ensure that there is a range of office stock to provide choice in terms of location and cost to potential occupiers. Proposals involving the loss of office accommodation will need to be supported by robust evidence of need and viability to ensure that viable offices can be retained to meet future office need.

Refurbishment of office floorspace will be encouraged to accommodate future needs, whilst aligning with the sustainability principles set out in Policy XX and the need to find suitable and sustainable uses for historic buildings. Historic buildings can provide affordable office stock though they have specific constraints and opportunities which may affect refurbishment scheme viability.

### How the policy works

To support proposals for the loss of existing office floorspace, applications must demonstrate that there is no demand for refurbished or new offices, or an office-led

mixed-use development. Where a proposal results in a reduced amount of office floorspace, account will be taken of the type and size of office floorspace provided and if there is a specific need for office floorspace of that size and type in the City.

The change of use of office floorspace at ground and lower ground levels can improve the vibrancy of an area by introducing more active frontages and will be supported where it does not prejudice the use of the building or site for office purposes. The loss of office floorspace on the upper levels of buildings is of particular concern and robust evidence will be required to demonstrate why such spaces cannot be used for office use.

Where the loss of office floorspace is proposed, this should be accompanied by robust evidence of marketing of the building or site for continued office use over a period of at least 18 months. The City Corporation will need to be satisfied that the site/building has been offered at a realistic price commensurate with the value of the site/building for office use and that active promotion has been undertaken by the agents marketing the site. Information should be provided which details the number of viewings/interested parties, and comments regarding the suitability of the site/building. Proposals must also be supported by evidence that the continued office use of the site would be unviable in the longer term.

Viability assessments submitted in accordance with this policy will be made public, other than in exceptional circumstances. As part of a viability assessment, the following information should be included:

- Site description;
- A valuation of the building in its existing use unfettered by any hope value;
- Total costs of maintaining the building as existing and in the future;
- Costs of refurbishing or redeveloping the building for office use;
- Information on rents and capital values;
- Information on current and recent occupation;
- Target rates of return (internal rate of return or other appropriate measure); and
- Sensitivity testing to support the robustness of the report conclusions.

Where evidence demonstrates that continued office use is unviable, alternative uses will be considered in line with the policies in the Local Plan. Demonstration that office use is not viable will not, on its own, provide the necessary justification for the proposed alternative use.

#### **Policy DM XX: Temporary ‘Meanwhile’ Use of Offices**

1. Temporary use of vacant office buildings and sites (‘meanwhile’ uses) will be permitted where the proposed use would not result in adverse impacts on the amenity of the surrounding uses or the primary business role of the City. Permission will be granted for a period not exceeding 36 months and the site will revert to office use thereafter.
2. Residential development is not considered an appropriate meanwhile use and will not be permitted.

### Reason for the policy

Where office buildings or sites are vacant, and development is not expected in the short term, 'meanwhile' or temporary uses will be supported to ensure the vitality and vibrancy of the City is maintained subject to their impact on surrounding uses.

### How the policy works

'Meanwhile' uses will be granted for a maximum of 36 months, after which the use will revert to office use. This time period will be set out in conditions attached to any planning permission granted. Applications to extend the period of the 'meanwhile' use or make it permanent will not be permitted unless it is demonstrated that there would be no adverse impact on the business City and that the loss of office floorspace is acceptable.

## Retailing

### Context

Retailing provides an important service for all the City's communities – but retail demand is largely driven by City workers. The predominance of workers in the City has resulted in a five-day (Monday-Friday) trading week with footfall concentrated over weekday rush hours and lunch times. Several locations also cater for week-end and evening trade; this trend has been growing and it is necessary to ensure that the City becomes a 24-hour, 7 day a week destination.

There is demand for a better range and quality of retail and leisure facilities. The above average spending power of the City's growing working and residential populations, longer and extended working and trading hours, the increasing number of visitors and the Square Mile's high accessibility by public transport create significant opportunities for improvement to the retail offer.

The ways in which people shop and use retail facilities is changing and the City's retail offer needs to adapt to address changing consumer and leisure habits.

### Strategic Policy S XX: Retailing

The City Corporation will seek to improve the quantity and quality of retailing and the retail environment, promoting the development of the four Principal Shopping Centres (PSCs) and the linkages between them by:

1. Focusing new retail development in the PSCs and encouraging movement between them by enhancing the retail environment along Retail Links.
2. Supporting proposals that contribute towards the delivery of 196,000 m<sup>2</sup> gross of additional retail floorspace across the City to meet future demand up to 2036.
3. Requiring major shopping developments to be located within or near PSCs. Where suitable sites cannot be identified within PSCs, sites immediately adjoining the PSCs and in Retail Links should be considered. Other areas of the City will only be considered where no suitable sites are identified within or adjoining the PSCs and Retail Links.
4. Requiring a Retail Impact Assessment for schemes of 2,500m<sup>2</sup> and above outside PSCs. The cumulative impact of retail floorspace will be taken into account in the assessment of planning applications.
5. Giving greater priority to shops (A1 uses) within the PSCs, with a broader mix of retail uses on the peripheries of the centres and the Retail Links.
6. Supporting the provision of retail uses that provide active frontages at street level across the City where they would not detract from the viability and vitality of the PSCs and the Retail Links.

## Reason for the policy

Four Principal Shopping Centres (PSCs) have been identified which provide a variety of comparison and convenience shopping within the City of London: Cheapside, Moorgate/Liverpool Street, Fleet Street and Leadenhall Market. Cheapside is considered to be the City's 'high street' and has seen the most significant retail development in recent years. Liverpool Street/Moorgate PSC has significant potential to accommodate further retail floorspace, capitalising on the opening of the Elizabeth Line and becoming a key retail destination.

The PSCs are recognised in the London Plan as 'CAZ Retail Clusters' that accommodate a range of other commercial uses alongside the retail function. Beyond the PSCs, retail units are more dispersed across the City though many are on streets identified as Retail Links (see Figure X), while others form convenient local centres or are isolated units.



Map X: Principal Shopping Centres and Retail Links

## How the policy works

There are further opportunities to develop the City's retail offer, allowing for a broad mix of retail facilities while maintaining a predominance of A1 retail use. The role and status of the four PSCs will be strengthened, enhancing the retail offer in the City, supporting its primary business function and the growing cultural activity within the City. Improvements to pedestrian links and the retail offer within the Retail Links will encourage shoppers to move between the PSCs.

Major retail development should locate within PSCs, but where suitable sites are not available should consider sites on the **Page 63** PSCs or the identified Retail Links.

Smaller scale retail uses will be encouraged throughout the City, where they provide an active frontage and facilities which meet the needs of the City's working population or provide for the needs of local residents. Particular encouragement will be given to A1 uses near to residential areas.

Active frontages should be provided at street level across the City. Retail uses may be permitted on upper floors of major commercial developments, including in tall buildings, providing that the loss of office floorspace is acceptable under Policy xx.

The floorspace target in Policy CS XX is based on a Retail Needs Assessment which identified a need for 196,000 m<sup>2</sup> of additional retail floorspace up to 2036. The Assessment identifies the potential for significant retail growth in and around the PSCs, with a focus on potential growth around Moorgate/Liverpool Street. Some growth is also anticipated to come forward outside the PSCs, near them or along the Retail Links.

### **Policy DM XX: Principal Shopping Centres**

1. Principal Shopping Centres (PSCs) are defined as designated frontages on the Policies Map. Sites or buildings that contain a designated frontage are considered to be part of the PSC in their entirety.
2. Within PSCs the loss of ground floor retail frontages and/or floorspace will be resisted and additional retail provision of varied unit sizes and frontage lengths will be encouraged. Proposals for changes between retail uses within the PSCs will be assessed against:
  - the contribution the unit makes to the function and character of the PSC; and
  - the effect of the proposal on the area in terms of the size of the unit, the length of its frontage, the composition and distribution of retail uses within the frontage and the location of the unit within the frontage.
3. Proposals for the change of use from shops (A1) to other Class A uses at upper floor and basement levels will normally be permitted, where they do not detract from the functioning of the centre or amenity.

### Reason for the policy

The frontages of the four PSCs are defined on the Policies Map. Concentrating major new retail development in or near PSCs will ensure that their vitality and viability is maintained and will provide an opportunity to focus retail facilities in the most appropriate areas of the City, enhancing these as shopping destinations for City residents, workers and visitors. In accordance with the definition of PSCs set out in this policy, a sequential or retail impact assessment will not be required for retail development on any site or building that contains a designated frontage.

Retailing comprises shops (A1), financial and professional services such as banks (A2), restaurants and cafes (A3), drinking establishments (A4) and hot food takeaways (A5). When considering proposals for changes between retail uses, the City Corporation will require the provision of active retail frontages onto the street and will also assess the contribution the proposed uses make to the character of the PSC as a

whole and its frontage; for example, units that are large or in prominent locations should be retained in A1 use.

### How the policy works

The net loss of ground floor retail uses to non-retail uses within the identified PSC frontages could compromise the vitality of the PSCs and will be resisted. A1 units at upper floors and basement levels may contribute to the retail provision of PSCs. However, it is recognised that pressure on ground floor shop units may be reduced by locating other retail uses at non-ground level. Change of use from shops to other retail uses at upper floors or basements will be assessed in relation to the contribution the unit makes to the character of the PSC and the effect of the proposed entrance and use on the ground floor frontage. This policy refers to individual retail units facing PSC frontages and not to multi-level shopping centres.

Proposals for additional retail development in the PSCs should incorporate a range of unit sizes and frontage lengths to help provide a more diverse retail offer. Retail uses can generate significant numbers of delivery trips and retail development proposals will be required to demonstrate how delivery and servicing requirements have been addressed in the design process.

Each PSC in the City has an individual character which will be considered in the implementation of policy:

#### **Cheapside**

Cheapside is the largest PSC in the City and serves a wider catchment area than the other centres. The PSC includes Bow Lane and the ground floor of One New Change as well as Cheapside itself. The PSC has undergone significant redevelopment in recent years and the strategy now is to reinforce its role and character as the City's 'High Street', maintaining a clear predominance of A1 units with a focus on comparison goods and food and drinks provision. There is scope for greater weekend trading and for some additional retail floorspace, particularly to link the western part of Cheapside with Culture Mile. The Bank Junction highways and public realm improvements offer an opportunity to achieve greater pedestrian movement and retail links between Cheapside and retail activity within the Royal Exchange and further east.

#### **Fleet Street**

Fleet Street is the smallest PSC and predominantly serves the needs of nearby workers and residents with a limited number of premises opening in the evenings or at weekends. The PSC has a linear form and the busy road acts as a barrier to pedestrian permeability. Improvements to the public realm would help to improve the visitor and shopper experience. The current retail stock is largely A1 food retail, and there is an opportunity to capitalise on the comparatively lower rents, Fleet Street's outstanding heritage and development opportunities, to develop a more distinctive retail mix in this PSC. There is some capacity for additional retail provision between Fleet Street and Holborn and there is scope to strengthen retail links with Cheapside.

#### **Leadenhall Market**

Leadenhall Market PSC is centred on the iconic Victorian market building, but it also includes several surrounding streets. The PSC is located at the southern end of the City Cluster which accommodates a significant and growing proportion of the City's workforce. The historic market building is visited by a relatively high proportion



of tourists and so evening and week-end trading is encouraged. The character of the historic market will be maintained and enhanced as a visitor and retail destination, supporting a flexible range of retail uses with an emphasis on food and drinks. Increased demand arising from the expanding workforce near the area will be met through larger, modern units in the surrounding streets which act as gateways to the market. Additional retail will also be provided by active retail frontages to new office development in the area.

### **Moorgate/Liverpool Street**

Moorgate/Liverpool Street PSC is the second largest in the City but has a relative under-provision of comparison goods space compared to the City average. Retail demand in this PSC will increase due to the improved connectivity arising from the Elizabeth Line and development and refurbishment proposals in and around the Broadgate Estate, supported by further retail provision along routes between Liverpool Street and Moorgate stations. There is potential for the PSC to expand its 7-day a week role, capitalising on its strong transport accessibility, its proximity for inner London residents and to nearby visitor and cultural attractions such as the Culture Mile, Old Spitalfields Market and Petticoat Lane.

### **Policy DM XX: Retail Links**

Within the Retail Links, the net loss of retail frontage and floorspace will be resisted and additional retail development will be supported. A mix of shops and other retail uses will be permitted in the Retail Links, ensuring that the location and balance of uses does not adversely affect the function of the Link, any nearby PSC or their surrounding areas.

#### Reason for the policy

Retail Links provide City workers and residents with important services and leisure facilities. Their purpose is to connect the City's PSCs as well as to provide connections to neighbouring boroughs' retail frontages, transport hubs, areas with high footfall and residential areas. Retail Links are a key part of the 40% of the City's existing retail stock found outside of the PSCs and they play a significant role in meeting demand particularly for day-to-day retail goods and services.

#### How the policy works

The Retail Needs Assessment Study identified the need for approximately 85,000m<sup>2</sup> of additional retail floorspace in the 'rest of the City' outside the PSCs. The Study highlighted two areas that should be a priority for new floorspace outside the PSCs: Farringdon/Culture Mile and Eastcheap/Monument. Delivery of new retail floorspace at Eastcheap/Monument could help to meet some of the demand arising from office development in the City Cluster which cannot be accommodated within the Leadenhall Market PSC and would also provide more vibrant links towards the Pool of London.

While the Retail Needs Assessment Study concluded that the Retail Links continue to play an important role in meeting demand, it advocated a different occupier mix in these areas compared to the PSCs in order to avoid drawing visitors away from the prime PSC streets. Comparison goods shopping should be focused in the PSCs to maintain the health of the City's core retail area.



While the mix of uses in the Links should include A1 shops, a variety of other retail uses will be permitted, where there is no detrimental or cumulative effect on the amenity of neighbouring residential or business premises, such as through noise, disturbance and odours.

#### **Policy DM XX: Ground floor retail provision elsewhere in the City**

Retail uses will be permitted at ground floor level providing they:

- include active frontages onto the street;
- do not impact adversely on the amenity of residents, workers and visitors;
- do not impact adversely on the operation of office premises; and
- would not adversely affect the vitality and viability of the PSCs or Retail Links.

The loss of A1 units that meet a local residential need will be resisted unless it is demonstrated that they are no longer required.

##### Reason for the policy

Retail units outside of PSCs and Retail Links provide local facilities for the City's workforce, enhance the City's vibrancy, and may serve the City's residential communities.

##### How the policy works

The provision of new retail units, particularly A1 units, at ground floor level in existing and new development will be supported where these units do not have an adverse impact on the operation of office premises, provide an active frontage onto the street and do not have an adverse impact on the amenity of residents, workers or visitors by reason of noise, smells or fumes from the operation of the unit or servicing and deliveries. Use of ground floors for retail offers the opportunity to create more permeable buildings which can assist in reducing pressure for space on City streets.

#### **Policy DM XX: Specialist Retail Uses**

The City Corporation will seek to retain specialist retail uses and premises that are historically and culturally significant to the City of London.

##### Reason for the policy

Alongside the PSCs there are some specialist retail uses and premises within the City that cannot be found elsewhere, such as the historic Royal Exchange, and London Silver Vaults on Chancery Lane. These uses contribute to the City's visitor economy and to its cultural distinctiveness and should be retained and promoted.

### How the policy works

The City Corporation will resist proposals which result in the permanent loss of specialist retail uses. Where redevelopment is proposed, the replacement of specialist facilities will be required.

### **Policy DM XX: Markets**

Proposals for markets and temporary retail pop-ups will be permitted where they:

- are of an appropriate scale and frequency for their location;
- would not have a significant adverse impact on the vitality and viability of existing retail centres within or outside the City;
- would not have a significant adverse impact on the amenity of nearby residents or business occupiers; and
- would not unduly obstruct pedestrian and vehicular movement.

### Reason for the policy

Street trading in the City is regulated by the City Corporation under the City of London Various Powers Act 1987 (as amended), which restricts permanent street trading but allows street trading to take place for temporary periods in specified locations. The exception is on Middlesex Street (Petticoat Lane) Market, which straddles the boundary between the City and Tower Hamlets, where licensed trading is permitted between 9am and 2pm on Sundays. Further information on licensing requirements is set out in the City Corporation's Street Trading Policy which is available on the Corporation's website.

Temporary street trading, where permitted under the Various Powers Act, can operate for up to 14 days in a calendar year under permitted development rights. Trading for longer periods will require planning permission. Market trading off City streets but within the curtilage of a building will similarly require planning permission if undertaken for a period of 14 days or more in a calendar year.

### How the policy works

There is an increasing demand for temporary retail pop-ups and street food markets, such as the Guildhall Yard Lunch Market, which can support the local economy by generating increased vibrancy and footfall. When assessing proposals for new markets and pop-ups, the City Corporation will consider the potential for significant adverse impacts on existing retail centres within the vicinity, or on the amenity of nearby residents or business occupiers, or on pedestrian and vehicular movement.

## **Culture, Visitors and the Night-Time Economy**

### **Context**

London has long been recognised as one of the world's great cultural cities, but it is less widely known that the City of London contains a huge concentration of arts and cultural facilities, which contribute to the uniqueness of the Square Mile and complement the primary business function of the City. These facilities include galleries, theatres, museums, heritage attractions, Livery Halls, libraries, places of worship and concert halls. In recent years a growing number of night-time entertainment facilities such as clubs, bars and event venues have also located in the City, alongside the traditional historic public houses.

The City's cultural offer has become increasingly important and is now an integral element of the Square Mile, alongside the business City. The Barbican is identified as a Strategic Cultural Area in the London Plan and the City Corporation has ambitious plans for Culture Mile, as explained in the Key Areas of Change section.

The City Corporation has prepared Visitor and Cultural Strategies that promote the City as a high-quality visitor destination with an emphasis on world-class cultural facilities. It is estimated there are approximately 18 million business and leisure visitors a year to the City and this is expected to continue to grow as a result of an increased cultural offer and improvements to transport accessibility such as the Elizabeth Line and Bank Station upgrade. Suitable facilities and hotel accommodation are required to provide visitors with a pleasant experience whilst in the City.

Art can contribute significantly to the quality of the environment and cultural experience, particularly where it enhances a sense of place. Public art can mitigate the impacts of development by the creation of works giving visual pleasure and helping to re-establish local identity and sense of place.

### **Strategic Policy S XX: Culture, Visitors and the Night-Time Economy**

The City Corporation will maintain and enhance the City of London's contribution to London's world-class cultural offer and the City's communities will be able to access a range of arts, heritage and cultural experiences by:

1. Providing, supporting and further developing a wide range of cultural facilities across the City, and delivering a major destination for culture and creativity in the north west of the City through the Culture Mile initiative;
2. Protecting existing cultural facilities where a continuing need exists and ensuring there is no overall loss of cultural facilities or diversity in the City;
3. Allowing hotel development where it supports the primary business or cultural role of the City, and refusing new hotels where they would compromise the City's business function or the potential for future business growth;

4. Enabling a vibrant evening and night-time economy, while proactively managing night-time entertainment premises to minimise potential disturbance to residents and workers;
5. Maintaining the City's existing collection of public art and culturally significant objects and pursuing opportunities to commission new, high quality pieces in appropriate locations;
6. Maintaining and developing the City's open spaces and streetscape to accommodate cultural events and activities that are accessible to all City communities and which celebrate the City's unique cultural offer.

### Reason for the Policy

The City's cultural infrastructure is important to the distinctive character of the Square Mile. The international reputation and high quality of this cultural activity has a critical part to play in the vibrancy of the working environment and adds to the appeal of the City as a place to do business. It also helps to attract an increasing number of visitors, with consequent economic benefits, and supports the well-being of residents and workers.

### How the policy works

The City Corporation will require proposals for new development and changes of use to protect existing arts and cultural facilities where they are needed and require appropriate replacement. The City Corporation will work with developers and cultural and arts institutions to deliver new facilities where the support the City's Culture Mile ambition or enhance the attractiveness of the City as a business and cultural destination.

### **Policy DM XX: Protection of Existing Visitor, Arts and Cultural Facilities**

1. The City Corporation will resist the loss of existing visitor, arts, heritage and cultural facilities, unless:
  - replacement facilities are provided on-site or within the vicinity which meet the needs of the City's communities; or
  - the use can be delivered from other facilities without leading to or increasing any shortfall in provision and it has been demonstrated that there is no demand for another similar use on the site; or
  - it has been demonstrated that there is no realistic prospect of the premises being used for a similar purpose in the foreseeable future.
2. Proposals resulting in the loss of visitor, heritage, arts and cultural facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing facility has been actively marketed for its current or an alternative visitor, heritage, arts or cultural use at reasonable terms for such a use.

### Reason for Policy

The vibrancy of the City's cultural offer depends on a broad network of arts and cultural organisations and facilities, and it is important that there is sufficient floorspace available to accommodate these uses. There is strong competition from commercial uses because of the high land values in the City so it will be necessary to demonstrate that an existing arts or cultural use is no longer needed, before a site will be allowed to change use.

There are many cultural facilities that are unique to the City and maintain an historic or cultural association with the Square Mile. Special consideration needs to be given to the protection of these facilities to maintain the City's unique cultural heritage. Examples of such facilities include Livery Halls (unique to the City), historic public houses, theatres, museums, churches, heritage attractions and specialist retail premises such as the Silver Vaults in Chancery Lane. The policy does not apply to hotels.

### How the policy works

Applicants will be required to demonstrate that an existing visitor, heritage, arts or cultural facility has been marketed and that there is no reasonable interest from relevant organisations. Information should be included which sets out the length of time the property or site has been marketed; the number of viewings; the comments from prospective purchasers or tenants (including reference regarding the suitability of continued visitor, arts or cultural use).

### **Policy DM XX: Provision of Visitor Facilities**

The provision of facilities that meet the needs of visitors in new cultural developments and in nearby open spaces and the public realm, will be encouraged, including:

- seating, benches and tables that can be used for resting and other activities;
- structures and landscaping to enable children's play and provide facilities for school groups;
- suitable shelter from weather conditions including heat and rain;
- well-designed public convenience provision which is accessible to all users;
- well-designed signage, way finding and links to visitor facilities and destinations;
- temporary pop-up art installations in appropriate locations;
- performance spaces where appropriate.

### Reason for the policy

The City attracts large numbers of tourists in certain locations such as around St. Paul's Cathedral and near the Tower of London. This is expected to grow with new attractions such as the relocated Museum of London in Smithfield attracting increased numbers of visitors. It is important that the City of London can offer a range of facilities and events which meet the needs of these visitors whilst creating a distinctive look and feel for the City.

## How the policy works

The City Corporation will work with developers and arts and culture institutions to ensure that open spaces near tourist attractions provide facilities that improve the experience for visitors and cater for how visitors use the space. These facilities must be capable of being accommodated without detracting from the setting of the relevant tourist attraction or the wider townscape.

### **Policy DM XX: Hotels**

1. Proposals for hotels and other visitor accommodation will be permitted providing they:
  - do not result in the loss of viable office accommodation for which there is continuing need, as set out in Policy XX;
  - do not result in adverse impacts on the amenity of neighbouring occupiers, including cumulative impacts;
  - include a range of facilities accessible to the public;
  - provide satisfactory arrangements for pick-up/drop-off, service delivery vehicles, taxis and coaches, appropriate to the size and nature of the development;
  - are inclusive, providing a minimum of 10% of hotel rooms to wheelchair-accessible standards;
  - ensure continuing beneficial use for historic buildings, where appropriate.
2. Proposals for new hotels and other visitor accommodation will be resisted where they would result in an over-concentration of similar uses in the surrounding area.

## Reason for the policy

While the majority of visitors are day-trippers, the City has seen strong demand for hotel accommodation in the last ten years, and in 2017 had 34 hotels, apart-hotels and hostels, providing 5,100 bedrooms. The GLA has forecast the need for an additional 58,146 bedrooms in London between 2015 and 2041. This demand is driven by a predicted increase of 42 million international visitor nights and a 15 million increase in domestic visitor nights. The City's predicted share of this increase is 4,341 rooms. Based on past trends and hotel sites currently permitted or under construction, there is a strong likelihood of the City meeting the London Plan requirement.

Hotel accommodation is important to cater for business visitors wishing to stay in the City, as well as leisure visitors. The amount of office floorspace will increase significantly in the next 20 years and the demand for hotels for business accommodation will therefore increase. Visitor numbers are also predicted to increase, and the development of Culture Mile is likely to increase demand for hotel accommodation in the north west of the City which currently has very few hotels.

There is, however, a need to ensure that hotel development does not prejudice the primary business function of the City by displacing sites that are suitable for office accommodation. Hotels can also cause amenity issues for surrounding occupiers, for



example through noise nuisance or traffic and servicing impacts. Where new hotels are considered to be acceptable, they should enable the public to access facilities such as co-working space, meeting rooms, restaurants or leisure facilities in order to bring the maximum benefit to the City's communities.

Proposals for new hotels and other visitor accommodation will be considered more favourably in Culture Mile (see Policy xx) and are not appropriate in the City Cluster (see Policy xx).

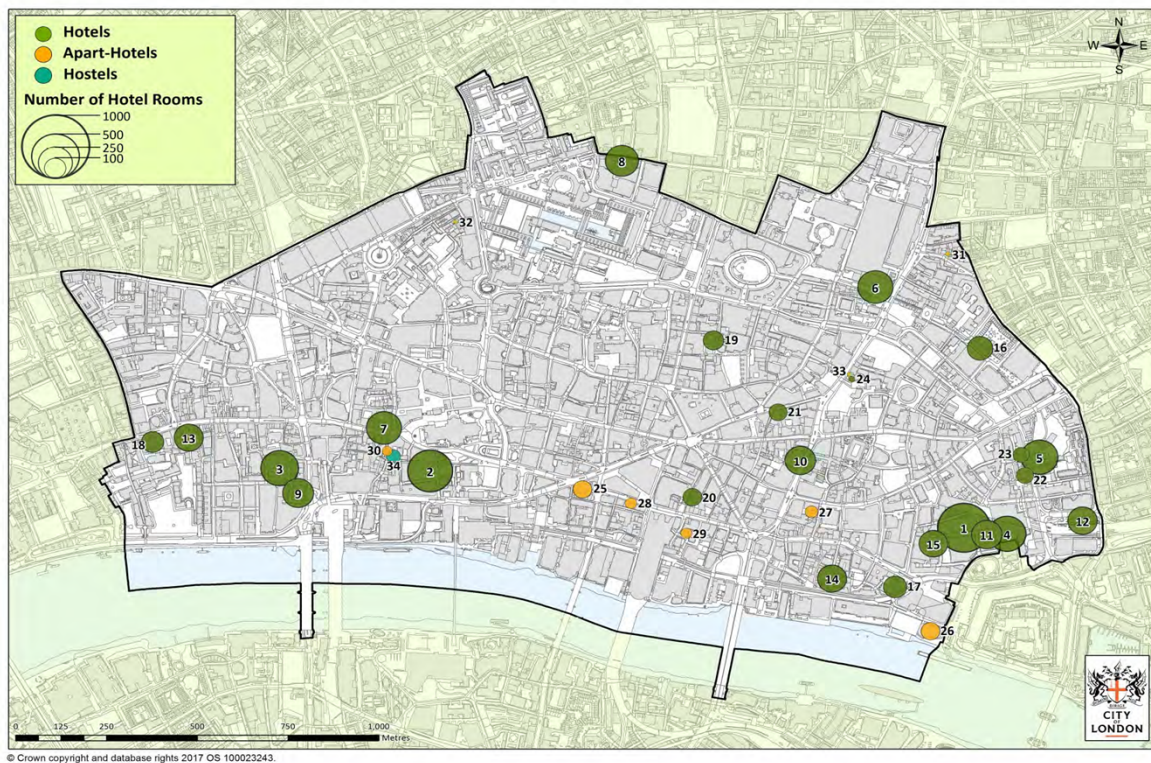


Figure x: Hotel distribution 2017

### How the policy works

Policy DM X applies to hotels, apart-hotels and serviced apartments.

Apart-hotels and serviced accommodation often display characteristics associated with permanent, self-contained housing. Some are more akin to hotels in the type of services they provide but may result in different impacts. Apart-hotels/serviced apartments may therefore fall within the C1 or C3 Use Classes, depending on their characteristics. Factors that may affect the Use Class include;

- Presence of on-site staff/management;
- Presence of reception, bar or restaurant;
- Provision of cleaning and administrative services;
- Ownership of units/ability to sell on open market; and
- Minimum/maximum lease lengths.

Where apart-hotels are considered to fall within the C3 (dwelling houses) Use Class, proposals will be assessed in accordance with the housing policies in this Plan. Conditions will be used to ensure units are subject to minimum lease lengths.

For proposals within the C1 (Hotels) Use Class, planning conditions will be considered to ensure that units would not be used or occupied by permanent households as this would reduce the availability of accommodation for short-term visitors to the City and would put pressure on local services and infrastructure. Conditions will therefore be used to ensure units are subject to maximum lease lengths (typically 90 days).

### **Policy DM XX: Evening and Night-Time Economy**

1. Proposals for new evening and night-time entertainment and related uses and the extension of existing premises will be permitted where it can be demonstrated that, either individually or cumulatively, there is no unacceptable impact on:
  - the amenity of residents and other noise-sensitive uses;
  - environmental amenity, taking account of the potential for noise, disturbance and odours arising from the operation of the premises, customers arriving at and leaving the premises and the servicing of the premises.
2. Applicants will be required to submit Management Statements detailing how these issues will be addressed during the operation of the premises.
3. Where new residential development is proposed close to existing evening or night-time uses, the residential development will only be permitted if it includes suitable measures to mitigate potential noise and disturbance to prospective residents.

#### Reason for policy

Evening and night-time entertainment is becoming an important part of the City's economy, bolstered by London's move toward becoming a 24-hour City, growing numbers of workers and visitors and the encouragement of arts and culture in the City. Night-time entertainment has the potential to cause noise disturbance to nearby residents as well as other impacts such as anti-social behaviour, litter and odours. These adverse impacts need to be mitigated.

Anti-social behaviour can potentially be reduced by providing a broad range of evening and night-time activities that appeal to different customers, rather than concentrating one type of use in a particular area. This includes extending the opening hours of existing day-time facilities such as shops, cafes and leisure facilities, which can promote customer cross-over and create bridges between the day-time and night-time economy.

#### How the policy works

The City Corporation will apply the principle that the development responsible for change is responsible for managing the impact of that change – the 'Agent of Change' principle. This means that a new residential development built near to an existing night-time entertainment use would be responsible for providing appropriate soundproofing or other mitigation measures to avoid any undue impact, whereas a



new night-time entertainment use opening in a residential area would be responsible for the necessary mitigation measures.

Night-time entertainment uses in the City include restaurants and cafes (A3), drinking establishments (A4), hot food takeaways (A5) and other related uses including, for example, a nightclub or a mix of such uses. They form part of the City's wider night-time economy, which includes 24-hour trading with other financial centres around the globe.

The control of night-time entertainment and licensed premises is undertaken through the operation of both planning and licensing regimes. In general, the planning regime controls the location, design and planning use of premises to protect the amenity of an area or local residents, whilst the licensing regime is used, having regard to licensing objectives, to control specific activities at premises to prevent, for example, noise and other public nuisance.

Planning and licensing regimes operate under separate legislative and regulatory frameworks. The City Corporation will ensure that, as far as is possible, a complementary approach is taken between planning and licensing within the legislative framework. The City Corporation publishes a Statement of Licensing Policy, which outlines the approach that it will take when considering applications for the sale and supply of alcohol, the provision of regulated entertainment and the provision of late night refreshment. This is supported by the City Corporation's Code of Good Practice for Licensed Premises. The City Corporation has also published a Noise Strategy which sets the strategic direction for noise policy within the City of London and outlines steps that the City Corporation will take, and is already taking, in dealing with noise issues, including those arising from night-time entertainment.

The character of many licensed premises has changed significantly in recent years. Existing and new premises often have longer operating hours, may have larger capacity and may provide live or recorded amplified music. Some of these premises are close to residential accommodation and this can result in complaints about disturbance and nuisance from excessive noise, particularly from people drinking and smoking outside, and arriving or leaving.

All planning applications for A3, A4, A5, and related, uses should include information stating the proposed hours of operation. Where this information is not provided, or hours of operation have not yet been confirmed, the City Corporation will impose conditions requiring the closure of the premises between the hours of 11pm and 7am unless further permission to vary these times is sought and granted.

Potential applicants seeking planning permission for a night-time entertainment use, between the hours of 11pm and 7am, are encouraged to engage at the earliest possible stage with the City Corporation as Licensing Authority, the City of London Police, local residents and other neighbouring occupiers that will be affected by the proposal. This will ensure that the local context and local sensitivities are fully understood and can be taken into account when designing premises for night-time entertainment uses and planning the operation of the proposed use to minimise adverse impact on amenity.

Planning applications for new and extended night-time entertainment uses or for variations of planning conditions must be accompanied by a Management Statement that addresses planning amenity issues, how potential impacts on amenity

will be addressed through the design of the premises and how they will operate without causing disturbance including:

- hours of closure to protect amenity;
- noise mitigation plans related to both internal and external noise, including measures to reduce sound transfer, such as sound-proofing, noise controls and double entry lobbies;
- the dispersal of patrons so as not to cause disturbance to residents;
- arrangements for the storage, handling and disposal of waste;
- a timed programme for deliveries and collections and other servicing arrangements;
- measures to deal with the emission of odours; and
- location of ventilation ducts and plant.

Assessment of the Management Statement will have regard to the City Noise Strategy, the provisions of the City of London Statement of Licensing Policy and to any submitted licence application operating schedule.

To safeguard quiet times and amenity, particularly for residents and other noise-sensitive uses, the City Corporation will attach planning conditions or seek s106 planning obligations to ensure compliance with agreed Management Statements. The City Corporation will normally apply conditions to limit the hours of operation where there is potential for unacceptable disturbance to local residents and others. Each case will be considered in relation to its locality and the need to strike a balance between the benefits to the City of night-time entertainment and the risk of disturbance to local residents, workers and others.

### **Policy DM XX: Public Art**

1. The City's public realm and distinctive identity will be enhanced by:
  - encouraging the provision of new artworks in appropriate locations in the City on public and private land;
  - protecting existing works of art and other objects of cultural significance and encouraging the provision of additional works in appropriate locations;
  - ensuring that financial provision is made for the future maintenance of new public art;
  - requiring the appropriate reinstatement or re-siting of art works and other objects of cultural significance when buildings are redeveloped.
2. The location of new and relocated artworks must:
  - take into consideration the health and safety of pedestrians and other road users;
  - avoid the proliferation of public art where the cumulative impact may have a detrimental effect on surrounding buildings and public realm.

### Reason for the policy

Art can contribute significantly to the quality of the environment, particularly where it enhances a sense of place. Public art can mitigate the impacts of development

by the creation of works giving visual pleasure and helping to re-establish local identity and sense of place. In this way, public art is a form of community infrastructure. Public art includes temporary installations as well as non-physical works such as soundscapes. There are several arts events held regularly in the City including Sculpture in the City which enables works of art to be located throughout the City. The quality of proposed public art must respect, and not detract from, the form and quality of the surrounding environment.

Objects of cultural significance can include blue plaques, statues, monuments, fountains, memorials, parish boundary markers and other similar heritage assets.

Due to the increase in public art in the City, issues have arisen in terms of appropriate siting, and whether works of art should be time limited to avoid inappropriate proliferations. Works of art must ensure that health and safety considerations are considered when designing, siting and maintaining the installation. Restriction of pedestrian flows must be avoided and consideration given to ensuring that people with visual or mobility impairments are not placed in danger.

#### How the policy works

The City Corporation has operated a City Arts Initiative (CAI) group since 2012, which advises on the artistic merit, siting, setting and appropriateness of all new public art proposals in the City. Temporary works of art (in situ for less than 8 weeks) will be considered by the CAI group.

Opportunities for public art in open spaces should be considered at an early stage to ensure that they are satisfactorily integrated into the design. Applicants must work with artists at the outset of a development rather than commissioning them to create an art work post construction. Where works of public art are sited in the public realm, they should be endowed to secure their appropriate maintenance in perpetuity and their retention will be secured by condition or legal agreement. Where works of art are part of a development or are on private land, it is expected that those pieces will be maintained to a high standard by the land owner.

Where it is considered that a proliferation of public art is having a detrimental impact on the public realm within a particular area the City Corporation may impose limits, through conditions, on the length of time that an art work can remain in situ.

## Smart Infrastructure and Utilities

### Context

The City of London relies on a range of utilities to function as a global financial and business centre and to meet the needs of its businesses, workers and residents. There are challenges to providing the infrastructure required to support existing activity in the City and to provide the infrastructure necessary to deliver the level of growth envisaged in the period to 2036.

Utilities infrastructure comprises the provision of electricity, gas, water, sewerage, sustainable drainage (SuDS), telecommunications, including wired and wireless infrastructure, decentralised energy networks and the pipe subway networks that accommodate such infrastructure.

### Strategic Policy S XX: Smart Infrastructure and Utilities

1. To coordinate and facilitate infrastructure planning and delivery all development should;
  - a. Minimise the demand for power, water and utility services;
  - b. Incorporate sustainable building design and demand management measures;
  - c. Connect to existing pipe subways where feasible, particularly where there is pipe and cable congestion under the streets;
  - d. Seek to provide the latest and best quality utility infrastructure and connections to serve the development;
2. There should be early engagement between developers and infrastructure providers to ensure that the infrastructure needs arising from new development are addressed through building design, and utility networks and connections are in place in time to serve the development.
3. Existing essential utilities and telecommunications infrastructure will be protected from development unless it is no longer required or will be adequately relocated.
4. The improvement and extension of utilities infrastructure should be designed and sited to minimise adverse impacts on the visual amenity, character and appearance of the City and its heritage assets.

### Reason for this policy

There are specific challenges to providing the infrastructure needed to support existing activity in the City and provide infrastructure necessary to support the scale of development set out in this Plan:

- The dense concentration of business activity in the City means that high demand is concentrated in a small geographical area.
- There is a legacy of congested cable routes under the City's streets.
- Delivery of new infrastructure and improvements to existing networks could result in temporary disruption to businesses, residents and visitors.
- Energy and telecoms demands are increasing and there is a need to continually improve and upgrade networks to meet this changing demand.

### How the policy works

The City Corporation has established strong links with the various infrastructure providers that service the City, including London Water, UK Power Networks,

National Grid (gas), Citigen CCHP and telecoms providers. The City Corporation will seek to retain and strengthen these links and encourage greater liaison and co-operation between providers and developers to ensure future needs are planned and delivered in a timely fashion with minimal disturbance to City streets, businesses and residents.

#### **DM XX: Infrastructure provision and connection**

1. Utility infrastructure and connections must be designed into and integrated with the development, unless it can be demonstrated to the satisfaction of the City Corporation that this is not feasible. The following infrastructure requirements should be planned for:
  - Electricity, gas and water supply necessary for the operation of the intended use and during the construction period. Account should be taken of the need to conserve resources and deliver energy and water efficient buildings to minimise future demands. Temporary Building Supply for the construction phase should be identified in conjunction with electricity providers including the estimated load capacity, substations and route for supply.
  - Heating and cooling demand and viability of provision via decentralised energy networks. Designs must incorporate connections to existing decentralised energy networks where feasible.
  - Digital and telecommunications network demand, including full fibre wired and wireless infrastructure in line with the Mayor of London's 'Wired Score' connectivity rating or equivalent, planning for dual entry through communal entry chambers and flexibility to address future technological improvements.
  - Separate surface and foul water drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.
2. To avoid delays to prospective tenants, developers should consider pre-installing fibre optic and other communications networks into the new development.
3. Developers should conduct mobile signal tests within the development and consider the need for in-building mobile solutions where coverage is poor.

#### Reason for the policy

The dense concentration of businesses means that high demand is focused in a restricted geographical area. Electricity, telecommunications, water, gas and heating and cooling via the Combined Cooling Heating and Power (CCHP) network are of particular importance. Congested cable routes traverse the City under its streets. Energy demands are increasing, particularly to provide air conditioning to counter increased warming and the delivery of upgraded ICT networks required by financial and business services.

The City's Infrastructure Delivery Plan will set out in more detail the infrastructure projects that are under construction or required.

### How this policy works

Developers should liaise with utility providers and adopt best practice in assessing and improving connectivity within developments. Connection layouts and future proofing should be considered in the design of the development.

Developers should engage with energy providers prior to commencement of development works to ensure the availability of Temporary Building Supplies, avoiding the need for diesel generators to provide electricity.

Delivery of new infrastructure and improvements to existing networks could result in temporary disruption to businesses, residents and visitors. Developers should co-operate with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction.

It is important for the City to be digitally connected and responsive to the changing requirements of business, and for buildings to be equipped to meet the needs of current and future occupiers. Developers will be expected to undertake an assessment of the connectivity of major new office buildings or refurbishments, using a wired certification such as WiredScore.

The City Corporation will encourage the improvement and extension of utilities networks to ensure that the City is at the forefront of the Smart City agenda and continues to provide good quality services for businesses, residents, students and visitors. The City Corporation's 'City Developer Guidelines for Incoming Utility Services' provides guidance on best practice and should be consulted for advice on utility connections.

### **DM XX: Infrastructure Capacity**

Development should not lead to capacity or reliability issues in the surrounding area and capacity projections must take into account the impacts of climate change which may influence future infrastructure demand.

Where potential capacity problems are identified, and no improvements are programmed by the utility company, the City Corporation will require developers to facilitate appropriate improvements which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

Developers are required to demonstrate, through effective engagement with providers, that adequate utility infrastructure will be provided, both on and off the site, to serve the development during construction and operation.

### Reason for the policy

Early engagement with infrastructure providers is essential to ensure that there is adequate capacity to serve the development during its construction and operational phases.

### How this policy works

The Sustainability or Energy Statement submitted as part of the planning application should set out the demand management measures incorporated into the scheme and may include evidence of engagement with providers.

Infrastructure provision must be completed prior to the occupation of the development. The City Corporation will expect development to promote a low-carbon based economy, through smart buildings and incorporating alternative solutions into the design. It may be necessary for developers to establish if the proposal would lead to overloading of the existing infrastructure. This may include studies undertaken by utility providers. Adequate time should be allowed to consider the supply options and to enable utility providers to collate an informed response.

Projections of infrastructure demand should be realistic. Over specification should be avoided as it could result in underutilisation of infrastructure. The cumulative impacts should be considered through discussion with providers, and pre-application meetings with the City Corporation. The co-ordination of infrastructure works is essential to minimise disruption and the impact on existing services.

Developers should submit written evidence from utility providers that effective engagement has been carried out. This could include a joint statement of intent endorsed by the relevant providers. S106 agreements may be used to ensure continuous engagement regarding route planning and confirmation of load demands.

Redundant plant should be removed where possible to enable future infrastructure connections. Redundant infrastructure within the public realm, such as telephone boxes, should be removed unless of heritage interest.

#### **DM XX: Pipe Subways**

Developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes where these are available. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.

#### Reason for the policy

Expansion and integration of pipe subway and decentralised energy networks is a long-term aspiration of the City Corporation. The provision of additional pipe subways is being considered in order to provide greater capacity for pipes and cables and reducing the need for street works which often cause disruption. Pipe subways accommodate gas and water mains and electricity more effectively with easier access for maintenance, rather than burying pipes which are then inaccessible.

#### How the policy works

The City Corporation will seek the expansion and integration of development into the pipe subway network where there is sufficient evidence to demonstrate that services to development would be better integrated within an established pipe subway. Given the cost of installing new pipe subways, it is especially important to make efficient use of the existing network. Developments which are located adjacent to existing pipe subways will normally be expected to install connections.



# Shape Outstanding Environments

## Design

### Context

The built environment of the City of London has a unique and distinctive character. Arranged on a medieval and Roman street pattern, high quality historic and modern buildings and urban green spaces create a rich visual landscape of building types, materials and architectural design. Individually and collectively the buildings within the City of London contribute to a nationally and internationally renowned townscape.

The City has been a centre for international trade for centuries and this long history of commercial activity and its modern role as a world-leading financial and business centre is reflected in the design of the buildings and their activities. The predominant office use and high land values within the Square Mile have resulted in a high-density and rapidly changing townscape which presents challenges and opportunities to ensure that new development delivers good growth.

The demand for additional commercial floorspace also creates challenges given the limited amount of space in which to develop. Innovative and creative solutions are required to optimise the use of land as a scarce resource, while creating architecture of world class standard which enhances the City's rich character.

To realise the City Corporation's vision for the Square Mile, the design of the built environment should contribute towards the delivery of a competitive and creative City with exemplars of sustainable building design. Development should contribute towards the aim of achieving a zero emission and climate resilient City.

### Strategic Policy S XX: Design

The City Corporation will promote innovative, sustainable and inclusive high-quality buildings, streets and spaces, seeking design solutions that make effective use of limited land and contribute towards a zero emission City, through development which:

#### Form and Layout

1. Optimises pedestrian movement by maximising permeability, providing external and internal pedestrian routes which are inclusive, welcoming, convenient, comfortable and attractive, enhancing the City's characteristic network of accessible buildings, streets, courts and alleys;
2. Is pedestrian-focused, reducing conflict between pedestrian and vehicular traffic, creating a safe and attractive public realm, prioritising pedestrians and cyclists, whilst mitigating the impact of building servicing;
3. Delivering public space at the upper levels of buildings by maximising the amount of accessible and free to enter roof terraces and spaces, including in tall buildings and along the river and around City landmarks; and
4. Delivering world class sustainable buildings which are mixed-use, resilient, adaptable and contribute towards a zero emission, zero carbon and climate resilient City.



### Experience

5. Optimises micro-climatic conditions, addressing solar glare, daylight and sunlight and uncomfortable wind conditions and delivering improvements in air quality, open space and views;
6. Delivers street level building frontages so that they are active, public-facing, usable, permeable, interesting, well-detailed and appropriately lit, delivering suitable levels of passive surveillance;
7. Optimises the amount of green infrastructure and amenity space designed as integral to the architecture, enhancing public access to nature and biodiversity through maximising the amount provision of green roofs, walls and trees; and
8. Delivers inclusive buildings, streets and spaces to meet the access needs of all the City's communities.

### Quality and character

9. Delivers high quality sustainable architecture of a height, bulk, massing, scale, urban grain, material, quality and depth of modelling and detail which conserves and enhances the City's local and wider character and appearance;
11. Incorporates sustainability measures and other plant and building services into a coherent architectural design;
12. Considers lighting as integral to the design process, considering issues of light spill/trespass to the public realm and the character of the of the area;
13. Incorporates signage is of an appropriate siting, size, form, appearance and illumination, and successfully integrating it into the architecture of the building;
14. Incorporates necessary security measures as an integral part of the design; and
15. Ensures that the building design concept is maintained from permission through to completion of a project.

### Reason for the policy

As a world leading financial and business centre, the City requires world leading design in all aspects of the built environment, including the sustainability of new and refurbished buildings.

### How the policy works

To create a zero-emission, sustainable City, development must be designed to minimise environmental impacts and be resilient to climate change throughout its lifecycle.

All development should meet the highest standards of urban design, while also respecting its surroundings and the unique character and history of the City. Good design can have a positive impact for the wider community, within the City and beyond, improving access to buildings and the inclusivity of the City to those who may not live or work here. The diversity of the townscape means that different design considerations apply to each site and these need to be carefully assessed to take account of each building's context. This should not constrain design approaches, and a range of solutions may be appropriate.

