



Planning and Transportation Committee

Date: TUESDAY, 8 SEPTEMBER 2020

Time: 11.00 am

Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)
<https://youtu.be/S4MUSwaSTEM>

Members:

Munsur Ali	Shravan Joshi
Randall Anderson	Alderwoman Susan Langley
Peter Bennett	Oliver Lodge
Mark Bostock	Natasha Maria Cabrera Lloyd-Owen
Deputy Keith Bottomley	Andrew Mayer
Henry Colthurst	Deputy Alastair Moss
Deputy Peter Dunphy	Deputy Brian Mooney (Chief Commoner)
Alderman Emma Edhem	Sylvia Moys
John Edwards	Barbara Newman
Marianne Fredericks	Graham Packham
Tracey Graham	Susan Pearson
Graeme Harrower	Judith Pleasance
Sheriff Christopher Hayward	Deputy Henry Pollard
Christopher Hill	James de Sausmarez
Alderman Robert Hughes-Penney	Oliver Sells QC
Deputy Jamie Ingham Clark	William Upton QC
	Alderman Sir David Wootton

Enquiries: Gemma Stokley
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Accessing the virtual public meeting

Members of the public can observe this virtual public meeting at the below link:

<https://youtu.be/S4MUSwaSTEM>

This meeting will be a virtual meeting and therefore will not take place in a physical location following regulations made under Section 78 of the Coronavirus Act 2020. A recording of the public meeting will be available via the above link following the end of the public meeting for up to one municipal year. Please note: Online meeting recordings do not constitute the formal minutes of the meeting; minutes are written and are available on the City of London Corporation's website. Recordings may be edited, at the discretion of the proper officer, to remove any inappropriate material.

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **ORDER OF THE COURT OF COMMON COUNCIL**
To receive the Order of the Court of Common Council appointing the Committee dated 16 July 2020.

For Information
(Pages 1 - 2)
4. **ELECTION OF CHAIRMAN**
To elect a Chairman in accordance with Standing Order No. 29.

For Decision
5. **ELECTION OF DEPUTY CHAIRMAN**
To elect a Deputy Chairman in accordance with Standing Order No. 30.

For Decision
6. **MINUTES**
To agree the public minutes and summary of the meeting held virtually on 14 July 2020.

For Decision
(Pages 3 - 40)
7. **PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE**
To receive the *draft* public minutes and summary of the Sub-Committee meeting held virtually on 7 July 2020.

For Information
(Pages 41 - 46)
8. **APPOINTMENT OF SUB COMMITTEES**
Report of the Town Clerk.

For Decision
(Pages 47 - 52)
9. **OUTSTANDING ACTIONS**
Report of the Town Clerk.

For Information
(Pages 53 - 56)

10. **CLIMATE ACTION STRATEGY**
Report of the Town Clerk & Chief Executive.
- For Information**
(Pages 57 - 94)
11. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY - GATEWAY 5 REPORT**
Report of the Director of the Built Environment.
- For Decision**
(Pages 95 - 120)
12. **TRANSPORT STRATEGY: 2019/20 PROGRESS UPDATE AND 2020/21 - 2022/23 DELIVERY PLAN**
Report of the Director of the Built Environment.
- For Information**
(Pages 121 - 178)
13. **ROAD DANGER REDUCTION & ACTIVE TRAVEL PLAN 2020/21 - 2022/23**
Joint report of the Director of the Built Environment and the Commissioner of Police.
- For Information**
(Pages 179 - 198)
14. **CITY OF LONDON HOUSING DELIVERY TEST ACTION PLAN**
Report of the Director of the Built Environment.
- For Decision**
(Pages 199 - 214)
15. **PLANNING REFORM: CHANGES TO THE USE CLASSES ORDER AND PERMITTED DEVELOPMENT RIGHTS ANNOUNCED JULY 2020**
Report of the Director of the Built Environment.
- For Information**
(Pages 215 - 226)
16. **FLOOD RISK MANAGEMENT PLAN 2021-27- MEASURES**
Report of the Director of the Built Environment.
- For Information**
(Pages 227 - 234)
17. **2020/21 BUSINESS PLAN UPDATE Q1**
Report of the Director of the Built Environment.
- For Information**
(Pages 235 - 252)

18. **SENIOR OFFICER RECRUITMENT**
Report of the Director of the Built Environment.

For Information
(Pages 253 - 254)

19. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT -
QUARTERLY REPORT**
Report of the Director of the Built Environment.

For Information
(Pages 255 - 282)

20. **PUBLIC LIFT REPORT**
Report of the City Surveyor.

For Information
(Pages 283 - 284)

21. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND
DEVELOPMENT DIRECTOR**
Report of the Interim Chief Planning Officer and Development Director.

For Information
(Pages 285 - 310)

22. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT
ENVIRONMENT**
Report of the Interim Chief Planning Officer and Development Director.

For Information
(Pages 311 - 320)

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

For Information
(Pages 321 - 324)

24. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

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

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

For Decision

Part 2 - Non-public Agenda

27. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held virtually on 14 July 2020.

For Decision
(Pages 325 - 326)

28. **NON-PUBLIC REPORT OF ACTION TAKEN**

Report of the Town Clerk.

For Information
(Pages 327 - 328)

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

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

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Agenda Item 3

RUSSELL, Mayor	RESOLVED: That the Court of Common Council holden in the Guildhall of the City of London on Thursday 16 th July 2020, doth hereby appoint the following Committee until the first meeting of the Court in April, 2021.
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PLANNING & TRANSPORTATION COMMITTEE

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

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

- Membership 2020/21**

ALDERMEN

- 2 Emma Edhem
- 2 Robert Charles Hughes-Penney
- 1 Sue Langley, O.B.E.
- 3 Sir David Wootton

COMMONERS

- | | | |
|----|---|---------------------------|
| 19 | Barbara Patricia Newman, C.B.E..... | Aldersgate |
| 8 | Randall Keith Anderson..... | Aldersgate |
| 12 | Sylvia Doreen Moys..... | Aldgate |
| 5 | Graeme George Harrower..... | Bassishaw |
| 4 | Jamie Ingham Clark, Deputy..... | Billingsgate |
| 3 | Shravan Jashvantrai Joshi..... | Bishopsgate |
| 4 | Andrew Paul Mayer..... | Bishopsgate |
| 12 | Oliver Arthur Wynlayne Lodge..... | Bread Street |
| 4 | Keith David Forbes Bottomley, Deputy..... | Bridge and Bridge Without |
| 8 | Christopher Michael Hayward, Sheriff..... | Broad Street |
| 6 | James de Sausmarez..... | Candlewick |
| 3 | Natasha Maria Cabrera Lloyd-Owen..... | Castle Baynard |
| 7 | Graham David Packham..... | Castle Baynard |
| 7 | Alastair Michael Moss, Deputy..... | Cheap |
| 11 | Sophie Anne Fernandes..... | Coleman Street |
| 2 | Tracey Graham..... | Cordwainer |
| 12 | Peter Gerard Dunphy, Deputy..... | Cornhill |
| 4 | Mark Bostock..... | Cripplegate Without |
| 4 | Susan Jane Pearson..... | Cripplegate Within |
| 18 | James Henry George Pollard, Deputy..... | Dowgate |
| 2 | John Ernest Edwards..... | Farringdon Within |
| 4 | Christopher Hill..... | Farringdon Within |
| 4 | William Upton, Q.C..... | Farringdon Without |
| 4 | Oliver Sells, Q.C..... | Farringdon Without |
| 6 | Judith Lindsay Pleasance..... | Langbourn |
| 7 | Henry Nicholas Almroth Colthurst..... | Lime Street |
| 3 | Munsur Ali..... | Portsoken |
| 22 | Brian Desmond Francis Mooney, Deputy..... | Queenhithe |
| 13 | Marianne Bernadette Fredericks..... | Tower |

Together with one Member, to be appointed at the September meeting of the Court, in place of the one Ward (Vintry) not making an appointment on this occasion.

4. **Terms of Reference**

To be responsible for:-

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

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 14 July 2020

Minutes of the meeting of the Planning and Transportation Committee held virtually via Microsoft Teams at 9.30 am

Present

Members:

Deputy Alastair Moss (Chair)
Sheriff Christopher Hayward (Deputy Chairman)
Rehana Ameer
Randall Anderson
Peter Bennett
Mark Bostock
Deputy Keith Bottomley
Henry Colthurst
Deputy Peter Dunphy
Alderman Emma Edhem
John Edwards
Marianne Fredericks
Alderman Prem Goyal
Tracey Graham

Christopher Hill
Deputy Jamie Ingham Clark
Shravan Joshi
Oliver Lodge
Deputy Brian Mooney (Chief Commoner)
Sylvia Moys
Graham Packham
Susan Pearson
Judith Pleasance
Deputy Henry Pollard
James de Sausmarez
Oliver Sells QC
William Upton QC
Alderman Sir David Wootton

Officers:

Gemma Stokley	- Town Clerk's Department
Joseph Anstee	- Town Clerk's Department
Antoinette Duhaney	- Town Clerk's Department
Sophie Hulm	- Town Clerk's Department
Simon Latham	- Town Clerk's Department
Julie Mayer	- Town Clerk's Department
Shani Annand-Baron	- Media Officer
Bukola Soyombo	- IS Services
Dipti Patel	- Chamberlain's Department
Jenny Pitcairn	- Chamberlain's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Peter Young	- City Surveyor's Department
Warren Back	- City Surveyor's Department
Alison Bunn	- City Surveyor's Department
Mark Eyre	- Senior Principal Surveyor
Paul Friend	- City Surveyor's Department
Gwyn Richards	- Interim Chief Planning Officer and Development Director
Carolyn Dwyer	- Director of the Built Environment
David Horkan	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment

Zahur Khan	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Rob Chipperfield	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Neel Devlia	- Department of the Built Environment
Emmanuel Ojugo	- Department of the Built Environment
Gordon Roy	- District Surveyor
Paul Beckett	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Joanna Parker	- Department of the Built Environment
Craig Stansfield	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Giacomo Vecia	- Department of the Built Environment
Jon Avern	- Director of Markets & Consumer Protection
Rachel Pye	- Markets & Consumer Protection
Peter Davenport	- Markets & Consumer Protection

In Attendance:

Peter Brewer – Resident, Norfolk House and registered objector, Millennium Bridge House application

Michael Lowndes, Planning Consultant acting on behalf of residents of Norfolk House, Millennium Bridge House application

Thomas See - Resident, Norfolk House and registered objector, Millennium Bridge House and Paul's Walk applications

Jonathan Chenery – Beltane Asset Management

Henry Humphreys - Piercy & Company

Nick Lane – Point 2

Stuart Piercy – Piercy & Company

Jeremy Randall – Partner, Gerald Eve

Duncan Roe - Founding Member of Beltane Asset Management

Introductions

The Town Clerk opened the meeting by introducing herself and stating that the Committee was quorate.

A roll call of Members present was undertaken by the Town Clerk who also reminded those participating to alert her to any technical issues they might experience as the meeting progressed.

1. APOLOGIES

Apologies for absence were received from Graeme Harrower, Alderman Robert Hughes-Penney and Natasha Lloyd-Owen.