The City has a large workforce whose numbers are expected to grow substantially. Most journeys within the Square Mile are on foot and pedestrian movement is particularly high during morning and evening peak times. The City has retained much of its historic street pattern, which provides convenient walking routes and allows for a high degree of pedestrian permeability. The City Corporation uses pedestrian modelling to better understand pedestrian flows and to manage the impact of proposed new development.

Outdoor advertising has a significant impact on the appearance of buildings, the street scene and, in particular, the historic environment. The City Corporation's long-standing approach is to restrain advertisements in terms of size, location, materials and illumination as a means of safeguarding the high quality of the City's environment.

The City has numerous small open spaces, which provide valuable amenities, many of which are of historic importance. The design of these small spaces requires innovative and sensitive solutions which respect their settings and create high quality, accessible areas for all the City's communities. The City's streets provide space for public enjoyment, and the City Corporation has a programme of public realm enhancement projects to improve the quality, sustainability, inclusivity and amenity of the public realm.

The City provides significant employment and leisure opportunities that should be accessible to all. Accessibility to new and existing buildings and spaces must be maximised to create an inclusive environment. Adaptation of historic buildings presents particular challenges and requires careful design solutions. The City Corporation has an active programme of implementing access adaptations and will prepare guidance for developers.

#### **Policy DM XX: Sustainability Standards**

1. All development must demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and "end of life" phases of development.
2. Proposals for major development<sup>5</sup> will be required to:
  - achieve a BREEAM rating of "excellent" or "outstanding" against the current, relevant BREEAM criteria at the time of application, obtaining maximum credits for the City's priorities (energy, water, pollution and materials).
  - demonstrate that London Plan carbon emission and air quality requirements have been met on site. In exceptional circumstances where standards cannot be met on site offsetting will be required to account for the shortfall.
  - demonstrate climate resilience in building and landscape design.
  - incorporate collective infrastructure such as heating and cooling networks, smart grids and collective battery storage wherever possible, to contribute to a zero-emissions, zero-waste, climate resilient City.

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<sup>5</sup> Major development is defined as >1000sq m or >10 residential units. Substantial refurbishments with a total gross floorspace of >1000 sq m will be classified as Major development.

## Reason for the policy

The drivers for sustainable development are increasing, affecting global and local businesses, workers, residents and visitors. The pace and prestigious nature of development in the City presents opportunities to incorporate innovative design in both new and existing buildings to provide positive environmental outcomes for the City's priorities:

- Energy, carbon emissions and air pollutants – reducing emissions and moving to a zero emissions city
- Water – reducing water use in an area of serious water stress
- Pollution – reducing exposure to poor air quality
- Materials – reducing embodied carbon and improving resource efficiency

Social and environmental responsibility is high on the agenda for many City businesses and their workforce. A working environment that supports these goals is essential to attract the City's future businesses. The London Plan provides a framework for driving forward this agenda but must be implemented at a local level.

The City of London Zero Emissions Study 2018 provides evidence for the trajectory to a Zero Emissions City. The role of collective infrastructures such as smart grids, battery storage and heating and cooling networks are highlighted as essential elements of a future zero emissions City, where decarbonised electricity, that does not contribute to future local levels of pollution, is the main energy source. Heating and cooling networks will increasingly exploit low carbon energy from waste heat and heat pump technologies rather than fossil fuels therefore connection to these networks is expected wherever feasible.

## How the policy works

The policy applies to all development in the City, including major new development, extensions to existing buildings and minor development. Refurbishments of existing buildings are also subject to this policy where proposed works constitute development. Standards required are those that are in place at the time of submission of a planning application.

Sustainability Statements should be used to provide comprehensive evidence of the sustainability of each development, demonstrating that the design meets the highest feasible and viable standards.

For major development the Sustainability Statement should include:

- a BREEAM pre-assessment or design stage assessment including a summary of the credits to be targeted in each category. Planning conditions will be used to require submission of a post construction BREEAM certificate to demonstrate implementation of the approved designs, achievement of the City's priority credits and identify any performance gaps between design and completed development.
- an energy assessment in line with the Mayor's Energy Planning Guidance. Where carbon offsetting is required this will be secured through a S106 agreement with offsetting contributions ring fenced for carbon reduction projects in the City or elsewhere

- an air quality assessment to meet the requirements of the London Plan demonstrating that the development will not result in deterioration in air quality, in line with the City of London Air Quality SPD.
- details of the proposed adaptation and resilience measures to make the building resilient to the climate and weather patterns it will encounter during its lifespan.
- Details of collective infrastructure which has been incorporated to address environmental challenges

#### Extensions:

- If a development proposal includes an extension greater than 25% of the existing floorspace or consists of a coherent structure greater than 1,000sq.m, the extension on its own should be treated as a major development and assessed accordingly including consideration of London Plan carbon emission targets and BREEAM requirements.

#### For minor development

- Although minor development may provide more limited opportunities for the incorporation of sustainability features it is important that sustainability is considered at the design stage for all projects. For most minor development inclusion of sustainability information in the Design and Access Statement will suffice.

### **Policy DM XX: New Development**

1. Development should be of a world-class standard of design and architectural detail and avoid harming the townscape and public realm.
2. The design of all new development must ensure that:
  - a. The bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of the area.
  - b. Appropriate, high quality and durable materials are used.
  - c. The design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm.
  - d. Development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets.
  - e. Plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted.
  - f. Servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design.
  - g. There is provision of appropriate hard and soft landscaping, including appropriate boundary treatments and urban greening.

#### h. Buildings are inclusive and accessible to all.

##### Reason for the policy

The network of routes and spaces, the scale, form, architectural expression and detailed design of buildings, together with the use of particular building materials, and the contribution of these elements to the composition of street blocks are characteristic of, and combine to produce, the close-knit and intricate townscape of the City. It is important that new buildings and alterations respect and reinforce this general character. The City has dynamic, striking and internationally acclaimed architecture as well as more contextual buildings appropriate to their townscape setting.

##### How the policy works

In assessing development schemes detailed consideration will be given to the bulk and massing and special characteristics of their locality. All development proposals are expected to have a high standard of design and architectural detailing.

Wind conditions and solar glare can have an adverse effect on the surrounding townscape and the quality and use of the public realm. Assessments will need to be carried out on the impact of proposed development on wind conditions and solar glare. Any adverse impacts will need to be mitigated and appropriate measures to achieve this should be integrated into the design of the development. The City Corporation has published Planning Advice Notes on micro-climatic issues.

The design and execution of extensions and alterations to buildings, such as entrances and windows, are of considerable importance since they have a cumulative effect on the overall character and appearance of the City. Extensions or alterations should be considered in relation to the architectural character of the building, designed to minimise their impact and integrated with the design of the building. Alterations and extensions should achieve a successful design relationship with their surroundings, taking full account of the local context and the setting of the building.

In most buildings, the ground floor elevation has the most effect on public amenity, so its design should be given particular attention to ensure that it is legible, visually attractive and provides active frontages. Features such as blank frontages and ventilation louvres should be avoided. Ventilation louvres, where required, should be located away from busy streets. Servicing entrances should be carefully designed to minimise adverse effects on the townscape.

The City of London has many public and private viewing galleries, terraces and tall buildings, meaning that many workers, residents and visitors see the townscape from above. Attention should be given to the form, profile and general appearance of the roofscape to ensure that it complements the building as viewed from surrounding buildings as well as from the ground. The potential to add visual interest to a roofscape, including greening, should be actively considered from the outset of any scheme.

Where feasible, plant should be located below ground. Where this is not feasible, additional roof top plant for an existing building should be satisfactorily integrated into the form and design of the existing roof. It should be enclosed and covered where it would otherwise harm the appearance of the building, the general scene, or

views from other buildings. All chimneys should terminate at the highest point of the building. Consideration should be given to the use of external heating and cooling supplies from district heating and cooling networks, such as the Citigen network, where available, as these may avoid or reduce the need for roof top installations such as boiler flues, cooling towers and plant rooms, as well as providing wider environmental benefits.

Servicing entrances can have a detrimental impact on the appearance of the building and its immediate setting and can harm otherwise attractive pedestrian routes. The City Corporation expects innovative design solutions for servicing entrances and adjacent areas to minimise their visual impact and to enable them to be integrated into the design of the building. Design solutions must respect the sensitive nature of listed buildings and conservation areas. Gates and doors should be well designed and should be kept closed when the entrance to the service bay is not in use.

Ventilation or extraction systems should be routed internally and extensive or unsightly external ducting will be refused. Provision must be made within the building for services and ducting to and from all uses. Ventilation louvres should not be sited by adjoining footways. Developments should incorporate suitable off-street facilities for smokers wherever possible to avoid the need for smokers to congregate on the pavements.

Developers should provide suitable rooftop ventilation for the City's sewer network, where appropriate, and this should be integrated into the design of buildings.

### **Policy DM XX: Public Realm**

The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of the streets and spaces between buildings. Public realm schemes should be of a high standard of design, sustainability, surface treatment and landscaping, having regard to:

- The predominant use and function of the space and adjacent spaces.
- The use of sustainable natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City.
- The inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors.
- The City's heritage, identifying and retaining features that contribute positively to the character and appearance of the City.
- The provision of sustainable drainage, where feasible, co-ordinating the design with adjacent buildings to facilitate the implementation of rainwater recycling.
- The need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered.
- High quality, safe and functional public realm that meets the needs of different users.
- The sensitive co-ordination of lighting with the overall design of the scheme
- The wellbeing of users in relation to air pollution, noise, temperatures, shading and micro climate.

### Reason for the policy

The City Corporation will actively promote schemes for the enhancement of the street scene and public realm. High quality natural materials are characteristic of the City of London and add greatly to the character and identity of streets, courts and spaces. Wherever possible, the City Corporation will retain these surface materials and will carry out repairs to match and extend their use. Elsewhere, the City Corporation will encourage a limited palette of materials, providing continuity in the streetscape, and ease of access through the City.

Further guidance on the implementation of public realm enhancement is set out in the City's Public Realm Supplementary Planning Document and the City Public Realm Technical Manual, and the Mayor of London's Streetscape Guidance.

### How the policy works

The City Corporation will undertake street enhancement works through specifically targeted projects or in association with general street maintenance and vehicle, cycle and pedestrian traffic management schemes. The City Corporation will use s106 planning obligations, s278 highways contributions, the Community Infrastructure Levy and funding from external sources to deliver enhancement works.

All projects in the public realm should be inclusive in design so that they provide equal access for all people in the City.

The incorporation of artworks or integral decorative features, such as sculptures, fountains and schemes included in the City Arts Initiative, to create animated spaces, will be encouraged and their design, management and maintenance regime should be considered at an early stage of the design. Detailed guidance is provided in Policy DMXX (public art)

Further information on design and requirements for the public realm is available in the City Public Realm Supplementary Planning Document.

### **Policy DM XX: Pedestrian permeability**

1. Improved way-finding will be sought through public realm improvements. Development should contribute towards the improvement of pedestrian permeability in the City by:
  - Providing good quality, safe and low pollution pedestrian connections between spaces.
  - Providing new pedestrian routes through buildings and development sites and respecting, maintaining and where feasible restoring, the City's characteristic network of accessible buildings, streets, courts and alleyways.
  - Providing publicly accessible ground floors for improved pedestrian movement, where feasible.
  - Providing pedestrian routes that are of adequate width, step-free and follow best practice in street design to encourage ease of movement.
2. Developments should not worsen pedestrian permeability nor lead to the loss of routes and spaces that enhance the City's function, character and historic interest.



### Reason for the policy

The intensification of the use of buildings and the increase in the City's working population are putting added pressure on the capacity, convenience, comfort and safety of the spaces, streets, lanes and alleys at the heart of the City. Peak times are particularly busy for all forms of transport, and the potential for conflict between modes of travel is increased.

Most travel in and through the City is on foot.

### How the policy works

In order to reduce pedestrian congestion and improve pedestrian access through the public realm, new pathways for moving through the City will need to be created or re-established if they were previously in existence. Spreading the footfall across a wider area will help to create a more vibrant and comfortable street network.

Development will be expected deliver net gains in the public realm, through the establishment of new pedestrian routes around and through buildings. Publicly accessible ground floors will be encouraged where pedestrian desire lines would otherwise be affected and permeability of the City compromised.

## **Policy DMXX: Terraces and Viewing Galleries**

1. Roof terraces will be permitted providing:
  - The design of the roof is visually integrated into the overall design of the building when seen from both street level and higher-level viewpoints;
  - There would be no immediate overlooking of residential premises or significantly adverse impacts on residential amenity;
  - Historic or locally distinctive roof forms, features or structures are retained and enhanced;
  - There would be no adverse impact on protected views;
  - The design and layout of the terrace maximises the potential for urban greening;
  - Emissions from combustion plant will not affect users of the roof garden.
2. The provision of free to enter, publicly accessible areas will be required as part of all tall building developments, which may include public viewing galleries where appropriate.

### Reason for the policy

Roof gardens and terraces are becoming increasingly common in the City. Public and private roof gardens and terraces present an opportunity for additional amenity space, urban greenery and the creation of new viewpoints of the City and the surrounding areas, thereby reinforcing London's cultural and historic attractions.

### How the policy works

Proposals for roof gardens and terraces should be sympathetic to existing roof forms and features, particularly those of historic interest or which are otherwise locally distinctive. There should be no impact on strategic or locally protected views.



Roof terraces and gardens should be publicly accessible where possible and entrances should not result in safety or security concerns, create congestion or adversely impact on the environmental quality at street level. Opening hours may be managed by condition or agreement, particularly where there are residential premises nearby. Roof terraces should not significantly increase noise levels to the surrounding area, and appropriate safety features should be included to prevent people from jumping or falling. The positioning of combustion flues should be carefully considered so as to not expose users of the roof terrace to pollution emissions from combustion plant.

Public access to the tall buildings found within the City of London is important in creating an inclusive City. Tall buildings should provide publicly accessible areas at upper levels, which are free to enter. These may include public viewing galleries or other forms of open space provision, or features such as retail, leisure or educational facilities.

### **Policy DM XX: Shopfronts**

Shopfronts should be of a high standard of design and appearance; inappropriate designs and alterations will be resisted. Shopfront proposals should:

- Respect the quality and architectural contribution of any existing shopfront.
- Maintain the relationship between the shopfront, the building and its context.
- Use materials which are sympathetic to the wider context and are of high quality.
- Ensure that signage is in appropriate locations and in proportion to the shopfront.
- Take into account the impact of the installation of louvres, plants and access to refuse storage.
- Ensure that awnings and canopies are positioned only in locations where they would not harm the appearance of the shopfront or obstruct architectural features.
- Avoid openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity.
- Avoid external shutters and consider alternative security measures.
- Consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance.
- Ensure that the design allows access by users, for example, incorporating level entrances and adequate door widths.
- Ensure that internal shop lighting does not create inappropriate light spillage into the public sphere.

#### Reason for the policy

Shopfronts are important elements in the townscape and can contribute significantly to the look of any street scene. The design of a shopfront should recognise this and be appropriate to, or enhance, the building and its location. It should respect the design of the building and not obscure, or result in damage to, existing architectural features.

Existing shopfronts that contribute to the appearance or special interest of a building or the street scene, particularly in listed buildings or conservation areas, or those that are of design or historic significance in their own right or as part of a group, should be retained. Any modifications necessary should be sympathetic to the original design.

#### How the policy works

New shopfront proposals should consider the relationship with the upper floors of the building and surrounding buildings and include high quality materials and finishes. The City Corporation will seek a reduction in fascias of excessive dimensions (height, width and depth), which are out of proportion or scale with the shopfront or considered to have a detrimental visual effect on the building or the street scene.

The design of new shopfronts should include a signage zone that is consistent across a parade of shops of matching or similar design.

Modification to shopfronts and shopfront designs incorporating louvres, plant or refuse accommodation should be undertaken in a manner sympathetic to the design and character of the building if they cannot be accommodated in less sensitive elevations. Awnings and canopies should be integrated into the shopfront design in relation to size, location and materials.

Openable shopfronts and large serving openings are not normally acceptable as they create a void at ground floor level that could harm the appearance of buildings and create potential amenity issues.

Security measures should be internal to limit their visual impact on shopfronts. External shutters are not normally acceptable, while internal shutters should be perforated to enable visibility into the shop and passive surveillance. To enliven frontages and enable passive surveillance, all retail frontages should provide good visibility and glazing should not be blanked out. The installation of security glass and steel reinforced frontages will be considered in the context of the impact on the appearance and historic significance of shopfronts.

Retail entrances should be designed with level entrances to enable inclusive access by all. Access measures and movable ramps should only be used where level entrance is not feasible.

#### **Policy DM XX: Advertisements**

1. Advertising must be of a high standard of design, restrained in amount and in keeping with the character of the City.
2. Excessive or obtrusive advertising, inappropriate illuminated signs and the display of advertisements above ground floor level will be resisted.

#### Reason for the policy

To protect and enhance the character of the City's streets, the City Corporation considers that advertising material should be restrained in quantity and form. Poor quality advertisements harm the street scene and the unique character of the City of London. The City Corporation will exercise advertisement control having regard to visual amenity and public safety and will seek improvements to the design of advertisements, where necessary.

### How the policy works

Advertising hoardings and advertisements on street furniture will not normally be permitted as these detract from the restrained character of the City. The display of poster advertisements on construction site hoardings will be resisted unless directly related to the development site. Further guidance is contained in the City Corporation's Hoardings Advice Note.

The design of advertising material should respect its locality and use appropriate materials of high quality. Advertisements should be appropriate to the frontage served and should avoid static or moving projection of images beyond the frontage, such as laser projections and projections on building façades, as a means of protecting visual amenity and public safety. Illumination of advertisements should be discreet and incorporate LEDs to reduce the overall bulk and energy use of signage. Advertising flags and banners will not normally be permitted except where appropriate for cultural institutions. Rotating advertisements will be resisted as these detract from the City's character.

Particular care will be necessary with retailing advertisements on or in the settings of listed buildings and within conservation areas. Internal illumination of adverts in such areas will not normally be permitted.

Advertisements above ground level are detrimental to the appearance and visual amenity of the street scene and can detract from the character and qualities of individual buildings by obscuring architectural features. While there are exceptions, such as traditional or historic signs, signs in an elevated position will not usually be permitted.

Appropriate action will be taken to have unauthorised advertisements removed. The Transport Strategy indicates that the City Corporation will ensure that pavements are kept clear of obstructions through a range of actions, which include not permitting A-boards on the pavement and encouraging owners and occupiers not to place A-boards on private land adjacent to the pavement.

### **Policy DM XX: Daylight and sunlight**

1. Development proposals will be required to demonstrate that the daylight and sunlight available to nearby dwellings and open spaces is not reduced noticeably to unacceptable levels, taking account of the Building Research Establishment's guidelines.
2. The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight consistent with a city centre context.
3. The design of development should incorporate measures to mitigate adverse solar glare effects on surrounding buildings and public realm.

### Reason for the policy

The City is an urban centre with a very high density of buildings. The impact of this density on surrounding areas can be to reduce levels of daylight and sunlight in the surrounding area below that which would normally be expected. The City

Corporation seeks to provide the best outcome in terms of sunlight and daylight, both for the development itself and the buildings in the vicinity, requiring design strategies that maximise the natural light potential.

The amount of daylight and sunlight received has an important effect on the amenity of dwellings, the appearance and enjoyment of the open spaces and streets of the City, and the energy efficiency of all buildings. Access to appropriate levels of daylight and sunlight is important for the mental health of workers and residents.

#### How the policy works

The Building Research Establishment (BRE) has issued guidelines in 'Site Layout Planning for Daylight and Sunlight' that set out a methodology for assessing changes in daylight and sunlight arising from new development. The City Corporation will apply these methods, consistent with BRE and NPPF guidance that ideal daylight and sunlight conditions may not be practicable in densely developed city-centre locations. Developers will be required to submit daylight and sunlight assessments in support of their proposals. The City Corporation may seek independent verification of these assessments at the developer's expense.

When considering proposed changes to existing lighting levels, the City Corporation will take account of the cumulative effect of development proposals, and existing levels of light if they are low. Where appropriate, the City Corporation will take into account unusual existing circumstances, such as development on an open or low-rise site and the presence of balconies or other external features, which limit the daylight and sunlight that a building can receive.

Planning considerations concerning daylight and sunlight operate independently of any common law rights and any light and air agreements which may exist. If a development is considered acceptable in planning terms and has planning permission, but it is not proceeding due to rights to light issues, the City Corporation may consider acquiring interests in land or appropriating land for planning purposes to enable development to proceed.

#### **Policy DM XX: Lighting**

1. Lighting should be sensitively co-ordinated with the overall design of any new development, having regard to siting, scale, type, intensity and colour temperature of light. Major development proposals must consider the lighting strategy early in the design process.
2. Development should incorporate measures to reduce the potential for light spillage from internal lighting, particularly where it would impact adversely neighbouring occupiers, the wider public realm and biodiversity.
3. The external lighting of buildings should contribute positively to the unique character and grandeur of the City townscape by night.
4. External lighting of heritage assets within the City must be sympathetic to the wider context in terms of tone and brightness.

### Reason for the policy

The City Corporation's Lighting Strategy contributes to the City Corporation's wider aims of improving the night-time offering and creating an after-dark street experience that befits a world class business centre. Well-designed lighting schemes on commercial properties within the City can help create an attractive night-time townscape and enhance the experience for visitors, whilst avoiding disturbance to residents.

Development has the potential to adversely alter the level of lighting in the surrounding area, so the lighting scheme should be incorporated into the detailed design process at an early stage. Intensity, colour, scale and glare are all factors to be considered. Sensitively designed lighting schemes can improve accessibility for those with disabilities by reducing glare and excessive contrast. In the City, the predominance of office buildings with glass frontages can lead to light spillage concerns for neighbouring residents with a potential impact on wellbeing. Avoidance of light spillage onto urban green spaces is crucial for biodiversity in the urban setting.

### How the policy works

The highlighting of key buildings, bridges and other points of interest within the City at night time is appropriate where it adds to the overall experience of the area, celebrating and enhancing the unique atmosphere of the area, and providing orientation and way-finding after dark.

The Illuminated River art project, to be implemented by 2022, will enhance the visual impact at night time through lighting of all 5 bridges located in the City. This will be complemented by a reduction in street lighting found on the bridges.

The external illumination of buildings, where appropriate, should be carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design. Lighting intensity, tone and colour need to respect the architectural form and detail of the building, be sensitive to the setting and limit adverse effects upon adjacent areas and uses.

Detailed information on requirements for lighting can be found in the City Lighting Strategy.

## **Vehicular Transport and Servicing**

### **Context**

The City is served by an extensive public transport network with six mainline railway stations, 12 underground and DLR stations and an extensive network of bus routes. In addition, major rail termini near the City are used by large numbers of City commuters. Significant improvements are being made to public transport provision, particularly with the opening of the Elizabeth Line in 2019 with two stations in the City at Farringdon and Liverpool Street/Moorgate. There are also river bus services which stop at Blackfriars Pier and at Tower Pier just outside the City.

Traffic in the City has changed significantly over the last two decades, both in terms of total volume and overall composition. Biennial traffic counts across the City show a 40% decrease in overall traffic volumes, with greater reductions for motor vehicles such as cars and light goods vehicles. The greatest observed reductions in numbers have coincided with key events such as the introduction of the Congestion Charge Zone, the global recession and the introduction of cycle superhighways. The street capacity unlocked by these reductions, alongside increases in cycling infrastructure provision, has facilitated an estimated tripling of cycling volumes across the City.

Despite this reduction, there are still significant challenges. Traffic counts in autumn 2017 found a slight increase in car volumes, probably caused by the increasing volumes of private hire vehicles. Freight volumes, after dropping significantly between 1999 and 2004, have levelled off in recent years. The rapid increase in cycling volumes seen in the first decade of the 21<sup>st</sup> century has not been sustained, with volumes slightly decreasing in recent years.

The demands on the City's transport network are increasing due to significant growth, fast-moving technological development and changing travel habits. In light of these factors, the City Corporation is developing a long-term Transport Strategy which will set the key priorities for the City's streets and how the network is used.

The Mayor's Transport Strategy provides London-wide guidance, which is implemented locally through the City's Local Implementation Plan. Transport providers serving the City also publish plans and strategies that influence investment and management decisions affecting the City's transport network.

### **Strategic Policy S XX: Vehicular Transport and Servicing**

The City's transport infrastructure will be maintained and improved by:

1. Safeguarding land where necessary, as shown on the Policies Map, to enable the delivery of increased public transport capacity, including the Northern Line/Bank Station upgrade.
2. Implementing improvements to street-level interchange between Fenchurch Street and Tower Hill/Tower Gateway stations and working with partners to explore the feasibility of a direct interchange route in the longer-term.
3. Promoting further improvements to public transport capacity and step-free access at existing mainline rail and London Underground stations.

4. Minimising road danger and congestion and reducing vehicle emissions by:
  - a. Designing and managing streets in accordance with the City of London street hierarchy;
  - b. Minimising the impact of freight and servicing trips through measures including the provision of on-site servicing facilities, the timing of deliveries outside peak hours, the adoption of area-wide solutions and the use of freight consolidation;
  - c. Facilitating essential traffic, including buses, freight and private transport for people with particular access needs, whilst minimising the environmental impact of these modes;
  - d. Encouraging the provision of infrastructure for alternative-fuel vehicles and zero emissions vehicles, such as off-street vehicle charging points;
  - e. Using traffic management measures and street works permits to improve journey time reliability on the City's roads; and
  - f. Requiring developers to demonstrate, through Transport Assessments, Construction Logistics Plans, Travel Plans and Delivery and Servicing Plans, how the environmental impacts and road danger of travel and servicing will be minimised, including through the use of river transport.

#### Reason for the policy

The City's strategic central London position and its comprehensive transport infrastructure enable the vast majority of workers, residents and visitors to use public transport to access the City from across London and the wider south east. In transport terms, the City is already a highly sustainable location, and the opening of the Elizabeth Line will result in a wider catchment area within an hour's journey time of the City. The City Corporation will use its planning powers, alongside its role as a transport authority, and in partnership with Transport for London, to help secure improvements to public transport, for instance by safeguarding land from other forms of development where necessary.



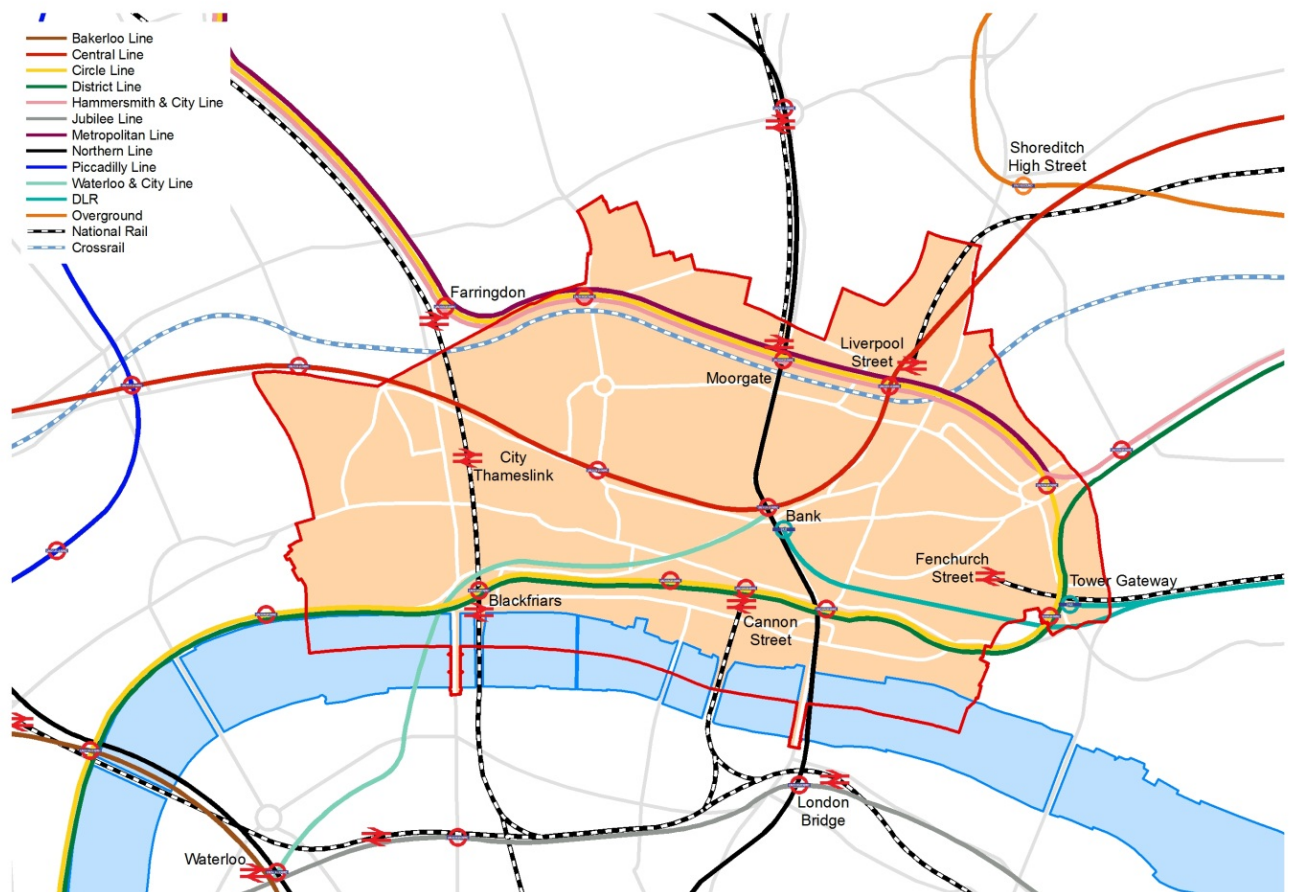


Figure XX: Rail and underground network

The City's draft Transport Strategy indicates that the design and management of streets will reflect their position in the street hierarchy, as well as their function as places. A simplified street hierarchy is proposed, as set out in Table XX.

Current category	Movement function	Proposed category
Strategic Road	Through traffic – the preferred streets for motor vehicles that do not start or finish their journey in, or immediately adjacent to, the Square Mile.	London Access (TfL network)
London Distributor Road		
Borough Distributor Road	Local traffic – the preferred streets for motor vehicles that are travelling around the Square Mile or to locations immediately adjacent.	City Access
Local Distributor Road		
Local Access Road	Access – used for the first or final part of a journey, providing access to properties.	Local Access

Table XX: Proposed street hierarchy in the City of London

The TfL network (classed as London Access) is expected to accommodate the majority of through traffic, while roads which are managed by the City Corporation will be classed as either City Access or Local Access. Proposed changes to the highway network at Bank Junction, St Paul's Gyratory and Beech Street will be reflected in the new street hierarchy, as illustrated in the map at Figure XX.



### How the policy works

The City's draft Transport Strategy aims to support the continued reduction of motor vehicle traffic on the City's streets, with targets proposed to reduce the number of motor vehicles in the City by **XX%** by 2030 and **XX%** by 2040. The spare capacity unlocked by these reductions will allow for the radical transformation of the City's streets to deliver a healthier, safer and more attractive street environment.

Achievement of the targets will be partly dependent on measures introduced by the Mayor of London and TfL, such as the proposed Central London Zero Emission Zone, although the City Corporation will consider implementing such measures within the City of London if strategic scale measures are not progressed. The City Corporation will also implement measures such as timed closures and additional traffic calming to facilitate the removal of non-essential vehicular traffic.

The City Corporation will work with TfL to review bus routing and frequency through the City to maintain or improve journey times and connectivity while enhancing the pedestrian environment.

The City Corporation will require developers and occupiers to implement proposals to to minimise the impact of freight and servicing trips through supporting measures such as the retiming of deliveries and collections outside peak periods, along with consolidation onto fewer or different types of vehicles.

Greater use of the River Thames will be encouraged for both passenger and freight transport purposes to alleviate the need for some motor vehicle trips on the City's streets.

#### **Policy DM XX: The impacts of development on transport**

1. Development proposals must have a positive impact on highway safety for all users and not have adverse effects on the City's transport networks. Where development would result in adverse impacts on the transport network, these must be mitigated through site/building design and management of operational activities. Appropriate measures will be sought via planning contributions or by legal agreement.
2. The design and implementation of traffic management and highway security measures must be agreed with the City Corporation and Transport for London, where appropriate, and may include restricting motor vehicle access and using traffic calming measures to limit the opportunity for hostile vehicle approach.
3. Transport Assessments and Travel Plans are required for all developments that exceed the following thresholds:

Land Use	Thresholds
Offices	1,000m <sup>2</sup>
Residential	10 units
Retail	1,000m <sup>2</sup>
Hotel	10 bed spaces
Health	1,000m <sup>2</sup>
Transport Infrastructure	>500 additional trips per peak hour
Mixed Use	1,000m <sup>2</sup>

4. A Construction Logistics Plans is required for all major developments and for any developments that would have a significant impact on the transport network during construction.

#### Reason for the policy

Development has the potential to create significant changes in transport patterns and demands that must be addressed at an early stage of the design process. Any adverse impacts that are identified must be minimised and mitigated through appropriate design and/or management measures. Transport Assessments are required to assess the potential impacts of development, while Travel Plans will be required to maximise the use of active transport modes and public transport.

#### How the policy works

An assessment of the transport implications of development, during both construction and operation, should address the impacts on:

- Road danger;
- Pedestrian environment and movement;
- Cycling infrastructure provision;
- Public transport; and
- The street network.

Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's Transport Standards. Applicants should discuss the scope of the transport documentation required early in the pre-application stage to ensure that it provides evidence tailored to the City's specific circumstances. Account should be taken of the cumulative transport impacts of other nearby developments.

A Construction Logistics Plan should comply with the measures set out in the City Corporation's Code of Practice for Deconstruction and Construction Sites.

Development will be subject to conditions, Section 106 and Section 278 Agreements to ensure appropriate mitigation of any adverse transport impacts. Community Infrastructure Levy contributions will be used by the City Corporation to deliver wider improvements to the transport network, where appropriate.

## **Policy DM XX: Freight and Servicing**

1. Applicants are required to consult with the City Corporation on all matters relating to servicing at an early design concept stage.
2. Developments should minimise the need for freight trips and seek to manage freight and servicing on an area-wide basis. Major commercial development should provide for freight consolidation. New technologies will be encouraged to enable efficient servicing and deliveries to sites.
3. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear.
4. Delivery to and servicing of new developments must take place outside peak hours (i.e. avoiding deliveries between 7am-10am, 12pm-2pm and 4pm-7pm on weekdays). Deliveries should be made in the late evening or at weekends outside of residential areas. Justification will be required where deliveries within peak hours are considered necessary. Areas of high footfall may be subject to further restrictions.
5. Developers should consider ways to reduce congestion caused by servicing and deliveries, such as implementing last mile deliveries by foot, cycle or zero emission vehicle, and should justify where such measures are not possible. Developers will be encouraged to identify opportunities for last mile logistic hubs where appropriate.
6. Provision should be made within buildings for shredding operations .

### Reason for the policy

The low numbers of private motor vehicles in the City mean that delivery and service vehicles have a relatively greater impact on traffic congestion and air quality, especially in areas of high density development and narrow streets. Efficient off-street servicing and delivery arrangements are vital to keep the City's traffic moving and thereby avoid air pollution caused by stationary traffic. The Mayor's Transport Strategy aims to reduce the number of lorries and vans entering central London in the morning peak by 10% by 2026. The City Corporation is working with local employers to support them in freight consolidation and to share best practice and ideas, for example through the Cheapside Business Alliance and the Active City Network.

Retiming of deliveries and collections outside peak periods can reduce congestion, as can consolidation onto fewer vehicles or different types of vehicles. The use of different forms of consolidation, including 'virtual' as well as physical consolidation, will be required to minimise the number of trips required to service a development

during construction and operation. Virtual consolidation involves techniques such as preferred suppliers or nominated carriers to serve a multi-tenanted building.

Large physical consolidation centres will almost always need to be located outside the City because of the lack of suitable land and high land values within the City and will therefore require the cooperation of other local authorities. The City's draft Transport Strategy aims to establish a sustainable logistics centre to serve the Square Mile by 2030. This centre would co-locate major suppliers in a single warehouse, alongside consolidation, waste collection and couriership services. It would be supported by last mile logistics hubs within the City to facilitate more deliveries on foot, by bike and by small electric vehicles.

Personal deliveries to places of work within the City contribute to congestion on the streets. Businesses should discourage personal deliveries to business premises and instead encourage deliveries near home and use of click and collect parcel drop off services. It may be appropriate to secure this through a legal agreement. To reduce emissions from delivery vehicles, electric vehicle charging points will be required within service areas for freight vehicles.

On-street shredding operations associated with building occupation creates noise and congestion on street and can have an adverse impact on the amenity of neighbouring uses. Provision should be made within off-street servicing areas for shredding operations.

#### How the policy works

Servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.

Where consolidation of servicing and deliveries is proposed, the number of vehicle trips that have been avoided as a result should be set out in the Delivery and Servicing Plan (DSP). Consideration should be given to smart or joint procurement measures with other businesses to reduce the numbers of deliveries and servicing trips required to the premises. Details should be set out in the DSP. Where any sort of consolidation centre is to be used, a commitment to the use of zero or low emission vehicles, and appropriate routeing should be included in the DSP. Within the Square Mile, DSP's should take account of the City's street hierarchy when considering routeing arrangements.

Out of hours servicing is required and further restrictions may be applied in areas of high footfall. The DSP should set out that a booking system for deliveries and servicing will be implemented, and that deliveries and servicing within the restricted hours of 7am-10am, 12pm-2pm and 4pm-7pm on weekdays will not be permitted. High foot fall in areas at other peak times may also require restrictions on deliveries and servicing.

Where deliveries are required outside of the restricted hours, these should be subject to a quiet delivery agreement or a commitment to minimise noise and pollution impacts in all stages of the delivery process. Details should be set out in the DSP.

Provision should be made within off-street, in-building, servicing bays for shredding operations to reduce the potential for disturbance to neighbours. On-street shredding will not be permitted.

Further information is set out in the City of London's Freight and Servicing SPD.

#### **Policy DM XX: Vehicle Parking**

1. Development in the City should be car-free except for designated Blue Badge spaces. Where other car parking (including motorcycle parking) is exceptionally provided it must not exceed London Plan standards.
2. No new public car parks will be permitted, including through the temporary use of vacant sites.
3. Underutilised public car parks will be prioritised as sites for last mile delivery hubs and other alternative uses that support the delivery of the Transport Strategy. The redevelopment of existing public car parks for other land uses, including meanwhile uses, will be supported only if it is demonstrated that they are no longer needed for a transport-related function.
4. All off-street car parking facilities must be equipped with electric vehicle charging points.
5. New taxi ranks will only be permitted in key locations such as stations, hotels and large retail developments and where they do not conflict with other policies in the development plan. Off-street taxi ranks should be designed with a combined entry and exit point to minimise obstruction to other transport modes.

#### Reason for the policy

The City has excellent public transport accessibility and all development should therefore be car-free, unless it can be demonstrated that there are exceptional circumstances which justify limited car parking.

#### How the policy works

Designated parking must be provided for Blue Badge holders within developments in conformity with the London Plan requirements and must be marked out and reserved for their use.

The City's public car parks were mostly constructed during the 1960s. Some are now underused and may provide an opportunity for the provision of last mile delivery hubs or other transport-related infrastructure. Evidence will be required to demonstrate that a car park is no longer required for a transport-related purpose if conversion or redevelopment to an alternative land use is proposed.

### **Policy DM XX: River Transport**

1. The City Corporation will support improvements to river piers, steps and stairs to the foreshore and other river-based transport infrastructure. The City Corporation will seek the reinstatement of Swan Lane Pier and development which prejudices this reinstatement will not be permitted.
2. The City Corporation will continue to safeguard Walbrook Wharf as a river wharf and waste transfer site.
3. All development within the City must consider use of the River Thames for the movement of construction materials and waste. Development adjacent to, or over, the river must be supported by a Transport Assessment and a Construction Logistics Plan addressing the potential of using the river for the movement of construction materials and waste and servicing of the development.

#### Reason for the Policy

Walbrook Wharf is the only active river wharf in the City and will be retained as a waste facility and river wharf in line with the London Plan and the Mayor's Safeguarded Wharves Direction. The waste transfer site at Walbrook Wharf provides a means of removing domestic and commercial waste from the City by river, significantly reducing the need for road transport of waste. Subject to the need to retain capacity for efficient waste operations from this site, there may be potential to use Walbrook Wharf for freight logistics.

Additional use of the river either to transport construction and demolition materials or for deliveries and servicing would further reduce the need for goods vehicles on the City's streets, helping to alleviate congestion and pollution.

Swan Lane pier is a redundant pier and the City Corporation will seek its reinstatement. Applicants should liaise with the Port of London Authority regarding the operational and safety aspects of their proposals and with the Environment Agency regarding the impact of boat movements on biodiversity and river defences.

The City Corporation will require developments adjacent to, on, or over the river, to consider the use of the river for freight and servicing and for the transport of construction and waste materials.

### **Policy DM XX: Aviation Landing Facilities**

Heliports will not be permitted in the City. Helipads will only be permitted where they are essential for emergency or security purposes.

#### Reason for the Policy

Heliports are not appropriate in the City because of the noise and disturbance that would be created by helicopters in such a densely developed area. In order to demonstrate a need for helipad facilities, it must be certified by the emergency services and shown that the need cannot be met elsewhere. The City Corporation's draft Transport Strategy sets out principles that will apply to the potential use of drones in the City.

## Walking, Cycling and Healthy Streets

### Context

The Mayor of London, through the Mayor's Transport Strategy, aims to significantly change the function of London's streets to reduce the dominance and negative impacts of motor traffic and enable walking, cycling and social interaction. The Healthy Streets Approach focuses on human health and uses evidence-based indicators to assess the street environment. These include ensuring people feel safe and creating street environments that enable people to choose walking, cycling and public transport instead of using the car. Good performance against each indicator demonstrates that individual streets are appealing places to walk, cycle and spend time.

The demands on the City's streets are increasing due to significant growth, fast-moving technological development and changing travel habits. In light of these factors, the City Corporation is developing a long-term Transport Strategy which will set priorities for how streets are used. The Healthy Streets Approach provides the framework for the City's Transport Strategy.



Figure XX: Indicators of Healthy Streets (source: Lucy Saunders)



## **Strategic Policy S XX: Walking, Cycling and Healthy Streets**

The City Corporation will work with partners to improve the quality and permeability of the City's streets and spaces to prioritise walking and cycling, improve accessibility and encourage more active modes of travel to, from and within the City by:

- Improving conditions for safe, convenient, comfortable and accessible walking and cycling, incorporating climate change adaptation;
- Expanding the cycle network across the City with the aim of ensuring that all properties are within 250m of the network;
- Increasing the number of pedestrian priority streets as part of the delivery of the 'superblock' approach set out in the City's Transport Strategy;
- Improving access routes and the public realm around stations, and between stations and key destinations; and
- Implementing enhancements to the safety and appearance of streets and public realm in conjunction with restrictions to vehicular access, taking account of the needs of people with disabilities;

### Reason for the policy

Cycling in the City increased by almost 300% between 1999 and 2017, although the rate of growth has slowed markedly since 2012. Pedestrian numbers have also risen in recent years as the City's workforce has grown. Over 400,000 pedestrians were counted on the City's streets during a survey in November 2017.

Improvements to conditions for safe, convenient and comfortable walking and cycling are required to improve the experience of people who already walk and cycle and encourage more people to use active modes of travel. Provision of necessary infrastructure is particularly challenging due to the City's historic street pattern and the significant demands for space on streets from the high volume of pedestrians, cyclists and servicing and other essential vehicles.

The Mayor's Transport Strategy seeks to enable more people to walk and cycle and reduce the use of and reliance on cars. Prioritisation of walking and cycling through reallocation of highway space is advocated where appropriate to reduce conflict between different modes of transport, and to create an environment where people choose to walk and cycle.

### How the policy works

Through the City's draft Transport Strategy, the design and management of streets will reflect their position in the street hierarchy, as well as their function as places. The City will be divided into 'Superblocks', within which the streets will be designed and managed to limit motor traffic while maintaining access. Pedestrian priority streets will be introduced as part of the Superblock approach, with vehicles expected to give way to people walking. Traffic management and Healthy Streets plans for Superblocks will be rolled out on a phased basis.

An experimental safety scheme was introduced at Bank Junction in May 2017, which restricted traffic to buses and cycles only on weekdays between 7am and 7pm.

Monitoring shows that this scheme achieved a significant reduction in casualties at the junction, while also reducing NO<sub>2</sub> emissions in the area. Traffic restrictions at the junction have now been made permanent and a wider series of highways and public realm enhancements, known as All Change at Bank, will be implemented during the Plan period to transform the look and feel of this key junction at the heart of the City.

Adaptation to the anticipated climate change in the City should include pollution reduction and mitigation. The Mayor's Healthy Streets Approach and the City's draft Transport Strategy seek to deliver improvements in air quality and reductions in emissions and noise from transport. The City Corporation is working with partners to ensure that the City's streets and the public transport system are resilient to the long-term impacts of severe weather and climate change.

### **Policy DM XX: Pedestrian Movement**

1. Developers should facilitate pedestrian movement by provision of suitable routes through and around new developments. The City Corporation will work with developers and owners to maintain pedestrian routes at ground level and the upper level walkway network around the Barbican and London Wall.
2. Development proposals should maintain and, wherever feasible, provide for an increase in pavement widths to ensure that pavements are safe, comfortable and convenient for pedestrians.
3. The loss of a pedestrian route will only be permitted where an alternative public pedestrian route of at least equivalent standard is provided having regard to:
  - a. The extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
  - b. The shortest practicable routes between relevant points.
4. Routes of historic importance will be safeguarded and where appropriate reinstated as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
5. The replacement of a route over which pedestrians have rights with one to which the public have access only with permission will not be acceptable unless exceptional circumstances can be demonstrated.
6. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary, and it is clear to the public that access is allowed.
7. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration the existing pattern of pedestrian routes and movement and connections to neighbouring areas and boroughs where relevant.

Reason for this policy

The City's workforce is expected to increase significantly over the course of the Plan period to 2036, while visitor numbers are also anticipated to rise. Most journeys in the City are on foot, resulting in significant and increasing pressure on the pavements and the public realm at peak times in the morning, lunchtime and early evening. Figure XX illustrates forecast pedestrian flows across the City in 2026 during the am peak.