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

There were no declarations.

3. **MINUTES**

The Committee considered the public minutes and non-public summary of the virtual meeting held on 23 June 2020.

MATTERS ARISING

Poultry Market and General Market and the Annexe Buildings West Smithfield London EC1A 9PS (page 27) – A Member asked that the decision to delegate authority to Officers, in consultation the Chair and Deputy Chairman, to agree the final wording of a Grampian condition concerning the ancillary market uses which currently exist within the Poultry Market be reflected within the resolution by way of an additional sub paragraph (paragraph c) at point 1.

The Committee supported the proposal and the Town Clerk undertook to amend the final, published minute accordingly.

Subject to the above amendment being made, the public minutes and summary were approved as a correct record.

4. **OUTSTANDING ACTIONS**

The Committee received a report of the Town Clerk detailing the Committee's outstanding actions.

RECEIVED.

5. **MILLENNIUM BRIDGE HOUSE, 2 LAMBETH HILL, LONDON EC4V 4AG**

The Committee considered a report of the Interim Chief Planning Officer and Development Director regarding an application for Millennium Bridge House, 2 Lambeth Hill, London EC4V 4AG, specifically, refurbishment and extension of the existing building involving the partial demolition and partial infilling of the existing structure and the introduction of a new façade to all elevations and extension to the building at all floors, introduction of roof terraces at fifth and sixth floors, including a public viewing terrace and associated lobbies at second and sixth floors, alongside a part change of use at ground floor from Office to Retail/Café/Restaurant (Class A1/A3); a part change of use at first from Office to either Office or Retail/Restaurant (Class A1/A3/B1); second floor from Office to either Office or Retail/Restaurant (Class A1/A3/B1) and a change of use from Office to Retail/Café /Restaurant (Class A1/A3); a part change of use at sixth floor from Office (Class B1) to either Office or Restaurant/Bar (Class B1/A3/A4) and a change of use from office to restaurant/bar (Class A3/A4) use together with public realm works to Peter's Hill (including the removal and relocation of the southern HSBC gates), Lambeth Hill, Trig Lane and Paul's Walk (part of the Thames Path) and associated works, this part of the proposal includes the rescission of part of the City Walkway.

The Interim Chief Planning Officer and Development Director presented the application to Members and began by stating that this application was for a difficult site in a key location in the City, situated at the head of Millennium Bridge – a hugely popular entrance to the City – and also part of a cultural

gateway linking Tate Modern on one side of the river with St Paul's Cathedral and onwards to the Culture Mile on the other. He reported that the building had an extant planning permission for Offices and a 348-bedroom hotel which could still be implemented.

The Interim Chief Planning Officer and Development Director went on to clarify that this was not a redevelopment scheme as such as it would effectively utilise the existing building and existing structural frame, providing new extensions primarily to the South and new facades. The scheme is designed to achieve a BREEAM rating of excellent and there would be a 61% improvement on the baseline building in terms of carbon dioxide reductions which far exceeded the London Plan target of 35% reduction. A carbon offsetting contribution was therefore not required, and the scheme was considered to be very good in terms of the circular economy and embedded carbon.

Members were shown an existing plan of the building at basement level which currently held 15 carparking spaces. These would be removed under the proposed scheme as would the informal, private office carparking spaces located along Trig Lane. The development would be car free with servicing utilising the existing loading bay onto High Timber Street which would be consolidated in line with policy and would be off-peak through the Section 106 agreement. There were 430 policy compliant long-stay cycle parking spaces which would be accessible from the existing ramp at Broken Wharf and 54 short-stay cycle parking spaces at Trig Lane and Lambeth Hill which, whilst not compliant with the London Plan, was considered to be acceptable and proportionate considering the number of City walkways surrounding the site where cycling is not permitted.

Existing ground floor plans depicted the recessed bays of the existing building which was dedicated entirely to office space at this level and appeared rather fortress like and did not therefore relate well to the public realm of the riverside walkway. Proposals at this level were to extend outwards along the south side of the building, onto Trig Lane and the riverside walkway and to cantilever over at higher levels, two storeys up. The footprint of the building would therefore be brought southwards and would result in a more intimate, finer grain of Trig Lane than the existing, somewhat loose combination of buildings had created. In the opinion of Officers, this would lead to it resembling a typical City street or Lane and would make it of similar proportion and width to other areas such as Bow Lane, St Andrew's Hill, Carter Lane and Artillery Lane. The western side of the building would be dedicated to A1/A3 uses to enliven and create vibrancy along the riverside walkway in line with the City's policies. The western half of this side of the building, directly north of the residents of Norfolk House, would be retained as office space to minimise any disturbance.

At first floor level, existing and proposed plans were shown. At the western end on this level, proposals were around flexible B1/A1 or A3 units with office use proposed once more on the eastern side, north of Norfolk House. At level 2, coinciding with Peter's Hill's floor levels, the existing floorplan was shown alongside proposed plans with A1 and A3 retail uses proposed for Peter's Hill, enlivening the elevation and a central Office reception also in this location. An

area to the north would feature a new public foyer to the new public roof garden with dedicated express lifts. The office floorspace proposed at this level would be a much more efficient and flexible configuration than the existing offering. At levels 3 and 4, similar office floorplates were proposed.

The proposals then depicted a stepping back of the building at high level with terraces for office occupiers. Level 6 would be a combination of lantern lights and lift overruns alongside various other pieces of plant. At the eastern end it was proposed to offer office accommodation and south facing roof gardens, a restaurant bar which would be governed by an Operational Management Plan and a condition under Section 106 stipulating that there was to be no amplified or other music in this area. Along the western end would be a free public roof terrace with dedicated lifts to access the area situated at the northern end of the building. This would exploit the exceptional views of St Paul's Cathedral, the river and of the City generally, set back as far away from the residents of Norfolk House as possible and configured to minimise any potential overlooking. The roof garden would have 2,500 m² of blue and green roofs to enable sustainable drainage and also to reuse the water for irrigation of the area. Members were also shown an overview of the roof level landscaping plan. Officers noted that balustrading would be set 2m back from the edge and that there would also be a landscaping strip of 2m width installed here. The area where members of the public would be able to stand would therefore be 4m back from the parapet to avoid any overlooking issues with adjoining residential properties.

The Interim Chief Planning Officer and Development Director remarked that Officers considered the existing building to be quite tired looking and that the proposals put forward were considered to be relatively restrained and refined. Members were shown comparisons between the height of the existing and proposed buildings with Officers noting that the crash deck (a steel and concrete platform) which spanned over three streets – one being Upper Thames Street which was an arterial TfL road – was one of the major constraints of the site and meant that the building could not be developed further downwards. Other key elements of the scheme which presented difficulties included the fact that the existing building above the crash deck was almost in breach of St Paul's Heights meaning that it had virtually no capacity for upward extension here either. There were actual breaches of St Paul's Heights elsewhere on the existing building, but these would be remedied with the proposals where some additional breaches would occur but were considered to be more acceptable.

Officers went on to comment on the cantilevered bay on the southern side of the building which stepped out from the existing building line and, similarly, the relationship between the existing roadways beneath the building and the existing bulk of the building.

The Interim Chief Planning Officer and Development Director reported that one of the most contentious elements of the scheme was that access to the building was absolutely compromised by the crash deck over the roadways underneath the site. He commented that there is one small breach to gain access on a level

threshold to the office in the building but there are then steps to come up. It was proposed to build out a platform with a ramp onto the City walkway which would remain as City walkway and public land. Whilst it was recognised that this was contentious, it was seen as, unfortunately, unavoidable. Officers had asked that the applicant seek to provide level access within the footprint of the building but had noted that this would require quite significant and substantial demolition to the western part of the building and would cut into the structural crash deck over Castle Baynard Street, High Timber Street and Upper Thames Street. The installation of a new crash deck would involve road closures over a very prolonged period, and also limit the useable height of the roadways. The prolonged closure of the arterial roadway at Upper Thames Street would also involve substantial traffic diversions affecting a wide area of the road network at rather significant economic cost. Members were informed that the City would implement the landscaping to this area and that opportunities to provide not only a ramp and staircase in this location but also seating, benches and areas for visitors to dwell would be explored. The proposals here were therefore considered to be acceptable and justifiable given that the option of providing non-level Equality Act access to the public foyer to the roof garden, the retail offering and the office was not one that could be supported.

Members were reminded that part of the scheme involved the removal of the HSBC gates, installed as part of the Millennium Bridge project. In 2013, the Planning and Transportation Committee resolved to remove the gates from this location but subsequent proposals as to where they might be relocated had not been progressed. The Interim Chief Planning Officer and Development Director remarked that it was important to note that the removal of the gates was not an absolute requirement of this planning application. However, the gates would create a 'pinch point' with the addition of the ramp although pedestrian comfort levels were still considered to be acceptable. That being said, Officers were of the view that the gates were not located in the correct place and that their removal would allow a much more generous pedestrian flow in the area. They commented that, when the Millennium Bridge was first installed, no one was able to predict, with any real accuracy, the popularity of this area and the flow of pedestrians here. The gates also constituted a visual impairment when the scheme was viewed from along Peter's Hill.

With regard to St Paul's Heights, the existing breaches were shown to Members with Officers reporting that they were at a much higher level than in the proposed development which would have a lesser impact on views. Members were also shown the view looking towards St Mary's Somerset where a lift core was proposed. The lift core would take the public up to the free public viewing terrace and restaurant area and lifts would be scenic meaning that views would not therefore be considered to be compromised. The view looking west depicted the undulating and recessed nature of the existing building, with proposals showing the upper three storey of the building cantilevering over which was considered to be acceptable in terms of bulk and massing to the riverside walkway giving the area a better sense of definition and allow for a degree of shelter and shade which was an important element of new public realm in the City. The view along Trig Lane was also discussed with Officers commenting that this was considered as a rather untidy, fragmented and

somewhat incoherent City street at present, lacking in the characteristics normally associated with the traditional Lanes and Alleys of the Square Mile. It was therefore felt that the replacement scheme provided a much tighter urban grain which was more in keeping with other similar spaces in the City and therefore enhanced and more tightly defined the area. Looking eastwards along Trig Lane, Members were asked to disregard the foreground of the picture as this was to be the subject of the following agenda item and a linked application. The proposals here showed, again, a tighter definition and a more coherent urban townscape where the cantilevering offer would again provide shelter and shade.

The Interim Chief Planning Officer and Development Director went on to report that the daylight/sunlight assessment had been very thorough, employing vertical sky components, daylight distribution and annual probable sunlight hours as set out within paragraphs 117-137 of the report. It was reported that there would be a limited diminishment of daylight to a handful of windows on the northern side under these proposals but it was considered that this was acceptable given the densely developed urban nature of the site and, in accordance with the Local Plan Policy, the scheme would offer a good level of compliance for a development of this nature in the City.

The view of the eastern façade of the building cantilevering over the roadways below showed a more restrained and refined building in terms of detailing. The view looking to Lambeth Hill depicted that it was impossible to install an Equalities Act compliant ramp in this area because of constraints associated with the crash deck but the new façade featuring the entrance to the office outlined by the characteristic red oxide steel base of the building was clearly visible in this view. The view of the development from the viewing gallery of the Tate Modern was shown – both existing and proposed - as was one of the LVMF views within its context. The view along Millennium Bridge was also highlighted where the St Paul's Heights issue was discussed with the gablets of the existing building shown to be quite intrusive in terms of the appreciation of the Cathedral. These proposals would, however, open up more of the south face of the Cathedral but also create a green framing to offset this view. Similarly, the existing, somewhat artificial framing of the Cathedral, whilst well intentioned, was not considered to be particularly convincing, would be removed and replaced to, again, reveal more of the southern front of the Cathedral.

In terms of the public roof terrace, the prominent entrance on to Peter's Hill would lead to a foyer where security screening would be undertaken. The area would hold approximately 100 visitors at capacity with them exiting the lift to an area immediately south of the lift core to see views of St Paul's immediately to the north. A landscaping barrier here would limit any intrusive overlooking of the City of London School. Members were shown an impression of the exceptional views from the roof terrace to the west and to the south. The Interim Chief Planning Officer and Development Director went on to remark that Millennium Bridge was a hugely popular thoroughfare with intense pedestrian flows. It was therefore felt that this area would offer a place of contemplation and appreciation of the views from here that was not offered at street level. The roof

terrace would be open to the public seven days per week from 10am – 6pm or nautical dusk, whichever was the later. The operation of this would be governed by a S106 legal agreement and it was highlighted that any overlooking into residential properties was extremely limited. As the landscaping of this area was developed, any issues that did arise would be fine-tuned.

Finally, Members were informed that this scheme included the replacement of the Millennium Inclinor with an enclosed lift. Officers reported that the City Surveyor had been consulted and was happy with this as a solution to some of the ongoing issues with the existing piece of kit. It was considered to be within the envelope of the Salvation Army headquarters and not, therefore, harmful to the views of St Paul's.

In summary, the Interim Chief Planning Officer and Development Director stated that this was considered to be a very good scheme in planning terms, reusing the existing building structure and therefore considered as an exemplar in circular economy terms. It was designed to achieve a BREEAM excellent rating and would far exceed carbon dioxide emission reduction targets set out within the London Plan. It would replace a tired, dated façade which offered very little interaction in terms of vibrant uses or its appearance at one of the most important gateways in the City. The proposals would enliven the river front and Peter's Hill in line with policy, making it a place for the public not just to pass through but also to dwell. Poor office floorplates would also be replaced with flexible, open and high-quality office space. The public roof terrace, which would be free to use, would offer exceptional views of the City, the river and St Paul's and would be an economically and socially inclusive offer to all – visitors, workers and residents. The architecture proposed was considered to be appropriately restrained and refined in its detailing in such a sensitive context. With the removal of the HSBC gates, pedestrian movements along Millennium Bridge would also be improved. The replacement of the inclinor with an enclosed lift would also improve this further. Whilst it was hard to imagine a more constrained and difficult site in the City – a building sitting on a crash deck over an arterial road with almost no scope for additional height due to view protection and the planning history of the site being testament to this – it was felt that this was a scheme which was very well crafted, of very high quality and would offer substantial wider public benefits to all.

The Chair thanked Officers for their presentation. The Town Clerk introduced three registered objectors (Michael Lowndes, a planning consultant acting on behalf of the residents of Norfolk House, Thomas See and Peter Brewer, residents of Norfolk House) and invited them each, in turn, to address the Committee.

Mr Lowndes began by stating that this scheme was not just a simple over cladding and that it involved a very significant increase in the building footprint and mass. He argued that the impact of these changes had not been properly understood and that the scheme should therefore be deferred to allow for further consideration and possible revision. He went on to speak of the major and detrimental impact of the increase upon the amenities currently enjoyed by the residents of Norfolk House and also upon the wider visual setting of this

sensitive riverside location. Residents felt that the Officers report did not properly assess the cumulative impact upon residential amenity and was therefore not able to draw a balanced conclusion. The Committee were informed that Officers had not visited Norfolk House and seen for themselves the outlook from the windows of the residential properties here. Residents were also of the view that the report also ignored the dramatic change to the view as you approach the site from the south, along Millennium Bridge. What is currently configured as a vision balanced composition would be unsettled and compromised by the proposed projections, so much so that Lord Foster had now also objected to the scheme. When Lord Foster positioned the bridge, he located it in the gap between existing building lanes so as to carefully frame the view of St Paul's – this careful framing would be lost as a consequence of these proposals.

Mr Lowndes went on to refer to some of his own images which sought to demonstrate how the projection of the proposed over cladding closed down the views and unbalanced the relationship with the Cathedral. One image depicted the view of the proposed scheme from the east and showed the infilling of Trig Lane with the proposed building move 5m closer to Norfolk House creating further loss of light in already poorly lit windows at the rear base of Norfolk House, direct overlooking into residential windows, a loss of outlook as well as increased noise disturbance from office, restaurant and roof terrace uses, all exacerbated by the canyon effect of a narrower Trig Lane. Mr Lowndes underlined that this was cumulative – with all combined severely damaging existing residential amenity, contrary to the City's own policies which were clear that all schemes should be designed to avoid overlooking and to protect privacy and daylight/sunlight levels in adjacent homes. He added that, in this time of COVID-19, these amenities of light, air and space were more important than ever.

Mr See began by stating that the space between Norfolk House and Millennium Bridge House was entirely occupied by a roadway (he referenced his own images to depict this). Mr See stated that the main entrance to Norfolk House was shown on the right-hand side of the image referred to with yellow lines marking the new boundary of Millennium Bridge House shown to the left. The foreground depicted the turning area for the roadway, joined to Trig Lane on the other side of the security barrier, which was now proposed to be built over. Mr See went on to comment that Trig Lane is a public highway from where vehicles enter and leave this roadway which was built, together with the buildings, in the late 1980s and gave residents of Norfolk House to gain access to the Norfolk House entrance. Mr See referred to the applicant's agent who wrote, on 12 June 2020, that vehicles were currently unable to both enter and exit Trig Lane in forward gear. Mr See disputed this, highlighting that residents had been turning on the roadway and joining Trig Lane in forward gear daily for over 20 years now. Members were informed that the applicant had also asserted that Norfolk House did not have access rights in this location or its use for manoeuvring. Mr See also disputed this underlining that Norfolk House residents have a head lease that grants rights of way over the entirety of this roadway. He added that road access is not informal and that he was of the belief that the applicant did not want to provide a design for this roadway in this

location because vehicles would be unable to turn once the existing building had been extended in the manner proposed.

Mr See went on to refer to the City of London Corporation' standard Highway and Servicing requirements for developments in the City of London and highlighted that paragraph 12.4 of this underlined that all vehicles must enter and leave the site in forward gear, service or carparking bays requiring vehicle to reverse in from or out onto the street are unacceptable on road safety grounds. Drawings submitted by Mr See depicted what the remaining roadway would look like under the new proposals, meaning that turning here would be impossible. The applicant, in the opinion of Mr See, had tried to avoid breaching paragraph 12.4 by making no proposal for a roadway in this location and thereby avoiding a statutory consultee report from the City of London Highways Team. Mr See was of the view that all planning issues such as this should be resolved now and not left until later.

Mr Brewer spoke specifically on the impact of the proposals on disabled residents of Norfolk House – both current and future. Mr Brewer clarified that both his daughter and his father were physically disabled. He showed the Committee an image of five steep steps as seen from the door of Norfolk House and referred to the developers letter of the 12 June that suggested that there was step free access from the underground carpark through to the front door of Norfolk House which was clearly inaccurate given that these steps were immediately visible when arriving at the front door of this building. The ramp to be installed would require a 100m walk from the carpark to the front door including a very steep 28m ramp where there would be no safety provided from traffic also entering and exiting here. The developers further suggest that a single blue badge parking space on High Timber Street (to the rear of Millennium Bridge House) would be sufficient for the entire local area and that they had conducted surveys to clarify this. Mr Brewer highlighted that this was insufficient given that he himself would often require two spaces if his daughter and father were to visit his home at the same time and failed to understand how the developer was able to take this approach. Mr Brewer stated that the existing roadway was required to get his daughter and his father to the entrance of Norfolk House and to then turn the vehicle around and exit the area. These changes would no longer allow for this and would turn a roadway that residents had full legal rights to into a small alleyway that large, wheelchair accessible vehicles would have to reverse out of dangerously and unnecessarily. Mr Brewer concluded by urging Members to visit the site and to defer a decision today until some significant improvements around disabled access had been made.

The Chair thanked all three objectors for their contributions and invited questions from Members.

A Member questioned Mr Brewer as to the significance of the steps in relation to the whole development and asked why these were important in terms of disabled access and how the proposals would alter this. Mr Brewer responded by stating that, currently, he arrived by vehicle into Trig Lane, parked on the roadway to load and unload his disabled daughter and her equipment, turned

the vehicle around at the end of the roadway and either parked here for a period of time or drove away to park elsewhere. The developer's letter of 12 June had stated that level access from the carpark in the basement to all floors would be provided to serve the needs of disabled residents. The lift from the carpark exited at the top of the steps shown which were located at the front door of Norfolk House meaning that there would be two ways to exit the carpark under these new proposals – either via the lift which would then require residents to descend the steps shown or via a 100m walk (including 28m up a very steep ramp). Removing the roadway required users to have to get up and down the steps shown which was clearly not possible for those with physical disabilities. The Member commented that the roadway would not be removed but would be made narrower. Mr Brewer remarked that images he had seen from the developer suggested that the area would be pedestrianised and permit the use of cycles with bollards in place and would take away the ability of vehicles to turn here. The developer's advisor had said that new disabled access would be via the lift from the carpark.

Another Member explored the suggestion of a deferral with the objectors and questioned what the purpose of this might be. He asked if they were suggesting that there were further improvements that could be made or be subject to a condition so that the scheme was acceptable or whether they were seeking a redesign. Mr Lowndes commented that there were clearly some significant benefits to the scheme but reiterated that the disbenefits related specifically to the arrangement with Millennium Bridge and also to the impact on the amenities of nearby residents. Whilst Members could be encouraged to refuse the scheme today, it was felt that it needed some relatively modest adjustments to improve it to a point where a balance could be better struck. He added that, from his point of view as a planning consultant, the fact that no Officer had been inside Norfolk House to assess for themselves the cumulative impact of the increasing sense of enclosure, loss of light and potential for overlooking, suggested that they had no real appreciation of the fact that the proposed elevation needed to be pushed back away from the residential building. It was hoped that a deferral today would be a pragmatic solution that would allow for more consideration of this, more reporting and appropriate adjustments to the design of the scheme that did not undermine the overall characteristics of it but would seek to also protect the residential amenities in a much more sensitive way.