### 2026 Baseline scenario Morning peak (07:00 – 10:00)

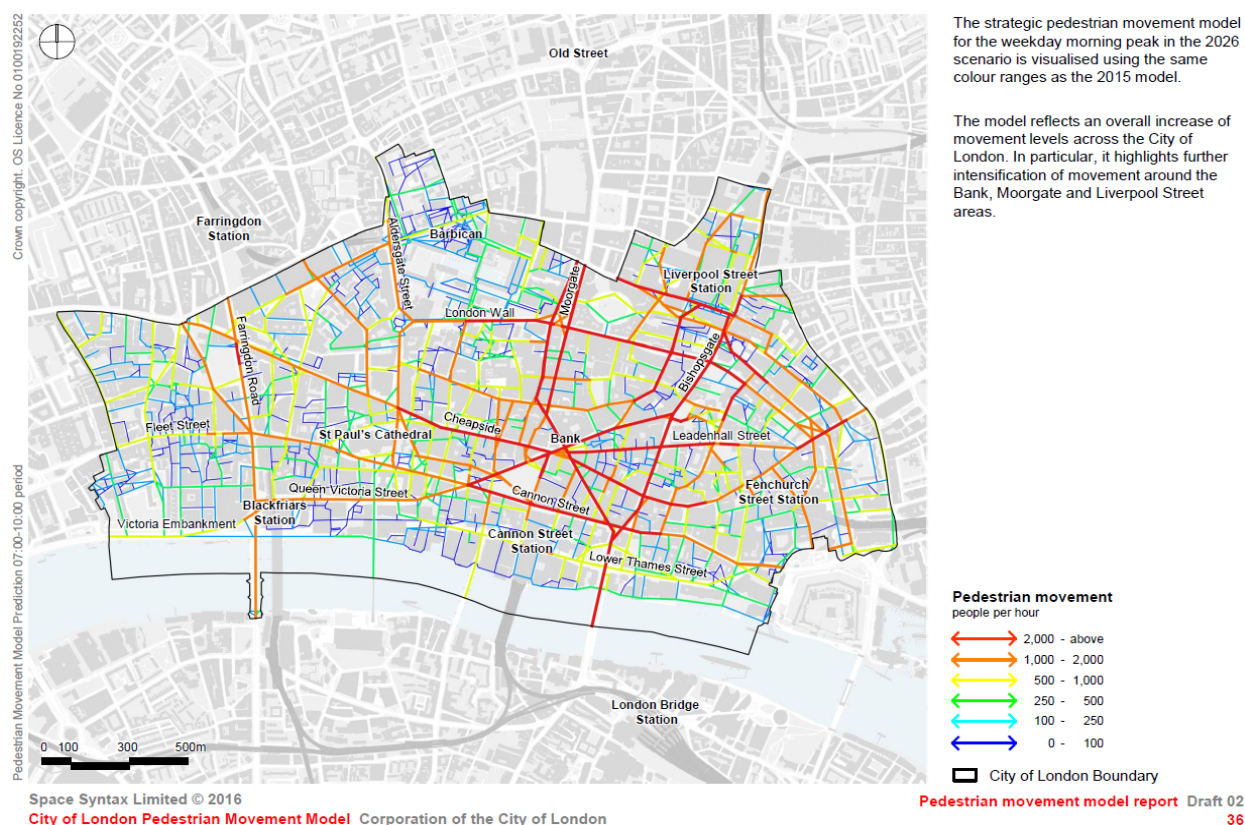


Figure XX: Forecast pedestrian flows in the City of London in the am peak in 2026

In light of the current and predicted demands on the City's streets and public realm, permeability and legibility are vital in order to accommodate pedestrians and enable efficient movement of people on foot and by cycle. Redevelopment schemes may provide opportunities to improve pedestrian safety and comfort, for instance by creating new routes or areas of open space, widening pavements and removing pinch points, or securing enhanced public access to private spaces and routes.

The City Corporation's draft Transport Strategy promotes strategic measures to facilitate improved pedestrian movement, including timed closures and pedestrian priority where appropriate. The focus will be on the streets and routes that are busiest with people walking and where pavement width and pedestrian crossings are inadequate for current or forecast demand (see Figure XX).

**[Map of proposed walking improvements to be inserted from the draft Transport Strategy]**

The City's narrow streets and alleyways pose additional opportunities and challenges in terms of accessibility, way-finding and safety. Many of these are valuable amenity spaces and are of historic importance. Sensitive solutions will be

sought where development would have an impact on these spaces to protect their setting and create high quality, accessible areas for all the City's users.

#### How the policy works

In considering proposals for new pedestrian routes, the City Corporation will ensure that routes are of adequate width, step-free and follow best practice in street design. Further details are set out in the City Public Realm SPD and accompanying Technical Manual.

Where new pedestrian routes are created or existing routes improved, the City Corporation will work with organisations such as the Active City Network and the Cheapside Business Alliance to provide information about routes to City workers, residents and visitors.

#### **Policy DMXX: Active Travel including Cycling**

All major development must promote and encourage active travel through making appropriate provision for pedestrians and cyclists by:

1. ensuring suitable access between the development site and pedestrian and cycle routes;
2. incorporating sufficient shower and changing facilities, and lockers/storage to support walking and cycling.

#### Reason for this policy

Most of the City's employees journey into work via public transport, completing their journeys on foot. Pedestrians make up the majority of the road users in the City and as such, provision needs to be made to facilitate safe and pleasant pedestrian movements and active travel.

A growing number of people are choosing to cycle through and around the Square Mile. Increased access to the East-West and North-South Cycle Superhighways enables cyclists to cross the City on safer strategic routes. This will be supplemented by a Citywide cycle network providing safe and attractive routes around the Square Mile and linking into cycling networks in neighbouring boroughs (see Figure XX). The provision of Quietways will offer continuous cycling routes linking key destinations via less heavily trafficked back streets. Additional cycling infrastructure should see an increase in the uptake of cycling as a way of travelling around as well as commuting into the City and help to achieve the aims of both City of London's Transport Strategy, and that of the Mayor of London.

***[Map of proposed City cycle network to be inserted from the draft Transport Strategy]***

#### How the policy works

New developments should provide shower and storage/locker facilities to encourage employees to engage in active travel modes. The City of London's Active City Network actively encourages employers to promote and support safer commuting. The provision of personalised travel planning by employers for their staff can be an effective way of helping to achieve this.

Developers will be required to contribute towards the enhancement of the public realm to encourage pedestrian and cycle travel, and towards the expansion of the City's cycle network if the development is likely to benefit from the provision of a nearby route. Contributions may be secured through s106 planning obligations and s278 highways agreements where such provision is necessary to mitigate the impacts of the development.

#### **Policy DM XX: Cycle Parking**

1. Developments must provide on-site cycle parking for occupiers and visitors, complying with London Plan standards and, where feasible, provide facilities for public cycle parking.
2. All on site cycle parking must be secure, undercover and preferably enclosed.
3. Developments that include ground floor retail and take-away food outlets should provide appropriate off-street storage for cargo bikes and hand carts.

#### Reason for this policy

There is need to encourage more people to cycle into the City and adopt active travel initiatives, to reduce congestion on City streets, deliver improvements in air quality and contribute to the wider health and wellbeing of City occupiers, residents and visitors. Sufficient cycle parking will be required to meet these needs.

#### How the policy works

Developers will be required to provide sufficient cycle parking to meet potential demand, including provision for non-standard cycles. A robust justification for failure to comply with London Plan standards will be required. This will be considered on a case by case basis as part of pre-application discussions.

Short-stay visitor cycle parking should be provided on-site alongside long-stay employee parking. If this is not possible because of the layout and configuration of the site, then on-street cycle parking nearby will be encouraged providing this does not obstruct pedestrian movement.

In order to facilitate last-mile deliveries by sustainable modes of travel, premises that include retail and take-away food outlets will be encouraged to provide storage space for cargo bikes and hand carts.

The Mayor's Transport Strategy seeks to ensure that on-street cycle facilities cater for the wide range of cycles used by disabled people.

This policy applies to the cycle parking provided within new developments. The City Corporation's draft Transport Strategy addresses public cycle parking. A Cycle Parking Delivery Plan will be published by 2020, which will review the availability and distribution of public cycle parking on and off-street to ensure it is sufficient to meet forecast demand.



## Historic Environment

### Context

The City of London is the historic centre of London and has a rich and varied historic environment that reflects this. The City's heritage assets<sup>6</sup> contribute to its unique identity, adding to its character, attractiveness and competitiveness. This is of benefit to all the City's communities, workers, residents and visitors.

There are a large number of designated heritage assets in the City, with over 600 listed buildings and many structures such as statues, monuments and sculptures. Listed buildings range from a 17<sup>th</sup> century home on Cloth Fair to Wren's iconic St Paul's Cathedral and churches and to modern buildings by renowned architects, such as the Barbican Estate and the Lloyds Building. As well as listed buildings there are 27 conservation areas, 48 Scheduled Ancient Monuments and 4 Historic Parks and Gardens. Furthermore, the City provides an immediate backdrop for the Tower of London World Heritage Site.

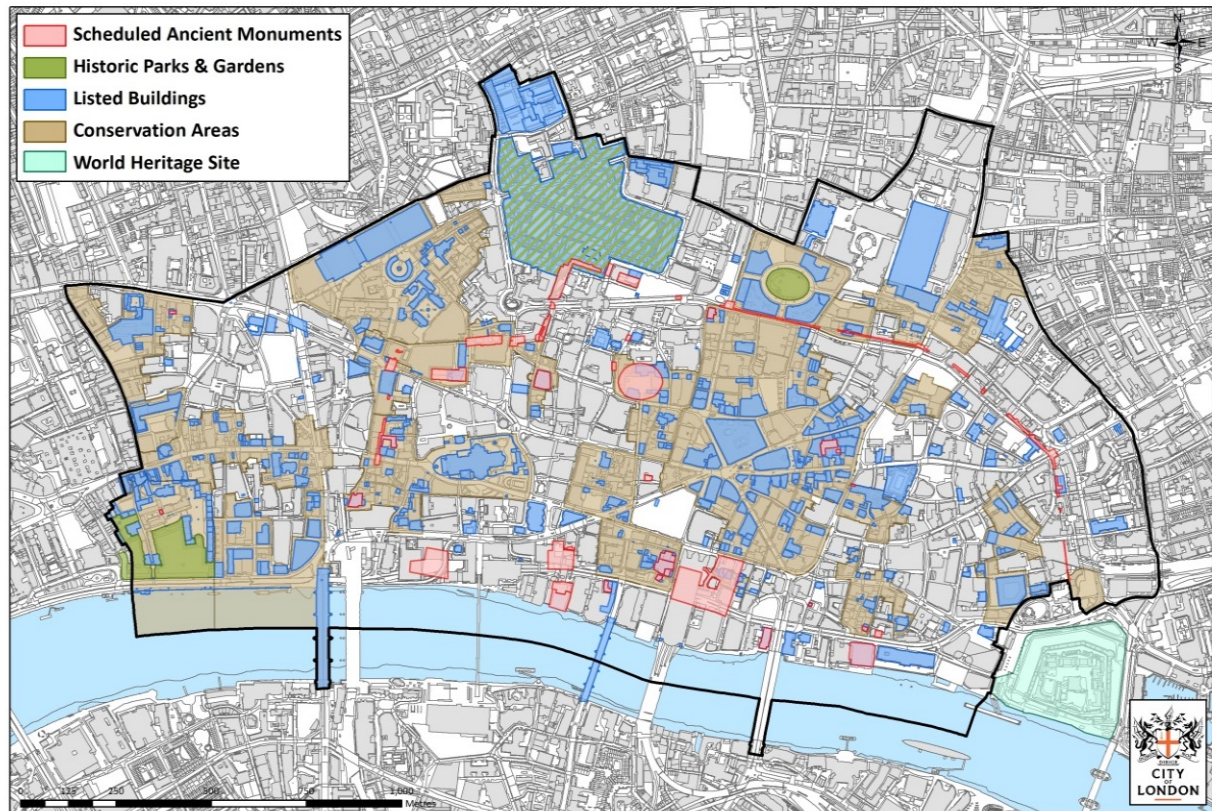
### Strategic Policy S XX: Historic Environment

The City's heritage assets, their significance and settings will be positively managed, by:

1. Conserving and enhancing heritage assets to ensure that the City's townscapes and heritage can be enjoyed for their contribution to quality of life and wellbeing;
2. Encouraging the beneficial, continued use of heritage assets consistent with their conservation and enhancement;
3. Seeking improved public access, and enhanced interpretation of the City's heritage;
4. Protecting and promoting the assessment and evaluation of the City's ancient monuments and archaeological remains and their settings, including the interpretation, archiving and publication of archaeological investigations;
5. Preserving and seeking to enhance the Outstanding Universal Value, architectural and historic significance, authenticity and integrity of the Tower of London World Heritage Site and its local setting.

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<sup>6</sup> A heritage asset is a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Designated heritage assets include World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Registered Battlefields and Conservation Areas that are 'designated' under the relevant legislation. Non-designated heritage assets are those which have a heritage interest, but have not been formally designated.



**Figure XX: Designated heritage assets in the City of London**

### Reason for the policy

The City has a rich archaeological heritage including many designated and non-designated monuments visible in the townscape and surviving as buried remains below buildings and streets. The whole of the City is regarded as having archaeological potential.

The City contains a rich variety of architectural styles and materials, a medieval street pattern and a long history as a centre for commerce and trade. The diversity of the buildings and townscape creates a rich juxtaposition between the historic and the modern. This and the dense nature of development helps to differentiate the City of London from other global commercial centres and makes the City a unique place to live, work and visit.

The City's rich heritage contributes to the City's primary function as a business centre, its cultural role, as a home to its small resident population and increasingly its role as a visitor destination. Approximately two thirds of listed buildings have a commercial use, including offices, retail, and hotels<sup>7</sup> and provide vital small and medium-sized office space. The City also has one of the greatest concentrations of architecturally significant places of worship in the country, with 44 listed medieval and Wren churches and an equally unique collection of over 60 churchyards embedded within a dense townscape.

Heritage assets can significantly contribute to London's economy,<sup>8</sup> providing valuable office space suitable for small to medium-sized occupants as well as creative industries. In order to build upon the wider social, cultural and economic

<sup>3</sup> The Land Use of Listed Buildings in the City of London, City of London, 2017

<sup>8</sup> Translating Good Growth for London's Historic Environment, Historic England, 2017



benefits of the historic environment, public access to the City's heritage will be sought as part of development proposals in line with the wider policies in this Plan.

#### How the policy works

The policy allows for adaptations to be made to heritage assets where the alterations are consistent with the conservation and significance of those assets. The sensitive adaptation of heritage assets contributes to the continual growth of the City's economy. This and continued investment will ensure that buildings retain an active use so that the City's buildings and heritage can be appreciated by present and future generations.

In addition to the heritage assets within in the City, just outside the boundary lies the Tower of London, a UNESCO World Heritage site of outstanding universal value.

### **Policy DM XX: Managing Change to Heritage Assets**

Development proposals which affect heritage assets or their settings should meet the following criteria:

1. They are supported by a Heritage Assessment, to evaluate the significance of relevant heritage assets to inform the proposals and maximise enhancements;
2. Development should not cause the loss of routes and spaces that contribute to the character and historic interest of the City. The reinstatement of historic routes and the creation of new routes will be sought;
3. Development should conserve and enhance the special architectural or historic interest and the significance of heritage assets and their settings. The demolition or removal of designated heritage assets will be resisted;
4. Development in conservation areas should conserve and enhance the character or appearance of the conservation area. The removal of features which contribute to the character, appearance or significance of a conservation area will be resisted;
5. Development should not adversely affect Historic Parks and Gardens that are included on the Historic England register.

#### Reason for the policy

It is important that applicants provide a clear and comprehensive understanding of the heritage significance of a building, proportionate to the nature and scale of the proposed development. This may require detailed archival research to understand the historical evolution of the building in order to inform the proposals as well as the impact of the development on the heritage asset.

The pattern of streets, lanes, alleyways and other open spaces, such as squares and courts, is a distinctive element of the City's townscape and is of historic significance in itself. The City Corporation will seek to maintain the widths and alignments of streets, lanes and other spaces where these have historic value or underpin the character of a location or their surroundings. Some historic routes have historically

been lost to the detriment of the City's historic townscape. Where possible, via development, the City will seek to re-open or reintroduce such routes.

The designation of conservation areas carries with it the statutory duty to consider how an area or areas can be preserved and enhanced. The City Corporation will take the opportunity presented by development proposals within a conservation area to strengthen the special character of that conservation area and its setting.

In the design of new buildings or the alteration of existing buildings, developers should have regard to the character of conservation areas and their settings. This includes the size and shape of historic building plots, existing street patterns and the alignment and the width of frontages, materials, vertical and horizontal emphasis, layout and detailed design, bulk and scale, including the effects of site amalgamation on scale, and hard and soft landscaping. Regard should be paid to the richness, variety and complexity of the architectural form and detailing of buildings and to the broader character of the area.

Many buildings in conservation areas, whilst not being listed, make a significant contribution to the character of these areas. Proposals for the demolition of a non-listed building will be considered in terms of the building's significance, its contribution to the character or appearance of the area and the level of potential harm.

Even minor changes to listed buildings can have a significant impact on their character and appearance. Listing descriptions are unlikely to refer to every feature of significance and buildings' interiors and plan forms are also of importance. Inspections of listed buildings will be necessary to identify the special interest and significance of the building and its curtilage.

Extensions to listed buildings should be of an appropriate scale and character and will be acceptable where the overall impact on the building is minimised. The bulk, height, location and materials of roof extensions will be particularly important and should be appropriate to the period and style of the building and its setting. Where listed buildings are no longer used for their original or previous purpose, it is important to find alternative uses that safeguard their future, while being compatible with the character of the building.

The City's heritage assets are not just appreciated and understood from the ground, but also from above. Development proposals should facilitate public appreciation of the City's historic roofscapes. The effect of a development on the setting of an asset from high level locations is a material consideration.

Development proposals that affect the City's historic parks and gardens will be assessed to ensure that overshadowing does not cause undue harm, that their historic character is maintained, and that the setting, enjoyment, and views into and from these gardens are respected. Development should not detract from the layout, design, character, appearance or setting of the park or garden or prejudice its future restoration.

#### How the policy works

Developers will be required to provide supporting information describing the significance of any heritage assets whose fabric or setting would be affected, along with the contribution made by their setting to their significance and the potential impact of the proposed development on that significance. A heritage asset's

significance can be evidential, historic, aesthetic or communal. The information provided should be proportionate to the level of change or impact a proposal will have on the heritage asset or assets.

### **Policy DM XX: Ancient Monuments and Archaeology**

1. Development proposals which involve excavation or ground works affecting sites of archaeological potential must be accompanied by an archaeological assessment and evaluation of the site, addressing the impact of the proposed development, mitigation of harm and identification of enhancement opportunities.
2. The City Corporation will preserve, protect, safeguard and enhance archaeological monuments, remains and their settings, seeking enhancement, public display and interpretation where appropriate.
3. Proper investigation and recording of archaeological remains will be required as an integral part of a development programme, together with timely publication and archiving of results to advance understanding.

#### Reason for the policy

The entire City is considered to have archaeological potential, except where there is evidence that archaeological remains have been lost due to deep basement construction or other groundworks. The City Corporation will indicate the potential of a site, its significance and relative importance and the likely impact on archaeology at an early stage so that the appropriate assessment, evaluation and design development can be undertaken.

#### How the policy works

Planning applications that involve excavation or ground works must be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development. An evaluation should include trial work in agreed specific areas of the site to provide more information and inform consideration of the development proposals by the City Corporation.

In some cases, a development may reveal a monument or archaeological remains which will be displayed on the site, or reburied. On sites where significant monuments or archaeological remains exist, development must be designed to enhance physical preservation and avoid disturbance or loss. This can be done by the sympathetic design of basements, raising ground levels, site coverage, and the location of foundations to avoid or minimise archaeological loss and securing their preservation for the future. Undesignated archaeological remains equivalent to a scheduled monument will be given equal weight to designated heritage assets.

The interpretation and presentation to the public of a visible or buried monument and enhancement of its setting should form part of the development proposals. Agreement will be sought, where appropriate, to achieve public access. The City Corporation will refuse schemes which do not provide an adequate assessment of a site, make any provision for the incorporation, safeguarding or preservation of significant monuments or remains, or which would harm or adversely affect those monuments or remains. Where display of a monument or archaeological remains

would harm the heritage asset or make it vulnerable and reburial is necessary, there should be interpretation to widen knowledge and contribute to the interest of the townscape.

A programme of archaeological work for investigation, excavation and recording and publication of the results to a predetermined research framework and by an approved organisation should be submitted to and approved by the City Corporation, prior to development. This will be controlled using conditions and will ensure the preservation of those remains by record. The programme of archaeological work should include all on-site work, including details of any temporary works which may have an impact on the archaeology of the site and all off-site work including the post-excavation analysis, publication and archiving of the results.

#### **Policy DM XX: Setting of the Tower of London World Heritage Site**

1. Development proposals affecting the setting of the Tower of London World Heritage Site should preserve and seek to enhance the Outstanding Universal Value, architectural and historic significance, authenticity and integrity of the Tower of London World Heritage Site.
2. Development proposals within the defined Local Setting Area of the Tower of London World Heritage Site should seek opportunities to enhance the immediate surroundings of the World Heritage Site, through improvements to the public realm and connectivity.

#### Reason for the policy

The Tower of London is a UNESCO World Heritage site of Outstanding Universal Value. While the Tower itself is within the London borough of Tower Hamlets, part of the defined Local Setting Area is within the City and is shown on the Policies Map. The local setting of the Tower comprises the spaces from which it can be seen from street and river level, and the buildings that enclose or provide definition to those spaces. The area around the Tower includes some streets with heavy traffic flows, and there is scope for improvements to be made to the public realm and to accessibility for non-motorised road users. Developments within a wider area may also affect the setting of the Tower, depending on their scale, form and location.

#### How the policy works

Any potential impacts on the setting of the Tower of London World Heritage Site need to be considered in the relevant documents accompanying planning applications, such as in Heritage Statements, Townscape and Visual Impact Assessments or Transport Assessments.

The Tower of London World Heritage Site Management Plan 2016, the Mayor of London Supplementary Planning Guidance 'World Heritage Sites – Guidance and Settings 2012' and the Tower of London 'Local Setting Study 2010', provide guidance on how the setting of the World Heritage Site can be positively managed, protecting its heritage, while accommodating change.

## Tall Buildings and Protected Views

### Strategic Policy S XX: Tall Buildings

1. Tall buildings within the City of London are defined as buildings over 75m above Ordnance Datum (AOD) in height.
2. Tall buildings of world class architecture and sustainable and accessible design will be permitted on suitable sites, having regard to:
  - a. the potential effect on the City skyline, the wider London skyline and historic skyline features;
  - b. the character and amenity of their surroundings, including the relationship with existing tall buildings;
  - c. the significance of heritage assets and their settings;
  - d. the provision of a high-quality public realm at street level; and
  - e. the environmental impact the tall building may have on the surrounding area, including the capacity of the City's streets and spaces to accommodate the development.
3. Where tall buildings are acceptable in principle, their design must ensure safe and comfortable levels of wind, daylight and sunlight, solar glare and solar convergence within nearby buildings and the public realm within the vicinity of the building. Consideration should be given to how the design of tall buildings can assist with the dispersal of air pollutants.
4. New tall buildings should provide for permeability and provide the maximum feasible amount of open space at street level, and incorporate areas of publicly accessible open space or other facilities at upper levels available at no charge.
5. Tall buildings must not adversely affect the operation of London's airports, nor exceed the Civil Aviation Authority's maximum height limitation for tall buildings in central London.
6. New tall buildings will be refused in inappropriate areas, comprising conservation areas; the St Paul's Heights area; St Paul's protected vista viewing corridors; and Monument views and setting, as defined on the Policies Map.

### Reason for the policy

The City contains many tall buildings, which help to enhance its environment and economy and contribute to London's world city role. While tall buildings are a characteristic and iconic element of the City's skyline, they must not adversely impact on the City's unique environment or built heritage. Areas outside of the City may also be sensitive to the development of tall buildings within the City. The location and impact of future tall buildings therefore needs to be carefully considered.

Tall buildings are defined as those exceeding 75m AOD in height. Figure XX shows the current distribution of buildings exceeding 75m AOD in height in the City. The City Corporation is required to refer applications to the Mayor for buildings that exceed 150m above ground height across the City and 25m above ground height in



the Thames Policy Area. The intention of this lower threshold is to preserve the open aspect of the river and the riverside public realm.

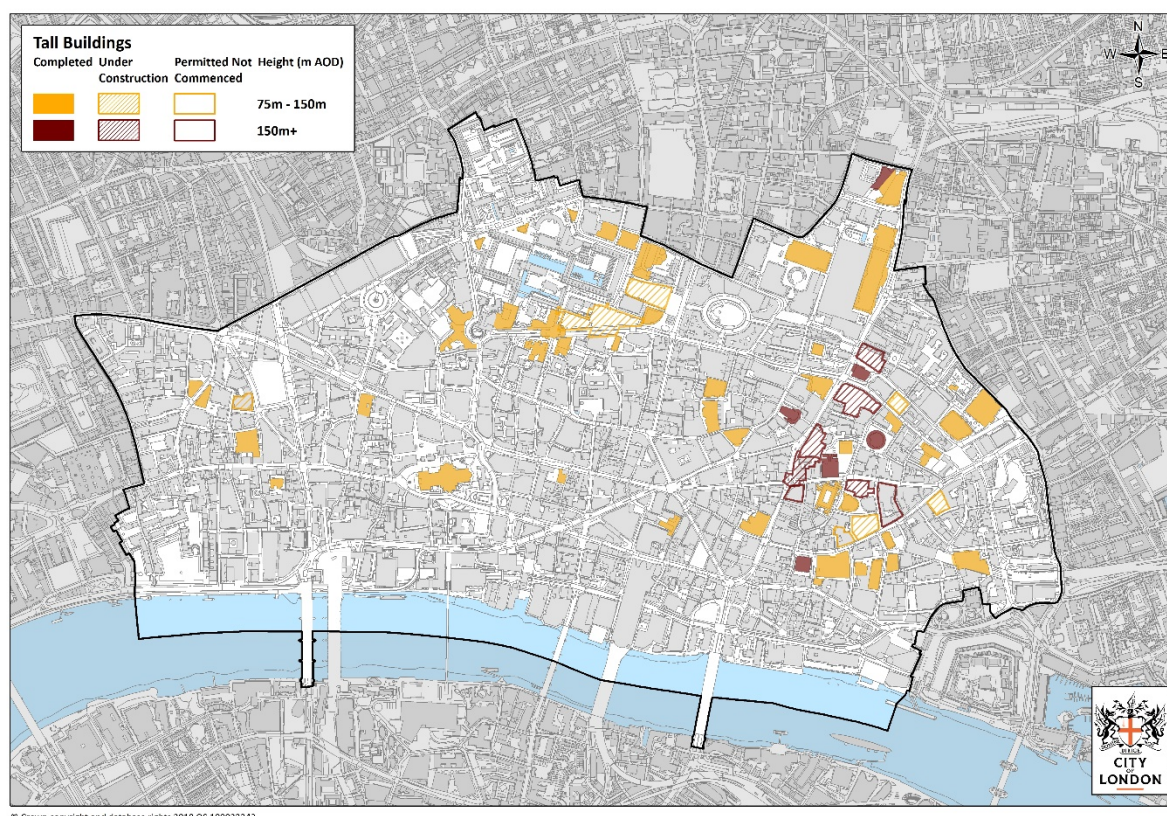


Figure XX: Tall buildings distribution in the City of London March 2017

Guidance issued by the Design Council/CABE and Historic England encourages local planning authorities to consider the scope for tall buildings as part of strategic planning and to identify locations where they are, or are not, appropriate. The draft London Plan indicates that areas should be identified where new tall buildings will be an appropriate form of development in principle.

All of the City of London is sensitive to development of tall buildings, but outside of the City Cluster, there is limited scope for new tall buildings due principally to conservation area and views protection considerations. Figure XX identifies those areas of the City that are considered inappropriate for new tall buildings due to these policies.

The City Cluster represents the most appropriate area for tall buildings in the City, but this does not mean that every site within the cluster is suitable. Any new tall building proposal must meet the criteria set out in the policy to enhance the City's skyline, while minimising the impact on the surrounding area. Policy XX (City Cluster) provides more details about the considerations that apply to new tall building proposals in that area.

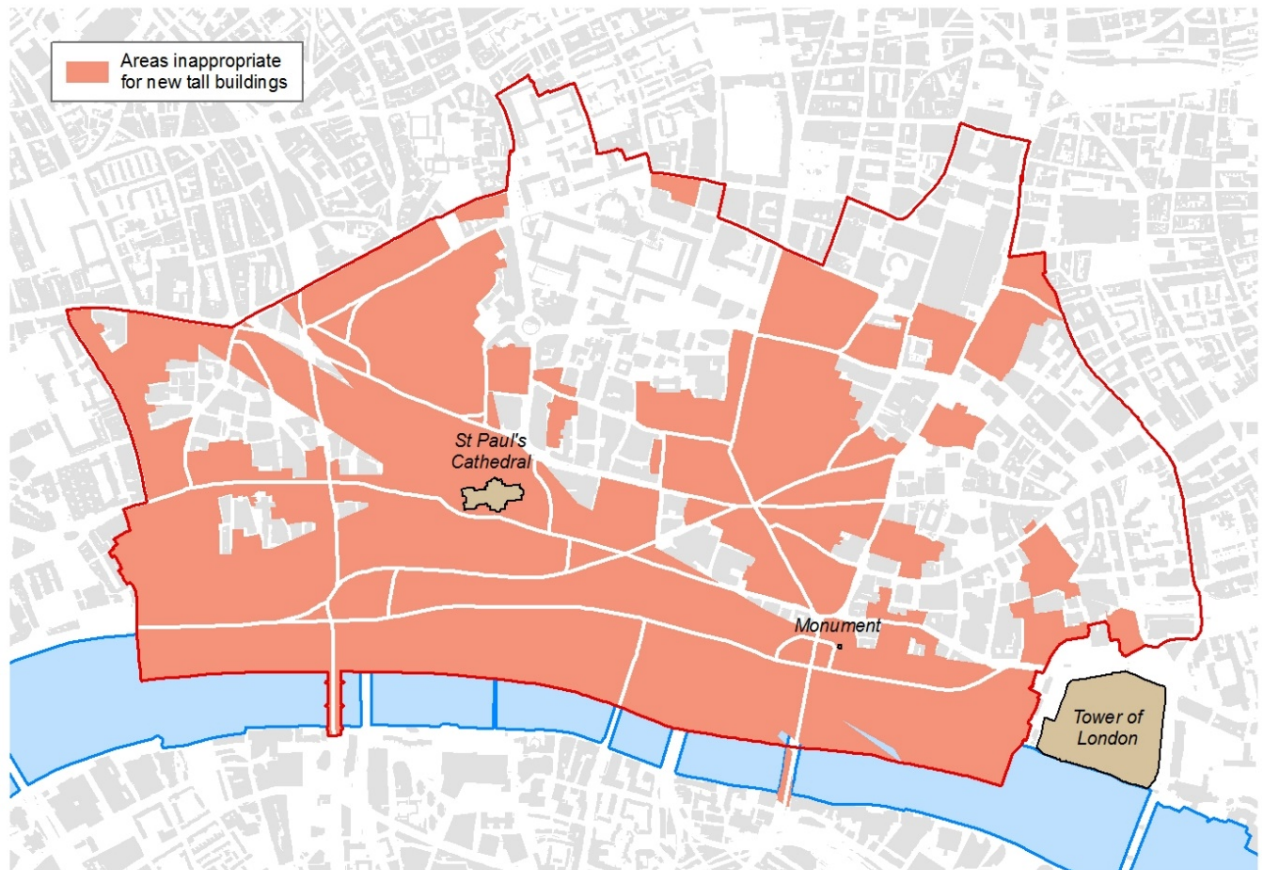


Figure XX: Areas inappropriate for new tall buildings

### How the policy works

Tall buildings are high-profile developments, visible on the skyline across large parts of London. They represent the City's built environment to a wide audience and should be designed to enhance the City's skyline.

Tall building proposals must comply with the Civil Aviation Authority's (CAA's) aviation safeguarding policy for central London, which sets a maximum height limitation of 309.6m (1,016 ft) AOD. Developers should undertake early liaison with the CAA regarding building heights and the height of cranes or other equipment to be used during construction.

The development of tall buildings must take account of City Corporation Planning Advice Notes on the potential microclimate impacts from development at an early stage in the design process. Planning Advice Notes set out requirements for assessing the impacts of tall buildings on solar glare, solar convergence, sunlight and wind explaining how they should be considered as part of the design process.

Proposals for new tall buildings should take account of the cumulative impact of the proposed, permitted and existing tall buildings. The City Corporation will require proposals to maintain and enhance the provision of public open space around the building, avoid the creation of building canyons, maintain and enhance pedestrian permeability and deliver consolidation of servicing and deliveries to reduce potential vehicle movements.

Tall buildings must provide for the amenity of occupiers, visitors to the building and the wider public. Tall buildings should contain permeable ground floors which provide



an active frontage, such as retail facilities. At upper levels, accessible public space which is available at no charge should be provided. This may comprise features such as retail, leisure or educational facilities or areas of open space including roof gardens or public viewing galleries.

### **Strategic Policy S XX: Protected Views**

The City Corporation will protect and enhance significant City and strategic London views of important buildings, townscape and skylines by:

- Implementing the Mayor of London's London View Management Framework SPG to manage designated views of strategically important landmarks (St. Paul's Cathedral and the Tower of London), river prospects, townscape views and linear views.
- Protecting and enhancing: significant local views of St. Paul's Cathedral, through the City Corporation's "St. Paul's Heights" code and local views from Fleet Street; the setting and backdrop to the Cathedral; significant local views of and from the Monument and views of historic City landmarks and skyline features.
- Securing an appropriate setting of and backdrop to the Tower of London World Heritage Site, ensuring its Outstanding Universal Value and taking account of the Tower of London World Heritage Site Management Plan (2016).

#### Reason for the policy

The City and its surrounding area contain many famous landmarks that are visible from viewpoints across London. Views of the City's skyline from the River Thames are especially notable and certain local views of St. Paul's Cathedral have been protected successfully by the City Corporation's 'St. Paul's Heights' code since the 1930s. The London Plan sets out the overall view protection requirements which apply to Strategically Important Landmarks. Landmarks such as St. Paul's Cathedral, the Monument and the Tower of London are internationally renowned and add to the City's world class status.

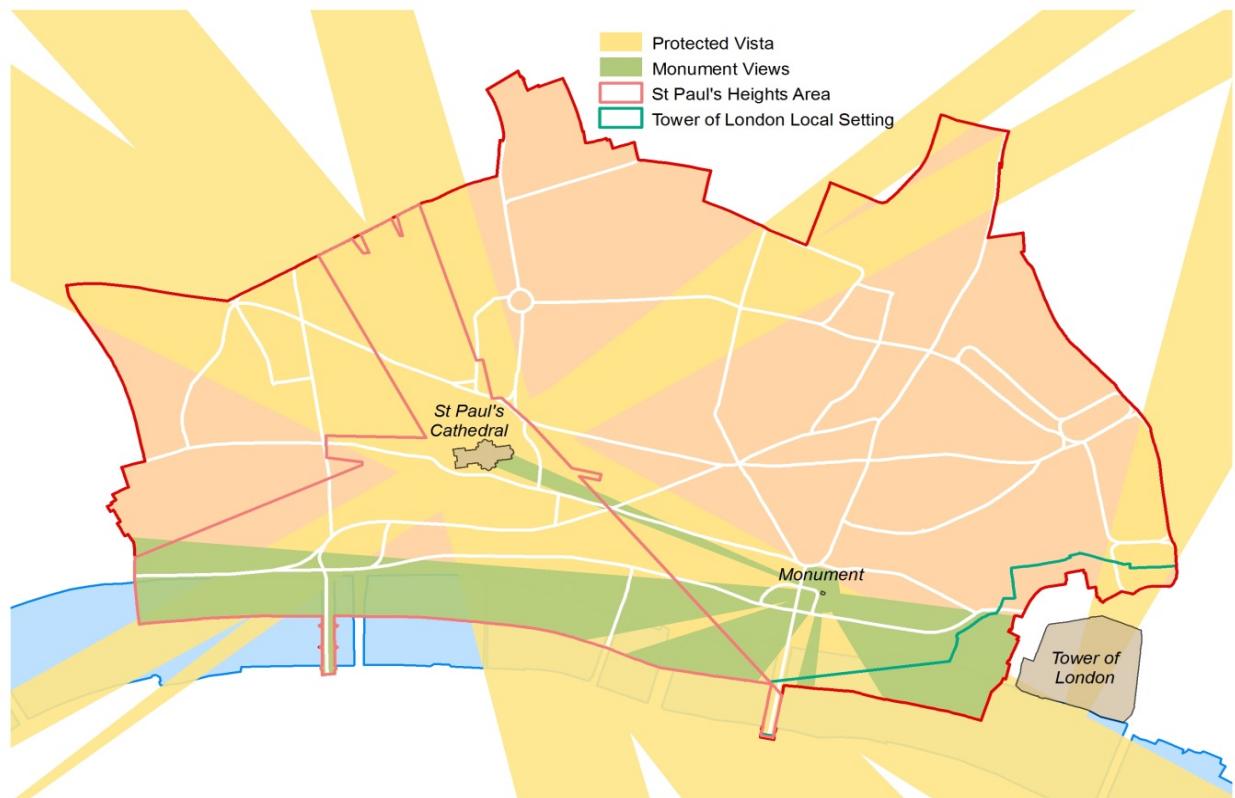


Figure XX: Areas covered by protected views

### How the policy works

Protected Vistas are defined geometrically from an assessment point at the view location to the Strategically Important Landmark that is the focus of the protected vista. Each Protected Vista includes a Landmark Viewing Corridor, within which development should not exceed the height of the threshold plane. Beside and behind Landmark Viewing Corridor are the Wider Setting Consultation Areas, within which development that exceeds the threshold plane should not compromise the viewer's ability to recognise and appreciate the Strategically Important Landmark.

Other designated strategic views have defined assessment points but are protected by qualitative assessment of the impact of a proposal on the important elements of the view. For the City, most of the relevant views are 'River Prospects' from Thames bridges and the riverside walk. The Mayor of London's London View Management Framework (LVMF) SPG (2012) provides more detail, including detailed management plans for each strategic view of landmarks such as St. Paul's Cathedral and the Tower of London.

The LVMF defines a Protected Vista for the Tower of London. Any development in the Wider Setting Consultation Area in the background of this Protected Vista should preserve or enhance the viewer's ability to recognise the landmark and appreciate its Outstanding Universal Value. City sites have the potential to be intrusive in the view because of their relative proximity to the Tower. Therefore, it is likely that proposed new development in the City which exceeds the threshold plane will not be acceptable as it will not preserve this view. The City Corporation's Protected Views SPD provides further details and guidance on the protected views within the City.

The Tower of London has additional view protection, implemented through the Tower of London World Heritage Site Management Plan (2016). This defines and protects a range of settings of the Tower World Heritage Site, which includes its relationship to historic features that are visible in the urban landscape. All new buildings in the setting of the Tower should contribute to the quality of views both of and from the Tower.

The City Corporation will protect local views of St Paul's Cathedral when approaching along Fleet Street which forms part of the processional route between Westminster and the City. The views of St Paul's change along the length of Fleet Street, depending on the topography and alignment of buildings. Development proposals visible from agreed assessment points should ensure that they do not impinge on the ability of the viewer to recognise and appreciate the dome of St Paul's Cathedral, and that they maintain the current clear sky background profile of the dome. Further details will be set out in an update to the Protected Views SPD.

New development proposals should form attractive features in their own right. Their bulk and form should not be based solely on the parameters set by the requirements and consideration of the protected views. In determining planning applications for tall buildings, the City Corporation will take account of guidance from the Design Council/CABE and Historic England.

The City Corporation will co-operate with the Mayor, London boroughs and other local planning authorities, where proposed development outside of the City impacts on strategically important views of St Paul's Cathedral, to ensure that development does not adversely impact on the view.

# Open Spaces and Green Infrastructure

## Context

The City of London is a busy urban environment containing many small open spaces and pocket parks. These spaces are vital to the success of the City, offering residents, workers and visitors outside spaces in which to work or to relax and appreciate the streetscape. There is a growing recognition that green infrastructure also helps to mitigate against some effects of climate change, provides benefits for well-being and mental health and improves air quality. These same small green spaces are essential for wildlife found in this urban setting. The policy seeks to provide further green infrastructure, open space provision and biodiversity within the City.

## Strategic Policy S XX: Open Spaces and Green Infrastructure

The City Corporation will work in partnership with developers, landowners and other agencies to promote a greener City by:

- Protecting existing open and green space;
- Seeking the provision of new open space through development, public realm or transportation improvements;
- Increasing public access to existing and new open spaces;
- Creating, maintaining and encouraging high quality green infrastructure;
- Using planting and habitat creation to enhance biodiversity, combat the impacts of climate change and improve air quality;
- Promoting the greening of the City through new development opportunities and refurbishments;
- Ensuring new development and refurbishment protect and enhance the City's biodiversity.

## Reason for the policy

The City is densely built up and most of its open space provision consists of small spaces at street level. Green infrastructure in the City includes civic spaces, parks and gardens, cemeteries and churchyards, and green roofs and walls in addition to amenity spaces. A key environmental asset is the River Thames.

Open and green space is under increasing pressure due to the intensification of development, an expanding workforce and growing visitor numbers projected over the next twenty years.

The City of London Corporation is committed to protecting existing open spaces and expanding the provision of green infrastructure as far as possible consistent with heritage significance. The City Corporation wishes to see further urban greening to make the Square Mile more attractive to workers, residents and visitors. This would contribute to the Mayor of London's ambition to make over 50 per cent of London green by 2050.

Given that space is at a premium in the City, all new developments and refurbishments will be required to include a greening element to the building and/or the public realm where consistent with good design. This approach will have many

benefits over time such as improving the urban environment for biodiversity, reducing rainwater run-off, reducing air and noise pollution, regulating temperature, and making the City a more desirable business location by improving visual amenity. Public access to greening elements should be achieved wherever possible.

#### How the policy works

The City of London Corporation will work with developers and landowners at all stages of the development process and actively monitor developments from pre-application stage through to post completion to ensure that the highest standards of green infrastructure are achieved, and existing provision is improved.

### **Open Spaces**

#### **Policy DM XX: Protection and provision of open spaces**

The quantity, quality and accessibility of public open space will be maintained and improved.

- Existing open space will be protected, particularly that of historic interest. Where a loss of existing open space is proposed, it will be replaced on redevelopment by open space of equal or improved quantity and quality on or near the site;
- Additional publicly accessible open space and pedestrian routes will be sought in major commercial and residential developments wherever practical but particularly in areas of open space deficiency;
- Further civic spaces will be created from underused highways and other land;
- Public access will be secured, wherever possible, to existing and proposed private spaces;
- Access to new and existing open spaces will be improved;
- Open spaces must be designed to meet the needs of all the City's communities.

#### Reason for the policy

The City of London has 376 open spaces totalling 32 hectares which includes parks, gardens, churchyards and hard open spaces such as plazas and improvements to the highway. Most of the open spaces are small, with approximately 80% of sites less than 0.2 hectares in size and only 11% over half a hectare.

#### How the policy works

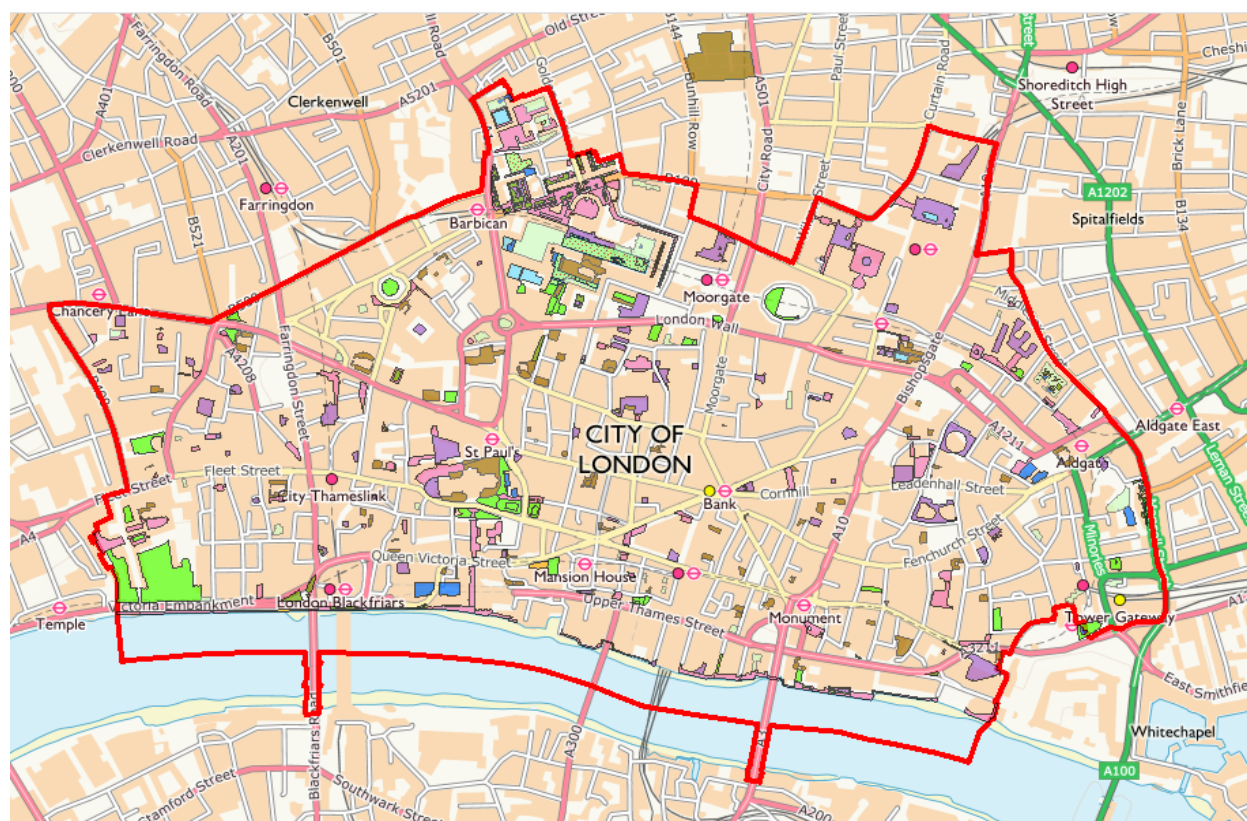
Many open spaces in the City are of historic value, such as churchyards, while others are of more recent origin. New or improved spaces are created through a programme of public realm enhancements undertaken by the City Corporation and others. These new spaces may be public highway land or private space around buildings. They offer the opportunity to create areas which meet a range of needs. There is a need for additional open space in the City to provide facilities for the growing daytime population, to help reduce the effects of pollution and climate change, to provide facilities for relaxation, tranquillity, agile working, leisure and sport, and to increase biodiversity.

The provision of open space across the City is uneven. The northern area of the City contains just over half of all the open space in the City, due to the relatively large



amounts of space in the Barbican and Golden Lane estates and the Broadgate commercial estate. There is significant open space along the Thames and the riverside, with the Riverside Walk, the Temples legal precinct and space close to the Tower of London. A new public open space will be created at Blackfriars foreshore as a result of the Thames Tideway Tunnel project. Although open space provision in the Aldgate area has been significantly enhanced with the opening of Aldgate Square, this area and the Eastern Cluster areas have the lowest percentages of open space and face pressure from the increasing employment numbers associated with commercial intensification.