Another Member questioned the use of Trig Lane and whether it was publicly accessible. She also questioned how Norfolk House was serviced and whether the reduction in the width of Trig Lane would have any detrimental effect on the servicing of the residential properties in terms of rubbish collection. With regard to the suggestion that vehicles would now need to reverse in and out of this roadway, she questioned how many vehicles per day accessed this roadway. Finally, she questioned whether the roadway was used for fire access onto the riverside. Mr See responded to state that Trig Lane is a public highway, ending where the red and white security barrier was shown. The roadway began from this point up to the turning area. The roadway was not a public highway. There were, however, rules that applied where you access the roadway from a public highway – so how you leave and re-join Trig Lane were subject to these rules

about having to do so in forward gear. Trig Lane had been in use by residents for over 20 years now to grant access to the Norfolk House entrance and residents of Norfolk House had a very clear clause in their head leases granting them rights of way over this roadway and allowing them multiple uses (to load and unload) in front of the Norfolk House entrance. It was therefore an essential amenity for Norfolk House residents particularly in terms of disabled access. Because it involved a public highway in the form of Trig Lane the City Corporation's Highways Team who are statutory consultees were also involved. The proposal, however, failed to mention road access at this critical point and Mr See reiterated that he was of the view that this planning issue should be resolved now. With regard to rubbish collection, Mr See commented that there was a servicing point on Trig Lane itself so that the refuse truck did not have to access the roadway in question.

Another Member picked up on the existing rights of residents in their head lease over the area to be built upon. He questioned whether there was any legal action being taken by Mr See or any other residents in terms of these rights. If so, he questioned whether this development was actually deliverable. Mr See commented that residents had scheduled an AGM to take place very shortly after this meeting to take stock. The recommendation at the AGM would be to take legal action should planning permission be granted. Residents had also sought Counsel's opinion on this matter, and it was very clear that this would be actionable. Mr See commented that, whilst it was often argued that legal matters were not planning matters, he felt that an exception should be made in this case and that attempts should be made to try and resolve this issue.

The Chief Commoner questioned Mr Lowndes on his comments made around Officers failing to visit the site and requested more details on this. Mr Lowndes stated that he had canvassed all the residents of Norfolk House and could report that none of them had received a visit from any planning officer at any time during the consideration of this planning application.

The Town Clerk introduced Duncan Roe, a founding member of Beltane Asset Management, speaking in favour of the application, and invited him to address the Committee. Mr Roe clarified that Beltane were the development manager on this project alongside Angelo Gordon. Members were informed that Beltane was founded in 2010 and that, with a focus on the City of London, they have delivered over ten commercial buildings in the Square Mile through extensive refurbishment and extension projects. A number of these have been delivered alongside Angelo Gordon, most recently 55 Gresham Street and 24 King William Street. Mr Roe went on to state that the plans presented today, designed by award winning British architect Piercy & Company, follow many months of work by his design team. He reported that Beltane acquired Millennium Bridge House in January 2019 and, recognising the significance and importance of the site, commissioned an architectural competition. Piercy were selected following a rigorous assessment of the competition schemes. Piercy are supported by a first-class team and had designed what he believed to be an award-winning design commensurate with the building's prominent location.

Mr Roe stated that these application proposals would deliver Grade A office accommodation, in addition to shops and restaurants, something that is very much lacking on the North Bank of the Thames. He added that the scheme was highly sustainable, with a large part of the original structure and substructure of the existing building being retained. This not only supported the circular economy but would minimise the build programme and short-term impacts on the locality. Members were informed that the applicant was proposing an innovative all electric building with extensive greening. The replacement facades would use high quality materials and the design draws reference to the site's heritage, and location. The two linked applications for consideration today propose a package of public benefits, including the replacement of the City's existing inclinor with a new enclosed passenger lift, a new free public roof terrace, active retail frontages, and new hard and soft landscaping works around the perimeter of the site. Members were informed that the scheme's landscape architect, Andy Sturgeon, is a multi-award-winning Chelsea Flower Show entrant, and that the applicant was excited about the landscaping scheme he will deliver for the benefit of both the office occupiers and general public.

Mr Roe reported that the second, linked application to be considered at the next agenda item, would provide additional public realm benefits to the locality, and despite the layered and complex ownership of the external podium, the applicant genuinely hoped that they could work with Norfolk House residents to find a solution which is beneficial for them, Beltane and the public realm on Paul's Walk.

In respect of Norfolk House, Mr Roe spoke to clarify that the applications before the Committee today were not changing how residents would be able to access their homes, and that vehicular access along Trig Lane, which is within their ownership and was not a public highway, would be maintained. He added that the internal spaces within Norfolk House were outside Beltane's ownership and did not, therefore, form part of the applications. Mr Roe clarified that this scheme is deliverable and that all access was maintained as per the deed. He went on to comment that he was aware that Millennium Bridge House had been the subject of two major planning permissions in the recent past but that neither of these had been brought forward. He confirmed that this project was fully funded and that, with a vacant possession date fast approaching later this year, Beltane were keen to deliver on these exciting proposals, despite the current issues faced by all. Members were informed that Beltane and their professional team had worked collaboratively with Officers for over a year now to develop the scheme that had been presented to ensure that it accords with all necessary planning policies.

In summary, Mr Roe stated that he believed that this exciting and unique project would not only provide a modern and environmentally-sensitive commercial building, but that it would also deliver significant public benefits for those working, living in and visiting the Square Mile. He added that he was joined by his business partner Jonathan Chenery, Stuart Piercy and Henry Humphreys at Piercy & Company, Jeremy Randall at Gerald Eve, and Nick

Lane at Point 2 who would be pleased to answer any questions that Members may have.

The Chair thanked Mr Roe for his contribution and invited questions from Members.

The Chief Commoner expressed concern that this application had been presented today with objectors and the applicant still at loggerheads and asked the applicant to explain why and how residents were misunderstanding the nature of this application. He questioned whether the statement made around access being unaltered was verifiable. Mr Roe stated that he was absolutely clear that access to Norfolk House would remain unchanged. He added that the Millennium Bridge House head lease was subject to a 1993 deed of covenant which gave Norfolk House residents the right to pass and re-pass over Trig Lane with or without vehicles and to park on Trig Lane for short-term loading, unloading and deliveries. This was very specific and Norfolk House residents did not have any parking rights in Trig Lane, any longer term parking here had been totally at the discretion of Millennium Bridge House for over 20 years, as stated by Mr See – this was controlled by the onsite Management Team at Millennium Bridge House.

Another Member questioned Mr Roe on the development proposals which, as he understood it, removed the turning area currently used by Norfolk House residents as part of their access and that the impact of this removal would be that vehicles would have to reverse out of this roadway onto a public highway which is not permissible. In practice it therefore appeared that the applicant actually was altering the access that residents currently enjoy. The Member therefore asked what the significance of filling in this area was. Jonathan Chenery responded by stating that there was a need to differentiate between some of the benefits that residents had enjoyed at the discretion of the applicant as adjoining owner and the benefits they had under the terms of the 1993 deed which gave them right of access over the applicant's land at Trig Lane. He went on to state that the deed was very specific and gave them rights to park for short periods of time outside Norfolk House for loading and unloading only. There was no reference in the deed to the right to turn and, in fact, the area being highlighted as the turning point was actually used as service carparking for the office building at present.

Another Member questioned access in terms of disabled residents/visitors in light of the images shown by objectors and the points raised on lack of level access. She questioned whether this gave rise to any equalities issues in terms of access to people's homes and asked how much consultation the applicant had undertaken with residents of Norfolk House on this point before submitting this application to try and design out any concerns. Mr Roe reiterated that the current access into Norfolk House would not be changed. Jeremy Randall of Gerald Eve added that the demise of Norfolk House was outside of this planning application and access to the building would not be changed via steps or ramps – the opportunities or constraints here were unchanged. With regards to consultation, the applicant first engaged with residents in December 2019 and met with them after the Christmas period in early January 2020.

Discussions with a number of the directors continued throughout January, February and March 2020 and they were therefore aware of the proposals as submitted.

A Member raised a point of order, underlining the importance of this discussion taking place openly since the public were attending virtually. He noted that an objector had posted a comment in relation to the application in the meeting chat bar and suggested that this was not appropriate given that the public were unable to see this material, as made clear by the Town Clerk at the beginning of the meeting. The Chair also addressed this point underlining that the chat bar was for Members to indicate that they had a question/comment only. He added that, once objectors and applicants had made their submissions and responded to questions, they would not be called upon any further to address the Committee in the interests of fairness.

A Member referred to Lord Foster's objection which made the point that the proposed relocation of the HSBC gates was contentious as the design of Millennium Bridge was a joint venture with the gates sculptor, Anthony Carrow and that to change any part of this would therefore adversely affect the whole ensemble. Gerald Eve's response was to state that the applicant did not consider that the relocation of the gates would affect the composition and that the gates might be relocated to a sculpture park in Yorkshire. The Member commented that Lord Foster's point did not seem to be being taken very seriously with this response, and asked that the applicant explain how, with the gates still in situ, this application would work or how essential their relocation was. Jeremy Randall of Gerald Eve responded to state that these were gates and therefore considered to hinder pedestrian flows coming across the Bridge. They had also attracted antisocial behaviour such as graffiti and urinating in the past. Their relocation would therefore be considered beneficial and one suggestion that had been put forward to date had been a sculpture park although there would clearly be alternative locations to consider in due course. That being said, discussions with Officers had highlighted that their relocation within the Square Mile was not desirable given that they would always create a barrier effect and impact on pedestrian flows. If Members were to be opposed to the relocation of the gates they could, however, be retained in this location as part of the proposals.

Seeing no further questions of the applicant's team, the Chair invited the Interim Chief Planning Officer and Development Director to make any further comments on what had been raised so far.

The Interim Chief Planning Officer and Development Director commented on the issue of site visits and reported that there had been 4-5 site visits conducted to assess the building on site. Whilst none of these had been within the residential flats at Norfolk House, the daylight/sunlight modelling assessments conducted through established techniques was a hugely three-dimensional, complex process. It was a quantitative device which meant that Officers knew the size of the rooms within the flats, their layout, what the rooms were used for and how many windows each flat had. This provided sufficient

and robust understanding of the impact of daylight/sunlight and enabled Officers to make informed recommendations to this Committee.

The Comptroller and City Solicitor also took the opportunity to comment in terms of the access rights over Trig Lane. She commented that the Committee had obviously heard a difference of opinion as to the extent of those rights but, as private law matters, these were not planning considerations. As reported, there would be private law remedies if there were any infringements. It was not within the scope of this Committee's remit to arbitrate on who was correct in terms of the private law rights.

The Chair asked that Members now move to any general questions they might have outstanding and to debate the application.

The Chief Commoner reported that he represented the Ward in which this proposed development could be delivered. Firstly, he reiterated his disappointment at the fact that a major disagreement between the applicant and objectors had made it all the way to this Committee and had not been dealt with prior to submission. He added that he had profound sympathy with and shared the concerns and frustrations of the objectors but stated that it was important to ascertain how many of these objections were relevant planning considerations. Living in the City and a crowded environment it was unrealistic to expect untouchable space and views to match. In this case, all of the objectors would continue to enjoy uninterrupted views of the River Thames and would have, as repeatedly stated, continued access to their building as before. On balance therefore, but with some reluctance, he stated that he supported the application. The proposed river façade would be an immense improvement and generally enhance the public realm.

A Member questioned whether, by proposing the removal of the area of roadway currently used by vehicles to turn, this would render Trig Lane an unusable street. The Interim Chief Planning Officer and Development Director assured the Member that this would not be the case. Other Officers clarified that the basis on which this had been assessed was in line with the applicant's position which was that the area referred to as a turning point at the end of Trig Lane was, in fact, a parking area. It had been noted that at times, when the parking area is not in use, the space did allow for vehicles to turn before exiting Trig Lane in forward gear which was highly desirable, but this was only possible on occasion and not guaranteed to Norfolk House residents. This meant that, in practice, there were already reversing movements on the public highway and, as such, there would be no change to this.

Another Member questioned whether rights of access for disable people to Norfolk House were affected at all by this application or not. The Interim Chief Planning Officer and Development Director reiterated that they would not be affected and would be retained as per existing access rights.

Another Member stated that, ordinarily, applications that proposed to provide a public lift provided more detail on the maintenance of the lift and access, but the report appeared to be silent on this point. He therefore questioned what

agreements had been reached on this. He also went on to comment on the HSBC gates stating that he would be strongly opposed to their removal and would consider putting a Motion to the Committee to this effect if necessary. He commented that the gates themselves were a very distinctive part of the City enjoyed by many. Aside from this, he stated that he was supportive of the application which would be a huge improvement on the existing building.

The Interim Chief Planning Officer and Development Director reminded Members that the Committee had agreed, in 2013, to the removal of the HSBC gates. Subsequent reports as to their appropriate relocation had, however, been delayed due to the death of the sculptor and a feeling that the timing of such proposals would therefore be inappropriate. He went on to explain that the removal of the gates could be omitted from the application through a condition if this was the will of the Committee. This would, however, diminish pedestrian comfort levels/flow in the area but not to an extent that the levels would be unacceptable. Nevertheless, Officers considered it a critical consideration point given the key location.

With regard to the public lift, Members were informed that the City Surveyor had been in close consultation with the developers on this point and an agreement as to the nature and functionality of it was being formulated. The City Surveyor added that details as to who would be responsible for the lift maintenance were yet to be finalised, but this would be agreed before the lift came into operation. She went on to confirm that the City Surveyor was happy with the concept of the lift replacing the inclinator.

Another Member commented that there were a number of fire risks that had been raised as concerns by residents of Norfolk House – in the main, these related to access to fire points, water supply and the effect on the entrance to the flats. The response from Gerald Eve on these points stated that existing access was not adequate but would not be materially changed – she questioned what this actually meant and whether Officers could advise the Committee as to whether all fire risks would be assessed. The Interim Chief Planning Officer and Development Director assured Members that fire safety matters were taken extremely seriously. He reported that the applicant's fire engineers had assessed this but that the City Corporation had also canvassed the views of its own District Surveyors. He added that these fire safety matters were dealt with under Building Control Regulations and were very much a quantitative assessment, assessed in terms of the approved documents from building control which was a totally separate process from planning. The London Fire Brigade would be consulted throughout this process and sufficient comfort was therefore provided to be able to advise the Committee that there was an acceptable solution to this. He concluded by highlighting that the argument that the existing access was inadequate was incorrect and Officers had received sufficient assurances that these alterations would not compromise this in any way.

The Member went on to question the public roof terrace and the proposed capacity of up to 100 people. She noted that this was a very busy thoroughfare and questioned whether this public space was large enough, particularly given

the measures/restrictions that were now in place around COVID-19 recovery. The Interim Chief Planning Officer and Development Director reported that proposals were still assessed in 'normal terms'. He added that some similar spaces in the City such as the Sky Garden were now introducing phased re-openings and measures to enable visitors to adhere to social distancing guidelines which, as one would expect, would lead to a dramatically reduced capacity in these areas. It was thought that the proposed 100 capacity for this roof terrace was acceptable and proportionate to the scale of the scheme. A Section 106 Visitor Plan would also be introduced, and Members were informed that Officers were very experienced in dealing with these given the number now in operation in the City. The plan would cover matters such as security and queuing.

Another Member commented that there was much to be welcomed about this application but that it failed to deal with a number of key concerns. One of the most welcome points was that the impairment of St Paul's Heights was not so egregious as before. However, he underlined how important St Paul's Heights were and the fact that billions of pounds of potential development had been foregone in the name of these. It was therefore very disappointing in his view that they would be infringed at all by this development. Secondly, he added that he would welcome the removal of the inclinator but was puzzled to recall that, when the idea of installing a vertical lift here 5 years ago was discussed, Members were told that this could not be done without impairing views. Today the Committee were informed that it could be done without impeding views. He questioned whether the images that Members had been shown today showing the public lift to be within the shadow of the Salvation Army building had been taken from certain, carefully calculated vantage points and what effect the lift would have on views from all angles. Lastly, he commented on the loss of pedestrian space on Trig Lane which was to be deplored and should be avoided at all costs. The Interim Chief Planning Officer and Development responded to state that the image of the lift shown during his presentation had represented a worst-case scenario, where the lift would interact with the dome of the Cathedral. He added that this had been balanced with the fact that the Inclinor was not particularly aesthetically pleasing from the river front and the fact that the simpler appearance of the lift was felt to be more befitting to the view of St Paul's.

Another Member commented on the scheme overall and underlined that he felt it was important for Members not to lose sight of this. He went on to comment that the current frontscape to the river and the landscape behind was very unsatisfactory and this scheme would bring much more benefit than disbenefits to this crowded and difficult social area. He commented that the objections concerning access were a real red herring and that the Committee should resist any temptation to look at private law matters or to consider that access would be compromised. He added that he had recently visited the site and that flat owners had a number of private parking spaces in the building, accessible from the public highway and that this would not change under this scheme. With regard to the HSBC gates, he stated that he was not a fan of these in their current location and agreed with the view of Officers that they were more of an obstruction than an attraction here.

Another Member commented that she was not generally supportive of this application. She was very concerned about the public roof terrace which, including the café area, would only be the size of a tennis court. The vast majority of the roof space proposed would not therefore be publicly accessible. The Member went on to question the hours of operation for the public roof space commenting that it appeared to be open until quite late most evenings, including until 11pm on Fridays and Saturdays which was a concern given its proximity to residential flats and potential noise nuisance. She added that she was also concerned about the loss of pedestrian space and the overhang of the proposed building which seemed to extend the existing footprint quite considerably and shaded the city walkway below, spoiling views along the river. The Member stated that she agreed with one of the previous speakers on the infringement to St Paul's Heights and questioned when apparently minor intrusions such as these would stop being approved within the City given that, cumulatively, they had a marked affect. On this scheme, it was almost half of the proposed roof space that would infringe upon St Paul's Heights. She went on to speak about the encroachment on to Peter's Hill where there would appear to be less space than required to pass two wheelchairs on the proposed main entrance, with the addition of steps here. If coming from the river front and using the public lift to travel up to street level, visitors would have to walk almost the length of the building to turn around and access the ramp which would create huge amount of obstruction to the clear flow of people. Planting and seating in this location would add to this further. The Interim Chief Planning Officer and Development Director pointed out that the images shown of the infringements to St Paul's Heights were possibly overstated as, in some instances, it was only a matter of centimetres but were still picked up on the grid. He added that the existing breaches were much higher than the proposed and amounted, overall, to an improvement. With regard to the roof terrace opening hours, these were set out within paragraphs 107-109 of the report. The public roof terrace would be open from 10am-6pm or nautical dusk (an hour after sunset). The other spaces were permitted to open up to 11pm as stated. It was considered that Roof Terrace Management Plans and Section 106 conditions against amplified or other types of music in these areas would provide a very robust framework to limit any disturbance to residents.

A Member commented on the Millennium Inclinor and probed the ownership and maintenance requirements of the proposed new public lift. The Interim Chief Planning Officer and Development Director reported that what Members had been shown today was a prototype concept of a new public lift and that this would be developed in close cooperation with the City Surveyor. It was fair to say that the City Surveyor was of the view that this was a positive proposal to ensure that the regular maintenance issues experienced with the Inclinor would not continue going forward. The City Surveyor added that the replacement of the Inclinor with a 'normal' lift would bring it into the City's main lift contract where it was expected that maintenance costs would go down as it would be a standard public lift that most contractors would be able to maintain, unlike the Inclinor which was a very specialist piece of kit. It was also expected that the reliability of the lift would be much improved. In response to further questions, the Interim Chief Planning Officer and Development

Director confirmed that the removal and refit would be covered under the Section106 agreement.

A Member commented that she too had concerns as to the apparent chipping away of St Paul's Heights which were unique and needed adequate protection. She added that she also felt that the overhang of the building would encroach on views along the riverside, an important, open public space that had been enjoyed by many during the current lockdown and create a bottleneck. She went on to highlight that there was a major flood and drainage issue in front of this building and commented that it was potentially this that had been affecting the operation of the Inclinator for many years now. She therefore requested further information on the proposed sustainable drainage system and sought assurances that this issue would be resolved as it limited the amount of usable pedestrian space during periods of heavy rainfall where 6-8 inches of water could accumulate. She added that she was also concerned about the roof terrace in terms of its capacity, opening hours, and the proposed height of the balustrades. She commented that, elsewhere, balustrades of this height had given rise to risks associated with those contemplating suicide. She called for the balustrades to be made higher, particularly given the fact that there was a public walkway below, and for reasons of public safety. The Interim Chief Planning Officer and Development Director confirmed that the height of the balustrades and any associated risks had been discussed in detail but added that this could be reviewed as part of any conditions. With regard to flooding, conditions were attached and had been agreed by the relevant agencies. An emergency evacuation had also been introduced. In terms of the overhang of the building, Members were informed that there would be some benefits to this as increasingly, and especially in the London Plan, the idea of providing shelter and shade was becoming an increasingly important element of the public realm when considering both hotter summers and inclement weather. It was hoped that the overhang would render this a more usable area of public realm throughout the year.

The Chair asked that Members now return to the specific issue of the HSBC gates and the potential motion being proposed on these.

A Member commented that his personal view was that this area could get very crowded at peak times and that the retention of the gates would exacerbate this. The Committee had already taken the view, some time ago, that these should be removed, and this should now be acted on.

Another Member disagreed and commented on the great public interest that the gates attracted in this location. A second Member concurred with this and stated that she felt that they were an important part of this site and framed the view here. She added that they were always designed to be located here as Lord Foster had suggested and acted as a useful funnel being placed at an angle. She stated that she felt that the addition of a ramp and stairs at the site as well as potential seating and planters would create more of an impediment and reduce pedestrian flows along the length of Peter's Hill.

Another Member commented that, contrary to the points made by some Members earlier in the debate about the gates attracting children to play, he did not see them as a suitable spot for this given that they were located at the top of the stairway and that there was a dedicated, recessed play area nearby. He agreed with the view that the gates were not aesthetically pleasing and that they impeded the pedestrian flow in this location. He also spoke on the overhang of the proposed building and stated that he saw this as a benefit in terms of shelter from both sun and rain.

Another Member commented on the public lift and the fact that developers who installed them as part of the S106 agreement often did so as cheaply as possible and the City Corporation were left with the maintenance costs of this going forward. He questioned whether, given the heavy use that this lift was likely to attract in this location, there was any way that Officers could add some specification to the design of it. The City Surveyor reported that there was a City lift specification which set out the minimum requirements that the City Corporation would expect for public lifts. The document had been approved by the City's lift engineers and Officers would ensure that they worked with the developers to ensure that this was the minimum criteria of lift installed. She added that it was an open protocol system so that the lift could be maintained by the City's contractor.