There is intense pressure on all the City's open spaces particularly at lunchtimes and new development provides an opportunity to create additional open space in and around buildings. These spaces should be designed for multiple uses, be maintained in a cleanly condition and to a high standard and be resilient to future climate conditions.



Map X Open Spaces in the City of London

## Policy DM XX: City Greening

1. The provision of urban greening should be integral to the design and layout of buildings and the public realm.
  - All development proposals will be required to demonstrate the highest feasible levels of greening consistent with good design and the local context; and
  - The installation of biodiverse extensive or intensive green roofs, terraces and green walls will be encouraged sought but any new development should not compromise these elements on existing buildings located nearby.
2. Major development proposals will be required expected to:

- Demonstrate Include an Urban Greening Factor (UGF) calculation demonstrating how the development will meet the City's target UGF score of 0.3 as a minimum; and
- Submit an operation and maintenance plan to demonstrate that the green features will remain successful throughout the life of the building.

### Reason for the policy

Urban greening provides a wide range of benefits for air quality, noise, urban heat island effect, rainwater run-off, biodiversity enhancement, recreation, and health and wellbeing of the City's communities. This will increase in importance as weather patterns continue to change with rising average temperatures, summer droughts and more intense rainfall events periodically through the year. The inclusion of blue infrastructure such as rain gardens and rainwater harvesting can help to minimise water use.

Evidence demonstrates a positive correlation between urban greening and good mental and physical health<sup>9</sup>. However, the provision of large green spaces in the City's high-density urban environment is difficult to achieve. Small areas of soft landscaping, green walls and green roofs, associated with buildings and the public realm, will therefore play a vital role in promoting wellbeing. Increased access to green spaces will be encouraged.

The City of London Corporation has long championed green roofs and continues to actively encourage them, but other forms of greening are less common in and around new buildings. The provision of trees and landscaping, and vertical greening such as green walls is also welcome. Green walls bring many of the same benefits to the environment as green roofs and can improve the appearance of locations where there is limited opportunity for horizontal planting. To be successful they require careful design and installation and regular maintenance.

Green roofs should be designed, installed and maintained appropriately and can be designed as sustainable or ecological features, and recreational spaces. To ensure that the maximum practicable coverage of green roof and terraces can be achieved, location-appropriate plants should be installed on sloping roofs, between cradle tracks and underneath solar panel installations.

There are two main types of green roofs, intensive green roofs which can be used as recreational spaces with similar features to parks and gardens, and extensive ones having plants such as sedums and wildflowers but with limited or no access. Varying extensive green roof substrate levels will be encouraged to improve rainwater retention and enhance biodiversity, using a high proportion of native plants. Where developers prefer to install intensive green roofs with deep substrates for amenity space, these are expected to be of high quality design incorporating rainwater harvesting for irrigation to minimise water use.

The green roof should not impact adversely on protected views and planting should be appropriate to the location and height of the roof. All green roofs should be designed, installed and maintained appropriately to maximise the roof's

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<sup>9</sup> [http://www.euro.who.int/\\_data/assets/pdf\\_file/0005/321971/Urban-green-spaces-and-health-review-evidence.pdf?ua=1](http://www.euro.who.int/_data/assets/pdf_file/0005/321971/Urban-green-spaces-and-health-review-evidence.pdf?ua=1)



environmental benefits including biodiversity, rain water run-off attenuation and building insulation.

#### How the policy works

This policy provides a mechanism for ensuring a consistent approach to greening for all new buildings and public realm schemes. It takes account of the value of different types of greening through the application of an Urban Greening Factor (UGF), with a higher UGF for greening that provides multiple benefits.

The Draft London Plan introduced a UGF scoring system for London, which is intended to operate as a tool to assess the amount, type and value of greenery within development proposals. It recommends interim target scores, pending work by individual boroughs to develop their own approaches tailored to local circumstances.

The City Corporation's UGF Study indicates that an UGF target of 0.3 would be deliverable for the majority of development in the City. Policy DM XX therefore requires major development proposals in the City (commercial and residential) to include an UGF calculation demonstrating how it will meet the minimum UGF target of 0.3.

Developers will need to provide evidence to justify why the UGF target cannot be met. The City Corporation will take a flexible approach where delivery of the target UGF would detract from the heritage significance of a building or conservation area.

Development proposals could include greening of roofs, facades, terraces and balconies, both internal and external, and/or landscaping around the building depending on the circumstances of each site. The UGF assessment should be submitted as part of the planning application, along with landscaping proposals and an operation and maintenance plan to show how the greenery will be maintained. This will ensure that suitable green elements are designed in and will remain attractive and viable throughout the life of the development.

More details including a worked example of a UGF calculation are set out in Appendix X of the Local Plan.

#### **Biodiversity**

### **Policy DM XX: Biodiversity**

Development should incorporate measures to enhance biodiversity, including:

- Retention and enhancement of habitats within Sites of Importance for Nature Conservation (SINCs), including the River Thames;
- Measures recommended in the City of London Biodiversity Action Plan in relation to particular species or habitats;
- Green roofs and walls, gardens and terraces, soft landscaping and trees;
- Green corridors and biodiversity links;
- Wildlife-friendly features, such as nesting or roosting boxes and beehives;
- A planting mix and variation in vegetation types which encourages biodiversity;
- Planting which will be resilient to a range of climate conditions, with a high proportion of native plants.

#### Reason for the policy

Protecting and improving biodiversity involves enhancing wildlife populations and their habitats. This has associated positive impacts to the environment, economic and social life of the City and the aesthetics of the streetscape. Healthy biodiversity can be viewed as a sign of a healthy environment and healthy city.

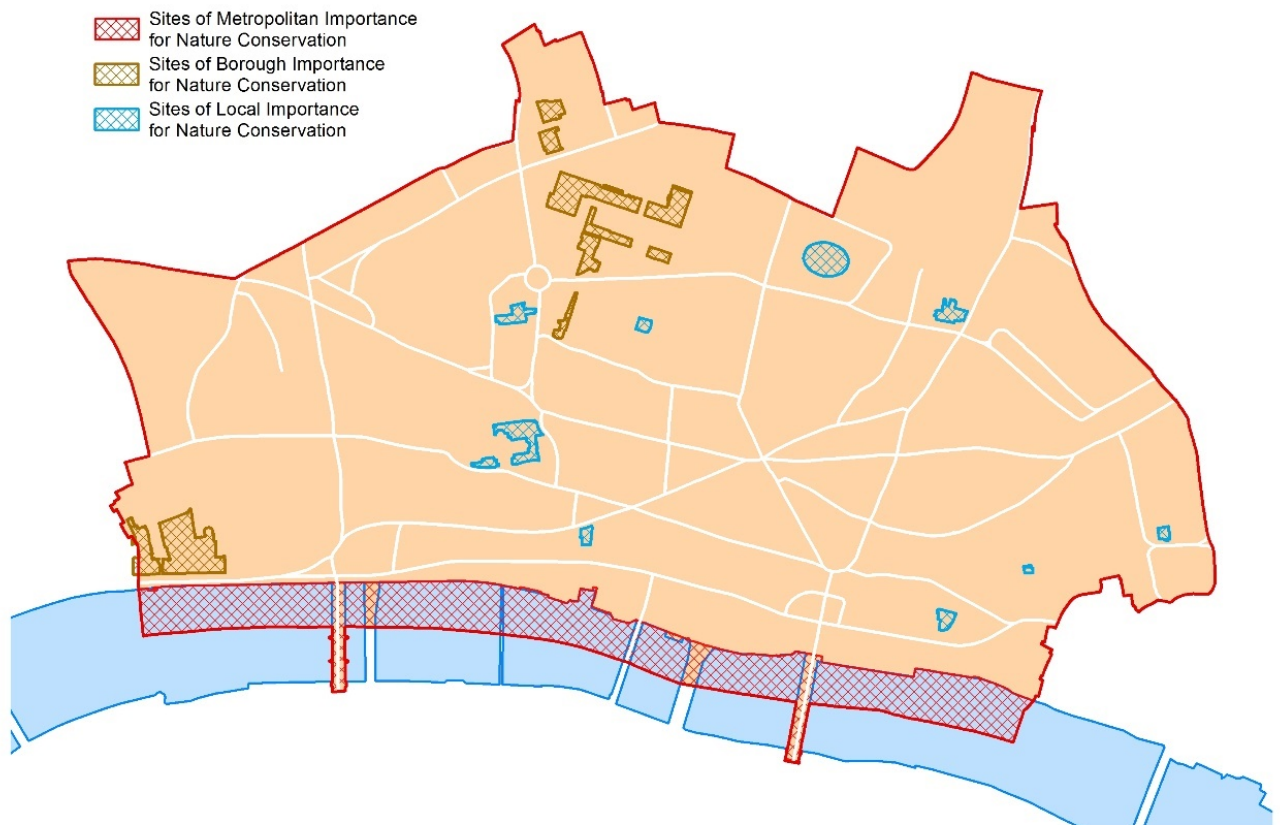
The City has 13 Sites of Importance for Nature Conservation (SINCs), including three new SINCs (Postman's Park, Portsoken Street Garden, St Dunstan in the East Church Garden) which were designated following a review in 2016. Two existing SINCs were upgraded as part of this review: Barbican and St Alphage's Garden, which includes the Fann Street Wildlife Garden and the Beech Gardens, and The Roman Wall, Noble Street, which was extended to include St Anne and St Agnes Churchyard.

A number of areas along the riverside, west of Farringdon Street and east of Bishopsgate have been identified as areas of deficiency in nature conservation by the GLA. It is important that opportunities are taken to improve biodiversity throughout the City, and particularly in areas where this would improve green corridors or biodiversity links, such as along the riverside. The River Thames, which is a Site of Metropolitan Importance for Nature Conservation (SMINC), brings wider benefits for migrating birds and fish species.

#### How the policy works

Measures to enhance biodiversity should address the need to provide habitats that benefit the City's target species (house sparrows, peregrine falcons, swifts, black redstarts, bats, bumblebees and stag beetles) and by extension a wider range of insects and birds.

New developments should seek to protect and enhance biodiversity and the City's environmental assets. This can be achieved by providing spaces for biodiversity to flourish through the planting of trees and soft landscaping, along with green roofs and walls where possible. A variety of these provisions in one development will create habitats for a range of different wildlife species. Joined up green spaces and corridors give species a better chance of survival in the urban landscape and greater resilience to future climate change. These measures will assist in the delivery of the London wide Green Grid.



Map X: Sites of Importance for Nature Conservation (SINCs)

# Climate Resilience and Flood Risk

## Context

This section aims to ensure that the City remains resilient in the face of changing climate patterns. The main focus is on flood risk and the risk of overheating of buildings and spaces which will become more frequent as a result of climate change.

The UK Climate Projections (CP09) predict that London will experience a rise in mean temperatures of between 0.6°C and 2.7°C by 2050<sup>10</sup>. This will increase the risk of overheating and the need for energy intensive air conditioning. In addition to this the City can experience temperatures up to 10°C higher than the countryside around London, due to heat retention and waste heat expulsion from buildings resulting in an Urban Heat Island Effect. Climate change could potentially affect patterns of wind flow in high-density urban environments like the City and this will be kept under review.

## Strategic Policy S XX: Climate Resilience and Flood Risk

Buildings and the public realm must be designed to be adaptable to future climate conditions and resilient to more frequent extreme weather events.

- Development must minimise the risk of overheating and any adverse contribution to the urban heat island effect;
- Development must avoid placing people or essential infrastructure at increased risk from river, surface water, sewer or groundwater flooding;
- Flood defence structures must be safeguarded and enhanced to maintain protection from climate related sea level rise.

## Reason for the policy

Today's new buildings will be in place for several decades, therefore they must be resilient to the weather patterns and climate conditions they will encounter during their lifetime. Designing climate resilience into buildings and the public realm will keep the City safe and comfortable as climate patterns change.

Although the total annual rainfall will remain broadly similar to current levels, patterns of rainfall are expected to change with more intense storms and periods of low rainfall. This will increase the risk of flooding, particularly from surface water and from sewer surcharge from London's combined drainage network. Conversely there will be a greater risk of water shortages and drought conditions as rainfall fluctuates.

The City lies within the tidal section of the Thames and is therefore vulnerable to sea level rise resulting from climate change. The Thames Estuary 2100 Plan identifies the need for the existing flood defences in central London to be raised by up to 1 metre between 2065 and 2100 to protect London from flooding.

## How the policy works

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<sup>10</sup> CP09 for the 30-year period 2020-2050, under medium emissions, the central estimate of increase in summer mean temperature is 1.6°C; it is very unlikely to be less than 0.6°C and is very unlikely to be more than 2.7°C

The City Corporation will continue to monitor and model climate change impacts on the City to inform policy and decision making. UK Climate Projections will form the basis of future planning for climate resilience in the City. The City of London Strategic Flood Risk Assessment will be reviewed at least every five years or more frequently if circumstances require.

Developers will be expected to show that their proposals have taken account of predicted climate change and will minimise the impacts of changed climate patterns on future occupants and the City's communities.

#### **Policy DM XX: Overheating and Urban Heat Island Effect**

1. Developers will be required to demonstrate that their developments have been designed to reduce the risk of overheating through:
  - solar shading to prevent solar gain, particularly on glazed facades;
  - urban greening to improve evaporative cooling;
  - passive ventilation and heat recovery;
  - use of thermal mass to moderate temperature fluctuations;
  - minimal reliance on energy intensive cooling systems.
2. Building designs should minimise any contribution to the urban heat island effect.

#### Reason for the policy

Development presents an opportunity to renew or adapt existing building stock to provide buildings and public spaces which will cope better with changing climate patterns. Design measures should be employed to reduce energy demands from cooling infrastructure, making buildings more resilient in the face of higher temperatures. Measures such as urban greening can have a positive impact near the building, minimising the urban heat island effect (see Policy DM XX: City Greening).

Climate adaptation measures can contribute to wider benefits by pre-empting potential detrimental climate impacts. Careful selection of plants which are resilient to a range of weather conditions will assist wildlife to survive changed climate conditions. Urban greening and reduced reliance on air conditioning will have benefits for the City's air quality.

#### How the policy works

For all major development, the City Corporation will expect climate adaptation and resilience to be addressed at the design stage. Sustainability Statements should include details of the proposed adaptation and resilience measures. Energy statements should demonstrate reduced energy demand for cooling. BREEAM credits for adaptation to climate change should be targeted.

For minor development, the Design and Access Statement should include details of climate resilience measures.

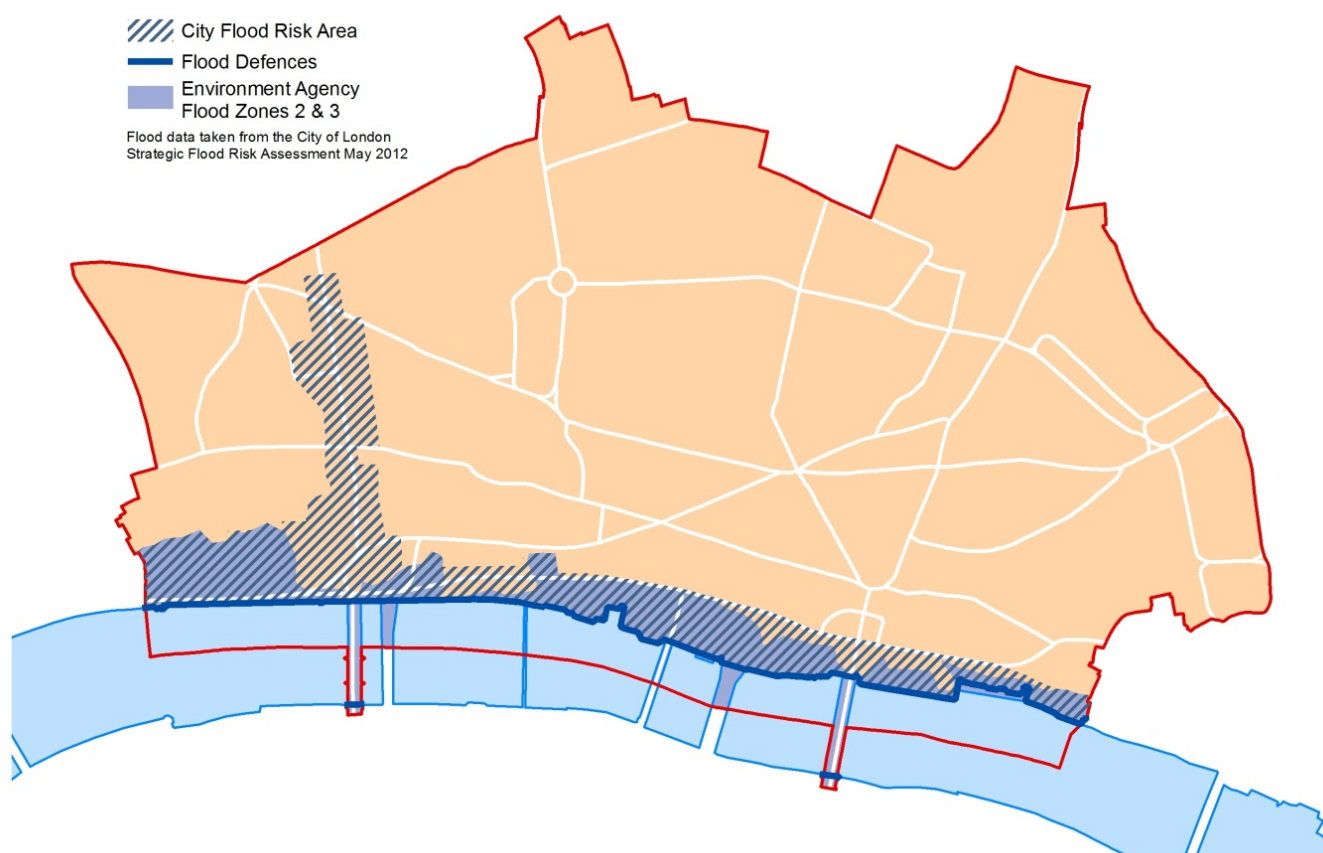
## Policy DM XX: Flood Risk

All development within the City Flood Risk Area and major development elsewhere, must be accompanied by a site-specific flood risk assessment demonstrating that:

- the site is suitable for the intended use, in accordance with the sequential and exceptions tests (see table XX) and with Environment Agency and Lead Local Flood Authority advice;
- the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere;
- safe access and egress routes are identified;
- flood resistance and resilience have been designed into the proposal.

### Reason for the policy

While the City is generally at low risk of flooding due to its topography, some parts of the City are at risk of flooding from the River Thames and from surface water/sewer overflow in the former Fleet valley. Fig XX identifies the areas at risk from these sources as the City Flood Risk Area. This policy will ensure that vulnerable uses are not located in areas that are at risk of flooding and that suitable flood resilience and evacuation measures are incorporated into the design.



## How the policy works

Site-specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment and the City of London Local Flood Risk Management Strategy. Necessary mitigation measures must be designed into and integrated with the development and where feasible and viable may be required to provide protection from flooding for properties beyond the site boundaries.

Within the City Flood Risk Area different uses will be acceptable in different zones. Table X shows the vulnerability classifications and table Y shows which level of vulnerability classification is suitable in which part of the City Flood Risk Area. Full details of the Environment Agency's flood zones are shown on the policies map.

If the intended use of a site falls into one of the categories where an Exceptions Test is required as set out in Table Y, the developer will need to investigate whether there is a reasonably available site outside the City Flood Risk Area which would be more suitable for the intended use. If no alternative site is available, the developer must demonstrate through the Exceptions Test that the benefits of the development outweigh any risk from flooding, and that the development will be safe without increasing the risk of flooding elsewhere.

Table X Flood risk vulnerability classifications relevant to the City

<b>Essential Infrastructure</b>	<ul style="list-style-type: none"><li>• Essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk.</li><li>• Essential utility infrastructure which has to be located in a flood risk area for operational reasons, including electricity generating power stations and grid and primary substations</li></ul>
<b>Highly Vulnerable</b>	<ul style="list-style-type: none"><li>• Police and ambulance stations; fire stations and command centres; telecommunications installations required to be operational during flooding.</li><li>• Emergency dispersal points.</li><li>• Basement dwellings.</li><li>• Installations requiring hazardous substances consent.</li></ul>
<b>More Vulnerable</b>	<ul style="list-style-type: none"><li>• Hospitals</li><li>• Residential institutions such as care homes and hostels.</li><li>• Buildings used for dwelling houses, student halls of residence, drinking establishments, nightclubs and hotels.</li><li>• Non-residential uses for health services, nurseries and educational establishments.</li><li>• Sites used for waste management facilities for hazardous waste.</li></ul>
<b>Less Vulnerable</b>	<ul style="list-style-type: none"><li>• Buildings used for shops; financial, professional and other services; restaurants, cafes and hot food takeaways; offices; general industry, storage and distribution; non-residential institutions not included in 'more vulnerable' and assembly and leisure.</li><li>• Police, ambulance and fire stations which are not required to be operational during flooding.</li><li>• Waste treatment (except hazardous waste facilities).</li></ul>



<b>Water-compatible development</b>	<ul style="list-style-type: none"> <li>• Flood control infrastructure.</li> <li>• Docks, marinas and wharves.</li> <li>• Navigation facilities.</li> <li>• Water-based recreation (excluding sleeping accommodation).</li> <li>• Amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms.</li> </ul>
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Source: Relevant uses from Planning Practice Guidance – Flood Risk and Coastal Change

Table Y Suitability of different uses in flood zones

<b>Flood Risk Vulnerability classification</b>	<b>Essential Infrastructure</b>	<b>Highly Vulnerable</b>	<b>More Vulnerable</b>	<b>Less Vulnerable</b>	<b>Water Compatible</b>
EA Zone 1	✓	✓	✓	✓	✓
EA Zone 2	✓	Exceptions Test required	✓	✓	✓
EA Zone 3a	Exceptions Test required	✗	Exceptions Test required	✓	✓
EA Zone 3b	Exceptions Test required	✗	✗	✗	✓
SFRA Surface water/sewer flood risk areas	Exceptions Test required	✗	Exceptions Test required	✓	✓

Source: amended from Planning Practice Guidance – Flood Risk and Coastal Change

The City of London Strategic Flood Risk Assessment (SFRA) provides guidance on suitable flood resistance measures, to prevent water entering the building, and flood resilience measures, which enable speedy recovery in the event of flooding. These should be specified for all development within the City Flood Risk Area. Passive design measures such as suitable threshold levels and the use of flood resilient materials will be favoured over active measures such as removable flood barriers.

Design measures can help to reduce flooding, thus protecting the local area beyond the development site through:

- sustainable drainage systems;
- green/blue roofs; and
- rainwater reuse, recycling and attenuation

Resistance to flooding can be achieved through design measures such as:

- raised kerbs and altered topography which contains water at a distance from the building;
- avoiding opening windows or vents at ground floor or basement levels;
- using low permeability materials to limit water penetration of external walls, and flood resistant doors to prevent water ingress; and
- fitting non-return valves on plumbing to prevent sewer surcharge within the building.

Flood resilience measures make clean up after a flood more efficient, and include:

- avoiding locating sensitive equipment such as computer servers at lower levels of buildings in flood prone areas;
- locating all fittings, fixtures and services at a suitable height to minimise damage by flood waters;
- using impermeable surfaces and structures; and
- providing sumps and soak-aways that gradually release water to the sewer network.

In order to demonstrate that the development will be safe for occupants, flood warning and evacuation plans should be provided for all 'more' or 'highly' vulnerable development within the City Flood Risk Area. Details of the type of measures which should be included in an evacuation plan are set out in the City's SFRA.

For minor development outside the City Flood Risk Area, an appropriate flood risk statement should be included in the Design and Access Statement.

#### **Policy DM XX: Sustainable drainage systems (SuDS)**

1. All development, transportation and public realm proposals must incorporate SuDS principles and be designed to minimise the volume and discharge rate of rainwater run-off into the combined drainage network in the City, ensuring that rainwater is managed as close as possible to the development.
2. The design of the surface water drainage system should be integrated into the design of proposed buildings and landscaping, unless there are exceptional circumstances which make this impractical. Proposals should demonstrate that run-off rates are as close as possible to greenfield rates and the number of discharge points has been minimised.
3. SuDS designs must take account of the City's archaeological and other heritage assets, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.
4. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, water quality, biodiversity enhancement and the provision of multifunctional open spaces.
5. An operation and maintenance plan will be required to ensure that the SuDS elements will remain viable for the lifetime of the building.

The drainage system in Central London comprises a combined network where foul sewage from internal plumbing combines with rainwater drainage in the same underground pipework. Consequently, heavy rain can result in overloading of the drainage network with discharges of diluted sewage from manholes within the City Flood Risk Area and combined sewer outflow pipes into the Thames at Walbrook Wharf and Blackfriars.

More frequent extreme rainfall events are predicted because of climate change; therefore the risk of sewer overflow flooding is increasing. To combat this, it is necessary to reduce the total amount of rainwater entering the drains and/or slow down the rate at which it enters the drains. Sustainable Drainage Systems (SuDS) provide a range of techniques for achieving this.

#### How the policy works

All development presents opportunities to reduce rainwater run-off. The cumulative impact of minor development, transport and public realm proposals are as important as major development in reducing the risk of sewer overflow flooding. Therefore, all development, transport and public realm proposals must contribute to a reduction in rainwater run-off to the drainage network.

For major development, pre-application discussion with the City Corporation as Planning Authority and Lead Local Flood Authority and consultation with the Environment Agency, Thames Water and other interested parties is encouraged to ensure that SuDS designs are suitable for the proposed site. SuDS designs must comply with the London Plan Drainage Hierarchy and local requirements set out in the City Corporation's forthcoming SuDS guidance.

Although planning permission may not be required for all transport and public realm schemes, SuDS and drainage plans should be integrated into the design process of these schemes to protect the City from flooding.

For all major development, a separate SuDS and Drainage Plan must be submitted at application stage. For minor development the Design & Access Statement should include details of how rainwater run-off has been minimised. Designs should focus on reducing flows as close as possible to greenfield runoff rates, minimising the number of discharge points from the site.

Proposals should demonstrate an integrated approach to water management, for example intercepting the first 5mm of each rainfall event through greening and incorporating rainwater storage for reuse or irrigation. Major developments should specifically maximise the other benefits of SuDS such as biodiversity, amenity and water quality.

Arrangements for maintenance must be considered in the designs. Planning conditions may be used to secure a suitable operations and maintenance plan.

## **Policy DM XX: Flood protection and flood defences**

1. Development must protect the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.
2. Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond the site boundaries, incorporating flood alleviation measures for the public realm.

### Reason for the policy

The City of London is protected from flooding by the Thames Barrier, and more locally by flood defence walls along the River Thames. The Thames Estuary 2100 project recognises the need for the raising of flood defences by up to 0.5m by 2065 and 1m by 2100.

### How the policy works

Development adjacent to the flood defences must maintain their integrity and effectiveness for the benefit of the whole City. Development on the riverside should be designed to enable future defence raising without adverse impacts on river views and pedestrian movement along the riverside walk. Discussions with the Environment Agency will be required to establish the most effective designs for improved flood defences.

A strategic approach to flood defence raising will enable riparian developers to design buildings and the riverside environment to accommodate higher flood walls. Riparian owners are responsible for maintenance and enhancement of flood defences.

## Circular Economy and Waste

### Context

The City Corporation is the Waste Planning Authority (WPA) for the Square Mile, with a statutory duty to plan for all the waste that is generated in the City. With no waste treatment plants in the City, the City Corporation relies on WPAs elsewhere to provide such facilities. By applying circular economy and waste hierarchy principles: designing for durability and modularity, making better use of under-used assets through sharing, reusing products and materials and recycling as much as possible, waste can be designed out. This approach will reduce waste exports from the City whilst application of the proximity principle will ensure that residual waste is processed as close as possible to the City.

### Strategic Policy S XX: Circular Economy and Waste

1. The City Corporation will support businesses and residents in moving towards a Zero Waste City, by applying circular economy principles, the waste hierarchy and the proximity principle at all stages of the development cycle.
2. The City Corporation will actively co-operate with other Waste Planning Authorities in planning for capacity to manage the City's residual waste through:
  - Identifying waste management capacity in the City, or elsewhere in London, to meet the City's London Plan waste apportionment target, including through partnership working with other London Waste Planning Authorities;
  - Co-operating with Waste Planning Authorities within and beyond London to plan for suitable facilities for the City's waste;
  - Safeguarding Walbrook Wharf as a waste site and wharf suitable for the river transport of waste;
  - Monitoring waste movements to and from the City and reviewing its waste arisings and capacity study at least every five years.

### Reason for the policy

The City Corporation has responsibility to plan for adequate facilities to manage the waste that originates in the City. This includes waste collected from the City's households and businesses, waste generated in the process of redevelopment and hazardous waste from premises such as St Bartholomew's Hospital.

The London Plan and the London Environment Strategy set the framework for waste management in London. These strategies promote circular economy principles and the waste hierarchy: prevention, preparing for reuse, recycling, other recovery, and disposing only as a last resort.

The current London Plan has set a waste apportionment figure requiring the City to identify sites with capacity to manage 100,000 tonnes of waste annually until 2036. In the draft London Plan, the proposed apportionment for the City is reduced to 84 tonnes per annum in 2021 and 89 tonnes per annum in 2041. This figure represents the City's contribution to meeting the Mayor's target of 100% net self-sufficiency in the management of London's household and commercial and industrial waste from 2026.

The London Plan sets out criteria for the selection of waste management sites, which the City of London *Waste Arisings and Waste Management Capacity Study review 2016* used to evaluate potential sites in the City. This study concludes that, with current technologies and economic considerations, there is no viable waste management capacity within the Square Mile and that the City will not be able to satisfy the London Plan waste apportionment within its boundaries.

The City Corporation has an agreement with the London Borough of Bexley and participates in the South-East London Waste Planning Group, which comprises the boroughs of Bexley, Bromley, Greenwich, Lewisham and Southwark along with the City of London. The Group has identified sufficient waste management capacity up to 2036 to meet the combined apportionment of each of its individual members. The City will continue to contribute to London-wide waste planning through membership of the London Waste Planning Forum and will work with the GLA and the Environment Agency to improve waste planning.

For commercial reasons, a proportion of the City's waste will continue to be transported to sites outside London. This includes construction, demolition and excavation (CD&E) waste which is not covered by the Mayors targets for net self-sufficiency. Annual monitoring of such waste exports will inform Duty to Co-operate discussions with receiving authorities within and outside London to ensure that sufficient capacity remains in the planning pipeline.

The London Plan sets out borough apportionments for land-won aggregates which should be reflected in local plans. No apportionment is made for the City of London and there is no requirement to include a policy for minerals within the Local Plan

It is imperative that the City adopts circular economy and waste hierarchy principles, to cut down on the quantity of useable materials that are discarded and to eliminate reliance on disposable items, including single use plastics, in the City. Those materials that are discarded should be managed as close as possible to the City and transported by modes that are least damaging to the environment.

#### How the policy works

The City Corporation will continue to monitor the quantities and types of waste originating in the City and work with the City's communities to minimise this waste. The City Corporation will continue to work with the South-East London Waste Planning Group and other Waste Planning Authorities in London and beyond to ensure that the City's waste apportionment is met and that suitable facilities are available for the City's waste to be managed in the most sustainable way.

Changing economics and new waste management technologies means that small scale waste management is becoming more viable within the City, particularly within large development sites.

During the period 2018 – 2036 a proportion of the City of London's waste will continue to be managed outside London. Co-operation with waste planning authorities outside London will aim to ensure that facilities with sufficient capacity remain available to accept the City's waste during this period.

The City Corporation will continue to safeguard Walbrook Wharf as a waste site and river wharf in line with the London Plan and the Safeguarded Wharves Direction. Any proposed development which would prejudice the operation of the existing safeguarded waste site at Walbrook Wharf will be refused.

### **Policy DM XX: Zero Waste City**

1. Development should be designed to promote circular economy principles throughout the life cycle of the building through:
  - Flexible building design to accommodate evolving working and living patterns reducing the need for redevelopment;
  - Re use and refurbishment of existing buildings, structures and materials to reduce reliance on virgin resources;
  - Requiring development to be designed to allow for disassembly, reuse and recycling of deconstruction materials.
  - Requiring the maximum use of recycled materials in development and off-site construction methods to reduce wastage
  - Designs which enable durability, modularity, sharing of goods and services and reuse of supplies and equipment, minimising waste during the building's operational phase.
2. All development proposals should incorporate waste facilities which must be integrated into the design of buildings and allow for separate treatment, storage and off-road collection of waste and recyclable materials, where feasible. Major developments should provide a single waste collection point to facilitate efficient waste management from multi tenanted buildings.

### Reason for the policy

The circular economy is an alternative to the typical 'linear' way of treating resources. By finding ways of remanufacturing, reusing or recycling materials and keeping them in use for longer waste can be reduced. The circular economy emphasises design for durability and modularity, making better use of under-used assets through sharing and offering products as a service. Circular economy principles can be applied to buildings and the development cycle, reducing the demand for new materials, and to the operational phase of a building's life to minimise annual waste arisings.

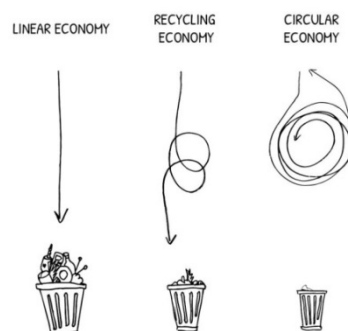


Fig x Circular Economy



The design of buildings impacts on the potential for implementation of the waste hierarchy during their operational stage, through the facilities and waste management services that are incorporated into the design. For example, reliance on single use, coffee cups and disposable plastics can be reduced by incorporating kitchen facilities and water fountains into building designs and waste movements can be reduced by managing food waste on-site through composting or anaerobic digestion. These facilities must be considered at the building's design stage.

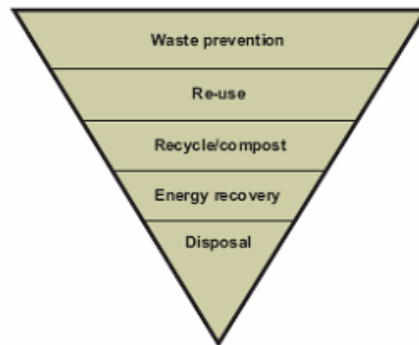


Fig X Waste Hierarchy

Waste prevention is the most desirable action on the waste hierarchy as it results in no waste whatsoever. Re-use is the next most desirable option as it involves products and materials being used again for their original intended purpose. Recycling is the next most preferable option, involving the collection of used items and processing them into raw materials to be remanufactured into usable products or materials. The recovery of energy, through techniques such as anaerobic digestion, is a way of getting the most out of otherwise useless waste. Disposal should be the absolute last resort, after all the other options have been exhausted.

On large sites opportunities for waste minimisation and on-site waste treatment, in line with the London Plan's definition of waste management, should be explored in order to minimise the transport of residual waste within and beyond the City. The City of London Waste Arisings and Capacity Study identifies a range of options which should be considered, subject to the appropriate environmental permits, to facilitate a reduction in residual waste from City development sites.

Waste treatment, storage and collection facilities must be integrated into new development and considered at an early stage in the design of developments to avoid the problems created by the placing of waste on the highway. Adequate provision must be made for the volume and types of residual waste and recyclables expected to be generated, especially the amount of paper and packaging generated by offices. The need to avoid health hazards associated with waste from catering establishments, the waste storage and collection needs of street traders, the separate storage of recyclable waste and the special arrangements required for the storage and transportation of clinical and hazardous waste should be considered, where necessary.

#### How the policy works

Pre-application consultation on suitable waste treatment, storage and collection facilities is encouraged.

## **EIA Development**

For development that requires an Environmental Impact Assessment (EIA) the Environmental Statement should fully address how construction, demolition and excavation (CD&E) waste will be minimised, deconstruction materials will be reused or recycled and the waste arisings during the operational phase of the development will be minimised and managed. This should include consideration of on-site facilities to reduce the need for waste vehicle movements such as on-site composting or anaerobic digestion, or waste consolidation.

## **Other Major development**

For all other Major development proposals, the sustainability statement should provide evidence of the application of circular economy principles and the adherence to the waste hierarchy. This could include reuse of existing buildings and structures, provision of Site Waste Management Strategies for the construction phase and Zero Waste Plans for the operational stage of the development. Major development should aim to achieve maximum BREEAM credits for Waste.

## **All other development**

For all other development, the Design and Access statement should demonstrate how waste minimisation and the circular economy have been considered in the design of the development. The Environmental Statement (for EIA applications) or sustainability statement should provide an assessment of on-site waste treatment options and quantities of residual waste likely to arise from the site.

Waste and recyclables should be capable of collection from off-street service areas which are integrated into the design of buildings. The provision of such areas may not be practicable in small developments or refurbishments and may conflict with the protection of listed buildings and conservation areas. In such cases waste stores within the site near the highway are preferable to the presentation of waste and recyclables on the pavement. Residential developments including short-term-lets must be provided with ground floor waste and recyclables storage and collection facilities, with direct access to the highway for collection purposes.

The City Corporation will attach appropriate planning conditions relating to waste treatment, storage and collection, but may also make use of its other regulatory powers to control waste in the City. Compliance with the City of London's operational waste requirements should contribute to BREEAM requirements for waste credits.

## **Policy DM XX Sustainable Waste Transport**

The environmental impact of waste transport will be minimised through:

- Encouraging the use of the river for removal of waste, including deconstruction waste and delivery of construction materials;
- Ensuring maximum use of rail and waterways for the transport of excavation waste particularly from major infrastructure projects;
- Requiring low and zero emissions transport modes for waste movement;
- Reducing the number of waste vehicles by promoting optimum use of waste transport vehicle capacity through on-site or multi-site consolidation of waste.

## Reason for the policy

The proximity principle advocates that waste should be managed as close as possible to where it originates, to reduce the environmental impacts of its transportation. The City's restricted land area makes the provision of waste facilities within the City problematic and it therefore relies on movement of the waste that is generated in the City to appropriate waste management facilities elsewhere in London and beyond London's boundaries. (fig x)

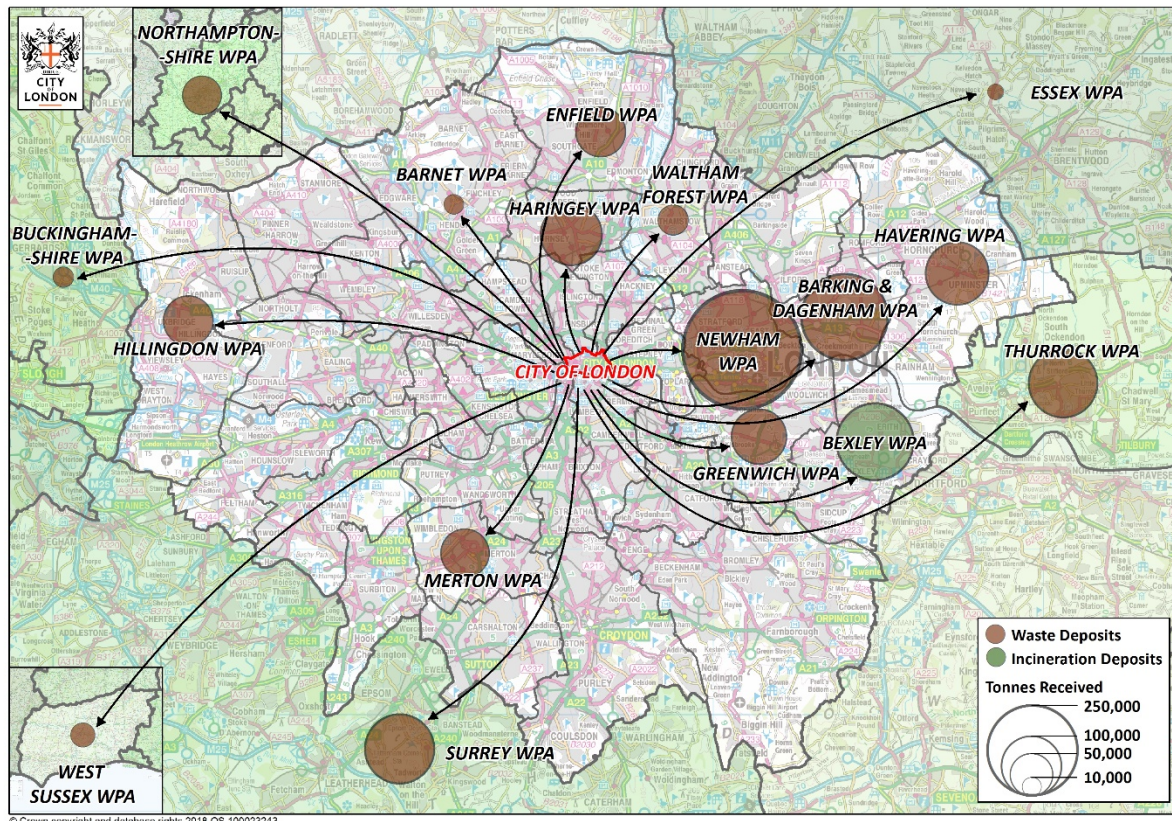


Fig X destinations for the City's waste 2012-2016

Unlike other local authority areas, the majority of the waste that is generated in the City is managed by private contractors. A proportion of the City's waste, including the small fraction of household waste, is transported by river from the safeguarded waste transfer station at Walbrook Wharf. The remainder is transported primarily by road, with destinations varying from one year to the next due to the commercial decisions of private waste contractors.

This policy aims to maximise the use of the River Thames for waste transport, encourage transport modes such as rail and other waterways and encourage efficient use of low and zero emissions road vehicles for transporting waste.

## How the policy works

Assessment of potential conflicts such as noise, vibration, odour, visual impact, pedestrian access and road or river transport will be taken into account in consideration of proposals. Mitigation may be necessary to allow development to proceed where a potential conflict is identified.



The City Corporation will continue to work with the Port of London Authority, Marine Management Organisation and the Environment Agency to enable sustainable use of the River Thames for the movement of freight and waste.

### **Major development**

Construction Logistics Plans should identify how sustainable transport of waste materials from the site will be addressed during the construction phase. Delivery and servicing plans should demonstrate how the transport of waste will be minimised, the potential for use of the river to move waste, and how low emission vehicles enabled during the operational phase of the building's life.

### **All other development**

Planning application documents should clearly demonstrate how waste minimisation, storage and sustainable waste transport have been addressed.

### **Policy DM XX New waste management sites**

1. Proposals for new facilities for waste management, handling and transfer will be required to demonstrate through design and sustainability statements that the benefits of the proposed development outweigh any adverse impacts and particularly that:
  - the development will handle waste which has been generated locally;
  - access arrangements, mode of transport and transport routes will minimise the potential for congestion and environmental impacts, including local air quality impacts and carbon emissions. Use of the river for transport of waste and recyclables will be encouraged;
  - the carbon impact of the development will be minimised. New waste facilities should comply with the Mayor's Carbon Intensity Floor (CIF);
  - the development is designed with resilience to natural and man-made safety and security challenges.
2. Noise-sensitive development adjacent to the existing waste site at Walbrook Wharf and development which would compromise the use of the river for waste operations, will be resisted
3. Development in the vicinity of new waste management sites should not compromise the waste management operations on the site or create an unacceptable land use conflict.

### Reason for the policy

Although the City is unlikely to be able to accommodate large waste management facilities within its boundary, changes in technology and waste transport costs may make small scale commercial facilities viable in the future.

### How the policy works

The criteria set out in this policy will be used, alongside other policy considerations, to evaluate the suitability of proposed waste facilities and appropriate conditions will be applied to ensure that any new facility is suitable for the City's high-density urban environment.

# Key Areas of Change

## Introduction

This section of the Plan sets out area-based policies and proposals relating to seven 'Key Areas of Change', together with an overarching policy which applies to the whole of the City's riverside. The Key Areas of Change have been identified as they are likely to experience significant change over the Plan period and present particular opportunities or challenges that warrant a specific policy focus.

Identifying Key Areas of Change provides a policy framework for bringing forward beneficial change within those areas, including the delivery of key development schemes, improving accessibility and the quality of the public realm, and introducing new uses or mixes of uses. The Key Areas of Change also provide a strategic context for the development of projects and funding bids by a range of City Corporation departments and external partners.

The Key Areas of Change are shown indicatively on the Key Diagram and on the individual diagrams that accompany each area policy.

## Thames Policy Area

### Context

The River Thames is an iconic feature of London that forms the southern boundary of the City and plays a major role in its prosperity and everyday life. The riverside provides a breathing space from the busy environment which characterises the rest of the City, as well as a traffic-free walkway on the north bank of the Thames.

The River Thames serves several important functions, including as a corridor for freight and pedestrian transport, a tourism and recreational asset, a unique setting for views of the City and a Site of Metropolitan Importance for Nature Conservation. The City's topography, with the land rising from the riverside, means that most of the City is at relatively low risk from flooding. Nevertheless, this risk needs to be managed, particularly in the face of climate change.

The London Plan requires the City's Local Plan to designate, and ensure the maintenance of, a Thames Policy Area and to take account of emerging Maritime Spatial Plans prepared by the Marine Management Organisation. Policy CS XX sets out the policy considerations which apply to the whole of the City's riverside, as defined on the Policies Map. Further detailed guidance is provided in the City Corporation's Thames Strategy SPD. The City Corporation's Riverside Walk Enhancement Strategy sets out its plans for public realm enhancement along the riverside, and the riverside walk forms part of the Thames Path National Trail.

The River Thames changes character on its way through the City, as it does through London. It includes areas where very limited change is likely to occur, such as at The Temples. However, two areas, at Blackfriars and the Pool of London, have been identified as Key Areas of Change because they are places where regeneration is desirable and where there is potential for significant redevelopment and enhancement of existing buildings and the public realm during the Plan period.

Policies relating to Blackfriars and the Pool of London follow the overarching policy for the Thames Policy Area.

### **Strategic Policy S XX: Thames Policy Area**

The unique character of the City's riverside, and its functional uses for transport and recreation, will be enhanced by:

1. Designating the Thames Policy Area and preparing and keeping under review a Thames Strategy SPD, which identifies the attributes of the area and gives guidance on development within this area.
2. Co-operating with neighbouring boroughs to develop a joint Thames Strategy for the central section of the River Thames.
3. Ensuring that buildings and spaces on or near the riverside contribute to sustainable economic growth and further the aims of the Riverside Walk Enhancement Strategy, particularly through:
  - a. protecting public access and river views along the riverside walk and securing completion of the riverside walk at Queenhithe;
  - b. improving access to the River Thames and riverside walk from the rest of the City;
  - c. improving the vibrancy of the riverside by encouraging a mix of commercial and cultural uses and promoting office-led commercial development, while safeguarding heritage assets and biodiversity value;
  - d. supporting the Illuminated River project to deliver more sustainable bridge lighting and engage visitors with the River.
4. Supporting and safeguarding land for the construction of the Thames Tideway Tunnel.
5. Promoting the functional use of the River Thames and its environs for transport, navigation and recreation, particularly through:
  - a. Safeguarding Walbrook Wharf for waste and river related freight traffic, including freight consolidation;
  - b. encouraging the use of the River Thames for the transport of construction and deconstruction materials and waste;
  - c. retaining Blackfriars Pier, and access to Tower Pier, and encouraging the reinstatement of Swan Lane Pier and the use of these facilities for river transport. Applications to remove these facilities will be refused unless suitable replacement facilities of an equivalent or higher standard are provided;
  - d. refusing development on or over the River, except for structures which specifically require a waterside location for river-related uses;
  - e. resisting the permanent mooring of vessels; if moored vessels are exceptionally permitted they must be of national importance, have a special connection with the City and the River Thames, be used for a river-related purpose and not have a detrimental impact on navigation or the environment;
  - f. maintaining and enhancing access points to the River Thames foreshore, from both land and water, for public or private use as appropriate, subject to health and safety and environmental safeguards.



## Reason for the policy

There are a range of different strategies and plans which affect the Thames including:

- The London Plan, which sets out strategic policies for the River Thames and requires the designation of a Thames Policy Area.
- The Thames Estuary 2100 Plan produced by the Environment Agency, which addresses flood risk and water quality issues.
- The Thames Vision produced by the Port of London Authority, which sets a framework for greater use of the River Thames between now and 2035 including targets for increased passenger and freight movements.
- The emerging South East Marine Plan produced by the Marine Management Organisation, which will provide a wider strategic context.

The City of London Thames Policy Area is designated as the part of the City where development and change could affect aspects of the river and its importance. Collaboration with neighbouring boroughs, the Environment Agency, the Marine Management Organisation, the Port of London Authority and the Mayor of London is essential to ensure that the strategies and plans for the river are realised.

The draft London Plan notes that no joint strategy currently exists for the central section of the Thames between Chelsea and Tower Bridge, and the City Corporation will work actively with neighbouring boroughs to help produce a joint Strategy. A key infrastructure project is the development of the Thames Tideway Tunnel, which is a 25km tunnel running mostly under the tidal section of the River Thames through central London. It is intended to capture and divert storm overflows, including the Fleet Combined Sewer Outflow at Blackfriars, to Beckton Sewage Treatment Works to avoid discharging them into the river. Construction works started in 2016 and will run into the early 2020's.

The 'Illuminated River Project' is an art installation that involves the architectural illumination of bridges across central London. The project will animate the river and create further opportunities to develop the riverside walk for the enjoyment of visitors and London communities. The scheme will incorporate 15 bridges in total, of which six are partly or wholly in the City of London.

## **Blackfriars Key Area of Change**

### **Context**

The area contains a mix of uses, including offices, the City of London School, the Mermaid Events Centre, the Church of St Benet Paul's Wharf, a public Car Park, Blackfriars Millennium Pier and Blackfriars Station. Most development is post-war, with large footprint buildings, little or no active frontages and a lack of open space.

It is bounded by major through routes (including Upper Thames Street) which generate pollution and are a barrier to pedestrian movement, separating the riverside walk from the rest of the City. Access to the riverside walk is limited at street level. Blackfriars Bridge forms an important connection between the City and Southwark and Blackfriars Station is a major Underground and Rail station.

There have been improvements along the Riverside Walk at Paul's Walk and the City Corporation's Riverside Walk Enhancement Strategy sets out plans for public realm enhancement along the riverside. Development of the Thames Tideway Tunnel will create a large new public space built out into the river west of Blackfriars Bridge. There are significant views of St Paul's Cathedral and the heights of new buildings are limited by strategic and locally protected views.

### **Strategic Policy S XX: Blackfriars**

The character and amenities of the Blackfriars Key Area of Change will be enhanced by:

1. Promoting substantial redevelopment or refurbishment of existing post-war buildings to provide new high-quality office and commercial accommodation with active frontages at ground floor level;
2. Implementing the Thames Tideway Tunnel project and creating a high-quality new public open space at Blackfriars Bridge foreshore;
3. Enhancing pedestrian permeability and accessibility, especially through improvements to and along the riverside and the provision of new and improved links across Upper Thames Street;
4. Encouraging cultural events, arts and play in public spaces;
5. Improving the quality of the public realm and identifying opportunities for urban greening and pollution reduction measures, particularly along Puddle Dock, Castle Baynard Street, White Lion Hill, Upper Thames Street and the churchyard of St Benet Paul's Wharf.

### Reason for the policy

This area contains some post-war development which is underused and does not contribute to the context or setting of its location. Except for the area adjacent to Blackfriars Station, this part of the City lacks vibrancy and due to the road network is notable for a relative lack of pedestrian permeability. Blackfriars has been identified as a Key Area of Change to facilitate beneficial commercial redevelopment, although this may be a medium or longer-term opportunity due to existing leasehold arrangements.

Baynard House is a large office site and data centre, which includes a public Car Park. It is key to the potential regeneration of Blackfriars, since redevelopment of this site would provide an opportunity to improve the quality of architecture and sense of place, to redesign the road network to reduce the dominance of vehicular traffic and to achieve direct pedestrian routes to the riverside.

Significant redevelopment would provide an opportunity for public realm improvements along Puddle Dock, Castle Baynard Street, White Lion Hill and Upper Thames Street, to reduce pollution and improve air quality. New active frontages will be sought as an integral part of any redevelopment. Pedestrian links across Upper Thames Street will be improved wherever possible to link the riverside to the rest of the City and to provide easier access to Blackfriars Pier. Proposals for redevelopment and the redesign of streets would be required to enhance the setting of St Benet's Paul's Wharf and improve it as a pleasant area to visit and dwell.

The public open space created by the Thames Tideway Tunnel project at Blackfriars Bridge, will introduce additional greenery to the riverside and will bring more activity to the area by providing a new place for relaxation and recreation. This space will include a viewing terrace, civic space, green terraces, and a venue for outdoor events and public artwork. The riverside walkway will be improved by links between the new open space, Blackfriars Bridge and Paul's Walk and enhancements to the pedestrian route between Blackfriars Bridge and Millennium Bridge. There is potential to enhance heritage assets and their setting by increased pedestrian permeability and there will be new views of Blackfriars Bridge and this part of the City from the new open space.

## **Pool of London Key Area of Change**

### **Context**

The area is the heart of what was once a major port which now contains predominately office and commercial uses, with some residential and hotel use and small-scale retail adjacent to the Tower of London. There are no tube or train stations within the area but it is well served by public transport just outside the area, including London Bridge Station, Tower Hill and Monument Underground Stations, Tower Gateway DLR Station and the bus route along Eastcheap.

River passenger services operate from Tower Pier. Lower Thames Street acts as a significant barrier to pedestrian movement to and from the rest of the City and air quality is very poor. The opening of London Bridge staircase has encouraged more pedestrian movement between the Riverside Walk and London Bridge, however the public realm is tired and uninspiring and does not reflect the importance of this area. There is limited retail or ground floor vibrancy in this area.

The building stock is a mix of offices, and listed buildings, with modern residential and hotel development to the east. St Magnus the Martyr Church, All Hallows by the Tower Church and Custom House are Grade I listed, Adelaide House, Old Billingsgate Market and Custom House Quay, cranes and stairs are Grade II listed. Listed buildings and their key features should be enhanced. The eastern part of this area is within the local setting of the Tower of London World Heritage Site. The height of new buildings is limited by strategic and locally protected views.

A number of buildings are likely to be vacated in the short term, providing an opportunity for redevelopment, enhancement of heritage assets and/or refurbishment and public realm improvements. The aim is to achieve a City riverside which complements that on the Southbank of the Pool of London.

The riverside walk forms part of the Thames Path National Trail and the River Thames is designated as a Site of Metropolitan Importance for Nature Conservation. Minimisation of flood risk and respect for the riverside's rich archaeological and ecological heritage, are important considerations in this area. The area beneath Billingsgate Market and Billingsgate Bathhouse are Scheduled Ancient Monuments.

### **Strategic Policy S XX: Pool of London**

The Pool of London Key Area of Change will be regenerated through the refurbishment and redevelopment of building stock and the delivery of significant public realm improvements:

1. Enabling office-led redevelopment or refurbishment of the existing building stock, including the provision of retail, cultural and leisure uses which are complementary to, and do not detract from, the primary business function of the City.

2. Requiring and encouraging increased vibrancy and active frontages at ground floor level, through the provision of retail, leisure and cultural uses on the river frontage. New publicly accessible roof terraces and spaces will be required, where they offer good river views and do not impact adversely on the amenity of occupiers or nearby residents.
3. Encouraging the provision of cultural events, arts and play in public spaces along the riverside, where they enhance public areas.
4. Improving transport connections and pedestrian links by:
  - a. improving existing and creating new crossing points and improving wayfinding over Lower Thames Street;
  - b. improving signage to and from the Pool of London to the Tower of London;
  - c. improving the servicing of buildings through the development of shared servicing bays and access points and collaborative management;
  - d. restricting vehicular access to the riverside walk with the removal of private car parking areas upon redevelopment.
5. Enhancing public realm and public spaces by:
  - a. enhancing the Riverside Walk to create a continuous riverside park and walkway free of cars between London Bridge and Tower Bridge and ensuring that pedestrian routes are accessible to all;
  - b. identifying opportunities for pollution reduction measures and additional greening and planting within the public realm and requiring greening of buildings on redevelopment;
  - c. seeking additional public space and play facilities.

### Reason for the policy

The Pool of London provides a visual gateway to the City of London from the Thames and to the historic port of London. A number of the existing buildings are likely to become vacant in the short term and this provides an opportunity to regenerate the area to provide a high-quality environment for businesses, visitors and residents.

The area is predominantly commercial in character and this predominance will continue through encouragement of office-led commercial development. Existing post-war buildings could be redeveloped or refurbished to provide high quality office space or other commercial activities where these are compatible with the business City. Listed buildings and their key features should be enhanced. There is potential to provide interpretation of the historic development of the area, its relationship with the original site of London Bridge and the significance of the riverside. The priority should be for office use, but there is also potential for complementary commercial and cultural uses compatible with the special interest of heritage assets and to encourage interpretation and public access to historic interiors.

Retail, cultural and leisure uses will be encouraged at ground floor level throughout the Pool of London to increase vibrancy and provide active frontages.

Redevelopment and refurbishment offer the opportunity to revisit existing servicing strategies which have been developed on a site by site basis. Developers will be

encouraged to work with adjoining land owners to deliver shared servicing strategies and to minimise movements onto Lower Thames Street.

Despite its significance, the Pool of London is relatively isolated from the rest of the City by Lower Thames Street. Existing crossing points across Lower Thames Street will be improved and new crossing points created to encourage greater movement between the riverside and the rest of the City. Where possible, historic routes between the river and other areas of the City will be introduced or reinstated through the redevelopment and refurbishment of buildings.

The City Corporation will work with existing landowners and developers to design and deliver substantial improvements to the public realm along the riverside walk and routes to and along Lower Thames Street, working closely with Transport for London. Additional greening and open space will be encouraged, with tree planting in appropriate locations.

As well as delivering improvements in accessibility, vibrancy and public realm at street level, the City Corporation will encourage the provision of new, publicly accessible roof terraces and viewing areas through building redevelopment or refurbishment.

## **Aldgate and Tower Key Area of Change**

### **Context**

The Aldgate and Tower area is positioned in the east of the City between the City's cluster of tall buildings and London's East End and includes Portsoken, Tower and Aldgate wards. The southern edge of the area is adjacent to the Tower of London.

The area contains a varied mix of uses, including offices, Sir John Cass Primary School, Mansell and Middlesex Street housing estates, part of Petticoat Lane market and hotels and tourist activity associated with the Tower of London and Tower Bridge. There have been considerable improvements to the area in recent years, with the Aldgate gyratory being removed, a new square with a café and toilets created and public realm improvements implemented.

Major hotel and office development is under construction on Minories. There are proposals for redevelopment of the Mansell Street Estate and several large office sites currently have development potential. Petticoat Lane Market, a major tourist draw in the area, is undergoing public realm enhancement as well as being rebranded. These proposals and opportunities will impact on the use and environment of the area.

The Chinese Embassy will be moving to Royal Mint Court just outside of the City boundary and this may lead to further diplomatic and commercial interest in this area. The Elizabeth Line stations at Liverpool Street in the City and at Whitechapel in Tower Hamlets are both within walking distance of Aldgate; improved pedestrian connectivity should be encouraged to help enable development interest in the area.

### **Strategic Policy S XX: Aldgate and Tower**

The Aldgate and Tower Key Area of Change will be promoted as a mixed-use area, which balances the competing needs of residents, workers and visitors, by:

1. Promoting office-led commercial development to assist in the further regeneration of the area. Diplomatic use and associated commercial activity will be encouraged.
2. Identifying and meeting residents' needs, utilising a range of funding sources to:
  - maximise training, education and employment opportunities for residents;
  - maximise opportunities for delivering health, community and educational services and facilities for residents, particularly in the Aldgate Square area;
  - create additional publicly accessible open space and additional accessible play space for children;
  - encourage local retail facilities;



- facilitate the redevelopment of the Mansell Street Estate re-providing existing social housing and associated car parking, alongside additional residential units, improved levels of air and noise pollution, community facilities and good quality open and play spaces.
3. Recognising the benefit and managing the impact of visitors to the area by:
    - encouraging cultural events, arts and play in public spaces, working in partnership with the London Borough of Tower Hamlets, market traders and other stakeholders to enhance Petticoat Lane Market and improve the visitor experience;
    - permitting a limited amount of additional hotel provision on appropriate sites;
    - managing the impact of tourist attractions in the area to minimise disturbance to workers and residents.
  4. Improving transport connections and pedestrian connectivity by:
    - implementing improvements to street-level interchange between Fenchurch Street and Tower Hill/Tower Gateway stations, and exploring the feasibility of a direct interchange route;
    - improving Aldgate Bus Station to improve air quality and deliver better access for pedestrians to and from community facilities, housing estates, open spaces and retail facilities;
    - sealing the ramp leading to the closed Aldgate Gyratory underpass and enhancing the area;
    - encouraging pedestrian routes and permeability through large development sites, particularly the Mansell Street Estate;
    - improving signage for visitors from Liverpool Street to Tower Hill and from Aldgate to Cheapside and to other tourist attractions as necessary;
    - enhancing links to the riverside walkway and the Tower of London;
    - enhancing the north-south walking route between Tower Hill and Aldgate along Vine Street.
  5. Enhancing the public realm and open spaces by identifying opportunities for urban greening schemes, congestion and pollution reduction measures, particularly in the vicinity of Sir John Cass School and Middlesex Street and Mansell Street Estates.

#### Reason for the policy

Until relatively recently, Aldgate was not as attractive for business investment as other parts of the City due to traffic levels, pollution and a lack of street-level activity. The City Corporation and its partners have sought to regenerate Aldgate by stimulating beneficial redevelopment and investing in a programme of environmental and public realm enhancements.

While there have been significant improvements, most notably the removal of the Aldgate gyratory and the creation of Aldgate Square the Aldgate and Tower area contains major through routes and parts of the area still suffer with associated congestion and poor air quality. The townscape around Tower Gateway is particularly affected by severance issues because of the road and rail networks, and there is currently little to entice visitors going to the Tower of London to explore this part of the City more widely. Residents living on the Mansell and Middlesex Street Estates have lower levels of income, employment and education, skills and training than others in the City.

Identifying this area as a Key Area of Change will assist in guiding further enhancement of the area during the lifetime of this Plan. There is likely to be further commercial development, especially through the refurbishment or redevelopment of older buildings in the area. The redevelopment of the Mansell Street Estate is expected to be one of the largest residential schemes in the City during the Plan period and presents a challenge in terms of the re-provision of existing social housing at equivalent rents and service charge, achieving a good quality residential environment at high densities and reducing residential exposure to air (and noise) pollution. The area will also experience increased tourism activity, in line with the continued increase in tourist numbers in London as a whole.

Development in the Aldgate and Tower area should enhance the appearance and vibrancy of the area and will need to balance the interests of the residents who live in the area, particularly regarding air and noise pollution, with the increased cultural and commercial activities.

Policy S XX will be implemented through the determination of planning applications, the implementation of City Corporation strategies and projects, and working in partnership with a wide range of organisations.

Key partners include the London Borough of Tower Hamlets, which is working with the City Corporation to rejuvenate Petticoat Lane Market; TfL, which manages Aldgate Bus Station, Aldgate and Tower Hill Underground Stations and Tower Gateway DLR Station; The Aldgate Partnership, which represents businesses and other stakeholders and is seeking to establish a cross-boundary Business Improvement District (BID); and Historic Royal Palaces, which manages the Tower of London World Heritage Site.

## City Cluster Key Area of Change

### Context

The east of the City has the highest density of business activity in the City containing a cluster of tall buildings which form part of a distinctive skyline. It comprises an agglomeration of offices in banking and insurance use and increasingly a wider range of technology, legal and business services. Protected views considerations allow for the construction of tall buildings on appropriate sites in the Cluster area. Recognisable and iconic tall buildings, including the Gherkin and the Leadenhall Building have been constructed over the past 15 years and a number of significant tall buildings are under construction. There are further tall buildings that have been permitted but not yet commenced. Employment in the Cluster could increase from approximately 115,000 today, to over 200,000 once all current permissions are built out and occupied.

Projected employment growth will lead to a significant increase in footfall on streets that are already crowded at peak times. This concentration of activity will require new approaches to freight and servicing, including the use of physical and virtual consolidation.

The Cluster is not only a significant employment and tall buildings location, it contains a number of heritage assets, including Leadenhall Market which provides a key retail use in the heart of the Cluster and a valuable contrast to the modern development that surrounds it. The St Helen's Place Conservation Area contains the churchyards of St Helen and St Ethelburga, providing open space and respite for workers. The Cluster also forms the focus of the annual Sculpture in the City exhibition and attracts visitors to its contemporary and historic architecture.

### Strategic Policy S XX: City Cluster

The City Cluster Key Area of Change will accommodate a significant growth in office floorspace and employment, together with complementary land uses, transport, public realm and security enhancements, by;

1. Increasing the provision of world class buildings that are sustainable and offer a range of office floorspace accommodation to cater for the needs of varied office occupiers.
2. Delivering tall buildings on appropriate sites, including the Strategic Opportunity Site shown on the diagram. These should make a positive contribution to the City's skyline, conserving heritage assets and taking account of the effect on the wider London skyline and protected views.
3. Protecting the City's businesses, workers, residents and visitors against crime and terrorism by promoting the natural surveillance of streets, open spaces and buildings and implementing area-wide security measures, funded in part through s106 planning obligations.
4. Enhancing the streets, spaces and public realm to improve connectivity into and through the Cluster, and prioritising pedestrian movement during the daytime in key streets such as St Mary Axe, Leadenhall Street and Lime Street.

5. Ensuring the provision of high quality utilities and communications infrastructure and efficient use of the subsurface through early engagement and joint working between developers and utility providers.
6. Introducing new approaches to freight and servicing and delivering improvements to public transport to ensure the City Cluster can accommodate the planned level of growth.
7. Improving access to retail, leisure, cultural, health and educational facilities and services by encouraging a range of complementary land uses, ensuring active frontages at ground level and supporting activities such as 'Sculpture in the City'.

#### Reason for the policy

The City Cluster has been identified as the area within the City that is most suitable for tall buildings because of the opportunity sites and relative lack of constraints. The spatial extent of the Cluster has been informed by technical work undertaken to develop the City's 3D modelling, which shows that there is scope for further tall buildings although not every site within the Cluster will be suitable. Market demand for new office space in this area has remained high and a large proportion of the office development pipeline is within the City Cluster. The resulting increase in floorspace and employment will inevitably put more pressure on public transport, streets, open spaces and services.

Office development within the City Cluster will be expected to deliver flexible floorspace to meet the needs of a range of occupiers and ensure the City's stock is resilient and ready to respond to changes in the market. While all forms of development should be of high quality design, tall buildings by their nature have an impact on the wider London skyline and it is important that they enhance the overall appearance of the Cluster on the skyline while also having a successful relationship with the space around them at ground level. The Strategic Opportunity Site has potential to accommodate a significant uplift of floorspace in an area less sensitive to heritage and protected views considerations.

The intensification of tall buildings will have cumulative environmental and transport impacts which need to be carefully managed. Individual proposals for new tall buildings will need to take account of these cumulative impacts, especially the need to maintain and enhance the provision of public open space around the building, to ensure safe and comfortable levels of wind, daylight and sunlight, solar glare and solar convergence, and to implement efficient servicing and deliveries arrangements.

The City Corporation is working with businesses and stakeholders to address the challenges facing the City Cluster. During the Plan period strategic improvements to key streets and spaces will create a better connected and more rewarding pedestrian experience. Proposals include timed or permanent closures of certain streets to create a pedestrian priority core, wider pavements and improved crossings, which would enable consequential public realm improvements such as more greenery and space for cultural and seasonal events. The Eastern City Cluster Area Enhancement Strategy provides further details about these proposals, including an indication of potential design proposals.

Area-wide security measures will be implemented, including the Anti-Terrorism Traffic Regulation Order, to reduce the risks associated with high-profile buildings and increasingly crowded streets. Developers will be required to contribute towards

the design and implementation of area-wide security through s106 planning obligations proportionate to the scale of the development. Area-wide approaches to servicing and deliveries will also be promoted, for instance the use of physical and/or virtual consolidation measures.

Active frontages and complementary land uses will be encouraged to enhance vibrancy and viability, extending to weekends to diversify the City, its economy and community.

## **Fleet Street Key Area of Change**

### **Context**

The Fleet Street area is the former home of the press but has changed in character as the newspaper and publishing industries moved away. The western extent of the area comprises the legal precincts of the Inner and Middle Temples and adjoins the Royal Courts of Justice in the City of Westminster. Fleet Street is a Principal Shopping Centre (PSC) with retail frontage along its extent, although most units are small and cater principally for the lunchtime market. The street forms the spine of the Fleet Street Conservation Area and has numerous listed buildings. Protecting and enhancing this heritage will be a key consideration guiding future change. Fleet Street is part of the processional route through the City from Westminster and provides iconic views of St Paul's Cathedral. Fleet Street is heavily trafficked, with narrow, often congested, footways but there is a strong sense of place resulting from the spaces and the architecture.

Significant occupational change in major buildings is expected in the short to medium term as existing occupiers relocate to other buildings. There is an opportunity to promote regeneration of the area through appropriate development or refurbishment of key buildings providing links both north and south of Fleet Street to Holborn and the River Thames. The City Corporation, in partnership with the Ministry of Justice, is developing proposals for a new court building and police facilities in the area which will complement the legal cluster and stimulate further investment in this area.

### **Strategic Policy S XX: Fleet Street**

The character and function of the Fleet Street Key Area of Change as a centre for judicial and related business, a key processional route and a Principal Shopping Centre will be promoted by:

1. Development of new court facilities and City of London Police station, having regard to the impact of the development and associated security considerations on:
  - a. The need to protect and enhance the Fleet Street Conservation Area and heritage assets;
  - b. The need to retain retail provision within the Fleet Street Principal Shopping Centre;
  - c. The need to ensure security of buildings for police and court use.
2. Continued protection of existing office use in the area, whilst encouraging the provision of flexible spaces and complementary uses in appropriate locations.
3. Directing further residential development to appropriate sites off principal streets to reinforce the existing residential cluster, ensuring a high quality of residential amenity.
4. Encouraging extension of retail activity within the Principal Shopping Centre into the evening and weekends, whilst retaining a focus on A1 uses.

5. Enhancing the public realm and open spaces by:

- a. Improving and increasing the capacity of pavements along Fleet Street;
- b. Enhancing the courts and alleyways that lead off Fleet Street and churchyards that are located in the area.
- c. Delivering additional greening on streets and open spaces and encouraging the greening of buildings, where this is compatible with heritage considerations.

Reason for the policy

Fleet Street is an iconic location with a name synonymous with the UK newspaper and publishing industry. However, the newspapers that occupied Fleet Street have moved out to be replaced with commercial office occupiers. The area is an established legal cluster in the City, focused on the Temples and the Royal Courts of Justice within the City of Westminster. The area is identified in the London Plan as a CAZ Legal Area.

The City Corporation in partnership with the Ministry of Justice has proposed a new flagship court facility for London to tackle cybercrime, fraud and economic crime. The proposed new court and police station will need to be consistent with the requirement to protect and enhance heritage assets in the Fleet Street area and the protection of retail uses within the Fleet Street PSC, whilst addressing the need for security and secure access.

The Fleet Street area has a strong cultural offer with attractions ranging from Dr Johnson's House to the St Bride's Institute, the Bridewell Theatre and the historic churches of St Brides and Temple Church. These attractions help draw visitors to the area, which support the PSC.

The Fleet Street area contains a mix of large modern office developments and smaller scale historic buildings more suitable for SME use. This commercial office focus will remain. Over the short to medium term, several major office occupiers are expected to relocate to other sites in the City. The City-wide presumption in favour of protecting office uses will continue to apply, but heritage and views constraints may limit opportunities for redevelopment of larger sites. Consequently, there may be potential for more flexible use of some buildings whilst retaining a predominance of commercial use, allowing uses which complement the City's business focus.

The area contains an existing residential cluster to the north of Fleet Street, with a number of upper floors of buildings on Fleet Street itself converted to residential in recent years. However, Fleet Street suffers from noise from commercial and retail activities, traffic and poor air quality. To ensure a high quality of residential amenity, new residential development in this area will be directed to sites away from principal streets, where the potential for noise disturbance and exposure to poor air quality can be minimised.

The PSC is an important aspect of Fleet Street that provides vibrancy along its length. To strengthen the PSC, it should continue to focus on A1 uses, but also look to extend its retail offer into the evenings and weekends.



Fleet Street offers a poor public realm as it is heavily trafficked and has narrow footways that are congested particularly during peak hours and lunch times. There is limited greenery along Fleet Street. There is scope to enhance the public realm and achieve a better balance between motor vehicles and pedestrians. Improvements to the public realm will deliver benefits to the area as well as improve air quality and provide more quiet areas in the network of courts and alleyways behind Fleet Street. St Brides Churchyard is one of the largest public spaces in the Fleet Street area and has significant potential for enhancement.

## **Smithfield and Barbican Key Area of Change**

### **Context**

The Smithfield and Barbican Key Area of Change is a vibrant area that contains:

- the highest concentration of residential units in the City, including in the Barbican and Golden Lane estates (39%) and Smithfield (principally Bart's Square);
- a cultural quarter, known as Culture Mile, focused on the Barbican and Museum of London, which is recognised in the London Plan as a strategic cultural area;
- St. Bartholomew's Hospital, which is a regional hospital and specialist cardiac and cancer centre.
- Smithfield Market, a major London wholesale meat market.
- Many heritage assets including listed buildings of diverse periods, conservation areas, scheduled ancient monuments and historic parks, gardens and spaces.

This part of the City will undergo significant change and development over the life of the Local Plan with the delivery of the Culture Mile initiative, including relocation of the Museum of London to Smithfield and the potential development of a new Centre for Music on the site of the existing Museum of London (subject to further investigation). It is possible that Smithfield Meat Market will move from its current location in this period and alternative uses will need to be found for the historic market buildings.

In 2019, the Elizabeth Line will open, with a station entrance at Lindsey Street and another on Moorgate, significantly increasing public transport provision to the area and resulting in increased pedestrian flows to and from these stations, Culture Mile and the rest of the City.

### **Strategic Policy S XX: Smithfield and Barbican Key Area of Change**

The City Corporation will improve the Smithfield and Barbican area by:

- implementing the Culture Mile initiative, including delivering art and cultural attractions and public realm improvements through the Culture Mile Look and Feel Strategy.
- ensuring the retention and improvement of pedestrian permeability and connectivity through large sites such as Smithfield Market, Golden Lane and Barbican whilst preserving privacy, security and noise abatement for residents and businesses;
- identifying and meeting residents' needs in the north of the City, including the protection and enhancement of residential amenity, community facilities and open space;
- improvements to Beech Street to reduce the volume of vehicle traffic, improve air quality and increase amenity and vitality;

- seeking to minimise pollution levels through traffic management measures and increased green infrastructure in the public realm and on buildings;
- requiring improvements to pedestrian and cycle routes, including for disabled people, within and through the north of the City.
- supporting continued connections to the Citigen combined cooling heating and power (CCHP) network and ensuring that, where feasible, all new development is designed to enable connection to the CCHP network.

### Reason for the policy

The Smithfield and Barbican area contains a very diverse range of uses, including commercial offices, retail, market, cultural, hospital and residential, which attract large numbers of people to the area. During the life of this Plan, relocation of the Museum of London from its current site on London Wall to Smithfield, potential development of a Centre for Music on the Museum of London's current site, possible relocation of Smithfield Market and implementation of a range of cultural and artistic activities and buildings through Culture Mile, will see a substantial increase in visitor numbers to this part of the City and enhance the area's attractiveness for businesses, residents and visitors. The opening of the Elizabeth Line in 2019, linking to national rail and tube lines, will make this area one of the most accessible locations by public transport in the country, again resulting in increased pedestrian flows.

This policy will enable the maintenance and improvement of the public realm, improved amenity, design and movement, for the benefit of workers, residents and visitors, to maintain a pleasant environment and manage the large volumes of people and activities. Due to the high level of residential use in this area and the hospital, improving air quality is important to protect the health of the residents and patients.

### **Culture Mile**

Culture Mile is a unique collection of arts, cultural and educational organisations in the north of the City which has been created through a partnership of the City of London Corporation, the Barbican Arts Centre, Guildhall School of Music and Drama, the London Symphony Orchestra and the Museum of London. Culture Mile is centred on the Barbican and runs from Farringdon to Moorgate on the east-west axis and from St. Luke's London Symphony Orchestra Centre to St. Paul's Cathedral on its north-south axis. The Barbican area has been identified as a Strategic Cultural Area in the London Plan.

### **Strategic Policy S XX: Culture Mile Implementation**

The City Corporation will promote and protect Culture Mile as the City's main cultural centre and world class cultural destination, by encouraging and supporting:

- the relocation of the Museum of London to Smithfield;
- the potential development of a new Centre for Music on the current site of the Museum of London on London Wall;

- shared working with the London Borough of Islington to ensure the change and development around Culture Mile benefits local communities through improved access to cultural enrichment, education, skills and employment opportunities;
- provision of cultural facilities and uses within buildings and the public realm, where appropriate, and where the amenity of surrounding uses is not significantly compromised;
- supporting the provision of additional retail and leisure uses, particularly along the Culture Spine key route:
- encouraging the provision of spaces and premises suitable for start-ups, digital and creative industries;
- strengthening of routes, way finding, lighting and signage throughout the area and the links with the rest of the City in a co-ordinated manner;
- public realm improvements to address increased pedestrian flows and visitor numbers to, from and within Culture Mile and which provide a specific identity for Culture Mile.

#### Reason for the policy

Culture Mile has been identified to guide cultural and creative activity within this part of the City, including potential development in the area during the life of the Plan. It will build on and promote the wealth of the City's cultural attractions to a wider audience. The opening of Elizabeth Line stations will contribute to the development of the area.

An important element of the emerging proposals for Culture Mile is the identification of movement spines, including a key route from the proposed Museum of London site, along Long Lane and Beech Street. Significant improvements to the public realm and traffic reduction measures, particularly along Beech Street, will be progressed to support increased pedestrian flows and the provision of cultural activity on street. Public realm improvements will be sought as development opportunities arise.

To deliver its ambitions for Culture Mile, the City Corporation is aiming to create a distinctive look and feel to unify the area, which allows for the provision of art installations and activity in the public realm.

The City Corporation and partners have commissioned research to consider the contribution made by creative industries in and around Culture Mile to the City's economy and the potential for growth of this sector as part of the Culture Mile initiative.

#### **Policy DM XX: Culture Mile Impacts**

The City Corporation will protect the amenity of residents and occupiers, the integrity of historic and listed buildings and structures and the flow of traffic and access to premises for service vehicles affected by Culture Mile:

- considering the impact of noise-generating uses, particularly night-time activities on residents and business occupiers when granting planning permissions;
- requiring the installation of noise mitigation measures in developments and spaces to minimise disruption where appropriate;
- requiring development and cultural activities to preserve and enhance the existing historic integrity of historic buildings, structures and spaces. and conservation areas;
- allowing suitable architectural lighting of buildings and spaces, consistent with their heritage status, the amenity of occupiers and the requirements of Culture Mile;
- ensuring public realm and open space improvements, and temporary and pop-up stalls and events do not impede the efficient flow of people and essential vehicles.

#### Reason for the policy

Culture Mile will be a vibrant place with large numbers of people and significant activity during the day and night. This level of activity will impact on residents and workers as well as the movement of people and traffic and therefore mitigation measures need to be considered alongside project implementation.

#### **Smithfield**

The Smithfield area has over centuries developed a distinctive mixed-use character and townscape and contains the designated Smithfield Conservation Area. It is characterised by the wholesale Smithfield Meat Market, the General Market and St Bartholomew's Hospital complex. The hospital is a leading internationally renowned teaching hospital and centre for excellence which includes specialist cardiac and heart centres. The Smithfield area also supports a range of other land uses, including residential, offices, retail, leisure and night-time entertainment. The Smithfield Market buildings are an important historic asset that will be enhanced by the Museum of London moving into the General Market building in Farringdon Street. There is also a possibility that Smithfield Meat Market will relocate to a consolidated wholesale market site along with Billingsgate and New Spitalfields Markets during the Plan period.

#### **Strategic Policy S XX: Smithfield**

The City Corporation will protect and enhance the distinctive mixed-use and historic character of Smithfield by:

- supporting the continued presence of St. Bartholomew's Hospital;

- supporting the continued presence of Smithfield Meat Market in the short to medium term and ensuring that any future re-use of the market buildings maintains and enhances their heritage value;
- further enhancing the distinctive character of the Smithfield area by retaining existing buildings, and encouraging appropriate new development, suitable for accommodating a mix of uses;
- recognising the particular challenges which will result from the 24-hour, 7 day a week character of the area;
- ensuring new activities and developments do not adversely affect traffic movement, the operation of businesses and amenity of residents.
- Providing for, and supporting, improved pedestrian permeability and public realm enhancements across the area to accommodate increased pedestrian flows arising from the Elizabeth Line and the Museum of London relocation.

#### Reason for the policy

The relocation of the Museum of London to Smithfield, the opening of the Elizabeth Line in 2019 and development of Culture Mile activities, will result in a significant increase in pedestrian and visitor numbers which will place further pressure on the public realm. Improvements to the public realm will be required to ensure that increased movement can be accommodated. At the same time, it is important that new activities do not adversely affect the amenity of existing business and residents, the continued operation of St Bartholomew's Hospital or impact on the area's historic and mixed-use character.

The City Corporation has carried out a strategic review of its 3 wholesale markets, Smithfield, Billingsgate and New Spitalfields. A decision has been taken in principle, subject to feasibility and consultation, to consolidate the wholesale markets onto a single site. Consultants were appointed in July 2018 to manage the process of identifying a suitable site. As a result, it is possible that Smithfield Meat Market will move from its current location at some time in the latter part of the Plan period. The Local Plan therefore continues to protect the existing location and operation of the Market in its current location, but also make provision for possible future movement of the Market and provide guidance on future potential uses of the market buildings which enhance their historic interest.

The existing public car park at Smithfield Rotunda is likely to become a more intensively used facility in future having regard to the Culture Mile proposals and the anticipated increase in complementary retail and leisure uses.

## **Liverpool Street Key Area of Change**

### **Context**

The Liverpool Street area stretches from the City border with Shoreditch to the north east, to the Barbican and Culture Mile to the west and the City Cluster to the south. It is an area that will experience extensive change with the opening of the Elizabeth Line in 2019 and the completion of significant new office floorspace and retail and leisure facilities which are currently under construction or progressing through the planning process.

Liverpool Street is the gateway to the City for the East Anglia – as well as being a multi-line tube station. The Elizabeth Line will provide fast, easy access from the west including the West End, Heathrow and beyond, linked to Moorgate station which already serves stations to the north of London. The increase in passengers and pedestrians in this area facilitated by the Elizabeth Line brings challenges and opportunities: challenges in terms of additional people on already heavily used streets; opportunities in terms of increased accessibility for businesses and greater demand for the growing retail and leisure sector.

The area provides as a gateway to ‘Tech City’ focussed on Old Street, Shoreditch and Spitalfields, and there are further opportunities to develop tech-related activity in the City and its fringes. Facilitating office space suitable for such businesses - affordable, collaborative, and available for short periods of time – will enhance the local business eco-system and strengthen the City’s reputation as a centre for start-ups and the tech industry. Links could be further developed between the creativity of the Culture Mile and Tech City, enhancing the creative eco-system.

### **Strategic Policy S XX: Liverpool Street**

The City Corporation will enhance the Moorgate-Liverpool Street area to take advantage of the opportunities presented by the opening of the Elizabeth Line and the redevelopment of the Broadgate Estate by:

- Accommodating the increased footfall by enhancing walking routes and, improving wayfinding and by maintaining and enhancing links to the Highwalk network.
- Providing active frontages and clear signposting that reflects the area’s position as a gateway to the Culture Mile.
- Encouraging the development of flexible and collaborative office space to meet the needs of potential start-ups, businesses growth and the development of the tech eco-system. Collaboration between creative industries in Culture Mile and emerging tech industries will be promoted.
- Facilitating linkages between business, the creative sector and educational institutions.



- Encouraging the extension of retail and leisure activities into the evenings and weekends while managing the potential impacts associated with the night-time economy.
- Enhancing the environment of, and routes to, Petticoat Lane Market and links to Whitecross Street and Spitalfields markets.
- Improving the safety and capacity of pedestrian routes around Moorgate and Liverpool Street Elizabeth Line stations, and between the stations and key destinations.

### Reason for the policy

The Liverpool Street area is undergoing significant transformation through redevelopment and refurbishment of the Broadgate Estate and surrounding streets, the opening of the Elizabeth Line in 2019, and significant intensification in the City Cluster to the south. These changes are bringing greater footfall, greater vibrancy and activity seven days a week, thereby enhancing the desirability of the area as a business, retail and leisure destination. The Broadgate Estate is currently developing a more 'outward looking' character and this is expected to continue, alongside further improvements to permeability.

Where suitable funding is available, the City Corporation will support such change through public realm and improvement to streets and pedestrian routes. The draft Transport Strategy indicates that the area around Moorgate and Liverpool Street stations will be prioritised for improvements, together with the routes between these stations and key destinations such as the City Cluster.

Alongside these changes, encouragement will be given to the provision of space suitable for start-ups, technology-based companies and creative industries, including the provision of flexible accommodation suitable for these sectors and growing businesses. This will reinforce established links between the area and the Old Street/Shoreditch/Spitalfields 'Tech City' and will exploit the opportunities presented by Culture Mile to enhance the creative ecology of this part of the City.

## Implementation

### Planning Contributions

#### Context

#### Community Infrastructure Levy (CIL)

The 2008 Planning Act and Community Infrastructure Levy Regulations 2010 (as amended) set out the legislative and regulatory basis for the CIL. They provide for the setting and collection of a statutory charge levied on development, intended to address the infrastructure needs arising out of the implementation of the Local Plan. CIL is the primary mechanism for seeking contributions from developers towards the provision of new infrastructure. Infrastructure is defined broadly in the Act to include transport, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces.

#### Planning Obligations

CIL Regulations indicate that planning obligations may only constitute a reason for granting permission if the planning obligation is:

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

Planning obligations are legal agreements linked to planning permissions that regulate the way a development is undertaken, and they are used where it is not possible to regulate the permission by means of a condition. They may be in the form of in kind benefits or a financial contribution, and may be used to prescribe the nature of a development, compensate for loss or damage created by a development, or mitigate the impacts associated with the development. The level of any obligation is subject to consideration of its impact on the viability of the development proposed.

#### Strategic Policy S XX: Planning Contributions

The City Corporation will seek appropriate contributions from developers to manage and mitigate the impact of development:

1. Requiring contributions through the Community Infrastructure Levy to assist in the delivery of the infrastructure necessary to support implementation of the Local Plan.
2. Requiring s106 planning obligations, having regard to the impact of the obligation on the viability of development, for:
  - a. site specific mitigation meeting statutory tests;
  - b. affordable housing;
  - c. training, skills and job brokerage;
  - d. carbon offsetting;
  - e. local procurement in the City and neighbouring boroughs.

3. Requiring qualifying development to make an additional contribution to meeting the costs of Crossrail or other strategic infrastructure in accordance with the provisions of the London Plan.
4. Use of the Vacant Building Credit is not considered to be appropriate in the City of London

### Reason for the Policy

The compact nature of the City and the intensification of development and employment place demands on the City's services, infrastructure and environment. The City Corporation utilises the Community Infrastructure Levy (CIL) to help local infrastructure keep pace with the demands of development and attaches planning conditions and negotiates planning obligations (also known as S106 agreements) with developers, to ensure proposals are acceptable.

### How the Policy Works

The City Corporation has adopted a CIL Charging Schedule and a Regulation 123 List which sets out the types of infrastructure or infrastructure projects that may be funded in part or in whole by CIL.

In line with legislative and regulatory requirements, and the provisions of the City Corporation's CIL, planning obligations in the City will be sought for site specific mitigation, including contributions towards area-wide security measures in the City Cluster, in line with the policies set out in this Plan. Planning obligations will also be negotiated to deliver affordable housing, the provision of training and skills programmes and carbon offsetting. Specific requirements are set out in other policies within this Plan, particularly Policies xx Healthy & Inclusive City, xx Housing and xx Sustainability Standards. Planning obligations in the City are sought principally from commercial development, but other forms of development will also be expected to make contributions, where appropriate. Affordable housing will be required on-site on qualifying residential developments, but exceptionally financial contributions will be sought. Financial contributions towards affordable housing will be sought from commercial development.

Where required, the City Corporation will also seek, via s106 planning obligations, to negotiate Section 278 Agreements with developers to ensure that highways works necessary to make a development acceptable in principle are funded by the developer and implemented by the highway authority.

Further detail on required planning obligations is set out in the Planning Obligations Supplementary Planning Document and in the s106 Standard Template which is published on the City Corporation's website.

The Vacant Building Credit is set out in national planning policy and is intended to provide an incentive to bring forward brownfield sites for development. The high cost of land in the City of London, together with high levels of demand for commercial and residential development, mean that additional incentives are not required to encourage brownfield sites to come forward for development. The use of Vacant

Building Credit is therefore not considered to be appropriate within the City of London.

## **Crossrail**

The London Plan requires development to make a financial contribution towards the construction cost of Crossrail, through both s106 planning obligations and the Mayoral CIL. Planning obligations contributions will be required from office, hotel and retail development and CIL contributions from all qualifying development in the City.

The Mayor has proposed that the Crossrail CIL and s106 contributions will be replaced by a new Mayoral Community Infrastructure Levy 2, which will contribute towards the cost of delivering the Crossrail 2 railway, or other strategic infrastructure if Crossrail 2 does not progress. If agreed, this new MCIL2 will apply a standard CIL rate across the City for all qualifying development, with higher rates of CIL due for office, hotel and retail development in the City.

## **Policy DM XX: Viability Appraisals**

1. Development proposals should take full account of the policy requirements set out in this Plan and the London Plan, including financial and other requirements under the Mayoral and City of London Community Infrastructure Levy and s106 planning obligations.
2. Exceptionally, even where policy requirements have been fully taken into account, applicants may consider that these requirements cannot be delivered in full without adversely affecting the overall viability of a development. Proposals which are not compliant with policy requirements will normally be refused. However, where applicants wish to make a case that non-compliant proposals should be permitted, this must be supported by a scheme specific viability assessment.
3. The viability assessment should be prepared in accordance with the standard methodology set out in national planning practice guidance. The price paid for a site and/or building will not be a relevant justification for not meeting Development Plan requirements.
4. Viability assessments will be made available on the Planning Register reflecting the expectation that these should be publicly available. If the applicant considers that the assessment in part or whole should be redacted for reasons of confidentiality, there will be an opportunity for the applicant to make the case. If an assessment is redacted, an executive summary will be made public.
5. The City Corporation will seek independent verification of submitted viability appraisals, with the cost of verification being met by the applicant.
6. Where it is agreed that a development cannot viably deliver all required planning obligations at the date of permission, but that there are nevertheless other policy considerations which justify the approval of planning permission, the City Corporation will normally require a review of the viability information at a later stage of the development, or upon completion.

## Reason for the Policy

Delivery of the Local Plan and the London Plan requires developers to make contributions towards infrastructure and affordable housing provision through the CIL and s106 planning obligations. Developers are required to take into account the full cost of meeting development plan requirements when purchasing sites or buildings and in the design of schemes but, exceptionally, there may be circumstances where a developer considers that meeting development plan requirements in full cannot be delivered without adversely impacting on the viability of a development. In such circumstances, the City Corporation will require a viability appraisal to be submitted in support of the proposed lower level of contributions.

## How the Policy Works

Where viability appraisals are submitted in support of planning applications, these should be prepared in accordance with the Government's recommended approach to viability appraisals set out in national Planning Practice Guidance. In particular, appraisals should demonstrate that the values assumed for sites and/or buildings fully reflect the planning policy requirements set out in the Local Plan and the London Plan. The actual price paid for land will not be a relevant justification for failing to meet the policies in the development plan.

The City Corporation will assess viability appraisals against the requirements in the Local Plan and London Plan and, where necessary, will seek independent verification of submitted appraisals from suitably qualified consultants who have experience of the development market in central London. Assessment of viability appraisals will consider whether appropriate costs and values have been utilised which reflect the ambitions of this Plan. The City Corporation will expect the applicant to meet the full cost of this independent verification.

The City Corporation will make all viability appraisals submitted, together with any verification reports, available publicly via the Planning Register on the City Corporation's website. If a developer considers that the viability appraisal should remain confidential in whole or in part, they should provide justification to the City Corporation outlining the potential harm that could occur from making the relevant information public. The City Corporation will consider whether the public interest in maintaining confidentiality outweighs the public interest in making the viability appraisal public. Where the City Corporation considers that an appraisal should remain confidential in whole, or in part, it will keep the justification under review, including taking account of whether information should remain confidential with the passage of time from initial submission.

Where the City Corporation agrees that a development cannot meet the full policy requirements for CIL and s106 planning obligations at the date of commencement, but that there are other policy considerations which would nevertheless justify approval of the scheme despite this non-compliance, the Corporation will normally require that a review mechanism be included within any s106 planning obligation, with a review of the viability information required at a later stage in the development, or upon occupation. In determining the appropriate mechanism, the City Corporation will have regard to national Planning Practice Guidance and the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance. Where a development is proposed to be undertaken in phases, the City Corporation will

normally require a review of the viability prior to the commencement of each phase of the development.

Policy S XX: Housing requires the use of upwards only review mechanisms in circumstances where the affordable housing targets in that policy are not met.

<b>Committee(s)</b>	<b>Dated:</b>
Local Plan Sub Committee – for decision	<b>9 October 2018</b>
Streets and Walkways Committee – for comment	<b>23 October 2018</b>
<b>Subject:</b> Draft City of London Transport Strategy	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer – Department of the Built Environment	<b>For Decision</b>

## Summary

The City of London Transport Strategy will set the 25-year framework for future investment in, and management of, the Square Mile's streets and for improvements to transport connections. The City Corporation's Local Implementation Plan (LIP) is being developed alongside the Transport Strategy and will act as the delivery plan, initially covering the first three years.

The development of the Transport Strategy has been informed by extensive engagement with City workers, residents, businesses and other organisations with an interest in transport in the Square Mile. The most recent phase of engagement consulted on the draft vision, aims and outcomes for the Transport Strategy, all of which were supported by the majority of respondents.