The Chief Commoner returned to the subject of the gates and spoke on the history of their installation commenting that they were originally configured to stand much higher but were cut back down after it was realised that they impeded the view from the Bridge towards St Paul's. He reiterated that in 2013, this Committee had agreed to their removal but that this had not been acted upon out of respect to the sculptor who passed away soon after. He concluded by stating that he was of the view that the gates served no useful purpose in their current location where they impeded both the views from the bridge and also the flow of pedestrians. He would therefore support their removal and relocation to a more appropriate location such as the sculpture park previously discussed.

Another Member commented that it was important to remember that the proposed development on the one side of Peter's Hill would change the symmetry of the area and would, as Officers had pointed out, create a pinch point. He added that he was personally of the view that the gates should be removed.

The Member who had originally proposed a motion on the retention of the gates commented that he agreed with the previous speaker that the southern gates would seem odd in the context of the new development and the change in the symmetry of the area. However, he was of the view that this was not true of the northern gates which tended to attract more public interest and it was these that he still wished to propose a motion on.

Another Member commented that the gates were an artistic installation which were part of the Millennium Bridge. She added that, as such, she would like to see them retained. They also, helpfully, slowed the flow of people in a very

busy location and prevented surges on to the main road as opposed to them being an obstruction. In terms of cleanliness and vandalism, she added that the gates should be properly maintained by the City as pieces of art.

At this point, the Chairman sought approval from the Committee to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.

A Member questioned why the removal of the gates was up for discussion today when this Committee had already previously agreed to their removal. The Comptroller and City Solicitor reported that that decision had been taken in the context of a previous public realm proposal and the removal of the gates was not then carried forward for various reasons. This decision should not, therefore, fetter the discretion of the Committee on the removal of the gates in the context of this application, given that it remained unimplemented.

MOTION – Randall Anderson proposed that the Northern HSBC gates be retained as part of the scheme. The motion was seconded by Susan Pearson. The Motion was therefore put to the vote. The vote was conducted by rollcall led by the Town Clerk.

Votes cast as follows: IN FAVOUR OF THE MOTION: 7 Members
 OPPOSED TO THE MOTION: 18 Members
 There were 3 abstentions.

The Motion was therefore lost.

The Committee then proceeded to vote on the recommendations before them within the report. The vote was conducted by rollcall led by the Town Clerk with those Members present and eligible to vote asked to also confirm that they had been present for and able to hear the entirety of this item.

Votes were cast as follows: IN FAVOUR – 25 votes
 OPPOSED – 2 votes
 There was 1 abstention.

RESOLVED – That, planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

Planning obligations and other agreements being entered into under section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highways Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed.

That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in ‘Planning Obligations’ under Section 106 and any necessary agreements under Section 278 of the Highways Act 1980.

6. **1 PAUL'S WALK, LONDON, EC4V 3QH**

The Committee considered a report of the Interim Chief Planning Officer and Development Director regarding an application for 1 Paul's Walk, EC4V 3QH, specifically, removal of louvred upstands and the introduction of new hard and soft landscaping alongside remedial public realm and associated works.

The Interim Chief Planning Officer and Development Director introduced the scheme by stating that this application was linked to the application agreed by the Committee at the previous item and situated on the same site. Members were shown images of the proposed location – a raised area of louvres and granite on the western side of Norfolk House that was currently within the demise of a restaurant. Proposals centred around dropping this platform area down to the level of the surrounding walkways as well as the installation of three 60cm high granite clad planters containing herbaceous perennials. Members were shown the view looking west towards the scheme that they had just approved with the louvered wall and its replacement with the lower raised planters shown in the foreground. Members were also shown the view from Trig Lane looking east where, again, in the foreground, the louvered granite and the planters could be seen. Members were informed that Officers considered this to be a significant visual improvement, improving access across the site and also very beneficial in terms of increased biodiversity.

The Town Clerk introduced Mr Thomas See, a resident of Norfolk House and registered objector and invited him to address the Committee.

Mr See began by stating that it was not true to say that the existing podium area was in the demise of the restaurant as it was in the demise of Norfolk House. He went on to state that Norfolk House was quite an extensive, elevated, podium area that projected outwards to the west and wrapped around the building over the roadway onto the main entrance lobby. The applicant had applied to demolish this podium and bring it to ground level, despite it being an integrated part of Norfolk House. Residents were wholly opposed to its demolition. Mr See added that the podium had a number of elements and that an inner part of this was used for outside dining by the Norfolk House restaurant for which residents owned the head lease. This area offered impressive views of the riverside walkway that were not afforded from ground level and residents were keen to preserve this. The podium also supported a mature tree with planting along the edge of the podium providing screening for Norfolk House. This was the only tree within this vicinity and residents would therefore like to see it preserved in line with the City Corporation's own policies. Mr See referred to images of the view of the podium from the entrance to Norfolk House, beside the roadway. Here the podium was 2.7m deep and provided a buffer from the roadway and security for ground floor windows. Mr See commented that the presence of the raised podium immediately highlighted that the new Millennium Bridge House scheme would be built too close to Norfolk House and referred to images which depicted how the new building extension with its cantilevered upper floors would have an overbearing presence over a too narrow public walkway. He added that this was an important part of the riverside walkway, just metres away from Millennium Bridge. Mr See noted that the applicant had avoided providing any images of

this pinch point location in relation to the elevated podium and residents had therefore had to commission these images for themselves some of which had already been shared by Mr Lowndes in his presentation on the previous application. Images depicting the podium to the left of Norfolk House best demonstrated how enclosed the space between the podium and the newly approved building would be. He added that the narrowness here would be out of keeping with the sense of space experienced elsewhere on the riverside and highlighted how unacceptable this would be. Mr See concluded by underlining that Norfolk House residents owned and had total legal control of the podium and would not grant permission for it to be lowered. Secondly, he stated that residents were keen for the applicant to properly address the impact of their development plans on the public realm instead of hiding behind proposals to remove the podium.

The Chair thanked Mr See for his contribution. There were no questions from Members.

The Town Clerk then introduced Mr Duncan Roe of Beltane Asset Management to address the Committee. Mr Roe reiterated that the applicant genuinely hoped that they could work with the Norfolk House residents to find a solution that was beneficial to all and particularly the public realm. He added that the ownership of the restaurant terrace and the surrounding louvres was layered and complex and not quite as straight forward as Mr See had articulated. This was the reason that this element of the scheme had been split out into a separate application. The applicant owned the land from the basement up to the base of the restaurant terrace. Members were informed that there was redundant generator equipment beneath this that would be removed as part of wider proposals. This presented the opportunity to improve the public realm on St Paul's Walk and install new hard and soft landscaping. The applicant did not propose to alter the size of the podium or the extent of the planting, it would just be on a level with the city walkway and the restaurant itself. The applicant felt that the existing granite and air louvres were not complimentary to the surrounding townscape and, as noted within the Committee report, the alterations were considered to be beneficial to the public realm and the locality. Mr Roe added that Beltane had met with the very experienced restaurateur at the North Bank Restaurant and reported that he was very supportive of these proposals and the lowering of the podium to the ground floor as they felt that this would offer the restaurant more prominence and better access.

The Chair thanked Mr Roe for his contribution and invited questions from Members.

A Member referred to images of the existing view from Paul's Walk/Trig Lane depicting the generator and the high wall and asked the applicant to explain whether the windows behind this were part of residential flats. If so, the installation of planters in this location might be a concern with the public being allowed to sit here at any time of the day or night. Mr Roe commented that the windows shown were part of one of the residential units. He went on to state that the landscape architect for this scheme – Andy Sturgeon – had designed it in such a way that it was felt to be more beneficial to residents and provide these windows with more light. It was, however, recognised that the design of

the planters would require further thought to ensure that privacy was retained. Jeremy Randall added that the detailed landscaping scheme would be reserved for planning condition and that the size of the terrace would not be altered, it would simply be lowered in an attempt to improve the public realm.

The same Member went on to question Officers as to how residential amenity would be protected with a proposed design which could allow people to sit outside residential windows at any time of the day or night on a busy thoroughfare. She added that she also had concerns as to the overhang of the now approved scheme at Millennium Bridge House providing an attractive area/shelter for the City's homeless population to dwell in and stressed that problems such as these should be designed out of schemes, not in. The Interim Chief Planning Officer and Development Director that Officers would ensure that these concerns were picked up within the guiding brief for the landscaping plan.

Another Member questioned Officers on the public cycle rack depicted in some of the images and suggested that this seemed to be inconsistent with the fact that cycling was forbidden in this area and that there was a sign to this effect close by. The Interim Chief Planning Officer and Development Director clarified that the cycle racks were in relation to the previous application and stated that he understood these concerns and that they were taken into account in limiting the number of short stay cycle spaces that could be delivered on this entire site. The spaces were located here so that they were set away from the riverside walkway and did not appear to be an invitation for cyclists to utilise this area.

The Committee then proceeded to vote on the recommendations before them. The vote was conducted by rollcall led by the Town Clerk with those Members present and eligible to vote asked to also confirm that they had been present for and able to hear the entirety of this item.

Votes were cast as follows: IN FAVOUR – 24 votes
OPPOSED – 2 votes
There was 1 abstention.

RESOLVED – That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule.

7. CITY FUND & CITY ESTATE HIGHWAY DECLARATION SURPLUS DELEGATED AUTHORITY REQUEST - 80 FENCHURCH STREET, EC2

The Committee considered a report of the City Surveyor in respect of a delegated authority request to declare 80 Fenchurch Street EC2 as surplus.

RESOLVED - That authority be delegated to the Town Clerk, in consultation with the Chairman and Deputy Chairman of the Planning and Transportation Committee to declare surplus to highway requirements the City Fund airspace, required for the development at 80 Fenchurch Street and between datum levels determined by the City Surveyor, to enable its inclusion in the lease to be granted to Partners Group, upon terms to be approved by the Corporate Asset Sub Committee, and subject to the City Corporation retaining ownership of the

highway and the continuing highway functions.

8. CITY CLUSTER AREA- UPDATED DELIVERY PLAN

The Committee considered a report of the Director of the Built Environment which sought approval for an updated City Cluster area delivery plan 2020-2023, centred around three programmes that will enable the initial set of high priority projects to be developed and implemented.

RESOLVED – That:

1. The updated City Cluster area delivery plan 2020-2023 as set out in this report be agreed.
2. The estimated cost of £2.4m - £2.9 to deliver the three programmes for 2020-2023 be noted, to be fully funded by site specific Section 106 contributions and the Transport for London Liveable Neighbourhoods Grant. It should also be noted, however, that this cost estimate does not preclude the opportunity to secure additional funding to deliver further change, where there is a demonstrable need from Transport for London (TfL), from restricted funds linked to local development sites or from third party sponsorship, subject to Member approval (as set out in Appendix 4 to the report: 'Detailed information on funding structure').
3. It be noted that Gateway Reports will be submitted for each individual project and area programme reports will be submitted annually.
4. The allocation of £37k staff costs from the Pinnacle S106 towards the development and management of the City Cluster Area programme be approved.
5. The appended report: "Gateway 3: Well-being and Climate change resilience Programme" (appendix 5 to the report) be approved.