The final draft of the Transport Strategy will be submitted to the Planning and Transportation Committee for approval on 30 October, along with the draft LIP. Subject to approval, consultation on both documents will take place between November 2018 and January 2019. The final Strategy will be submitted for adoption by the Planning and Transportation Committee and the Policy and Resources Committee in March 2019.

The draft Transport Strategy aims to:

- Ensure the Square Mile is a healthy, attractive and easy place to live, work, learn and visit.
- Support the development of the Square Mile as a vibrant commercial centre and cultural destination.

To achieve these aims the draft Strategy includes proposals to:

- Make the Square Mile's streets great places to walk and spend time by prioritising the needs of people on foot and delivering world-class public realm
- Make the most efficient and effective use of street space, by significantly reducing motor traffic and changing the way the kerbside is managed and used
- Make the Square Mile more accessible, including developing and implementing a City of London Street Accessibility Standard and championing step-free access for all stations in the City



- Eliminate death and serious injuries from our streets through measures to deliver safer streets, reduce speeds, improve the safety of vehicles and encourage safer behaviours
- Enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant
- Improve air quality and reduce noise by encouraging and enabling the transition to zero emission capable vehicles
- Reduce the number of delivery and servicing vehicles, particularly the numbers in the Square Mile at peak times
- Minimising the impacts of streetworks and other planned and unplanned disruption on users of the City's street
- Maximising the opportunities presented by new transport technologies while avoiding negative impacts and unintended consequences
- Working with TfL, national government and transport providers to improve local, national and international transport connections to the Square Mile

### **Recommendation(s)**

Members of the Local Plan Sub Committee are asked to approve (subject to incorporation of comments) the draft Transport Strategy. Comments will be incorporated before the final draft is presented to the Planning and Transportation Committee on 30 October.

Members of the Streets and Walkways Sub Committee are asked to comment on the draft Transport Strategy. Comments will be fed back to the Planning and Transportation Committee when the final draft is presented on 30 October.

## **Main Report**

### **Background**

1. The City Corporation does not currently have a Transport Strategy and has in the past relied on the Local Implementation Plan (LIP) and Local Plan to define policy and strategy.
2. There is now a need for a proactive approach to addressing the medium and long-term transport challenges facing the Square Mile, particularly those relating to unprecedented growth in employment and increased competition for finite street space. This challenge is particularly acute in the City Cluster, where a significant increase in working population will require significant changes to streets, particularly providing more space for people walking.
3. The Transport Strategy covers the next 25-years and will be supported by a series of short-term and regularly updated delivery plans, including the City Corporation's LIP. The LIP is a statutory document that will set out the projects and programmes that will help deliver the Mayor of London's Transport Strategy (MTS).

4. The development of the Transport Strategy has been informed by significant public and stakeholder engagement. Activities undertaken in Phase 1, which ran in February and March 2018, included:
  - City Streets public survey: 1949 people responded to survey questions on their perceptions of the City's streets, desired priorities for the use of streets and kerb-side space, and ideas and suggestions for future street and transport improvements.
  - Stakeholder workshops: Seventy-seven representatives from City businesses, transport user groups and other organisations with an interest in transport in the Square Mile attended workshops to share their views on the transport challenges and opportunities.
  - City Streets exhibition: A supporting exhibition was held at the City Centre on Basinghall Street from 5 February to 31 March 2018. The exhibition took visitors through historic and recent changes to the City's streets and presented future challenges. More than 7000 people visited the City Centre over the two-month period.
5. The key themes emerging from this first phase of engagement were that:
  - Motor traffic levels on the City's streets are too high
  - People walking in the Square Mile are not given enough priority or space
  - Conditions for cycling in the Square Mile need to be improved and made safer
  - More greenery and seating should be provided on streets and the quality of the public realm improved
  - Air quality in the Square Mile needs to be urgently improved
  - There is potential to use streets more flexibly to accommodate the various demands on them at different times of the day
  - The City's streets are not accessible to all
  - The management of freight needs to be improved
6. A second phase of engagement was held in June and July 2018. This sought people's view on the proposed vision aims and outcomes for the Transport Strategy. 500 people responded to the consultation survey and feedback was also received from a second meeting of the Citizens Panel.
7. Overall there was strong support for the proposed vision, aims and outcomes, with all supported or supported with proposed changes by between 77% and 92% of respondents. The outcome receiving the strongest support was 'People using our streets and public spaces are safe and feel safe'. The lowest levels of support were for the 'People enjoy a relaxed cycling experience in the Square Mile' and 'Emerging transport technologies benefit the Square Mile' outcomes. Further details are provided in Appendix 1.
8. A Strategy Board, made up of City business representatives, representatives from Greater London Authority and TfL and external transport experts, met three times during the development of the Strategy. The Board provided advice and acted as a sounding board during the development of the Strategy.

## Draft Transport Strategy

9. The draft Transport Strategy is provided in Appendix 2. The document sets out the visions, aims and outcomes for the transport in the Square Mile and detailed proposals for achieving these. It also provides an overview of how the Strategy will be delivered and progress monitored and reported.
10. The main changes to the draft Strategy since the last draft that was informally reviewed by Members of the Local Plan Sub Committee are:
- The addition of an introductory section setting the context for the Strategy and outlining its alignment with the City of London Corporate Plan, the Local Plan and the Mayor's Transport Strategy
  - Introductory sections have been added to each Outcome summarising our ambitions and the key issues relating to each Outcome
  - Amendments to Proposal 11: Take a proactive approach to reducing motor traffic, adding a definition of essential traffic
  - Amendments to Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy, removing references to 'Superblocks' and highlighting the relationship between Healthy Streets Plans and Key Areas of Change
  - The addition of a section on delivering the Strategy, which includes proposals on:
    - Using temporary interventions and trials to accelerate the pace of delivery
    - Supporting and championing change across London that is aligned with this Strategy
    - Improving our monitoring of transport in the Square Mile

### Vision, aims and outcomes

11. While there were high levels of support for the draft vision, aims and outcomes, several changes to wording were suggested. These are reflected in the draft Strategy.

Consultation text	Current draft text
<b>Vision</b>	
The Square Mile enjoys world-class connections and streets that inspire and delight.	Streets that inspire and delight, world class connections and a Square Mile that is accessible to all.

Consultation text	Current draft text
<b>Aims</b>	
Ensure the Square Mile is accessible to all and an easy, attractive and healthy place to work, live, learn and visit.	Ensure the Square Mile is a healthy, attractive and easy place to live, work, learn and visit.
Support the development of the Square Mile as a vibrant commercial centre and cultural destination.	No change
<b>Outcomes</b>	
The Square Mile is a great place to walk and spend time	The Square Mile's streets are great places to walk and spend time
Street space is used more fairly and effectively	Street space is used more efficiently and effectively
Our streets are accessible to all	The Square Mile is accessible to all
People using our streets and public spaces are safe and feel safe	No change
People enjoy a relaxed cycling experience in the Square Mile	More people choose to cycle
The Square Mile is cleaner and quieter	Our air and streets are cleaner and quieter
Delivery and servicing needs are met in ways that benefit the Square Mile	Delivery and servicing are more efficient, and impacts are minimised
Our street network is resilient to changing circumstances	No change
The Square Mile benefits from better transport connections	No change
Emerging transport technologies benefit the Square Mile	No change

## Proposals

12. The Transport Strategy includes 54 proposals for achieving the vision, aims and outcomes. The approach to delivering each outcome is summarised below.

- a. Make the Square Mile's streets great places to walk and spend time by prioritising the needs of people on foot and delivering world-class public realm. This includes increasing the number of pedestrianised or pedestrian priority streets and accepting that delivering priority for people walking may result in delays or reduced capacity for other street users.

See proposals 2 – 10 for further details.

- b. Make the most efficient and effective use of street space, aiming for a 25% reduction in motor traffic by 2025 – partly achieved by supporting and championing the introduction of next generation road user charging.

See proposals 11 – 15 for further details.

- c. Make the Square Mile more accessible, including developing and implementing a City of London Street Accessibility Standard and championing step-free access for all stations in the City.

See proposals 16 – 19 for further details.

- d. Eliminate death and serious injuries from our streets through a priority investment programme to deliver safer streets, reducing speeds (including introducing a City-wide 15mph speed limit), improving the safety of vehicles and encouraging safer behaviours.

See proposals 20 – 23 for further details.

- e. Enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant, with a focus on establishing a core City cycle network.

See proposals 24 – 28 for further details.

- f. Improve air quality and reduce noise by encouraging and enabling the transition to zero emission capable vehicles, including encouraging the Mayor and TfL to establish central London Zero Emission Zone. In the meantime, establishing local Zero Emission Zones covering the City Cluster and the Barbican and Golden Lane.

See proposals 29 – 37 for further details.

- g. Reduce the number of delivery and servicing vehicles, particularly the numbers in the Square Mile at peak times, through consolidation, retiming and increasing the use of the Thames for freight.

See proposals 38 – 39 for further details.

- h. Minimising the impacts of streetworks and other planned and unplanned disruption on all street users, and in particular people walking and cycling.

See proposals 40 – 42 for further details.

- i. Maximising the opportunities presented by new transport technologies while avoiding negative impacts and unintended consequence, including

establishing a Future Transport Programme to work with developers of new transport technologies.

See proposals 43 – 45 for further details.

- j. Working with TfL, national government and transport providers to improve local, national and international transport connections to the Square Mile

See proposals 46 – 51 for further details.

### **Local Implementation Plan (LIP)**

13. The City Corporation, along with London's 32 boroughs, is required to produce a LIP that details how we will support the delivery of the MTS. The City Corporation's LIP will act as a short-term delivery plan for this Transport Strategy and provides a detailed breakdown of the projects that will be delivered over the next three years.
14. There is good alignment between the Transport Strategy and the MTS, which seeks to improve London's streets to make them healthy, inclusive and safe, provide a good public transport experience and support the delivery of homes and jobs.
15. The draft LIP is currently being finalised and will be presented to the Planning and Transportation Committee on 30 October, prior to consultation alongside the draft Transport Strategy.
16. The LIP will follow a template provided by TfL and will include:
  - A summary table of projects and programmes identified in the Transport Strategy that will be delivered between 2019/20 and 2021/22
  - A table summarising links between the Transport Strategy projects and programmes and MTS outcomes
  - Details of longer-term projects and programmes as set out in the Transport Strategy
  - A high-level risk assessment for projects that will be delivered by 2021/22
  - A summary table of targets and KPIs, as defined by the Transport Strategy

### **Corporate and Strategic Implications**

17. The delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4. The relationships between Transport Strategy and Corporate Plan outcomes are mapped in Appendix 4.
18. Transport plays a key role in enabling and accommodating development, and the way the City grows affects demand for travel and public space. Reflecting this interrelationship, relevant policies and proposals in City Plan 2036 and this Strategy are aligned. In particular, several proposals support and respond to the significant change anticipated in the Key Areas of Change.

## **Financial implications**

19. The delivery of this Transport Strategy will be funded from a range of sources, including:
- Money received from TfL, including:
    - LIP Corridors and Neighbourhoods – an annual allocation that contributes to projects identified in our LIP
    - Liveable Neighbourhoods – funding for large projects that encourage walking, cycling and the use of public transport, allocated through a bidding process
    - Strategic funding – funding for specific priorities or initiatives, such as cycling infrastructure, air quality improvements and bus priority
  - The City Corporation's on-street parking reserve – reinvesting revenue from parking charges and penalty charge notices
  - Contributions from developers through the Community Infrastructure Levy, Section 106 and Section 278
20. The long-term nature of the Transport Strategy means it is not possible to scope the full cost for all projects and programmes. However, a core principle will be to generate the necessary revenue/funding to make the delivery of this Strategy largely self-supporting.

## **Integrated Impact Assessment**

21. The City of London has commissioned an Integrated Impact Assessment (IIA) of the Transport Strategy and LIP. The IIA brings together Strategic Environmental Assessment, Equality Impact Assessment and Health Impact Assessment into a single assessment. The assessment report for the draft Strategy and LIP is currently being finalised and will be published as part of the consultation.

## **Conclusion**

22. The vision, aims, outcomes and proposals represent a radical and ambitious approach to tackling the transport challenges facing the Square Mile. The delivery of the Transport Strategy will help support the City's growth and ensure the Square Mile remains an attractive place to work, live, learn and visit.
23. Subject to approval consultation on the draft Transport Strategy and LIP will take place between November 2018 and January 2019. The final Strategy will be submitted for adoption by the Planning and Transportation Committee and the Policy and Resources Committee in March 2019.



## **Appendices**

- Appendix 1 – Phase 2 Engagement report
- Appendix 2 – Draft Transport Strategy
- Appendix 3 – Corporate Plan outcome mapping

## **Background Papers**

City of London Transport Strategy – scope, process and programme, 12 December 2017

Transport Strategy – Vision, aims and outcomes, Planning and Transportation Committee, 29 May 2018

Transport Strategy - Phase one engagement report, Planning and Transportation Committee, 29 May 2018

## **Bruce McVean**

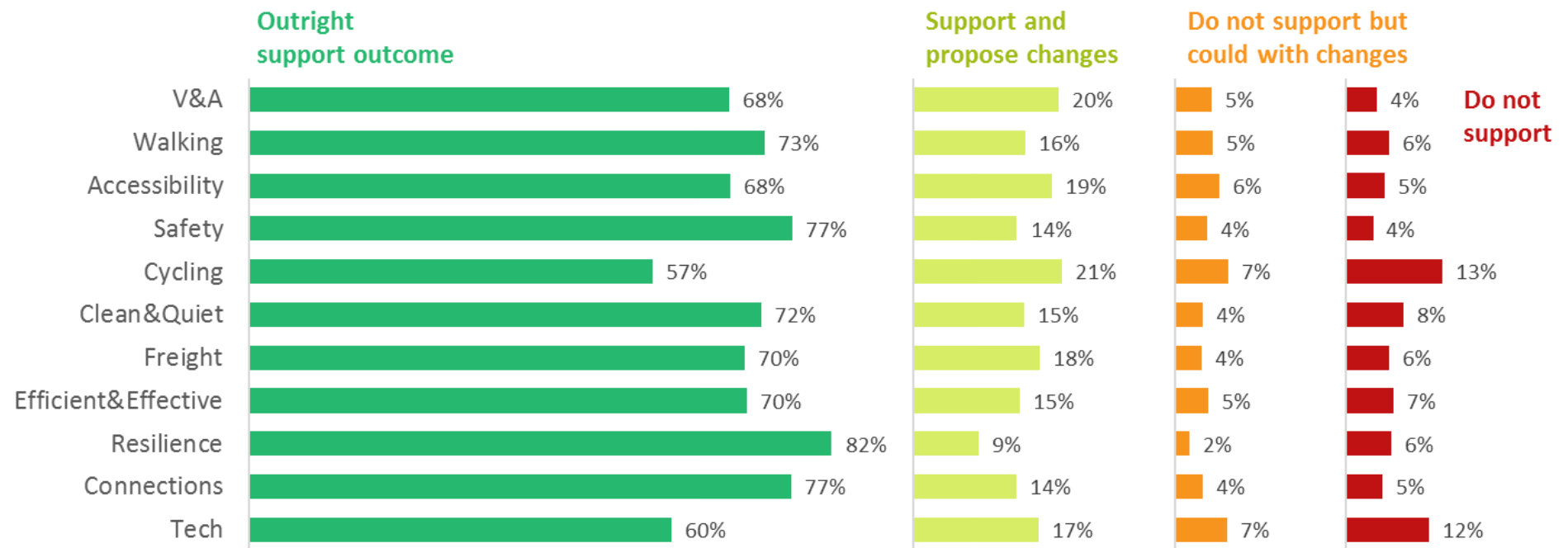
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## Appendix 1 – Phase 2 survey responses

- Support/support and propose changes ranges from 77% to 92%
- Safe streets outcome has highest overall support
- Cycling and tech outcomes have lowest overall support



## **Appendix 2 – Draft Transport Strategy**

# **City Streets: Transport for a changing Square Mile**

## **Draft City of London Transport Strategy**

**Version 3, 28/09/18**

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## Chairman's foreword

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**Have your say**

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## Introduction

The City of London, also known as the Square Mile, is the historic heart of London and one of the world's leading financial centres. It is home to 8,000 residents and a working population of over 480,000 people. Each year the City also welcomes over 10 million tourists, in addition to those visiting for business.

How people and goods travel to and around the City has a significant impact on the experience of living, working and studying in or visiting the Square Mile. Facilitating the safe, clean and efficient movement of people and vehicles serving the City, alongside improving the quality of streets and public spaces, will be essential to ensuring the continued success of the City as a global centre for business and cultural destination.

As the highway authority for the Square Mile, the City of London Corporation (City Corporation) is responsible for the management of most streets within the City. Transport for London (TfL), the integrated transport authority for Greater London, manages the Transport for London Road Network (TLRN, also known as 'Red Routes'), of which there are several miles within the Square Mile. TfL also manages and operates London's public transport, the Congestion Charge and Emission Zones.

### ----- MAP OF CITY BOUNDARY AND TLRN -----

This Transport Strategy provides a 25-year framework for future investment in and management of the City's streets, as well as measures to reduce the social, economic and environmental impacts of motor traffic and congestion. It also sets out our aspirations for improvements to the TLRN and local, national and international transport connections. It details an ambitious approach to transport and the design and management of streets in response to the challenges arising from significant growth, fast-moving technological development and changing travel habits.

The Square Mile's workforce is forecast to increase to 570,000 by 2030 and to over 620,000 by 2044. The residential population will also grow, with nearly 3,000 more people living in the Square Mile by 2044. This growth will lead to more people travelling on the City's streets, and in particular more people walking, and increased demand for high quality public spaces. More residents, workers and visitors will also mean more deliveries and servicing of offices, homes, shops, pubs, cafes and restaurants.

This extra demand must be accommodated within a fixed amount of street space. The Square Mile's streets must enable the movement of people and vehicles to and through the City while also providing space for parking and loading. Our streets are also public spaces that provide workers, residents and visitors with places to meet, eat and drink, or just appreciate the unique character of the Square Mile. Attractive and safe public spaces, with seating and things to see and do are a vital ingredient of a modern city.

The next 25 years will see major changes in transport technology. Vehicles will increasingly be connected and automated, and new mobility services will emerge. New technology can present great opportunities for travel and transport, but also presents challenges over how these new advancements are managed and controlled. Automated vehicles, for example, may be able to use street space more efficiently and reduce collisions, but the availability of

relatively cheap private transport could lead to more people choosing not to use public transport.

As the City grows it will be essential to reduce motor traffic and facilitate the movement of people by the most efficient modes of transport. Reductions in traffic will also help improve air quality and make our streets safer. Fortunately, most people already travel to and around the Square Mile on foot, by cycle or public transport. These travel trends are likely to continue in the future, but only if walking, cycling and using public transport are convenient, attractive and safe ways to travel.

## **Travel and transport in the Square Mile**

The City is one of the best-connected places in the world. Transport for London rates the whole of the Square Mile as having a Public Transport Accessibility rating of above 6 – the highest possible score. This is made possible by an extensive public transport network with six mainline railway stations, 12 Underground and DLR stations and a high density and frequency of bus services. Large numbers of commuters also use stations near the City, including London Bridge and Waterloo. Significant improvements have and are being made to public transport provision, particularly with the construction of the Elizabeth line which will operate trains to the City at Farringdon and Liverpool Street/Moorgate from autumn 2019. There are also river bus services which stop at Blackfriars Pier and at Tower Pier just outside the City.

### -----PUBLIC TRANSPORT MAP-----

93% of commuter travel to the Square Mile is by public transport (84%), walking (5%) or cycling (4%)<sup>i</sup>. Fewer than 5% of City workers drive to work. Walking is by far the main mode of travel within the City, with over 750,000 walked journeys a day. In recent years investment in cycling infrastructure has resulted in an estimated tripling in the number of people cycling in the Square Mile. People cycling now make up a quarter of vehicles and this figure can rise to over 50% on major streets during rush hour<sup>ii</sup>.

### -----MODE SHARE INFOGRAPHIC-----

Traffic in the City has changed significantly since the late 1990s, both in terms of total volume and overall composition. Traffic counts across the City show that overall motor traffic volumes have reduced by approximately 50%, with the greatest reduction being in the number of cars and taxis. The greatest observed reductions have coincided with key events such as the introduction of the Congestion Charge, the global recession and the introduction of cycle superhighways. <sup>iii</sup>

### -----TRAFFIC IN THE CITY INFOGRAPHIC-----

The most recent traffic counts in autumn 2017 found a slight increase in car volumes, probably caused by the increasing volumes of private hire vehicles. Freight volumes, after dropping significantly between 1999 and 2004, have levelled off in recent years<sup>iv</sup>.

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### **How the Square Mile's streets have changed over the last 25 years**

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## **Understanding people's views of transport and streets in the Square Mile**

The development of this Strategy has been informed by extensive engagement with the public and organisations with an interest in transport in the Square Mile. The first phase of engagement, held in February and March 2018, included:

- **City Streets survey:** 1,949 people accessed this survey which included questions on perceptions of the City's streets, priorities for the use of streets and kerb-side space, and ideas and suggestions for future street and transport improvements.
- **City Streets exhibition:** A supporting exhibition was held at the City Centre on Basinghall Street. The exhibition took visitors through historic and recent changes to the City's streets and presented future challenges. More than 7,000 people visited the City Centre over the two-month period.
- **Stakeholder workshops:** 77 representatives from City businesses, transport user groups and other organisations with an interest in transport in the Square Mile attended workshops in February and March 2018 to share their views on the transport challenges and opportunities.

The key themes emerging from this first phase of engagement were that:

- Motor traffic levels on the City's streets are too high
- People walking in the Square Mile are not given enough priority or space
- Conditions for cycling in the Square Mile need to be improved and made safer
- More greenery and seating should be provided on streets and the quality of the public realm improved
- Air quality in the Square Mile needs to be urgently improved
- There is potential to use streets more flexibly to accommodate the various demands on them at different times of the day
- The City's streets are not accessible to all
- The management of freight needs to be improved<sup>v</sup>

A second phase of engagement, in June and July 2018, consulted on the proposed vision, aims and outcomes for this Strategy. Over 500 people and organisations responded to this consultation. The draft vision, aims and outcomes received high levels of support, with each being supported or supported with changes by between 77% and 92% of respondents<sup>vi</sup>.

An independently recruited panel of City workers and residents also met three times during the development of the Strategy. This panel, which was facilitated by Populus, provided an

opportunity to gain a deeper understanding of residents and workers' transport needs and concerns.

A Strategy Board, made up of City business representatives, representatives from the Greater London Authority and TfL, and transport experts, also met three times during the development of the Strategy. This Board provided advice and acted as a sounding board for emerging proposals.

Reports of each phase of engagement, providing more details of feedback received, can be found on our website.

### **Supporting the delivery of the City of London Corporate Plan**

The Transport Strategy is one of a suite of strategies that help to deliver the City of London Corporation's Corporate Plan. The Corporate Plan sets out the City Corporation's aims to:

- Contribute to a flourishing society
- Support a thriving economy
- Shape outstanding environments

The Transport Strategy will help contribute to a flourishing society by:

- Making streets safer and reducing the number of traffic related deaths and serious injuries
- Enabling people to walk and cycle and reducing the negative health impacts of transport
- Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together

A thriving economy will be supported by:

- Enabling the City to continue to grow and accommodating the associated increase in demand for our limited street space
- Improving the quality of streets and transport connections to help attract talent and investment
- Helping create a smarter City, that supports and enables innovative transport technology and other mobility solutions

The Transport Strategy will help shape outstanding environments by:

- Advocating for improved local, national and international transport connections.
- Reducing motor traffic levels to enable space to be reallocated to walking, cycling, greenery and public spaces
- Improving air quality and reducing noise from motor traffic
- Ensuring streets are well maintained and resilient to natural and man-made threats

----- TEXT BOX START -----

### **Culture Mile**

Culture Mile is a partnership between four UK leading arts, culture and learning institutions and the City Corporation to create a vibrant, cultural quarter. Stretching over just under a mile, from Farringdon to Moorgate, Culture Mile covers 15% of the total area of the Square Mile. Culture Mile incorporates the Barbican arts centre and the new Museum for London and Centre for Music. Several proposals in this Transport Strategy will directly support the delivery of Culture Mile by improving the public realm and enhancing walking and cycling routes to and within the area.

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### **Alignment with the City of London Local Plan**

The new City of London Local Plan, called City Plan 2036, sets out the planning policies that will guide future growth and decisions on planning applications for the next 20 years.

Transport plays a key role in enabling and accommodating development, and the way the City grows affects demand for travel and public space. Reflecting this interrelationship, relevant policies and proposals in the City Plan 2036 and this Strategy are aligned. In particular, several proposals support and respond to the significant change anticipated in the following 'Key Areas of Change';

- **Aldgate and Tower:** major hotel and office developments are under construction on Minories, as well as the Chinese Embassy relocating to the area's vicinity and proposals for redevelopment of the Mansell Street estate
- **Blackfriars:** public realm enhancements are proposed along the Riverside walk, and the development of the Thames Tideway Tunnel will create a large new public space
- **City Cluster:** a number of significant tall buildings are under construction, with further tall buildings permitted but not yet commenced. Employment in the Cluster is expected to nearly double once all current permissions are built and occupied
- **Fleet Street:** significant occupational change in major buildings is expected in the short to medium term as existing occupiers relocate to other buildings
- **Pool of London:** several buildings are likely to be vacated in the short-term, providing an opportunity for redevelopment in the area
- **Liverpool Street:** increased retail space at Broadgate, the completion of Crossrail at Liverpool Street station and linkages to Culture Mile will initiate change in this area
- **Smithfield and Barbican:** the delivery of the Culture Mile initiative, relocation of Museum of London to Smithfield, the potential development of a new Centre for Music on the site of the existing Museum of London and the possible relocation of Smithfield Market will see this area undergo significant change

----- MAP OF KEY AREAS OF CHANGE -----



## **Supporting the delivery of the Mayor's Transport Strategy**

The Mayor's Transport Strategy (MTS) sets out the Mayor of London's policies and proposals to reshape transport in London by transforming the Capital's streets, improving public transport and creating opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport.

The three key themes of the MTS are:

- **Healthy Streets and healthy people:** Creating streets and street networks that encourage walking, cycling and public transport to reduce car dependency and the health problems it creates
- **A good public transport experience:** Enabling more people to travel by public transport, the most efficient way for people to travel over distances that are too long to walk or cycle
- **New homes and jobs:** Planning the city around walking, cycling and public transport use to unlock growth in new areas and ensure that London grows in a way that benefits everyone

The City Corporation, along with London's 32 boroughs, is required to produce a Local Implementation Plan (LIP) that details how we will support the delivery of the MTS. Our draft LIP is published alongside this draft Strategy and highlights the alignment between our visions, aims, outcomes and proposals and the MTS. The City Corporation's LIP also acts as a short-term delivery plan for this Transport Strategy and provides a detailed breakdown of the projects that will be delivered over the next three years.

# Vision, aims and outcomes

## Our vision

Streets that inspire and delight, world-class connections and a Square Mile that is accessible to all.

## By delivering this vision we aim to...

- Ensure the Square Mile is a healthy, attractive and easy place to live, work, learn and visit.
- Support the development of the Square Mile as a vibrant commercial centre and cultural destination.

## To create a future where ...

- The Square Mile's streets are great places to walk and spend time
- Street space is used more efficiently and effectively
- The Square Mile is accessible to all
- People using our streets and public spaces are safe and feel safe
- More people choose to cycle
- The Square Mile's air and streets are cleaner and quieter
- Delivery and servicing are more efficient, and impacts are minimised
- Our street network is resilient to changing circumstances
- The Square Mile benefits from better transport connections
- Emerging transport technologies benefit the Square Mile

## Proposals

For each outcome, this chapter outlines our ambitions, summarises the key issues and challenges and sets out proposals for delivery.

Where appropriate proposals include delivery timescales using the following milestones:

- 2022 (to align with our LIP)
- 2025
- 2030
- 2040
- 2044 (the end date for this Strategy)

## Healthy Streets Approach

The Healthy Streets Approach provides the framework for this Strategy. This means we will place improving people's health and their experience of using streets at the heart of our transport decision making.

The ten Healthy Streets Indicators (Figure X) capture the elements that are essential for making streets better places to walk, cycle and spend time, and for supporting social and economic activity. All the proposals set out in this Strategy will contribute to the delivery of Healthy Streets.

----- HEALTHY STREETS INDICATORS GRAPHIC -----

### Proposal 1: Embed the Healthy Streets Approach in transport planning and delivery

We will ensure that the Healthy Streets Approach is embedded in our transport planning and the design and delivery of projects by:

- Using the Healthy Streets Approach to inform strategic decision making and project prioritisation.
- Using the Healthy Streets Check for Designers to assess proposals for projects that will have a significant impact on people's experience of using the City's streets and publishing the results.
- Assessing planning applications against the Healthy Streets Indicators and requiring the use of the Healthy Streets Check for Designers on all developments that will have a significant impact on surrounding streets.
- Assessing the health impacts of projects as part of the design process and post-implementation monitoring.
- Including questions relating to the Healthy Streets Indicators in project monitoring and public perceptions surveys.

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### **The Healthy Streets Check for Designers**

Include results from Aldgate or Bank

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## **The Square Mile's streets are great places to walk and spend time**

Walking is, and will remain, the main way that people travel around the Square Mile. We want people walking in the City to feel that their needs have been prioritised. By delivering this Strategy we will make the experience of walking on our streets a more enjoyable and rewarding experience – a great way to travel and to discover all that the City has to offer. Fewer, cleaner and quieter motor vehicles will mean that streets are less dominated by traffic and easier to cross. People driving and riding in the City will recognise the Square Mile as a place where people on foot come first – they will travel slowly and be prepared to give way to people walking. Pavements will be wide enough to avoid feeling uncomfortably crowded, even during the hustle and bustle of the morning and evening commute. High quality public realm, more seating, greenery, public art and events will mean that streets are also great places to stop, rest and relax.

Today, only 10% of people rate the experience of walking in the Square Mile as pleasant<sup>vii</sup>. Our ambition is that this will increase to 75% by 2044. The City's streets are busy with people walking at all times of the day, and between 7am and 11pm there are more people walking on our streets than travelling by any other mode<sup>viii</sup>. 65% of all travel movements in the Square Mile are made on foot and almost all of the 8,000 residents and 480,000 workers in the City will walk at least once during the day<sup>ix</sup>. These numbers will increase as the City grows, with potentially a further 125,000 people walking on our streets within the next 25 years<sup>x</sup>. The completion of Elizabeth line in 2019 will intensify the arrival of people into the City – with each Crossrail train capable of accommodating 1,500 passengers.

Nearly three quarters of respondents to our City Street's survey think that people walking should be prioritised first out of all street users<sup>xi</sup>. However, almost two thirds of respondents feel that people on foot are currently under prioritised and four in five think that pavements are overcrowded at some point during the day<sup>xii</sup>. Respondents also want a more pleasant and attractive street environment; when asked to change one thing to improve the City streets, the most frequent non-transport request was for more greenery<sup>xiii</sup>.

### **Proposal 2: Put the needs of people walking first when designing and managing our streets.**

We will ensure that the needs of people walking are prioritised by:

- Applying the Healthy Streets Approach (Proposal 1) and considering the needs of people walking first when delivering changes to streets
- Accepting that delivering priority for people walking may result in delays or reduced capacity for other street users, while seeking to minimise the impact on essential traffic through general traffic reduction (Proposal 11)
- Increasing the number of pedestrianised or pedestrian priority streets from 25 kilometres at present, to 35 kilometres by 2030, and aiming for at least 50% (by length) of streets to be pedestrian priority by 2044
- Making streets easier to cross and giving people on foot greater priority at the entrances to side streets
- Widening pavements to provide more space for people walking, with the aim that all pavements will have a minimum Pedestrian Comfort Level of B+

### **Pedestrian Comfort Levels**

Pedestrian Comfort Levels are used to assess the level of crowding on a pavement or at a pedestrian crossing. The level of comfort, which is graded between A+ (most comfortable) and E (least comfortable), is based on the number of people walking and the space available, taking account of street furniture and other restrictions.

Transport for London's Pedestrian Comfort Guidance recommends a minimum comfort level of B+. This provides enough space for people to feel comfortable when walking at a typical pace and for them to be able to choose where to walk. Below this level, conflicts between people walking become frequent, walking is increasingly uncomfortable and frustrating and can lead to people stepping into the carriageway.

### **Key walking routes**

We will prioritise improvements to junctions and routes that are busiest with people walking and where pavement width and pedestrian crossings are inadequate for current or forecast demand. Improvements to the following routes and junctions will be delivered by 2030 to make walking quicker, safer and more comfortable:

- The area around Moorgate and Liverpool Street Stations (including Moorgate/London Wall junction) and the routes between these stations and key destinations, including the City Cluster, Culture Mile and Bank Junction
- Bank Junction and streets between the junction and the City Cluster
- To support Culture Mile and coincide with the opening of the new Museum for London and Centre for Music:
  - The route from the Millennium Bridge to Culture Mile, including changes to St Paul's Gyratory
  - The route between the Barbican and the new Museum for London, including Beech Street and Long Lane
- Fleet Street, including Ludgate Circus (in partnership with TfL)
- The Bishopsgate corridor, including Monument junction (TfL)
- The Globe View section of the Riverside Walkway

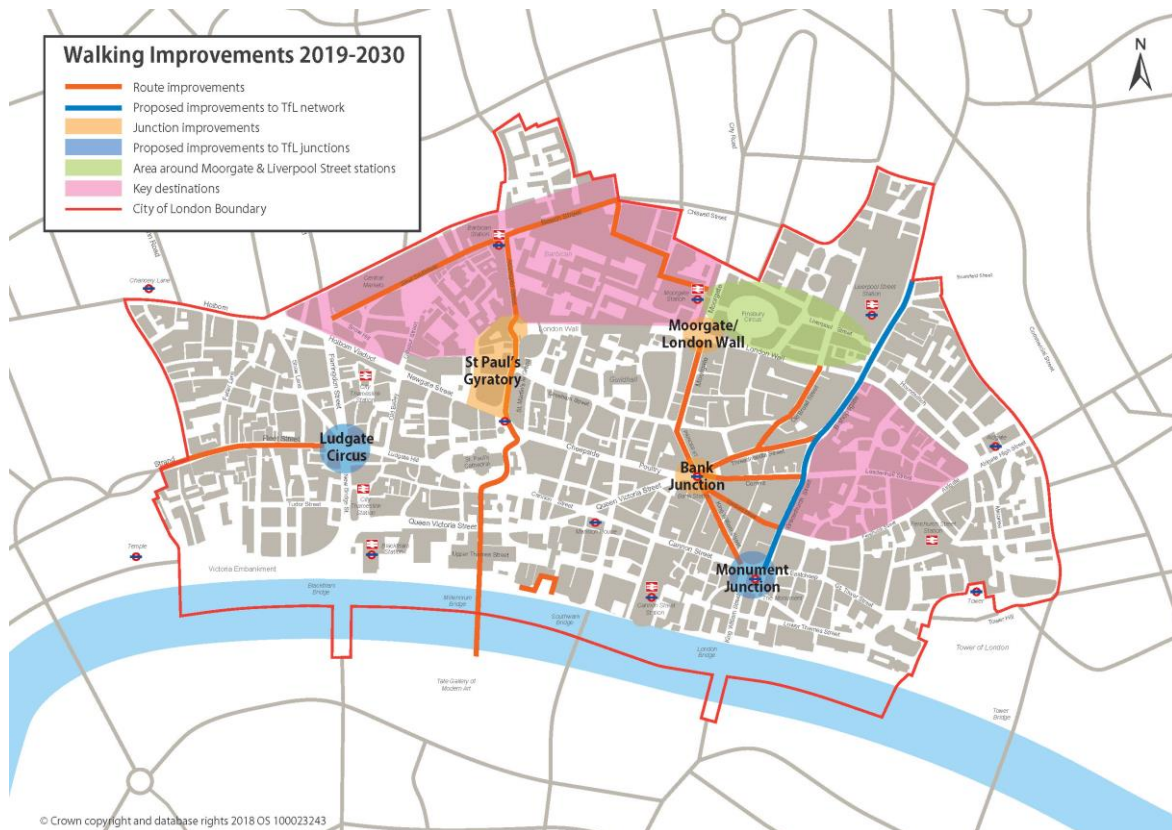


Figure X Key walking routes to be delivered by 2030 [MAP TO BE UPDATED]

### Pedestrian priority streets

New pedestrian priority streets will be introduced across the Square Mile. The initial focus for introducing pedestrian priority streets will be within the City Cluster and Culture Mile. We will also identify opportunities to introduce pedestrian priority on streets with a pavement width of less than two metres. An indicative map of these streets with a pavement width of less than two metres is shown below. We will use traffic orders, temporary measures to change the look and feel of streets and signage to accelerate delivery of pedestrian priority streets in advance of permanent changes.

Pedestrian priority streets will be access only for motor vehicles, with all vehicles, including cycles, expected to give way to people walking. In some instances, streets will be fully pedestrianised or not allow motor vehicle access at certain times. The use of pedestrianised streets by cycles will be decided on a case-by-case basis to ensure people walking and cycling feel safe and comfortable. Pedestrian priority will be supported by design measures to encourage slow and courteous driving and riding.



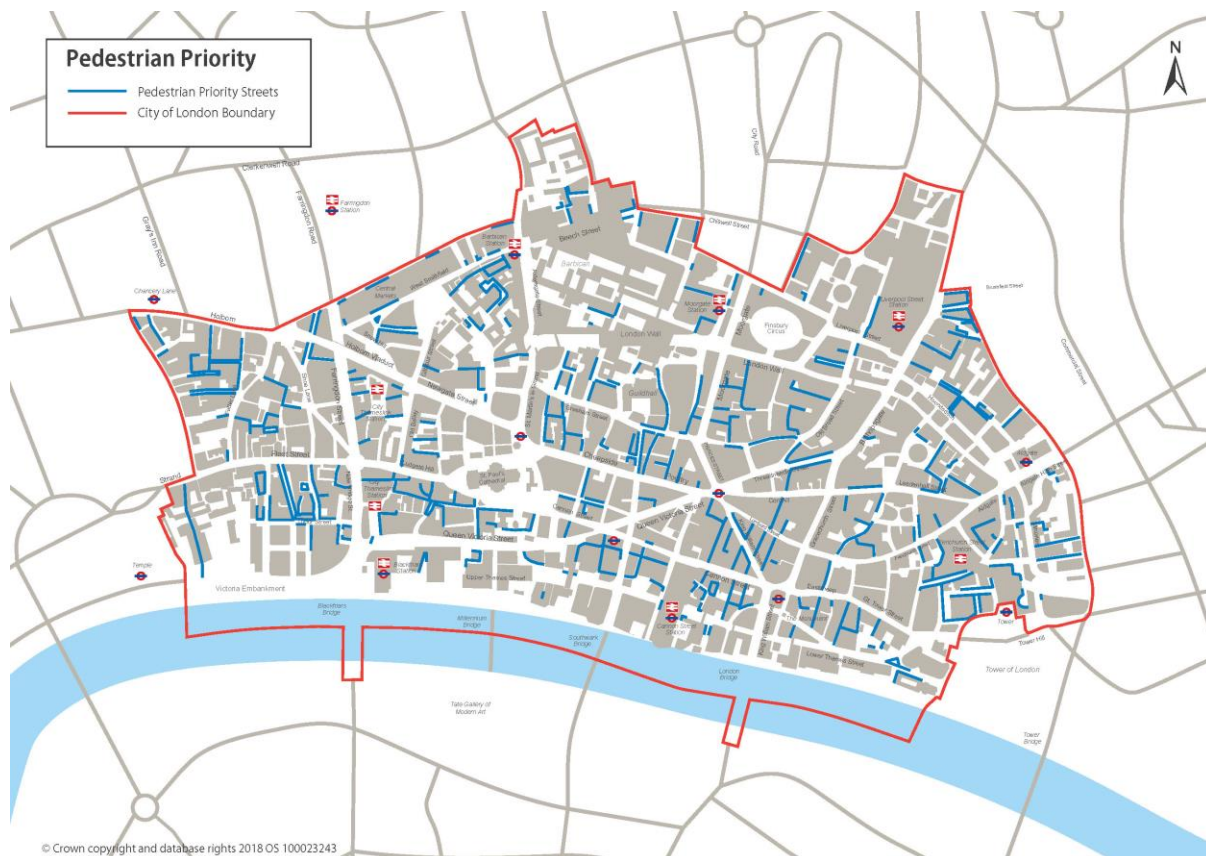


Figure X Indicative pedestrian priority streets proposals map [MAP TO BE UPDATED]

### Pedestrian crossings

We will work with Transport for London to make it easier for people walking to cross streets by reviewing all signalised pedestrian crossings with the aim of:

- Reducing the amount of time people wait for a green man, initially to a maximum of 60 seconds, followed by further reductions in waiting time over the life of this Strategy
- Giving people more time to cross by using a walking speed of 0.8 metres per second to determine crossing times (currently 1.2 metres per second)
- Installing sensors (Pedestrian SCOOT) to allow the amount of green man time to be automatically adjusted according to the number of people crossing
- Reducing overcrowding by widening crossings to provide a minimum pedestrian comfort level of B+
- Introducing formal diagonal crossings at all crossroads, ensuring pedestrian crossings are on desire lines and removing multi-stage crossings
- Installing raised tables to improve accessibility and ease crossing
- Introducing 'Green man authority' at appropriate locations – providing a default green man for people walking rather than a default green light for motor traffic

### Continuous footways and courtesy crossings

We will give people walking greater priority and make streets easier to cross by:

- Providing courtesy crossings or continuous footways across all side street entrances
- Installing raised tables at junctions
- Installing raised tables at existing informal crossings and identifying locations for additional crossings

### **Campaigns and promotion**

Campaigns and promotional activities will raise awareness among all street users of the priority being given to people walking in the Square Mile. Physical changes to streets will be supported by education, engagement and enforcement to reinforce positive behaviours by drivers and riders towards people walking.

### **Proposal 3: Complete the riverside walkway and improve walking connections between the riverside and the rest of the City.**

We will complete the Globe View section of the riverside walkway by 2022. We will also work with Transport for London, landowners, developers and other partners to:

- Improve the connections between the riverside and the rest of the City by making it easier to cross Upper and Lower Thames Street. Improvements will include installing a new pedestrian crossing at the junction with Puddle Dock by 2022, to provide direct access to Blackfriars Pier. We will also work with Transport for London to explore the potential to install additional street-level crossings as an alternative to existing bridges
- Improve the quality of the public realm along the riverfront and identify opportunities to create new open spaces. Opportunities will be identified and delivered through an updated Riverside Walkway Enhancement Strategy that will be published in 2022
- Wherever feasible use the redevelopment of sites along the riverside to widen the walkway
- Use the planning process to activate the riverfront by introducing more ground floor leisure uses such as restaurants and cafes where they will not adversely affect residents

### **Proposal 4: Enhance the Barbican high walks**

We will ensure that the Barbican high walks are well maintained and enhanced where necessary. This will include improving signage and the visibility of access points to make them easier to navigate, particularly along the key north-south link from Wood Street.

We will maintain existing public lifts that provide access to the high walks and other walking routes. We will explore the potential to add new public and publicly accessible lifts where required through the development process.

### **Proposal 5: Ensure new developments contribute to improving the experience of walking and spending time on the City's streets.**

Through the planning process we will work with developers and future occupiers to ensure all new developments provide world-class public realm and contribute to improvements to surrounding streets and walking routes. Existing walking routes and public access across private land will be maintained and major developments will be expected to create new walking routes through their site.

## **Proposal 6: Promote and celebrate walking**

We will encourage residents, workers and visitors to explore the Square Mile on foot by:

- Completing the roll out of Legible London maps and directional signs across the Square Mile by 2022
- Improving people's awareness of traffic free walking routes, such as alleyways and routes through parks and gardens, through promotional activities and dedicated wayfinding
- Organising led walks, working with businesses and heritage and cultural institutions to promote walking and exploring the potential for an annual City walking festival
- Supporting London-wide, national and international walking campaigns

----- TEXT BOX START -----

### **Legible London**

Legible London maps and signs were developed by Transport for London to make it easier for people to walk around London. They provide a consistent approach to wayfinding, with over 1,700 signs and maps already installed across the Capital. Legible London maps are also provided in Underground stations, and at bus stops and cycle hire docking stations.

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## **Proposal 7: Provide more public space and deliver world-class public realm**

We will improve the experience of spending time on the City's streets by:

- Identifying opportunities to create new public spaces by reallocating carriageway
- Increasing the amount of formal and informal seating on-street and in squares, public spaces and parks. The amount and location of additional on-street seating will be carefully considered to maximise opportunities for social interaction while maintaining adequate width and comfort for people walking. Where necessary space will be reallocated from the carriageway
- Implementing a high standard of design when delivering improvements to streets and public spaces and ensuring streets and public spaces are clean and well maintained
- Working with partners to activate the public realm and make the experience of walking and spending time on streets and public spaces more interesting and engaging
- Improving the public realm in areas where there are buildings and structures of significant historical and architectural importance. Improvements will enhance the setting of significant buildings and other heritage assets and improve accessibility to historic attractions

The City of London Public Realm Supplementary Planning Document (SPD) provides detailed guidance on designing, delivering and managing world-class public realm in the Square Mile. The Public Realm SPD will be reviewed and updated by 2022 following the adoption of the City Plan 2036.

### **Proposal 8: Incorporate more greenery into the City's streets and public spaces**

We will work with occupiers, businesses, residents and other partners to provide and maintain more permanent and seasonal greenery on the City's streets. This will include incorporating greenery and planting when making changes to streets and the public realm, including measures that deliver pedestrian priority, traffic calming and vehicle access restrictions. Where possible new planting will incorporate sustainable drainage. Plants will be chosen to maximise biodiversity and create a more interesting and engaging streetscape.

### **Proposal 9: Reduce rainwater run-off on City streets and public realm**

Opportunities to incorporate sustainable drainage systems will be reviewed for all transport and public realm schemes, with projects designed to minimise the volume and discharge rate of rainwater run-off. The inclusion of soft landscaping, planters, green walls and trees in all schemes where space permits will also contribute to reducing run-off rates.

### **Proposal 10: Incorporate protection from adverse weather in the design of streets and the public realm**

Where possible, transport and public realm projects will incorporate features that provide people walking, cycling and spending time on streets with protection from rain, wind and high temperatures. For example, shade and shelter provided by trees, building canopies and awnings and other street furniture, such as bus stop shelters. Designs will be carefully considered to ensure features to provide shade and shelter help makes streets and public space more attractive and engaging.

The potential impact on street users of sun exposure and any increase in wind speeds and tunnel effects from new developments (particularly tall buildings) will be assessed and mitigated through the planning process.

## Street space is used more efficiently and effectively

We want the use of the Square Mile's streets to better match the priorities of residents, workers and businesses. Street space will be used more efficiently, with more space and time provided for people walking, cycling and travelling by bus. General reductions in the number of motor vehicles will help reduce delays for the essential traffic that remains. Some streets will be used in different ways at different times of the day. For example, by providing space for people to walk and relax during the day, while allowing deliveries overnight. Temporary closures of streets to motor vehicles will provide opportunities for cultural and community events and simply enjoying the City. The kerbside will also be used more dynamically and effectively, with commercial vehicles having priority access to parking and loading no longer causing an obstruction, particularly at the busiest times of day.

The most common suggestion, made by a third of City Streets survey respondents, for one change people would like to see on the City's streets was for a reduction, cap, targeted or City-wide ban of motor vehicles. The second and third most requested changes were for more space for walking and more space for cycling respectively<sup>xiv</sup>. When asked how different uses of the City's streets should be prioritised, respondents ranked people walking, cycling and using buses as the highest priorities.

### -----CITY STREETS SURVEY USER AND KERBSIDE PRIORITY INFOGRAPHIC-----

Over the last two decades there has been a 50% reduction of motor traffic levels in the Square Mile while the number of workers in the City has increased by 50%<sup>xv</sup>. Currently, 45% of motor vehicles in the Square Mile are cars (including private hire vehicles), 21% are taxis and 22% vans and goods vehicles.

Cycles and buses represent the most space efficient modes of vehicular transport. Based on average occupancy, they require 200m<sup>2</sup> and 250m<sup>2</sup> of street space respectively to move 100 people. The same number of people travelling in a car or taxi would need 760m<sup>2</sup>.

### Proposal 11: Take a proactive approach to reducing motor traffic

Delivering this Strategy will result in a reallocation of street space from motor vehicles to provide more space for people walking, cycling and spending time on the City's streets. To avoid unreasonably impacting the movement of essential motor traffic it will be necessary to reduce the overall volume of motor vehicles on the City's streets. Reducing the motor traffic is also key to improving air quality and delivering Vision Zero.

### -----ESSENTIAL TRAFFIC INFOGRAPHIC-----

*[Walking, cycling, buses, freight and servicing with a destination in the City, private and shared vehicles being used by people with particular access needs]*

We will proactively seek to reduce motor traffic to support the delivery of this Strategy, with the aim of achieving a 25% reduction by 2030. Reductions in all types of motor traffic will be required to achieve this, with the most significant reductions being in the number of private cars and private hire vehicles using the City's streets.

To achieve this, we will champion and support the development of the next generation of road user charging for London and encourage the Mayor of London and TfL to accelerate the development of new charging mechanisms.

This new approach to charging should be implemented within the next Mayoral term. All income should be reinvested in the delivery of Healthy Streets, with a proportion of income generated ring fenced to provide funding for City of London and borough projects.

While the new charging mechanism is being developed, we will encourage TfL to undertake a further review of the existing Congestion Charge. This review should be wide-ranging and consider charging levels, boundaries, timings and exemptions.

If a clear commitment to road user charging is not set out in the next Mayor's election manifesto, we will explore the feasibility of developing an appropriate charging mechanism for the Square Mile, working with London Councils and London's boroughs to ensure a coordinated approach.

Additional measures and initiatives to reduce motor traffic in the Square Mile will include:

- Supporting TfL's efforts to reduce the number of Private Hire Vehicles operating in central London. We will also work with TfL and large operators to reduce circulation and empty running and promote ridesharing
- Working with the taxi industry to reduce empty running of taxis within the Square Mile, including a City-wide review of taxi ranks and promotion of ride hailing apps
- Delivering Proposals 38 and 39 to reduce the number of delivery and servicing vehicles in the Square Mile, particularly at peak travel times
- Working with TfL to identify opportunities to reduce the number of buses travelling through the City without compromising public transport accessibility (Proposal 49)
- Not providing any additional on-street car and motorcycle parking, identifying opportunities to use parking reductions and restrictions to discourage private vehicle use and continuing to require all new developments to be car-free
- Working with businesses to reduce the use of private cars, private hire vehicles and taxis for commuting and for trips within the Square Mile and central London
- Introducing access restrictions and other measures to reduce through traffic in line with the City of London Street Hierarchy (Proposal 12)

We will aim for further reductions in motor traffic volumes of up to 50% by 2044, working with TfL to develop coordinated measures across central London. Achieving this level of traffic reduction is likely to require new shared mobility services and other transport technology innovations, which the City Corporation will support and champion through our Future Transport Programme (Proposal 43) .

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### **Road User Charging**

London was a global leader in road user charging when the Congestion Charge was introduced to central London in 2003. There was an immediate reduction in congestion of 30% and 15% less circulating traffic<sup>xvi</sup>.

The Congestion Charge is now however 16 years old and has only been subject to minor alterations since it was introduced. In this time, the challenges facing central London have changed considerably. A thriving weekend and night time economy now means that evening and weekend traffic levels (when the Congestion Charge is not in operation) are now similar to those on weekdays. In addition, the proportion of vehicles in the zone that are subject to the charge continues to reduce; particularly because of increasing numbers of licensed private hire vehicles, which are currently exempt from the charge.

An updated road user charge, that could be varied according to patterns of demand and by vehicle type, would be more effective in reducing traffic levels and congestion in central London. A central London or London-wide approach, compared to a City specific charge, would be the most beneficial model. This will help reduce traffic over a much wider area and avoid a 'patchwork' approach to traffic management by different authorities.

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### **Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy**

The City of London Street Hierarchy describes the function of every street in terms of motor traffic movement. We will design and manage the street network in accordance with the hierarchy to encourage drivers to use the right street for the right journey.

The categories in the hierarchy are:

London Access	Preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to, the Square Mile.
City Access	Preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations.
Local Access	Primarily used for the first or final part of a journey, providing access for vehicles to properties.





Figure X Proposed City of London Street Hierarchy

A street's position in the hierarchy will be one factor that helps inform decisions on how space is allocated between different users and uses of that street. Alongside the street hierarchy we will also consider:

- The views and aspirations of different street users and City residents, workers and businesses
- How to best prioritise walking, cycling and buses as the most efficient ways to move people
- How to incorporate the street's role as a public space and reflect the types of buildings and uses along it, including planned development
- How to provide appropriate access for delivery, servicing, and other commercial activities
- How to provide access for residents, people of all abilities and people with access requirements, such as heavy luggage or injuries and illness
- How to maintain emergency response times and access for emergency services

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### **Movement and place**

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Traffic management measures to implement the Street Hierarchy will be identified through the development of area based Healthy Streets Plans. These will consider:

- How to reduce the use of Local Access streets by through traffic, while maintaining access
- Opportunities to introduce pedestrian priority, improve the experience of walking and cycling, enhance the public realm and create new public space
- Potential changes to kerbside uses including loading and parking
- Opportunities for area-based approaches to the management of freight and servicing, including consolidation and retiming of deliveries
- The need for network changes to support planned and future development

The first three plans, to be developed by 2022, will cover the following areas:

- Barbican and Smithfield: supporting the delivery of the Culture Mile Look and Feel Strategy and the new Museum for London. The area covered will align with City Plan 2036 Barbican and Smithfield key area of change
- Bank and Guildhall: incorporating the transformation of Bank Junction and supporting the delivery of the new Centre for Music and associated changes to the Museum of London roundabout and St Paul's Gyratory
- City Cluster and Fenchurch Street – responding to the growth of the City Cluster and the proposed upgrade of Fenchurch Street station and enabling the delivery of the City Cluster Area Strategy. This will align with the City Plan 2036 City Cluster key area of change and incorporate part of the Aldgate and Tower key area of change

Healthy Street Plans will be developed in consultation with residents, businesses and other partners and stakeholders. Initial delivery will focus on implementing functional network changes, small scale projects and temporary interventions to change the look and feel of streets and provide additional public space. This will be followed by full implementation, including major transformational projects, that will be programmed to correspond with major developments in the area.

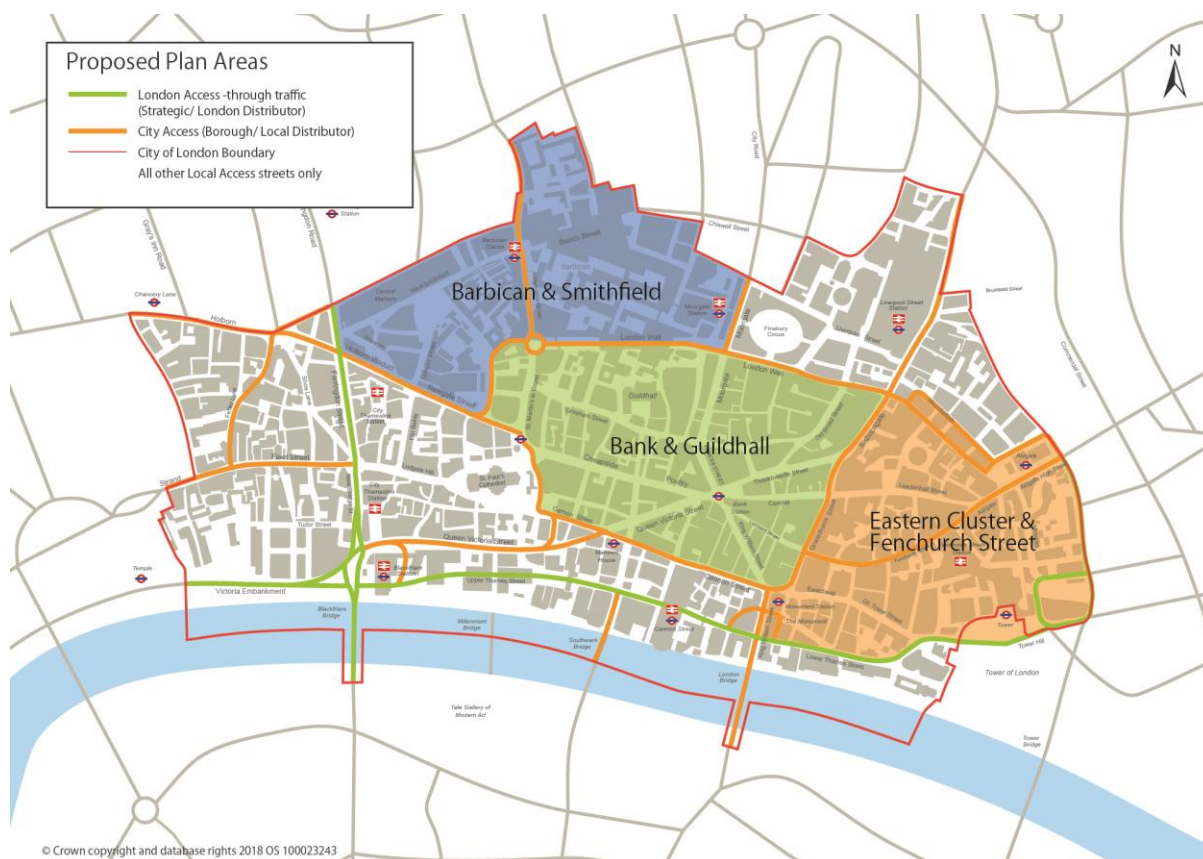


Figure X Proposed Healthy Street Plan areas

### **Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time**

Where necessary and appropriate, we will introduce timed restrictions to motor vehicle access to support the implementation of pedestrian priority streets; make walking and cycling safer and more accessible; and improve the experience of spending time on the City's streets. The potential for timed closures to general motor traffic to improve bus journey times will also be explored. The extent of timed restrictions and types of vehicles excluded will be decided on a case-by-case basis, applying the approach outlined in Proposal 12, and subject to modelling, impact assessments and consultation prior to implementation.

We will also seek to improve the experience of walking and spending time on the City's streets by:

- Launching a Lunchtime Streets programme in 2019 to provide additional space for people using streets at lunchtime during the summer months. At least five Lunchtime Streets will be in operation by 2025
- Supporting the leisure and cultural offer of the City by holding traffic-free weekends and days, with streets only open to people walking and cycling. We will aim to hold the first car-free day, covering the area around Guildhall and Bank, in 2019
- Supporting and facilitating closures by third parties and residents, particularly those that help promote walking and cycling and allow residents, workers and visitors to enjoy the City's leisure, cultural and historical offer
- Exploring the potential to make better use of street closures already required to facilitate existing events, such as the Lord Mayor's Show and City Run. For example,

by extending the time closures are in place or increasing the number of streets that are closed to traffic

### **Proposal 14: Make the best and most efficient use of the kerbside and car parks**

We will keep the use and management of the kerbside and City Corporation car parks under frequent review to:

- Identify opportunities to reallocate space from on-street car and motorcycle parking to increase the space available for people walking, support the delivery of cycle infrastructure and provide additional public space and cycle parking
- Ensure adequate on-street provision of short stay commercial parking, disabled bays, taxi ranks, loading bays and coach bays
- Identify spare capacity in City Corporation car parks and explore alternative uses for this space
- Identify opportunities to reduce obstructions caused by vehicles loading or waiting to pick up passengers, particularly on bus and cycle routes and at peak travel times

We will complete and consult on the outcomes of the first City-wide kerbside review by 2022. In addition to the items outlined above, this review will consider the potential to:

- Extend the charging period for on-street parking bays to include evenings and weekends for non-commercial vehicles
- Introduce variable charging for motorcycle parking based on motorcycle size and emissions
- Encourage the use of car parks for long stay parking by reducing the maximum parking time for cars and vans on-street and introducing a maximum on-street parking time for motorcycles
- Extend the Controlled Parking Zone hours to evenings and weekends
- Designate on-street car parking as 'service bays' during the working day (7am-7pm), with parking restricted for use by commercial vehicles
- Reduce loading times, introduce more dedicated loading bays and use technology to allow real-time management of loading activity
- Implement multi-use spaces, for example loading bay during off-peak hours, additional pavement space during the morning, lunchtime and evening peaks and a taxi rank during the evening

Further reviews will be conducted on a regular basis, and at least every five years.

### **Proposal 15: Support and champion the 'Turning the Corner' Campaign**

We will support efforts to secure changes to the Highway Code and national legislation to give people walking and cycling priority at all types of junctions over traffic turning across their path. This arrangement enables simpler junction designs and reduces waiting times at signal-controlled junctions for all users, including drivers. By reducing conflicts between left turning vehicles and people walking and cycling, these changes will support proposals to prioritise people walking and deliver Vision Zero.

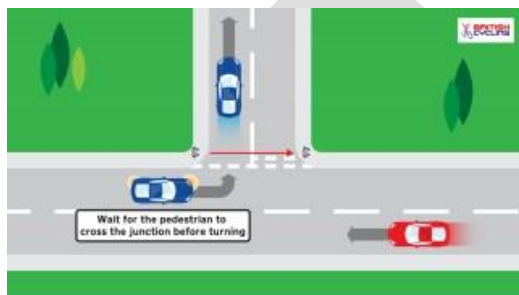
### Turning the corner campaign

'Turning the Corner' is a campaign led by British Cycling, lobbying the government to update the Highway Code and national legislation to change the way priority is given at junctions to people walking and cycling. These changes would bring benefits to all street users by improving safety for people walking and cycling, allowing junction layouts to be simpler and clearer and more efficient for all users.

Example changes to junctions:



At a signal-controlled crossing, the changes would mean people walking, cyclistspeople cycling and motor traffic going in the same direction would all receive a green signal at the same time. Vehicles turning across those walking and cycling would have to give way. Most other countries, including across the rest of Europe, operate their signal-controlled crossings in this manner.



At a T-junction, vehicles entering and exiting the minor road would have to give way to both people walking across the minor road and people cycling going straight ahead on the major road. This arrangement is used across much of Northern Europe.

## **The Square Mile is accessible to all**

Everybody must be able to travel easily, comfortably and confidently to and around the Square Mile. Delivering the Strategy will help remove obstacles to walking, cycling and using public transport. Pavements and crossings will be smooth, level and wide enough to avoid uncomfortable crowding. People using cycles as mobility aids or mobility scooters and powered wheelchairs will be able to use new and improved cycle lanes. Streets will be cleaner, quieter and less stressful places that offer more opportunities to stop and rest. Changes to streets will be supported by new transport technologies that will emerge over the next 25 years, including new shared transport services. Advancements in app-based technologies and other transport innovations will help provide specialised and tailored accessibility support for anyone who may benefit from them. An accessible public transport network will mean that people with limited mobility are no longer penalised by having to make longer or more expensive journeys.

14% of Londoners currently consider themselves to have a disability that impacts on their day to day activities 'a little' or 'a lot'. This is expected to rise to 17% by 2030<sup>xvii</sup>. An estimated 72000 Londoners live with Dementia, who have identified transport as the biggest challenge to living in the capital<sup>xviii</sup>.

Walking is the main mode of travel for disabled Londoners, with 78% reporting they walk at least once a week. However, 65% of disabled Londoners consider the condition of pavements to be a barrier to walking more frequently<sup>xix</sup>. London-wide the proportion of disabled Londoners who travel by Underground and National Rail is considerably lower than for non-disabled Londoners. Gaps in the step-free public transport network mean that a step-free journey is on average 11 minutes slower than a journey using the full network<sup>xx</sup>.

Respondents to our City Streets survey who identified as having a disability or long-term health conditions, highlighted particular concerns about poor air quality, motor traffic volumes and public transport crowding<sup>xxi</sup>.

### **Proposal 16: Develop and apply the City of London Street Accessibility Standard**

We will work with City residents, workers, the City of London Access Group (COLAG), our internal access team and groups representing the needs of different street users to develop the City of London Street Accessibility Standard (COLSAS). COLSAS will set minimum and desired standards for the design of streets to ensure they provide an environment where all current and potential users feel welcome and safe and can travel comfortably and confidently.

The standard will be applicable to all City Corporation managed streets and we will work with TfL to apply the standard to the Transport for London Road Network. We will apply COLSAS by carrying out a detailed access audit of all City streets to assess the current level of accessibility. Details of necessary improvements, including a delivery timetable, will be set out in a Streets Accessibility Action Plan. COLSAS and the Streets Accessibility Action Plan will be published by 2022. Improvements to streets that do not meet the minimum COLSAS standard will be prioritised, with all critical improvements delivered by 2025.

### **Proposal 17: Keep pavements free of obstructions**

We will ensure that pavements are free of obstructions by:

- Not permitting a-boards on the pavement and encouraging owners and occupiers to not place a-boards on private land adjacent to the pavement
- Only allowing outdoor seating where businesses can demonstrate that adequate width will be maintained during the busiest time of day
- Working with owners and landlords and using the licencing system to prevent pavements and streets being blocked by people standing outside bars and pubs
- Ensuring operators of dockless cycle hire schemes require users to leave bikes in designated parking locations and promptly remove any cycles not left in these locations (see Proposal 28)
- Continuing to reduce clutter by removing unnecessary street furniture and ensuring remaining furniture is positioned to maintain a clear walking route, including identifying opportunities to affix street lights and signs to buildings
- Seeking to maintain a pedestrian comfort level of B+ when installing new street furniture, signage, trees and greenery, bollards and security features (see Proposal 2)
- Ensuring that temporary signage does not significantly reduce pavement width and work with contractors, utilities and developers to ensure signs are placed in carriageway when they will not pose risk to other road users
- Review the role of pavement obstructions in incidences of trips, falls and claims against the City Corporation

### **Proposal 18: Keep pedestrian crossings clear of vehicles**

We will work with TfL and London Councils to lobby the Government to change the Highway Code and introduce new legislation to prevent queuing vehicles blocking pedestrian crossings. Any new offences should be decriminalised to allow civil enforcement through issuing a penalty charge notice (PCN).

While awaiting legislative change, we will encourage drivers to leave crossings clear through targeted campaigns and trialling changes to crossing design, such as coloured markings or box junction style hatching.

### **Proposal 19: Support and champion accessibility improvement to Underground stations**

We will work with TfL to prioritise investment in accessibility improvements to Underground and DLR stations within the Square Mile, beginning with making Bank Station accessible. Through the planning process we will identify opportunities to introduce step free access as part of new developments and major refurbishments. We will also work with Network Rail to introduce step free access at Moorgate national rail platforms. Our ambition is that all stations within the Square Mile are accessible by 2044.

----- STEP FREE STATION INFOGRAPHIC -----

Step free access available from street to train	Step free access available from street to platform	No step free access
Cannon Street (westbound)	Mansion House	
Bank (DLR, Waterloo + City + Northern line 2022)	Liverpool Street (eastbound Metropolitan, Circle, Hammersmith + City)	Cannon Street (eastbound)
Liverpool Street (Elizabeth line)	Moorgate (Northern)	Monument
Moorgate (for Elizabeth line at Liverpool Street, Metropolitan, Circle, Hammersmith + City)		Bank (Central)
Barbican (westbound via lift to Farringdon east Elizabeth line exit)		Aldgate
Blackfriars		Liverpool Street (westbound Metropolitan, Circle, Hammersmith + City, Central)
Tower Gateway		Barbican (eastbound)
		St Pauls
		Chancery Lane

Accessibility at Underground stations from December 2019

## People using our streets and public spaces are safe and feel safe

No one will be prevented from choosing a particular mode of transport because of concerns for their personal safety. Delivering this Strategy will result in fewer motor vehicles on our streets and those vehicles will be moving at slower speeds. Collisions will occur less often and will not result in death or serious injury. Fewer, slower vehicles, together with high quality street lighting, will also mean that streets feel safer at all times of the day. Motor vehicles themselves will be equipped with advanced sensors and better automatic safety features that will further reduce or eliminate human driving error. Security features will be sensitively incorporated into the streetscape and will incorporate features that help make streets more attractive places to walk and spend time. The Square Mile will continue to experience a low rate of crime and fear of crime, supported by reductions in thefts of and from vehicles.

In 2017, 54 people were killed or seriously injured in traffic collisions on the City's streets, including X while walking, X while cycling and X while riding a moped or motorcycle [Awaiting latest statistics, due to be released on 1 October]. The number of people killed and seriously injured in the Square Mile has unfortunately remained relatively consistent at approximately 50 a year, since 2010<sup>xxii</sup>. Nine out of 10 collisions in the Square Mile that result in a death or serious injury involve a motor vehicle<sup>xxiii</sup>.

The City is fortunate to experience low levels of crime and fear of crime, with 80% of people reporting that they feel safe from crime and terrorism<sup>xxiv</sup>. While this is encouraging, we must continue to provide high-quality policing, well designed and maintained public spaces and proportionate security measures that ensure people are safe and feel safe.

### Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

We will deliver Vision Zero to eliminate death and serious injuries on the City's streets by 2040. Our interim targets are that no more than 35 people a year are killed or seriously injured by 2022 and fewer than 16 deaths or serious injuries a year by 2030

Measures to deliver Vision Zero and reduce road danger will be delivered across four themes:

- Safer streets
- Safer speeds
- Safer vehicles
- Safer behaviours

We will work in partnership with the City of London Police, TfL and organisations representing different street users to apply the safe system approach and the principles of road danger reduction. This means:

- Being proportional in our efforts to tackle the sources of road danger, focussing on those users of our streets who have the greatest potential to harm others due to the size and speed of their vehicle
- Recognising that people will always make mistakes and that collisions can never be entirely eliminated. Our streets must therefore be designed, managed and used to cater for an element of human error and unpredictability



- Reducing vehicle speeds on our streets to minimise the energy involved in collisions and protect people from death or injury
- Seeking to reduce slight injuries and fear of road danger alongside the principal focus on eliminating death and serious injuries

We will publish a comprehensive Road Danger Reduction Action Plan every five years. The current 2018 – 2023 plan will be updated in 2019 immediately following the adoption of this Strategy.

### **Safer Streets**

We will redesign our streets to reduce the likelihood and severity of collisions. Locations for change will be identified and prioritised based on the risk to people walking, cycling and riding powered two wheelers, and the number and severity of collisions. Locations will be reviewed on an annual basis.

Priority locations for change by 2030, using analysis of data from 2012 – provisional 2017/18 data, are:

- Moorgate (London Wall to Eldon Street)
- High Holborn (Holborn Circus to Warwick Lane)
- Cannon Street (Mansion House Station to New Change)
- St Paul's Gyratory
- Aldersgate Street/Beech Street
- Fleet Street/New Fetter Lane Junction
- Lombard Street – Fenchurch Street Corridor

In addition, we will work with TfL to deliver changes at the following priority locations on the TLRN:

- Bishopsgate and Liverpool Street Area
- Monument Junction
- Embankment (Temple Avenue to Puddle Dock)
- Mansell Street
- Southwark Bridge/Lower Thames Street
- Upper Thames Street (London Bridge to Eastcheap)

In addition to the above we will work with TfL to monitor and if necessary further improve Farringdon Street and New Bridge Street (including Ludgate Circus)

Other measures to change streets to reduce the likelihood and severity of collisions will include:

- Narrowing and raising the entrances to side streets to require drivers and riders to manoeuvre more slowly
- Exploring the potential for changing the look and feel of streets to reinforce positive behaviours by people driving and riding in the Square Mile, including appropriate speed, acceleration and overtaking. Innovative techniques that use road markings and temporary or light touch changes to give behavioural cues will be trialled and assessed in up to five locations by 2022
- Continuing to maintain a smooth and level surface on pavements and carriageways to reduce the risk of trips and falls by people walking and riding in the City

## Safer Speeds

Reducing the speed of vehicles will decrease the likelihood of a collision and the severity of injury in the event of one.

We will adopting a City-wide 15mph speed limit by 2022. We will encourage TfL to deliver this new limit on the TLRN, particularly along the Bishopsgate corridor. To support the implementation of the 15mph speed limit and encourage people to drive and ride at speeds appropriate to the City context we will work with the City of London Police to deliver engagement, education and enforcement.

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### Why 15mph?

On average, collisions reduce by 5% every 1mph decrease in average speed<sup>xxv</sup>

Likelihood of death in a collision between a vehicle and person walking decreases by 40% between 20 and 15mph<sup>xxvi</sup>

Likelihood of serious injury in a collision between a vehicle and person decreases by 60% between 23 and 16mph<sup>xxvii</sup>

Stopping distances decrease from 12m to 8m between 20mph and 15mph<sup>xxviii</sup>

Drivers on streets where people walking have priority are 14 times more likely to give way to a person walking if average speeds are below 15mph<sup>xxix</sup>

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To make it easier for drivers to comply with the 15mph speed limit we will encourage the uptake of intelligent speed adaptation (ISA) in the Square Mile by:

- Asking TfL to prioritise the roll out of bus ISA on routes which operate in the Square Mile, with the aim of bus ISA operating on all routes by 2022.
- Adopting ISA in our own fleet procurement practices as part of our renewal programme. Insurance savings will be quantified and shared as best practice guidance for City suppliers and through the Fleet Operator Recognition Scheme (FORS)
- Ensuring ISA is a standard requirement for any service procured by the City Corporation with a fleet requirement
- Promoting the installation of ISA in taxis and private hire vehicles and encouraging TfL to make ISA a requirement for new taxis and private hire licensing.
- Encouraging the uptake of ISA in other fleets, such as hauliers, construction firms and coach operators
- Working with the insurance industry and vehicle manufacturers to promote and encourage the use of ISA in private vehicles

### **Intelligent Speed Adaptation**

Intelligent speed adaptation (ISA) is an in-vehicle system which uses GPS and a database of speed restrictions to limit vehicle speeds. Studies have shown that ISA delivers a substantial decrease in average speed and speed variances and eliminates speed limit violations. It is estimated that non-voluntary ISA could halve the number of fatal collisions in the UK<sup>1</sup>.

### **Safer Vehicles**

We will improve the safety of motor vehicles which use City's streets by:

- Using the Fleet Operator Recognition Scheme (FORS) to integrate safety into fleets by:
  - Continuing the CityMark accreditation programme to ensure vehicles at City construction sites meet FORS standards. We will encourage the inclusion of CityMark in Construction Logistic Plans (CLP).
  - Encouraging TfL and industry stakeholders to develop FORS standards for coaches and vans by 2022.
  - Lobbying to integrate direct vision standards as part of FORS. This will also be mandated through CLPs and CityMark for City construction sites once the standards are implemented and normalised.
  - Supporting TfL with developing a motorcycle FORS standard for couriers and delivery riders, which will include improved safety training.
- Continuing to inspect over 1000 vehicles each year with the City Police Commercial Vehicles Unit. We will identify opportunities to intensify the programme and map enforcement related to development density by 2022.
- Work with industry, sector associations and motorcycle riders to identify and understand levers for motorcyclists to choose lighter, less powered vehicles when riding to and around the City.
- Identifying any potential risks associated with the uptake of new technologies, including the increased use of quieter zero emission capable vehicles.

### **Fleet Operator Recognition Scheme and CityMark**

The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme for fleet operators. The scheme aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving best practice in safety, efficiency, and environmental protection.

CityMark is a project developed by the City Corporation to improve monitoring of vehicle standard compliance at construction sites in the Square Mile.

All construction projects in the City are members of the Considerate Contractors Scheme (CCS) and CityMark is an addition to that scheme. This keeps the CCS up to date with the leading related safety initiatives, FORS and the Construction Logistics for Community Safety (CLOCS) standard.

### **Safer Behaviours**

We will encourage all the users of our streets to travel safely by:

- Expanding the 'exchanging places' training course for professional drivers to include the experience of walking, as well as cycling, in the Square Mile
- Encouraging TfL to require safety training as part of private hire and taxi licensing. This will include Bikeability Level 3 training
- Providing and promoting free cycle training for people who live, work and study in the City; working closely with City businesses to offer this training in a convenient and easily accessible way
- Encouraging TfL to include safety-based performance measures instead of timetable performance measures in bus contracts. We will work with TfL and operators to implement these changes as part of its Bus Safety Standard
- Working with the City of London Police to deliver targeted enforcement of dangerous and reckless driving and riding, including using plain clothed officers
- Promoting safe driving and riding through targeted behaviour change campaigns.
- Work with the freight industry and research partners to understand the impact of delivery schedules on driving style and speeds

### **Proposal 21: Work with the City of London Police to reduce crime and fear of crime**

We will work with the City of London Police to ensure the design and management of streets helps everyone feel safe and reduces opportunities for crime at all times of the day. Quarterly meetings will review crime trends and methods and identify opportunities to reduce crime through changes to street design and management, enforcement and awareness campaigns.

Initial measures to reduce theft and vehicle enabled crime will include:

- Trialling ground anchors at motorcycle theft hotspots to reduce thefts and help tackle motorcycle enabled crime. We will initiate the trial in 2019 and review the utilisation of anchors and impact on theft rates ahead of proposed roll out.
- Running campaigns with motorcycle and cycle groups to promote best practice locking and security measures.
- Reviewing security provision in City Corporation car parks and other assets as part of the development and delivery of last mile logistics facilities (see Proposal 38).

### **Proposal 22: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets**

We will work with the City of London Police, developers and City businesses to take a risk-based approach to implementing appropriate and proportionate security measures. To support the delivery of this Strategy we will aim to ensure that security measures are:

- Discreet and installed to avoid reducing the space available to people walking and cycling
- Multi-functional, incorporating seating, greenery or public art where possible to improve the experience of walking, cycling and spending time on streets
- Designed and installed to take account of the access needs of people with disabilities
- Designed and installed to take account of the access requirements for servicing

We will work with industry partners to develop hostile vehicle mitigation (HVM) standard benches, planters, fountains and other street furniture. This will include moveable security features to support timed access restrictions for motor vehicles.

### **Proposal 23: Improve the quality and functionality of street lighting**

By 2022 the City Corporation will have upgraded its street lighting in accordance with the City of London Lighting Strategy. The following principles will be embedded across our transportation and public realm schemes as well as developments through the planning process.

- Use street lighting to improve the look, feel and ambience of streets
- Improve the quality of lighting for people walking and cycling
- Reduce road danger through appropriate lighting at areas of higher risk, such as junctions
- Match lighting provision to the City of London Street Hierarchy and the character of streets
- Ensure lighting supports rather than obstructs CCTV operation
- Allow flexible lighting control to support City of London Police operations

## More people choose to cycle in the City

We want the range of people choosing to cycle to match the diversity of people who live, work and study in or visit the City. Most people, whether they choose to cycle or not, will consider cycling to be a safe, easy and pleasant way to travel around the Square Mile. Reduced traffic, slower speeds and a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of concerns about safety. The cycle network will cater for all types of cycles, including cycles as mobility aids and cargo cycles. Different types of cycles will also be available for hire across the City, supporting more flexible cycling. A safer and more relaxed cycling experience will in turn encourage safer and more relaxed cycling behaviour that reflects the priority given to people walking on the City's streets.

Only 4% of people currently consider the experience of cycling in the City to be pleasant (and 56% consider it to be unpleasant). We want this figure to be 75% by 2044. More than half of people cycling in the City scored their feeling of safety while cycling as a 1 or 2 out of 5<sup>xxx</sup>. On average 19 people cycling have been killed or seriously injured on our streets every year for the last 5 years<sup>xxxi</sup>. We recognise that the current situation on many of our streets is also leading to perceived and real conflicts between people who cycle and other streets users, with negative interactions between people walking and cycling being raised as a significant issue in public consultations.

Despite these challenges, the number of people choosing to cycle in the Square Mile has grown significantly over the last 20 years. People cycling now make up a third of all vehicular traffic during the day in the City, compared with just 4% in 1999<sup>xxxii</sup>. There is significant potential to further increase the number of people cycling. Analysis by TfL has found that up to 15,700 trips a day to the City that are currently made by motorised modes could potentially be cycled in part or full. Over two thirds of these trips currently made by taxi or car<sup>xxxiii</sup>.

### Proposal 24: Apply a minimum cycling level of service to all streets

We will make the Square Mile a safe, attractive, and accessible place to cycle by applying a minimum cycling level of service to all streets by 2044.

On the streets shown in Figure X below, which will form a core cycling network, we will ensure that either:

- Motor traffic volumes are kept below 150 vehicles an hour in each direction at the busiest time of day and priority is given to people cycling over motor vehicles. If necessary, we will introduce traffic management measures to reduce the number of vehicles on these streets.

or

- 2m-wide protected cycle lanes are incorporated along the entire length of these streets (with a minimum effective width of 1.5m of cycle lane per direction of travel)

We will prioritise cycling improvements and interventions on this network. This will ensure that nearly all property entrances are within 250m of the network, providing access to destinations across the Square Mile and linking with the wider London cycle network.

We will support cycle logistics and the use of cycles as mobility aids by ensuring that all parts of this network are designed to be accessible to non-standard cycles, such as cargo cycles or adapted cycles.

We will deliver the following parts of the core cycle network by 2030:

- Aldgate to Holborn Circus via Bank including connecting the City Cluster to Cycle Superhighway (CS) 2 and CS6
- CS3 to St Paul's via the City Cluster and London Wall (in conjunction with planned network improvements at St Paul's Gyratory)
- CS1 to CS4 via Bank (including working with TfL to make improvements to Monument Junction)
- Bank to Blackfriars (including improvements at Mansion House junction)
- CS2 to CS3 via Mansell Street (in partnership with TfL)

Additional smaller measures and network enhancements will be identified through development of Healthy Streets Plans and a review of existing Quietways.

On Local Access streets that do not form part of the core cycling network, we will aim to keep motor traffic volumes below 150 vehicles an hour in each direction at the busiest time of day to give priority to people cycling over motor vehicles. For the majority of Local Access streets this will require relatively little intervention, other than junction improvements. Traffic levels are already low and this Strategy will deliver reductions in traffic volumes (Proposal 11) and introduce a City-wide 15mph speed limit (Proposal 20). In cases where traffic volumes exceed this limit we will seek to reduce traffic volumes through changes to access and traffic management.

On City Access streets, we will aim to meet the standards described above but recognise this may not be possible on all streets due to their role in traffic movement or space constraints. Other proposals in this Strategy, such as the introduction of a City-wide 15mph speed limit, will help make these streets safer, more attractive, and more accessible places to cycle.

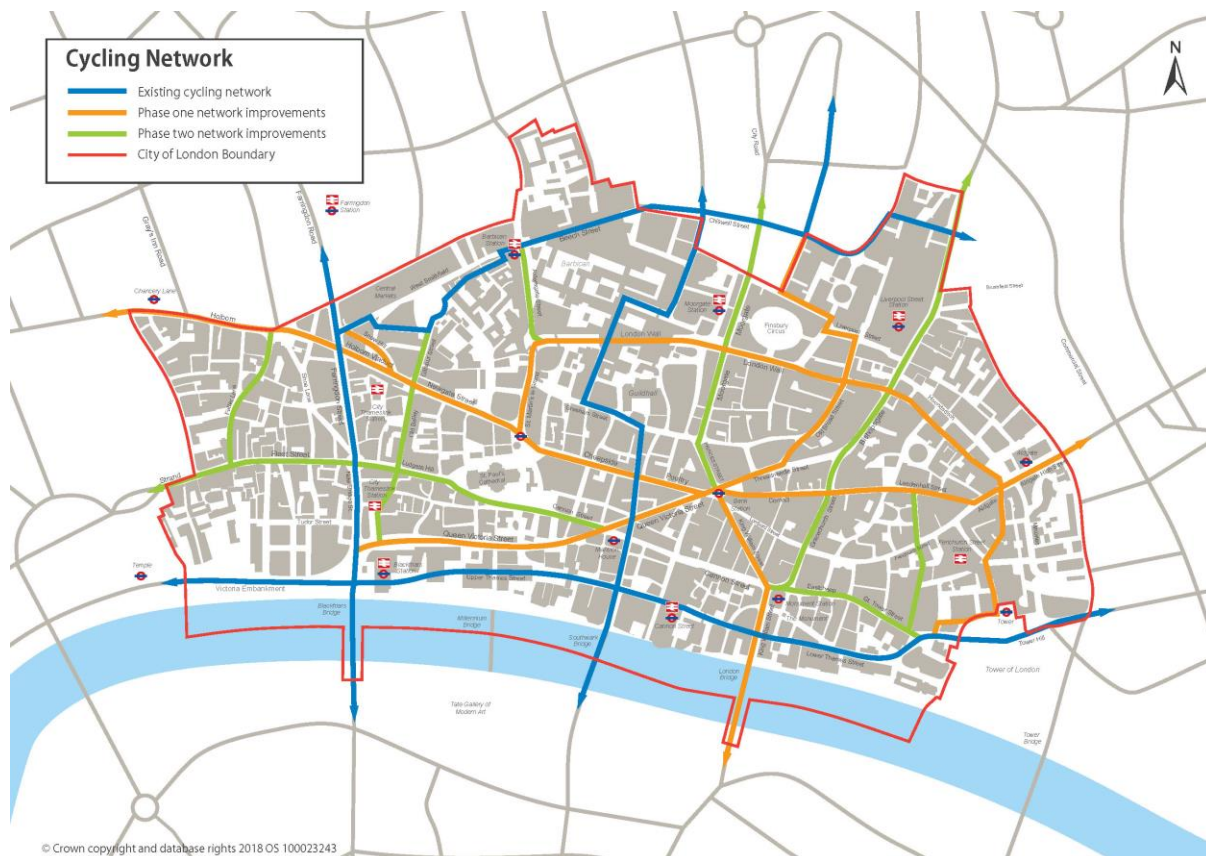


Figure X Proposed core cycling network [MAP TO BE UPDATED]

To support the new cycling levels of service we will also:

- Review all shared pedestrian/cycle spaces, such as Queen Street, and where necessary propose physical changes, campaigns, education, engagement and enforcement to improve interactions between people walking and cycling.
- Use signage and road markings to emphasise priority for people cycling over motor vehicles
- Introduce safety improvements at the priority locations identified in Proposal 21 to ensure they are safe and easy places to cycle
- Trial temporary schemes and infrastructure wherever possible to review impacts on other street users and accelerate the delivery of the cycle network

Additional measures to support the delivery of the core cycle network will include:

- Using Construction Logistics Plans and Delivery and Servicing Plans to manage the number of freight vehicles using the network, particularly at peak times.
- Enhancing cycle wayfinding and signage
- Working with boroughs neighbouring the City and TfL to improve continuity and connectivity between our cycle networks.

### **Proposal 25: Increase the amount of cycle parking in the City**

We will conduct a City-wide cycle parking review and publish a Cycle Parking Delivery Plan by 2022. This will:



- Review the availability and distribution of both on- and off-street public and residential cycle parking provision to ensure adequate provision, taking account of forecast demand
- Assess requirements for public and residential cycle parking that can accommodate cargo cycles and adapted cycles
- Promote the use of City Corporation car parks for long stay cycle parking.
- Explore the potential for innovative parking solutions that increase the space efficiency of cycle parking
- Assess the potential for commercially operated cycle parking hubs that provide enhanced security and facilities
- Assess occupancy levels of cycle parking in recently completed commercial buildings to understand current use and inform future planning policy on workplace cycle parking

Further reviews will be conducted on a regular basis, and at least every 5-years.

### **Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City**

Through the planning process we will work with developers and future occupiers to:

- Ensure all new developments provide secure cycle parking facilities, that are at least in line with the London Plan's minimum standards for cycle parking, have step free access and include lockers and showers in commercial developments
- Encourage the provision of parking facilities that are suitable for non-standard cycles, including providing off-street storage for cargo bikes and hand carts in developments that include ground floor retail and takeaway food outlets
- Provide on-site short stay cycle parking for visitors and, where possible, additional public cycle parking in the public realm
- Contribute to improving conditions for cycling on adjacent streets, particularly those that connect to or form part of the City of London Cycle Network

### **Proposal 27: Promote and celebrate cycling**

We will encourage residents, workers and visitors to cycle to and around the Square Mile by:

- Connecting businesses and residents to additional cycling support services, such as maintenance and insurance
- Improving people's awareness of the cycling network and cycle routes to the City through promotional activities and wayfinding
- Organising led rides, working with businesses and heritage and cultural institutions to promote cycling and exploring the potential for an annual City cycling festival
- Supporting London-wide, national and international cycling campaigns and hosting periodic cycling events
- Targeted campaigns and promotional activities to encourage a more diverse range of people to cycle

## **Proposal 28: Improve cycle hire in the City**

We will work with TfL and cycle hire providers to improve the quality and accessibility of all cycle hire facilities including docked, dockless, and cargo cycles for residents, workers, and visitors. In doing so, we will ensure that:

- Cycles for hire are readily accessible in suitable numbers and in appropriate locations across the City
- There are adequate parking and docking facilities and that these are managed to respond to peaks in demand
- Hire cycles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users
- Operators cover the costs of any additional infrastructure required to facilitate cycle hire
- Any redistribution of hire cycles by vans or other motorised modes are done with zero emission capable vehicles
- Dockless cycle operators actively restrict their users from parking outside designated areas and quickly remove cycles that are parked in these areas
- Cycle hire parking and docking locations and total spaces provided are reviewed and enhanced as demand changes

We will work with TfL and London Councils to secure a byelaw that grants local authorities in London regulatory powers to effectively manage current and future cycle hire activities on our streets.

## The Square Mile's air and streets are cleaner and quieter

By 2044, transport related local air pollution and carbon emissions will have been cut to virtually zero and streets will be quieter more relaxing places. Together with wider action to reduce emissions from buildings and development, this will mean that the City enjoys some of the cleanest urban air in the world. There will be fewer motor vehicles and those remaining will be powered by electricity or other zero emission technologies. Emerging automation technology will reduce speeds and avoid aggressive acceleration and braking, leading to less tyre and brake wear. New approaches to noise management will mean that street works cause less disturbance.

Exposure to high concentrations of Nitrogen Dioxide ( $\text{NO}_2$ ) can irritate the airways of the lungs, increasing the symptoms of those suffering from lung diseases. Fine particles can be carried deep into the lungs where they can cause inflammation and a worsening of heart and lung diseases<sup>xxxiv</sup>.

Air quality in the Square Mile does not currently meet the safe limits set by the European Union or World Health Organisation (WHO) for  $\text{NO}_2$ . Levels of exposure to particle matter (PM10 and PM2.5) are within the UK/EU limit value, however they exceed more stringent WHO standards, and the WHO recognises that there is no safe limit for these types of pollutants<sup>xxxv</sup>.

Road transport is responsible for 26% of  $\text{NO}_2$  emissions and 60% of PM2.5, in the Square Mile. Current air quality monitoring records breaches for  $\text{NO}_2$  on our busiest streets. In some locations recorded concentrations are twice the safe limit value. Projections show that  $\text{NO}_2$  levels will still exceed safer limits on many of our busiest streets after the central London Ultra-Low Emission Zone's (ULEZ) restrictions on the most polluting vehicles come into effect<sup>xxxvi</sup>. Brake and tyre wear mean that motor vehicles will also continue to be a significant source of particle matter even once the majority of vehicles are zero emission capable.

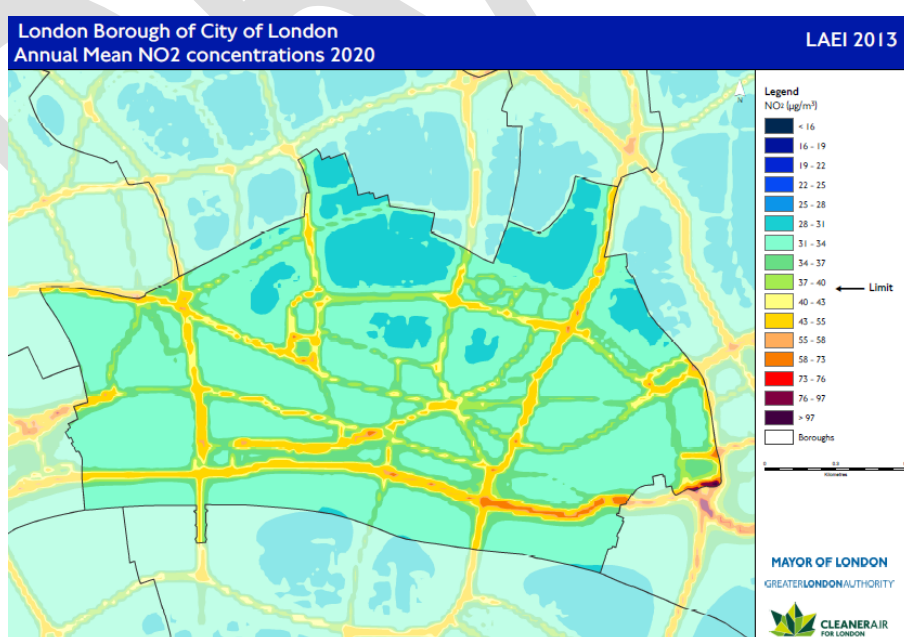


Figure X City of London Annual mean  $\text{NO}_2$  concentrations 2020 (LAEI 2013)

In 2018, 7% of the Square Mile's CO2 emissions are produced by motor vehicles. The carbon emissions from electric vehicles are dependent on the source of electricity. However, electric vehicles are far more efficient in fuel use/CO2 output than combustion engines<sup>xxxvii</sup>. An EU study based on expected performance in 2020 found that an electric car using electricity generated solely by an oil-fired power station would use only two-thirds of the energy of a petrol car travelling the same distance.<sup>xxxviii</sup>

The direct health impacts of noise pollution include sleep disturbance, stress, anxiety, high blood pressure, poor mental health and school performance, and cognitive impairment in children. Risk of cardiovascular disease increases significantly when noise levels exceed 60 decibels, as they often do on urban streets. Noise can also discourage people from walking, cycling and spending time on streets<sup>xxxix</sup>. 41% of respondents to a recent survey on people's experience and perceptions of noise in the Square Mile cited noise from traffic as a negative factor. Traffic noise was the most significant negative noise or sound identified, with construction/building works identified by 12% as the second biggest issues<sup>xl</sup>.

### **Proposal 29: Support and champion a central London Zero Emission Zone**

We will support and champion the introduction of a Zero Emission Zone (ZEZ) covering central London within the next Mayoral term.