9. CITY OF LONDON CORPORATION PARTICIPATION IN E-SCOOTER TRIALS

The Committee considered a report of the Director of the Built Environment in respect of the City of London Corporation's participation in E-Scooter trials.

Officers introduced the report by stating that the Government had recently announced the fast tracking of its proposed trials for e-scooter hire in the UK in response to COVID-19 and in recognition of the potential for this new mode of transport to help relieve pressures on public transport which continued to operate at reduced capacity. The trial would include rental e-scooter operators and the use of parking areas would be mandated as would defined no go zones. Speed limits would be imposed for the scooters. On balance, Officers felt that the safety concerns around the use of e-scooters and the impacts of e-scooter parking on other street users had been addressed by the Department for Transport (DfT) guidance. Members were informed that Officers were now working closely with TfL and other interested local authorities in London to enhance this guidance and to ensure that any trial that might go ahead was safe, accessible and would minimise any impact on others, particularly those with limited mobility or other impairments.

The report today recommended participation in a trial (preferably a multi-borough trial, co-ordinated by TfL and London Councils). Members were informed that participation would bring a number of benefits including the ability to provide socially distanced alternatives to the use of public transport and allowing the City to gather data that would help inform any future policy responses on potential e-scooter legislation. At present, discussions were highlighting that those participating in the trial would have significant say and influence on trial criteria as it was developed. A number of adjacent boroughs were now in the process of confirming their participation in trials and it was therefore likely that rent-free e-scooter use would occur either on the City's boundaries or within the Square Mile itself. Participation would allow the City Corporation to have meaningful input and influence over what e-scooter use looked like in Central London over the next year whilst trials were in operation.

A Member, also the serving Chairman of the Streets and Walkways Sub Committee, commented that he recognised that this had the potential to be quite a controversial and sensitive matter and that there were many who had differing views on this. However, at this stage, all that was being asked of Members was permission for the City to participate in a trial programme. He felt that this should be approved as, only by taking part, could the City Corporation have any real input into the way in which a longer-term e-scooter use policy would inevitably develop both in the City and in neighbouring boroughs in terms of things such as insurance, speed, parking, safety measures and noise. Non-participation in the trial would lead to the City having a lack of control over this matter on its own streets.

Another Member agreed with this view. He added that an e-scooter trial would be proceeding elsewhere in London regardless of whether or not the City Corporation chose to participate. He commented on the fact that Officers had underlined that the trial would preferably be a multi-borough trial organised by TfL and stated that, to his mind, this would be essential as, if borough and the City took its own approach, this would be disjointed. Officers agreed and reiterated that a multi-borough approach was their strong preference.

A third Member concurred with the views already stated. He underlined that the matter should be taken very seriously and that the City might want to make representations on safety measures such as the use of helmets and the interaction of these vehicles with pedestrians and other road users/cyclists. The potential introduction of parking charges for these vehicles in the longer term could also be considered. The Member went on to suggest that the Committee should receive biannual updates.

Another Member commented that he felt that the Government had made a mistake in permitting the use of these vehicles. He did, however, agree that the City should now participate in these trials so that they were able to shape and influence their operation. He added that when submissions as to the outcome of the trial were made, a pan-London approach would be essential. He concluded by asking whether, in terms of measuring the impact of the trial, further information about transport mode switches could be provided as well as

user/pedestrian perceptions. Officers agreed that this data would be core in terms of what was collected and shared.

A Member commented that other countries had implemented successful schemes for e-scooter rental/use and that he therefore welcomed entering proper consultation and trials on this for London. He added that he was of the view that they had the potential to provide a very important level of access to our streets that could not be provided with any ease by other methods at present. He recognised that there were safety concerns around their use and that the best way to address these would be through participation in the trials and looked forward to the results of this.

A Member commented that a data driven approach was absolutely the right way to determine whether or not this was an appropriate way forward for the City Corporation. He went on to question how success would be measured/quantified and how Officers would determine whether this was a mode of transport that we were keen to embrace going forward. He also asked how those contravening any trial regulations would be policed given that one of the things that had encouraged his support of this was the need for insurance and the specification of various other safety measures. He added that there were already e-scooter users on the City's streets and that this was already proving difficult to police. Officers commented that the only thing that the trials would make legal was the use of e-scooters for hire on UK streets. The requirements around producing driver's licences/insurance documents would therefore be necessary before users were permitted to register to use the vehicles. Wider issues around potential confusion around people using privately owned e-scooters would be addressed by the City of London/Metropolitan Police who had already undertaken a lot of work in terms of engagement, education and enforcement in relation to this. The City Corporation would ensure that any messaging around any potential participation in the trial would reinforce these points.

In terms of measuring success, Officers reported the criteria around this was still to be finalised, ideally in discussion with TfL, London Councils and other boroughs. It was likely to include understanding what happens in terms of mode shift, understanding safety implications and people's perceptions. Ultimately, it would be about understanding the impact of the scooters on our streets and whether this new mode of transport could be introduced in a harmonious way. This would be set out within the final criteria which would be approved under delegation.

A Member commented that the trials needed to ensure the highest possible safety standards for both e-scooters users and the general public. She noted the proposals around no go and no slow areas and stated that she assumed that these would ensure that there was no e-scooter use permitted in any shared space or pedestrian areas such as Bow Lane during the hours where all other vehicles were prohibited. She went on to question whether the City could ask the DfT to ensure that the scooters were fitted with loud horns to sound an alert and warn pedestrians that they were approaching given that they were electric and therefore often silent. She concluded by questioning how the use of

e-scooters would affect the City's KSIs in terms of road safety going forward. Officers commented that the no go and go slow areas would be given careful consideration but clarified that e-scooters were viewed in essentially the same way as bicycles in terms of where they should and should not access (on the carriageway, not on pavements or in pedestrianised areas). Officers were unaware of whether the DfT had specified any form of bells or horns for rental scooters to date but added that this was something that they could put forward.

RESOLVED – That:

1. The City of London Corporation participate in a rental e-scooter trial, subject to the terms of that trial meeting the City Corporation's requirements.
2. Agreement of the Terms of the trial be delegated to the Chief Officer in consultation with the Chair and Deputy Chairman of the Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.
3. If required by Department of Transport guidance, rental e-scooters that are not part of any trial that the City Corporation is participating in, be permitted to travel through the City of London.

10. CONSULTATION ON DRAFT S106 PLANNING OBLIGATIONS SUPPLEMENTARY PLANNING DOCUMENT

The Committee considered a report of the Director of the Built Environment in respect of consultation on the draft Planning Obligations Supplementary Planning Document (SPD).

Officers reported that, since the existing SPD had been published in 2014, national and local/London Policy had moved on and the City Corporation's documentation now therefore fell behind some neighbouring boroughs and required updating in terms of the costs of providing infrastructure. Even with some of the changes being proposed around training and skills, the organisation would still fall below the levels being charged in Westminster for example but these would enable the City to put in place effective training and skills provision for local people to help them get back into work as the economy recovers and would also help ensure that businesses have the level of skills and the workforce they required.

With regard to affordable housing, Members had been aware for quite some time that the levels currently proposed were significantly below what is required to deliver effective affordable housing and the changes now being put forward would effectively increase the provision of affordable housing and the cost to developers to approximately £400,000 per unit versus the current £165,000.

Approval was sought for public consultation at this stage and the matter would then be referred back to this Committee later in the year to consider the responses received and for Members to decide when they would like to start implementing the provisions.

A Member commented that it was important for the Committee to appreciate that viability was not the only test and that the relative attractiveness of building in the City in terms of international and capital investment was key. He questioned whether the wording within the section on 'Viability Testing' should therefore be expanded to include reference to what the impact on international competitiveness would be as a result of these changes. Officers responded to state that the changes being suggested here would increase provisions but would also keep the City below its other main competitors/boroughs within Central London. They added that viability was a key consideration and that the viability assessment that had been undertaken suggested that the implications would be very small in terms of the overall cost of development. The Member came back to comment that he had not been referring to the City's relative competitiveness with other boroughs but internationally, with other European capital cities for example.

Another Member spoke to say that he welcomed sight of this revised draft which reflected the issues identified at various meetings of the Local Plans Sub Committee with respect to affordable and social housing. He requested that, when future revised policies were brought to Committee, they were shown with tracked changes so that changes could be easily identified and reviewed.

Another Member thanked Officers for their work on this document. He responded to the earlier point made around international competitiveness, and commented that it would be quite easy to criticise Government policy and the way in which it chooses to have this financed, but proposals here were around bringing costs up to a level which made some sense in terms of the actual development costs of housing units. This would not make the City Corporation out of step with others in London. He added that the same comments around competitiveness might well be made as part of the consultation and that, if so, they could be properly and carefully considered by the Committee thereafter.

Officers reported that Planning had worked very closely alongside colleagues in Innovation and Growth on the policies being put forward where matters such as international competitiveness had been considered. In terms of the potential cash uplift, the proposals could be significant, attracting £16.2m over a 16-year period and this could have a transformative effect on skills supply. This would also contribute towards green finance/ financing of the green economy and ensuring that we have the future skills needed to be able to be globally competitive. She added that previous money from developers had, for example, been used to set up the Financial Services Skills Taskforce chaired by City Minister Mark Hoban involving Financial Services companies representing 25% of the City's workforce and was very much about driving global competitiveness/effectiveness.

The Chair suggested, and the majority of Members agreed, that the draft SPD should be presented for consultation as drafted. He added that the thread running through this discussion was the City's economic recovery and that much of this additional money would be used to increase the global competitiveness of the City itself. This was, however, a pan London/national matter. He added that this was precisely the time that skills, training, housing

and other economic benefits were needed from development. The standard viability tests were referenced within the SPD and, in his view, the proposals were very proportionate, reasonable and timely.

The Chair concluded that Members of this Committee would also be able to feedback formally during the consultation period.

RESOLVED – That, the draft Planning Obligations Supplementary Planning Document, attached as Appendix 1 to the report, be approved for public consultation.

11. NAMING OF NEW CITY WALKWAY AND ASSOCIATED OPEN SPACE: BAZALGETTE EMBANKMENT

The Committee considered a report of the Director of the Built Environment in respect of an application made by Thames Tideway in consultation with Thames Water Utilities Limited to name new publicly accessible City walkway and associated open space located at the site of the Thames Tideway Tunnel project along the river foreshore to the west of Blackfriars Bridge as 'Bazalgette Embankment'.

A Member commented that this would be quite a significant new piece of open space and that he would ask Members to support the proposed naming of this in honour of Sir Joseph Bazalgette. He suggested, however, that the proposals around a statue should be carefully considered at another time.