We will seek a phased introduction of ZEZ restrictions with the aim of ensuring that 90% of motor vehicles entering the Square Mile are zero emission capable by 2030. This is likely to be achieved through a combination of access restrictions and charging for non-zero emission capable vehicles.

If a clear commitment to introduce a central London ZEZ is not set out in the next Mayor's election manifesto, or commitments are insufficiently ambitious, we will explore the feasibility of implementing a City-wide ZEZ, working with London Councils and boroughs neighbouring the City to ensure a coordinated approach.

#### **Local Zero Emission Zones**

While the Central London ZEZ is being developed we will introduce local ZEZs covering the Barbican and Golden Lane and City Cluster by 2022. Proposals will be developed in consultation with residents and businesses and will reflect the availability of zero emission capable vehicles, while seeking to accelerate their uptake. We will coordinate proposals with TfL, London Councils and London's boroughs to ensure alignment with other existing and planned zero emissions areas and streets.



Figure X – Proposed Local Zero Emission Zones

### **Proposal 30: Install additional electric vehicle charging infrastructure**

We will install additional publicly accessible electric vehicle (EV) rapid charge points by 2025 to support the transition to zero emission capable vehicles, including exploring the potential for a charging hub with priority access for commercial vehicles. We will assess the need for additional charge points for taxis and we investigate the charging infrastructure required to encourage a transition to electric powered two wheelers.

Locations will be identified through engagement with the TfL EV Infrastructure Taskforce. The first preference will be to install any charge points in car parks or other suitable off-street locations. Where it is essential to locate on-street, charge points will be installed in the carriageway rather than on the pavement

Through the planning process we will require the installation of rapid charge points in new developments with off-street loading. We will also encourage the owners, managers and occupiers of existing buildings with loading bays to install rapid charge points.

The provision of charging infrastructure will be kept under review to ensure it is sufficient to meet the needs of residents and vehicles serving the City without generating additional traffic. Reviews will also consider the need to update, and potentially reduce, charging infrastructure as battery technology improves.

----- TEXT BOX START -----

### **Existing electric vehicle charging provision**

Fast charge points are currently available in all City Corporation public car parks and in the Barbican residents' car park. We are working in partnership with TfL to deliver a rapid charging hub for taxis in Baynard House car park and a single taxi only rapid charge point on Noble Street.

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### **Proposal 31: Request an accelerated roll out of zero emission capable buses**

We will urge TfL to prioritise zero emission capable buses on routes through the Square Mile. We will request that all buses serving the City are zero emission capable by 2030, ahead of TfL's current commitment for all buses to be zero emission or hybrid by 2035.

### **Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles**

We will work with central Government, TfL and manufacturers to develop incentive schemes and favourable leasing arrangements that support small businesses in acquiring zero emission capable vehicles. We will consider opportunities, such as preferential pricing for parking/loading for vehicles in this category, to provide time limited incentives.

### **Proposal 33: Make the City of London's own vehicle fleet zero emissions**

The City Corporation will upgrade its vehicles which operate in the Square Mile to meet the standards we set for local zero emission zones. Contractors vehicles that operate within the Square Mile will also be required to meet these standards. where possible EV charging infrastructure In City operational sites will be made available to contractors vehicles.

### **Proposal 34: Reduce the level of noise from motor vehicles**

The transition to zero emission capable vehicles and general traffic reduction will help to reduce noise from motor traffic. Other measures to reduce noise will include: well-maintained carriageway surfaces and utility access covers; campaigns to reduce engine idling and the inappropriate use of horns; and working with the emergency services to reduce the use and volume of sirens.

We will work with the City of London Police to undertake targeted noise enforcement of motor vehicles that do not comply with legal requirements to maintain an appropriate/type approved exhaust or are not within legal decibel limits for the vehicle type.

### **Proposal 35: Reduce noise from streetworks**

The City Corporation will manage and seek to reduce the noise impacts of streetworks through the Code of Practice: Minimising the Environmental Impact of Streetworks. This requires contractors working for the City Corporation and third parties to use the 'best practicable means' to minimise the effects of noise and dust, including:

- Restricting periods of operation of noisy activities
- Undertaking liaison with neighbours
- Using less noisy methods and equipment
- Reducing transmission and propagation of noise, for example by using noise enclosures or barriers
- Managing arrangements including contract management, planning of works, training and supervision of employees to ensure measures are implemented

A review of the Code of Practice will be undertaken by 2020 to ensure it reflects best practice, with further updates as required. The review will also consider how we can better work with TfL, utility companies and contractors to improve the level of adherence to the Code.

### **Proposal 36: Encourage innovation in air quality improvements and noise reduction**

We will work with central Government, TfL, industry and other partners to encourage the development of innovative solutions to reduce transport related noise and emissions. For example, by supporting trials, sponsoring competitions and awards, and hosting conferences and seminars.

### **Proposal 37: Ensure street cleansing regimes support the provision of a world-class public realm**

The City's street cleansing regime will ensure all walking routes, cycle routes and public realm areas are cleaned to a high standard and kept free of litter.

We will reduce litter from smoking, working with Public Health to support campaigns and initiatives to stop smoking, and if necessary enforcement and prosecution of offenders.

We will continue to work with businesses to minimise the impact of waste collection on the public realm, including through time banded collections that restrict the times when rubbish and recycling can be left on the street.

## **Delivery and servicing needs are met more efficiently, and impacts are minimised**

Deliveries and servicing are an essential part of a thriving business district. Delivering this Strategy will ensure these needs are met by fewer, quieter, safer and cleaner lorries and vans. Deliveries for buildings or areas of the City will be grouped together at consolidation centres, meaning fewer, fuller lorries and vans. The lorries and vans making these deliveries will use the return journey to transport waste and recycling. The Thames will also carry goods into the City as well as waste out, including the materials needed for construction projects. Logistics hubs within the City will enable deliveries to be made by cargo cycles and pedestrian porters. Cargo cycles will also be used for servicing businesses and buildings, with tools and parts securely stored at locations within the Square Mile. New technologies will help improve the routing of deliveries and make it easier to find a place to park or unload.

Freight and servicing vehicles make up 25% of motorised traffic in the Square Mile. This proportion increases to 32% between 7am and 10am, coinciding with the busiest times of day for walking and cycling. 40% of respondents to the City Streets survey felt that the number of lorries and vans on the City's streets is too high, the second highest response after private cars<sup>xli</sup>.

Even after the Ultra-low Emission Zone for central London comes into effect freight and servicing activities are still expected to contribute 26% of transport related NO<sub>x</sub> and 28% of PM<sub>2.5</sub> emissions from motor vehicles<sup>xlii</sup>.

Large goods vehicles (LGVs) make up only 4% of vehicles on the City's streets. However 38% of collisions that result in someone being killed involved an LGV as do 21% that result in a serious injury.

### **Proposal 38: Reduce the number of freight vehicles in the Square Mile**

We will seek to reduce the number of motorised freight vehicles in the Square Mile by 30% by 2044 and facilitate the transition to ultra-low emission and zero emission delivery vehicles.

To achieve this target we will work with businesses, suppliers, the freight industry and other relevant partners to deliver an integrated freight programme that incorporates retiming, consolidation, last mile logistics, construction logistics, better use of the river and smarter procurement practices.

#### **Retiming deliveries**

We will explore the potential for area and City-wide timed access and loading restrictions for freight vehicles, with the aim of at least 50% of deliveries being made outside of the morning, lunchtime and evening peaks by 2030. We will work to further reduce peak time deliveries by 2044 while ensuring businesses can still receive essential deliveries.

Additional measures to encourage retiming will include:

- Permitting night-time deliveries where there will be negligible impact on residents both en route and in the City. Through the planning process we will ensure all appropriate new developments have restrictions to limit deliveries between 7am-10am, 12pm-2pm and 4pm-7pm



- Engaging with property managers, occupiers and businesses which may wish to retime deliveries and seeking to remove any restrictions in their planning consents where there will be negligible impact on residents
- Integrating out of peak deliveries as part of the sustainable logistics programme and identify opportunities for retiming freight on an area basis within Healthy Streets Plans (see Proposal 12)
- Work with London Councils, TfL and neighbouring local authorities to modernise the London Lorry Control Scheme (LLCS) to generate more opportunities for out of peak and night time deliveries.

### **Consolidation**

Using established best practice, we will work with a partner haulier to provide a consolidation service for the Square Mile by 2022. A major engagement exercise with City businesses will promote and encourage the use of this consolidation service. This will include developing a consolidation toolkit for City businesses, informed by monitoring of the benefits arising from consolidating deliveries to the Guildhall complex.

We will also continue to use the planning process to require all new major developments to use a consolidation service to reduce deliveries to their buildings.

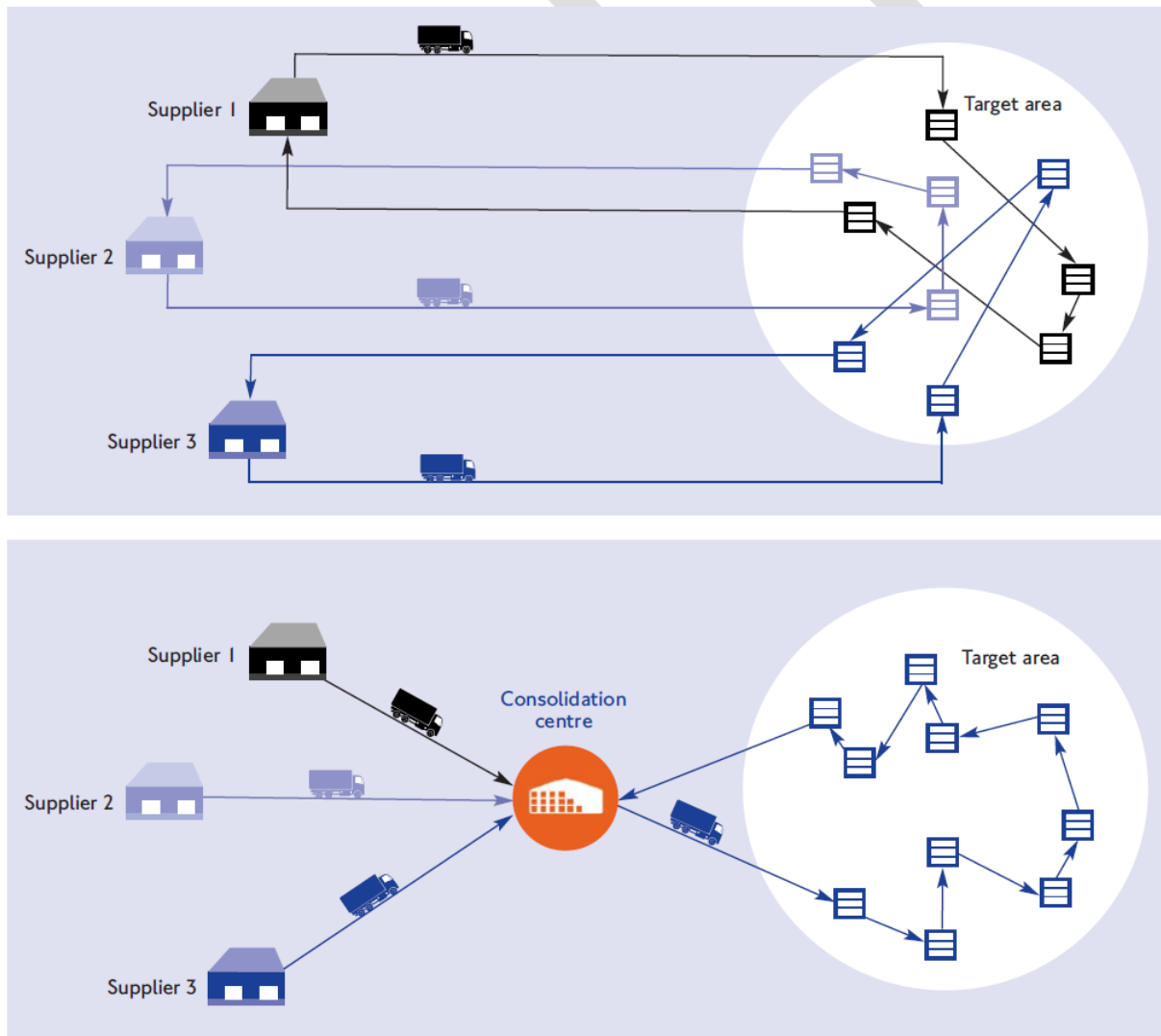
In the longer term we will develop a commercially sustainable approach to consolidation for the Square Mile and establish a sustainable logistics centre to serve the City by 2030. This centre will co-locate major suppliers in a single warehouse, alongside consolidation, waste collection and couriering services.

### Freight consolidation

Freight consolidation involves routing deliveries to a business, building or area via a warehouse where they are grouped together prior to final delivery. This approach means that the final stage of delivery is made by fewer, fuller vehicles, significantly reducing the number of lorries and vans making deliveries.

Case studies have shown that freight consolidation can reduce the number of delivery trips by 46 – 80%<sup>xliii</sup>. Enabling freight consolidation is critical to achieving our targets for reducing freight vehicles.

Examples of this consolidation include the Bristol and Bath Consolidation Centre, the London Borough Consolidation Centre and Regent Street Clipper Consolidation. The City Corporation already mandates the use of consolidation centres in planning consents, including 22 Bishopsgate and 1 Undershaft, to mitigate the impact of new development on City streets.



### **Last mile logistic hubs**

We will enable more deliveries within the Square Mile to be made by cargo cycles, on foot and by small electric vehicles by:

- Delivering two last mile logistic hubs in underutilised City Corporation assets by 2022. A further three hubs will be delivered by 2025.
- Establishing additional last mile logistics hubs if appropriate underutilised assets are identified.
- Exploring opportunities to acquire new sites within or adjacent to the Square Mile for last mile logistic hubs.
- Working with developers and land owners to integrate last mile logistic hubs as part of major City developments.

### **Increase the use of the River Thames for freight**

We will maximise the potential to use the Thames for the movement of freight by:

- Maintaining the commercial waste operation at Walbrook Wharf and supporting additional waste carried through the Wharf
- Identifying opportunities to increase the use of the river for freight deliveries to the Square Mile
- Working closely with Thames Tideway to identify future opportunities for their wharves and barges once construction is completed.
- Working with river freight operators to ensure that their fleets meet Port of London Authority air quality standards
- Exploring the use of Blackfriars and Tower Piers and a reinstated Swan Lane Pier as points to transfer freight for last mile delivery on foot or by cargo cycle.

### **Reducing the impact of construction logistics**

To facilitate future development while minimising the impact of construction logistics, we will:

- Work with TfL to update Construction Logistics Plan guidance by 2022. This updated guidance will include stricter expectations for construction consolidation and on-site waste compaction. It will also review the potential for emerging technology, such as 3D printing or higher payload and carrying potential of new rigid axle vehicles to reduce the number of deliveries.
- Work with developers and contractors to adapt and develop construction delivery management systems to facilitate retiming of deliveries to outside the 7-10am peak.
- Through the planning process, all development within the City must consider use of the River Thames for the movement of construction materials and waste.

### **Procurement and personal deliveries**

To encourage smarter commercial decision making for our businesses and how residents get their goods delivered will help minimise the impact of freight in the Square Mile, we will:

- Share information on the impact of personal deliveries on traffic in the City, including air quality and road danger and promote the use of click and collect services.
- Establish a collaborative procurement programme for the Square Mile by 2022. This will allow businesses, particularly small and medium sized businesses, to share suppliers and waste services. We will work with Cheapside Business Alliance and the Aldgate Partnership to trial the programme prior to a City-wide roll out.

- Identify opportunities for other City Corporation initiatives, such as Plastic Free City and our Responsible Business Strategy, to support efforts to reduce the number of deliveries and waste collections

### **Proposal 39: Develop a sustainable servicing programme**

We will work with servicing businesses and facility and property managers to develop a Servicing Action Plan, to be published by 2022. This will identify opportunities to reduce the number of vans and other service vehicles in the Square Mile while seeking to improve response times and quality of service. We will also explore the potential to provide secure storage space for tools and materials as part of last mile delivery hubs to reduce the need for engineers to travel to and around the Square Mile by van.

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## **Our street network is resilient to changing circumstances**

It is inevitable that people using our streets and transport networks will experience occasional disruption. This includes disruption caused by construction and streetworks, breakdowns and severe weather. By delivering this Strategy we will ensure that these disruptions have as little impact on the ease and experience of travelling in the City as possible. Streets will be kept open to people walking and cycling during construction and streetworks. Long-term works that require streets to be closed to traffic will provide an opportunity for people to enjoy the benefits of a traffic-free environment, and to assess the potential for permanent change. When necessary, alternative routes will be made available for motor traffic on streets that are normally only used for access. The Square Mile will be prepared for the impacts of a changing climate or more extreme weather events; enabling people to comfortably use the City streets regardless of the weather.

Every year the City Corporation receives around 9,500 applications for permits to work on the highway, approximately half of these are from utility companies, and half for street maintenance and improvements. 85% of these applications are approved. In 2015/16 combining streetworks through collaborative working 'saved' 763 excavation days. Using TfL's calculation on the economic benefit to London as a result of days of disruption saved, the estimated saving for the Square Mile is in the region of £1.1m based on an average benefit of £1,500 per day.<sup>xliv</sup>

Extreme weather events, including higher rainfall and temperatures, are increasing as a result of a changing climate.<sup>xlv</sup> Further details of the likely impacts of climate change on transport in the Square Mile will be included in the final version of this Strategy, following publication of the Met Office's Climate 2018 projections in November 2018.

### **Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption**

We will maintain a primary 'resilience network' for motor vehicles that can be 'switched on' in response to significant planned or unplanned disruption. Local Access streets on the resilience network will be designed to allow temporary reopening to through traffic or accommodate higher volumes of motor vehicles when necessary. This approach will also ensure that emergency services can use these streets when necessary.

Appropriate management arrangements will ensure streets remain safe for all users, such as a clear demarcation of pedestrian space, lower speed limits and marshalling. Use of technology for advance messaging both on-street for all users and in-vehicle navigation systems will be utilised to best effect in managing changing or temporary arrangements.



Figure X - Primary resilience network proposals [MAP TO BE UPDATED]

### Proposal 41: Reduce the impact of construction and streetworks

The needs of people walking will be prioritised during streetworks and construction, with the aim of maintaining a comfortable and accessible walking route on both sides of the street, with space reallocated from general traffic as necessary. Accessible diversions must be provided if space constraints do not allow an acceptable level of temporary provision.

We will work with utility companies, contractors and developers to minimise the impact of construction and streetworks on people walking and cycling. Traffic management plans for construction sites and streetworks will maintain access for different users in accordance with the following hierarchy:

- Walking
- Cycling and buses
- Taxis
- General traffic

We have a Network Management Duty which requires us to ensure we apply best practice to managing streetworks. We will review this in 2019 and on a regular basis to ensure our activity and relevant processes remain up to date and effective.

Within the context of the Network Management Duty, we will lobby for legislation to allow penalties to be charged against developments that overrun their agreed licence periods for scaffolds and hoardings.

We will review the City's Guidance Notes for Activities on the Public Highway in 2019 to ensure that guidance is in line with best practice and the requirements outlined above. A review will include considering the opportunity to introduce lane rental controls on our major streets to further reduce the impact of street works.

We will seek to minimise disruption caused by streetworks by:

- Encouraging collaborative working and coordinating street works
- Exploring the potential for new technology to reduce noise and the extent of works and speed up delivery
- Reducing the duration of works by allowing extended and night-time working where noise considerations allow
- Improving signage and permit information, to include contact details, purpose of works and other information such as reason for site inactivity
- Improving communication through better engagement with businesses and residents for longer duration works
- Work with TfL to improve communication on the impact of streetworks and other maintenance on public transport services
- We will work with TfL to explore the potential to further adjust traffic signal timings to reflect actual and modelled traffic flows during periods of network disruption. We will also explore new adaptive traffic control technologies as they emerge through our Future Transport Programme (Proposal 43)

We will use medium and long-term street closures as an opportunity to open streets to people, for example working with businesses to provide temporary seating or programmed events. We will also monitor the traffic impacts of long-term street works to inform transport and resilience planning and assess the potential for retaining capacity reductions or access restrictions.

#### **Proposal 42: Make the street network resilient to severe weather events**

We will work with the London Climate Change Partnership Transport Adaptation Sector Group (TASG) to ensure the street network and transport system remains open during severe weather events. With TASG, we will undertake risk assessments based on current and predicted impacts of climate change and develop mitigating measures that will be implemented when thresholds are reached, including temperature change or levels of rainfall. This process will ensure the City Corporation and TfL are prepared to respond to extreme weather events that may affect our streets, the TLRN and rail and Underground networks.

The initial programme for the TASG first stage assessment is set out below. Further detailed assessments and mitigation plans will be informed by the Met Office's 2018 Climate projections, which will be released in November 2018.

- Agree indicators and complete Transport sector assessments (autumn/winter 2018)
- Publish assessments (late 2018)
- Review and update every two years

Highway management regimes, including the Winter Service Plan<sup>xlvi</sup> (updated annually), will consider walking, cycling and motor vehicle routes as equally important. Priority 1 footpaths and cycle routes will be treated for snow and ice at the same time as priority 1 streets.

-----PLAN OF PRIORITY 1 STREETS-----

## Emerging transport technologies benefit the Square Mile

The advent of new transport technology innovations, such as autonomous vehicles (AVs) and new apps and services, promise to change the way our streets function and the way we choose to travel on them. Delivering this Strategy will ensure that transport innovations are seamlessly integrated into the fabric of the City and improve the experience of travelling and spending time on the Square Mile's streets. A proactive rather than reactive approach to policy making will ensure appropriate policy and legislation is in place while supporting and accelerating beneficial innovations. The City will be a test-bed for urban transport innovations and seen as a world leader in improving people's personal mobility and livelihoods through new technologies.

Close to £1 billion is being spent on AV development in the UK alone<sup>xlvii</sup> and industry experts (alongside the UK's Chancellor Phillip Hammond) are now suggesting that self-driving cars will be running on our streets in less than four years<sup>xlviii</sup>. Disruptive technologies, such as Uber, have already demonstrated their ability to rapidly change how people travel. They have also highlighted the potential negative impacts of these changes, leading to more motor vehicles on London's streets. While no one is certain of what the future holds the City must be ready to respond to best support the successful implementation of this Strategy.

### Proposal 43: Establish a Future Transport Programme

We will establish a Future Transport Programme to work with developers of mobility innovations. This programme will:

- Engage with industry, academia, government Catapults and partners to deliver transport innovation and technology trials across the City, including trials on:
  - App-based parking and un/loading permitting and enforcement
  - Technology-assisted kerbside space reallocation
  - On-demand accessible shuttles and shared transport services
  - App-assisted pedestrian crossing technologies for the partially sighted and people who require more time to cross
  - Geofencing and permitting
  - Use of drones to support the emergency services and make urgent deliveries to hospitals
  - Technology to support the delivery of Vision Zero by reducing the likelihood and severity of collisions
- Identify measures required to support the uptake of appropriate mobility solutions, such as off-street storage of shared autonomous vehicles
- Host conferences and seminars and support competitions and awards for transport innovations and technologies
- Explore the potential for commercial opportunities and partnerships within the transport technology and innovation industry.

A more detailed programme of activities will be developed shortly after the publication of the Transport Strategy and in consultation with the Future Transport Advisory Board (Proposal 44).

We recognise the significant potential for new technologies to improve the City's streets and will openly enter into discussion with any innovators. Future transport innovations will be



considered appropriate for trial and use in the City context if they support the delivery of Healthy Streets and adhere to the following requirements (when applicable):

1. Support priority for people walking and efforts to enable more people to choose to walk and cycle, and not shift people from sustainable travel modes to unsustainable travel modes
2. Contribute to efforts to reduce motor vehicle volumes and mileage and not increase motor traffic volumes
3. Lead to an overall increase in vehicle occupancy and loading
4. Help make our streets safer and not increase road danger, collision rates, collision severity, terrorism risk, or the need for additional policing or enforcement
5. Reduce vehicle speeds and ensure vehicles travel at speeds appropriate to conditions and the City context
6. Minimise obstructions to vehicles and people walking, and not permanently obstruct pavements or add clutter
7. Improve the efficiency of kerbside use and not increase parking or loading space requirements
8. Help spread travel demand, for both people and goods, more evenly across the day, such as outside morning, lunchtime and evening peaks and overnight
9. Help make streets and the City's air cleaner and quieter by reducing transport related emissions and noise
10. Improve the experience of using the City's streets and open spaces and support efforts to increase the amount of public space

Additional requirements apply to the introduction of connected and autonomous vehicles, drones and droids on our streets.

- *Connected and autonomous vehicles* must not require any changes or infrastructure that have a negative impact on our streets, such as bollards or barriers
- *Drones* must not operate without CAA and City of London permission
- *Droids* must not operate on pavements or in such a way as to obstruct or pose a danger to any user of our streets

Developers and operators of new transport innovations and services are expected to:

- Share all beneficial data generated or collected with the City Corporation to aid in policy and decision making
- Not discriminate against any potential user, either through active discrimination or through profiling or algorithmic/AI discrimination or bias
- Accommodate every user, especially those requiring wheelchairs or mobility aids when innovations and technologies incorporate motor vehicles
- Not generate any unreasonable additional costs for the City Corporation or users
- Ensure any supporting digital software and hardware is sufficiently and rigorously safeguarded from malicious use or intent that could pose a risk to physical or digital safety in the City
- Readily and proactively engage with the City and regularly inform them of their activities and plans

### **Emerging transport technologies**

Connected and autonomous vehicles, also known as driverless cars or CAVS, are vehicles equipped with sensors and on-board computers that allow them to effectively drive themselves. There are many levels of automation, from partial automation, which can include self-parking cars and adaptive cruise control, to full automation and a hands-off driving experience. The autonomous operation of motor vehicles on our streets could significantly reduce road danger and improve traffic flow.

Drones, also known as unmanned aerial vehicles or UAVs, are small flying vehicles which rely on remote-controlled piloting or fly using onboard sensors and GPS. The operation of drones in the City could improve delivery times of sensitive or high-value goods such as medical supplies and may aid in asset inspection, construction site monitoring, and emergency services activities.

Droids are small wheeled vehicles that are controlled by remote-controlled piloting or onboard sensors and GPS. The use of droids in the City could include couriership and deliveries.

Shared mobility services are transport services that share the use of a vehicle for personal travel, examples include ridesharing and pooled rides.

### **Proposal 44: Establish a Future Transport Advisory Board**

To ensure that we can identify and proactively respond to future transport innovations we will engage with industry partners, experts, and academics through a Future Transport Advisory Board. The Future Transport Advisory Board, will meet twice a year to:

- Support and advise on the activities of the Future Transport Programme.
- Advise on emerging transport technology and innovation industry trends, and suitable responses to them
- Act as a sounding board on the City's approach to managing upcoming innovations and technological launches
- Review the City's future mobility policies, positions, and trials
- Help facilitate connections and relationships between City officials and the wider transport technology industry

### **Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile**

We will support and engage with all levels of government, industry and sector representatives to develop frameworks and legislation for future transport and ensure overall positive outcomes for the Square Mile, London and other cities. Initially we will seek local and national legislative action on:

- Licencing for the semi- and fully-autonomous vehicle market, alongside the development of safety, design, digital security, and supporting infrastructure regulations.

- Strengthening existing Civil Aviation Authority regulations on small remotely-piloted aircraft and drones.
- Clarifying the operating parameters of droids and other small autonomous vehicles.
- Regulating the dockless cycle hire industry, as outlined in Proposal 28.

DRAFT

## **The Square Mile benefits from better transport connections**

Public transport will remain the main way that people travel to the Square Mile and continued investment will ensure that the City remains one of the most well-connected business districts in the world. Public transport will provide efficient and direct 24-hour connectivity to major local, regional, national, and international destinations. The building of new rail and underground connections, including Crossrail 2 and High-Speed 2, will provide the additional capacity people need to get to the City quickly and comfortably from across Greater London and the UK. Expanded Night Tube and 24-hour bus networks will serve and grow the City's thriving cultural offer and night-time economy.

The recent economic success of the City and London in general is attracting more jobs and residents than ever before to greater London and the surrounding region. The Mayor and TfL have laid out ambitious plans for expanding the Capital's public transport networks to address the additional pressures this growth will place on these services. Planned network improvements are forecasted to increase the number of people within a 60-minute commute of the City by nearly two million<sup>xlix</sup>. Modelling projections suggest that, without further investment, Londoners will still be faced with deteriorating network conditions over the next 25 years. TfL forecasts an increase in travel by all rail modes of 50% by 2041<sup>i</sup>. Delays from overcrowding on the underground have tripled in the past five years and 8 of the 10 most overcrowded rail services across the UK are now in London<sup>ii</sup>.

### **Proposal 46: Support and champion better national and international connections to the Square Mile**

We will work with the Mayor of London, TfL, central government, airport and rail operators and other related partners to improve national and international connectivity to the City, including:

- Increased airport capacity in the South East, recognising that this will most efficiently be delivered through a third runway at Heathrow to be delivered as soon as possible.
- Improved connectivity to London's airports through:
  - Increased capacity and additional frequency on the West Anglia Main Line to Stansted Airport
  - A new Crossrail station at City Airport, constructed at the same time as the delivery of the Ebbsfleet extension
  - Increased DLR frequency to City Airport
- The delivery of High Speed 2 as quickly as reasonably possible
- Improved national rail access to London, including electrification, station expansions and general service improvements

### **Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region**

We will work with the Mayor of London, TfL, central Government, boroughs neighbouring the City and other related partners to improve regional connectivity to the Square Mile, including:

- Devolution of suburban rail service franchising to TfL, with a view to providing a London Suburban Metro service by 2030

- Accessibility improvements to rail and Underground stations in the Square Mile, as outlined in Proposal 19
- Extending the Overground to Barking Riverside
- The delivery of Crossrail 2 as soon as reasonably possible
- Enhancing the coverage and frequency of 24-hour public transport services in central London, including increasing the number of lines operating night-tube services, enhancing the 24-hour bus network, and improving night-time DLR and rail operations, including Crossrail. Any extensions to operating hours must take account of the need to minimise noise and other impacts on residents.
- Enhanced 24-hour bus services to/from the City
- Improvements to Liverpool Street Rail and Bus Station, including enhancing step free access and improving entry points
- Exploring the feasibility of Sunday operation of the Waterloo and City Line
- Immediate improvements to street-level interchange between Fenchurch Street and Tower Hill, Tower Gateway and Aldgate stations, including wayfinding. Exploration of the feasibility of a direct interchange route between Fenchurch Street and Tower Gateway and Tower Hill
- Access and capacity improvements at Aldgate Station and exploration of the feasibility of a direct interchange between Aldgate and Aldgate East stations.
- Extending the Metropolitan Line to Watford Junction and the Bakerloo Line to Lewisham
- The delivery of more high-quality cycling routes to and through central London including Quietways and Cycle Superhighways
- Improved walking connections to boroughs neighbouring the City

#### **Proposal 48: Support the increased use of the Thames for passenger services**

We will work with partners including TfL River Services, the Port of London Authority and riverboat operators to increase the use of the River Thames for passenger services. Activities will include promotion of river services, enhancing walking routes to Blackfriars and Tower piers and improving overall pier efficiency. We will explore the potential to reinstate Swan Lane pier for leisure and passenger services.

#### **Proposal 49: Review bus provision across the City**

We will support TfL's ambitions to adjust bus services in Central London, taking account of the forecast fall in demand following the opening of the Elizabeth Line.

We will work with TfL to improve bus journey times to and connectivity through the Square Mile by:

- Reviewing bus routing and frequency throughout the City to optimise routing.
- Introducing targeted junction improvements to enhance bus priority.
- Identifying opportunities to improve bus priority when developing and implementing Traffic Management and Healthy Streets plans (see Proposal 12) and major projects.

The key routes for bus priority measures are shown in figure XX. Improvements to these routes will be delivered by 2030.

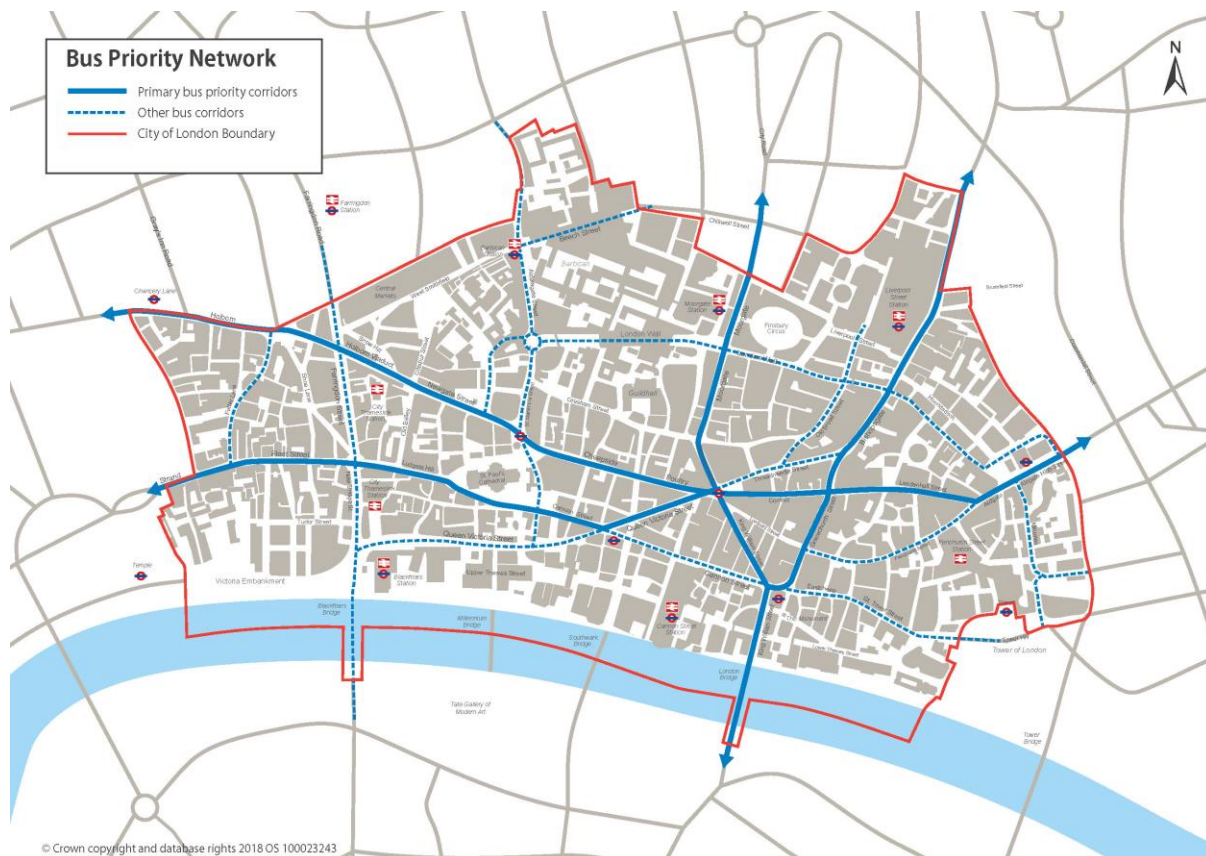


Figure X: Key bus routes [MAP TO BE UPDATED]

### **Proposal 50: Support the Mayor of London in retaining locally-generated taxation**

We will support the Mayor of London and TfL's efforts to retain additional locally-generated taxation, such as vehicle excise duty, to fund investment in transport infrastructure across the Capital, including investment to help deliver the outcomes of this Strategy.

### **Proposal 51: Encourage continued central government investment in major London transport projects**

We will continue to lobby central government to invest directly in strategic Healthy Streets projects and programmes and large transport infrastructure projects, such as Crossrail 2. Significant investment across Greater London is required to ensure the Capital remains an attractive place to live, work, study and invest and protect the significant contribution London makes to the national economy. Delivering the Strategy

### **Projects and programmes**

The major projects and programmes that will be delivered by the Transport Strategy are summarised below. Further details on the projects that will be delivered in the first three years can be found in the City Corporation's Local Implementation Plan, which is published alongside this Strategy and available on our website.

Project	2022	2025	2030	2040	2044	Key area of change
<b>City-wide</b>						
City-wide 15mph speed limit						
Legible London roll out						
Last-mile delivery hubs						
Streets Accessibility Programme						
Sustainable logistics centre						
Pedestrian priority streets and projects						
<b>Location specific</b>						
Riverside walkway – Globe View						
City Cluster Zero Emission Zone						City Cluster
Barbican and Golden Lane Zero Emission Zone						Smithfield and Barbican
Puddle Dock pedestrian crossing						
Core cycle network Phase 1						City Cluster; Smithfield and Barbican; Liverpool St.
Core cycle network Phase 2						Fleet St; Smithfield and Barbican
Cannon Street (Mansion House Station to New Change)						
Moorgate/Liverpool Street/City Cluster key walking routes						Moorgate and Liverpool Street
Fleet Street						Fleet Street
Beech Street and Long Lane						Smithfield and Barbican
Bank Junction						
Bishopsgate corridor incl. Monument junction (with TfL)						City Cluster
Museum of London roundabout, St Paul's gyratory						Smithfield and Barbican
City Cluster area strategy						City Cluster

Table X: Key projects and programmes TO BE UPDATED

## Managing delivery

Further details on the actions and programmes to deliver elements of this Strategy will be set out in a series of reviews and delivery plans, including:

- Healthy Streets Plans, providing details of how we will manage the street network in areas the City in accordance with our proposed Street Hierarchy (Proposal 12)
- A City-wide kerbside review to better understand and manage kerbside activities on our streets (Proposal 14)
- Streets Accessibility Delivery Plan, which will set out the timetable for delivering necessary improvements needed to meet the proposed COLSAS standards (Proposal 16)
- Road Danger Reduction Action Plan, a five-year delivery plan for measures to achieve Vision Zero and implement the Safe Systems approach (Proposal XX)
- Servicing Action Plan, which will identify opportunities to reduce the number of vans and other motorised service vehicles in the Square Mile (Proposal 39)
- Future Transport Action Plan, assessing and identifying opportunities to support transport technologies that will help deliver this Strategy (Proposal 43)
- The City Corporation's Local Implementation Plan, a three year delivery plan for the Transport Strategy

We will continue to engage and consult with City residents, workers, businesses and other relevant street users and partner organisations as we develop and deliver this Strategy. Any projects that will lead to significant and permanent changes to the form or function of our street network will also undergo transport and traffic modelling. Impact assessments, including Environmental Impact Assessments and Equality Impact Assessments, will be conducted for all relevant projects and proposals. These will test options and ensure potential benefits are maximised and any potential negative impacts are identified and mitigated. Modelling and assessments will consider potential impacts beyond the Square Mile.

### **Proposal 52: Using temporary interventions and trials to accelerate the pace of delivery**

Delivering changes to our streets can take time. We will use temporary and experimental measures to quickly deliver functional changes to our streets and allow people to begin enjoying the benefits of change as we work towards full delivery. If appropriate, will also use temporary interventions to 'live trial' major change, allowing proposal to be tested and, where necessary, refined. This approach will allow people to better understand the nature of proposed changes and provide feedback based on real experience.

----- TEXT BOX START -----

#### **Examples of temporary change**

Bank on Safety

Tavistock Place, Camden

Shoreditch parklet, Hackney

----- TEXT BOX END -----



## **Funding delivery**

The delivery of this Transport Strategy will be funded from a range of sources, including:

- Money received from TfL, including:
  - LIP Corridors and Neighbourhoods – an annual allocation that contributes to projects identified in our LIP
  - Liveable Neighbourhoods – funding for large projects that encourage walking, cycling and the use of public transport, allocated through a bidding process
  - Strategic funding – funding for specific priorities or initiatives, such as cycling infrastructure, air quality improvements and bus priority
- The City Corporation's on-street parking reserve – reinvesting revenue from parking charges and penalty charge notices
- Contributions from developers through the Community Infrastructure Levy, Section 106 and Section 278

The long-term nature of this Strategy means it is not scope the full cost for all projects and programmes outlined above. However, a core principle will be to generate the necessary revenue/funding to make the delivery of this Strategy largely self-supporting. Over the last 15 years, the City Corporation has delivered some £250 million of change to streets; TfL's have contributed around 10% of this, some £25 million.

## **Measuring and reporting progress**

Progress on delivering this Strategy will be publicly reported to the City Corporation's Planning and Transportation Committee on an annual basis from March 2020. Every two years we will publish a City Streets Report which will include data on our targets set out in Table X, the key performance indicators set out in Table X, and analysis of traffic trends based on our biennial vehicular and pedestrian traffic counts.

## **Proposal 53: Improve our monitoring of transport in the Square Mile**

We will improve the quantity and quality of data we hold on transport in the City by:

- Exploring the potential to improve our City-wide database of vehicular and pedestrian traffic counts by increasing count locations and the number of count days
- Repeat the City Streets survey every two years to understand what people who live and work in, or travel through the Square Mile think about transport and streets in the City
- Explore the potential to gather ongoing feedback through web or app-based surveys and interactive maps
- Make best use of technological advancements in sensors and other monitoring methods to improve both the quality and the quantity of data we collect, reduce of the cost of data collection and increase the speed of data processing

## Key targets

Metric	Baseline (if known)	2030 Target	2044 Target
Reduction in motor vehicle traffic (counted in our traffic composition survey counts)	185k	-25%	-50%
People rating experience of walking in the City as pleasant	10%	--	75%
Number of kilometres of pedestrian priority streets	25km	35km	50% of all streets
Number of people killed and seriously injured on our streets	54 KSIs	<16 KSIs	0 KSIs
People rating experience of cycling in the City as pleasant	4%	--	75%
Increase in the number of people cycling (counted in our traffic composition survey counts)	44k	+50%	+100%
Reduction in freight vehicle volumes (counted in our traffic composition survey counts)	39k	--	-30%
Reduction in freight vehicle volumes during peak periods (counted in our traffic composition survey counts)	18k	-50%	--

### Additional key performance indicators

Indicator	Baseline data source	Data collection method
<b><i>The City's streets are great places to walk and spend time</i></b>		
<b>Key target:</b> People rating experience of walking in the City as <i>pleasant</i>	City Streets Survey	City-wide public survey
People rating pedestrians on our streets as being <i>prioritised</i>	City Streets Survey	City-wide public survey
People rating the space given to pedestrians on our streets as <i>adequate</i>	City Streets Survey	City-wide public survey
<b>Key target:</b> Number of kilometres of pedestrian priority streets	Current City of London street network	GIS surveying and Upgraded TCS
Pavements with Pedestrian Comfort Level of B+	City Pedestrian Model output	GIS surveying
Number of crossings with 60 second cycle times	Transport for London	Transport for London
<b><i>Street space is used more efficiently and effectively</i></b>		
<b>Key target:</b> Reduction in motor vehicle traffic	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging

<b><i>The Square Mile is accessible to all</i></b>		
Number of streets not meeting COLSAS minimum standard	---	Annual review
Number of streets not meeting COLSAS desired standard	---	Annual review
<b><i>People using our streets and public spaces are safe and feel safe</i></b>		
People rating experience of safety from crime and terrorism as <i>safe</i>	City Streets Survey	City-wide public survey
Number of people slightly hurt in a collision	ACCSTATS/STATS19	---
<b>Key target:</b> Number of people killed and seriously injured in a collision	ACCSTATS/STATS19	---
<b><i>More people choose to cycle in the City</i></b>		
People rating experience of cycling in the City as <i>safe</i>	City Streets Survey	City-wide public survey
<b>Key target:</b> People rating experience of cycling in the City as <i>pleasant</i>	City Streets Survey	City-wide public survey
<b>Key target:</b> Increase in cycling traffic	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging

Gender ratio in cycling traffic	---	City-wide public survey
<b><i>The City's air and streets are cleaner and quieter</i></b>		
NO <sub>x</sub> , PM <sub>10</sub> , PM <sub>2.5</sub> , levels and limit breaches	LAEI & CoL monitoring sites	---
<b><i>Delivery and servicing needs are met more efficiently, and impacts are minimised</i></b>		
<b>Key target:</b> Reduction in freight and servicing vehicle traffic	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging
<b>Key target:</b> Proportion of freight traffic operating outside peak hours	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging
<b><i>Our street network is resilient to changing circumstances</i></b>		
Number of days saved from joined-up roadworks	City of London Highways Monitoring	---
<b><i>Emerging transport technologies benefit the Square Mile</i></b>		
Number of future transport trials and joint projects initiated	---	Annual reporting

## Partnerships and leadership

We recognise that we cannot deliver this Strategy on our own and will work with a range of partners to achieve the vision, aims and outcomes for streets and transport in the Square Mile. This will include working in partnership with:

- City residents and residents' associations
- City businesses and institutions
- The City of London Police
- The Mayor of London and TfL
- London Councils and London's boroughs
- Property developers and the construction industry
- National rail and river service operators
- Transport industry and representative bodies
- Campaign organisations and special interest groups
- Developers of new transport technologies

We recognise that our unique position as a global financial district allows us to be particularly bold in our proposals for changing and improving streets and transport. Nevertheless, the lessons we will learn from delivering this Strategy may be insightful and relevant to London's boroughs and other cities and transport authorities. Likewise, we can learn from and be inspired by the experiences of others.

We will share our experiences and identify transferable best practice by:

- Hosting and contributing to conferences, seminars and other events that highlight and discuss best practice
- Networking and developing knowledge-sharing relationships with London's boroughs to capture lessons learnt from the development and delivery of this strategy
- Establishing and maintaining relationships with other cities, both in the UK and internationally, and participating in local, national and international networks.
- Sharing knowledge with relevant private sector, academic and third sector organisations

## Proposal 54: Support change across London that is aligned with this Strategy

The Square Mile does not exist in isolation and change across the Capital is required to maintain City's attractiveness as a place to live, work, learn and visit. We will support projects and initiatives delivered by TfL and London's boroughs that align with the vision, aims and outcomes of this Strategy. We will also support changes to relevant national policy and legislation that will positively impact on transport in and connections to London.

## Updating the Transport Strategy

This Strategy will be reviewed and updated every five years to ensure it reflects the priorities of City residents, workers and businesses, changing circumstances and developments in transport technology. Updates will be informed by in depth engagement and analysis of economic, social and transport trends, and will be subject to formal consultation prior to adoption.

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### Appendix 3 – Corporate Plan outcome mapping

Transport Strategy outcome	Corporate Plan outcome
The Square Mile's streets are great places to walk and spend time	9. We are digitally and physically well-connected
Street space is used more efficiently and effectively	9. We are digitally and physically well-connected
The Square Mile is accessible to all	3. People have equal opportunities to enrich their lives and reach their full potential 8. We have access to the skills and talent we need
People using our streets and public spaces are safe and feel safe	1. People are safe and feel safe
More people choose to cycle	9. We are digitally and physically well-connected
Our air and streets are cleaner and quieter	11. We have clean air, land and water and a thriving and sustainable natural environment
Delivery and servicing are more efficient, and impacts are minimised	5. Businesses are trusted and socially and environmentally responsible
Our street network is resilient to changing circumstances	12. Our spaces are secure, resilient and well-maintained
The Square Mile benefits from better transport connections	9. We are digitally and physically well-connected
Emerging transport technologies benefit the Square Mile	9. We are digitally and physically well-connected