A Member questioned whether Officers were certain that Sir Bazalgette was an appropriate figure after whom to name this space given concerns highlighted by the Black Lives Matter movement over the appropriateness of some statues in the City. Officers reported that they had undertaken due diligence on this matter and that Sir Joseph Bazalgette was a very successful, professional Victorian engineer who spent 40 years working for the London Metropolitan Board of Works following his graduation. He had no other trading or business background/interests and was responsible for building a sewage network which had saved thousands of lives of Londoners by preventing cholera outbreaks. His further family history had showed that some ancestors had, inevitably, been involved in colonial trading but the individual that this renaming was looking to celebrate was felt to be entirely appropriate.

RESOLVED – That, the name Bazalgette Embankment be approved and a statutory order be issued.

12. GATEWAY 1-5 TRAFFIC ENFORCEMENT BY CCTV

The Committee considered a late, separately circulated report of the Director of the Built Environment in respect of CCTV traffic enforcement.

RESOLVED – That:

1. A budget of £257k for Phase 1 and £113k for Phase 2 be approved for completion of the project.

2. The annual revenue budget increase on the On-Street Parking Account be increased by:
 - a. Equipment Maintenance: £24.5k pa for Phase 1 and £13.5k for Phase 2
 - b. Expected Works: 5k pa for Phase 1 and 3k pa for Phase 2
3. The total estimated cost of the project of £370k be noted (excluding risk and on-going maintenance / works costs).
4. It be noted that a Costed Risk Provision is not required due to the high degree of cost certainty.
5. Option 3 be approved (to implement both phases on an equipment purchase basis).

13. TOWER BRIDGE - REPLACEMENT OF DEFECTIVE BRIDGE DRIVING MACHINERY HYDRAULIC COMPONENTS

The Committee considered a late, separately circulated report of the Director of Open Spaces in respect of replacement of defective hydraulic pipework, components and upgrading of hydraulic power units associated with the bridge lifting machinery at Tower Bridge.

RESOLVED – That:

1. The total estimated cost of the project at £1,151,565 (excluding risk) be noted.
2. A revised budget of £1,151,565 be approved to get to the next Gateway (excluding risk).
3. A Costed Risk Provision of £114,000 be approved (to be drawn down via delegation to Chief Officer).
4. The use of a sole supplier waiver be approved; i.e. - Bosch Rexroth Limited, as per the recommended option set out in the report.

14. REOPENING THE HOSPITALITY SECTOR: ALFRESCO EATING AND DRINKING UNDER THE BUSINESS AND PLANNING ACT 2020

The Committee considered a late, separately circulated report of the Director of Markets and Consumer Protection in respect of the Business and Planning Bill 2020.

A Member stated that he was confused as to why the report, which was quite technical in terms of on site and off site alcohol sales, had come to this Committee for decision but would only be put to the Licensing Committee for information. The Chair reported that this report had been brought forward in close consultation with the Chair and Deputy Chair of the Licensing Committee. Officers clarified that there were many parts of the Business and Planning Act but that this report related to pavement licences and the tables and chairs fell within the terms of reference of this Committee because of their interaction with planning legislation in terms of placing items on the highway. Decisions relating specifically to this element were agreement to the length of licence and the fees for this. Issues around off sale and deregulation of certain licensing elements would be discussed by the meeting of the Licensing Committee tomorrow.

A Member thanked Officers for this report following the discussions around tables and chairs that had taken place at the last meeting of this Committee. He questioned the proposals to only grant a minimum 3-month term which he felt was not particularly generous and stated that he would have preferred to see terms of a minimum of 6 months proposed. He noted that the City were also stipulating that there would have to be minimum of 3.2m walkway beyond any tables and chairs placed on pavements and commented that this did not really accord with what the Government had stated as they were suggesting that this could be less. He therefore questioned a seemingly pedantic approach to this which would seem to be contrary to the desire to encourage the regeneration of the City and its streets. Officers responded by highlighting that the City's streets were fairly unique in terms of their layout with many of them being very narrow and, ordinarily, seeing high pedestrian flows. The City was now seeing a week on week increase in the number of pedestrians as well as a changing picture in terms of road closures. For all of these reasons, it was felt that initial 3 month terms were appropriate to see how these changes would play out on the City streets and with a gradual return to work. With regard to pavement width, Officers underlined that the five principles put forward by this Committee and the detailed criteria attached to these were centred around public safety and, therefore, to allow for safe pedestrian movement, the report recommended a width of 2.2m plus an additional 1m to accommodate for social distancing.

Another Member commented that it was important to keep in mind the City's narrow streets and available/necessary pavement space for things such as wheelchairs and pushchairs to pass safely.

A Member asked that the fact that these licences were to be granted was communicated very carefully to avoid any public confusion and to encourage residents and businesses working in harmony during this period of recovery. She added that, much to the confusion of some members of the public, there were premises who already had a legal entitlement to place tables and chairs outside of their premises.

The Chair thanked the Licensing Team for an intense period of hard work during the crisis and recovery phases.

RESOLVED – That:

1. The 'Al Fresco Eating and Drinking (Business and Planning Act 2020) Policy' produced as Appendix 1 to this report be agreed.
2. The 3-month Pavement Licence period, as outlined in paragraphs 15 and 16 of this report, be agreed.
3. The fee of £100 for a Pavement Licence application, as outlined in paragraphs 17 to 18 of this report, be agreed.
4. The need for an urgent report once the Bill receives Royal Assent, to grant delegated authority to the Director of Markets and Consumer Protection, be noted.

15. **REVENUE OUTTURN 2019/20**

The Committee received a joint report of the Chamberlain, the Director of the Built Environment, the Director of Open Spaces and the City Surveyor which compared the revenue outturn for the services overseen by the Planning and Transportation Committee in 2019/20 with the final budget for the year.

RESOLVED – That, Members note the revenue outturn report for 2019/20 and the carry forward of local risk overspending to 2020/21 of £236,000 for the Director of the Built Environment.

16. **2019/20 BUSINESS PLAN UPDATE Q4**

The Committee received a report of the Director of the Built Environment, which set out the progress made during Quarter 4 of the 2019/20 Departmental Business Plan.

RESOLVED – That, Members note the report and appendices.

17. **BRIDGE HOUSE ESTATES STRATEGY: BRIDGING LONDON, 2020 - 2045**

The Committee received a report of the Chief Grants Officer and Director of City Bridge Trust which presented the proposed final version of the Bridge House Estates (BHE) Strategy: 'Bridging London, 2020 – 2045'.

RESOLVED - That – acting in the charity's best interests for the City of London Corporation as Trustee, Members of the Planning and Transportation Committee agree to:

- i. Endorse the proposed final version of the BHE Strategy, subject to any feedback received being incorporated, for onward approval by the Court of Common Council; and
- ii. Note the proposed next steps for the Strategy's delivery.

18. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY**

The Committee received a report of the Director of the Built Environment in respect of the transportation response to support Covid-19 recovery for the City of London's Streets.

RECEIVED.

19. **DISTRICT SURVEYORS ANNUAL REPORT 2019/20**

The Committee received a report of the Director of the Built Environment updating Members on the workings of the District Surveyor's office which reports to this Committee for the purposes of building control, engineering services for the City's major infrastructure and to provide resilience to buildings and businesses within the Square Mile that may be affected by climatic and environmental risks.

A Member wished to congratulate the District Surveyor on his appointment as the Junior Vice President of the London District Surveyors Association. He then went on to state that he recalled that last year's annual report had contained a

table which detailed departmental costs against fee income but could not see this same information presented on this occasion. The Member also referred to the proposed Building Regulation changes from the Government, particularly 2.3 (page 425) where it was suggested that they were to remove the ability for the developer to choose which building control body oversees the construction. He questioned whether the District Surveyor felt that this would be a positive change for his office or a threat.

The District Surveyor reported that information around departmental costs and fee income had been provided in a recent report concerning fee increases. He undertook to recirculate this information to the Member outside of the meeting.

With regard to the second question, the District Surveyor reported that Government proposals, following the Grenfell tragedy, would be that buildings in scope (i.e. any buildings/blocks with residential property and standing at over 18m in height) would come under the Building Safety Regulator. The Building Safety Regulator would be the Health and Safety Executive who would be the Building Control body for these buildings and would be responsible for deciding who would then carry out the work for them. They had indicated that this would be given to local authority building control (in the City Corporation's case the District Surveyor) as opposed to a privately approved inspector. He added that, for his office, this would be a benefit but underlined that this would only apply to buildings in scope. Recently, however, the Government had also indicated that buildings in scope could decrease to encompass those that were 11m and higher and could also be expanded to encompass anywhere providing accommodation where people sleep in future years (e.g. boarding houses, hostels, student accommodation and hotels).

Officers advised that City Corporation staff would be trained accordingly and had been working with government departments to become a 'centre of excellence' and assist other neighbouring boroughs who might lack the expertise.

The Chair commended this positive step and thanked the District Surveyor for his work.

RESOLVED – That, Members note the report.

20. **PUBLIC LIFT REPORT**

The Committee received a report of the City Surveyor regarding public lift operations.

A Member commented on continuous problems with the lift at Speed House and questioned what was behind this. The City Surveyor reported that the issue here was related to water ingress from the high walk affecting the lift's control panel. Work to remedy this had been undertaken and the lift was now back in service. The Member commented that much work had been undertaken last year to address water ingress. The City Surveyor commented that the remedial action taken last year had not entirely solved the problem and that work around this therefore continued.

Another Member referred to the vandalism of the Blackfriars Bridge lift and the fact that it needed to be taken out of operation in the evenings for this reason. She stated that this lift was in an important location, with the station above. She questioned how this could be tackled going forward. Officers advised that vandalism of the lift was a particular problem at the moment as a result of the walkway being section off for Tideway work, leaving it in a secluded spot. Officers were currently considering installing CCTV at this location to assist the Police in their attempts to address the issue.

RECEIVED.

21. DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR

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

RECEIVED.

22. VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT

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

RECEIVED.

23. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE

Grand Committee/Streets and Walkways Sub Committee

A Member commented that recent meetings of this Committee had seen monumental agendas and had lasted for extended periods of time (with today being no exception). He commented on how this was undesirable for a number of reasons and questioned whether the Chair agreed that some items could and should be properly agreed by the Streets and Walkways Sub Committee instead. He recognised that the normal operation of Sub Committees had been impacted by the COVID-19 pandemic but asked that items of business now be allocated more sensibly between the Grand Committee and its Sub.

The Chair commented that other Members had made a similar point to him and that he was very happy to delegate matters of detail back to the Sub Committee now that it was back in operation, albeit virtually.

24. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
Extension of Parking Concessions for Key Workers – request for Delegated Authority

Officers reminded the Committee that, since lockdown in March, the Corporation had been giving parking concessions to essential frontline workers such as those working within the NHS. This measure was now due for review and, with the continuing pandemic, there were proposals to extend these concessions until 31 August when they could be reviewed further. Members were informed that this approach was in line with Government advice and the Committee's permission for the Town Clerk to approve these proposals under delegated authority in consultation with the Chair and Deputy Chair of this Committee was sought.

RESOLVED – That Delegated Authority be granted to the Town Clerk, in consultation with the Chair and Deputy Chairman of the Planning and Transportation Committee, with regard to the extension of parking concessions for key workers until 31 August 2020.

25. **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 I of Schedule 12A of the Local Government Act as follows:-

<u>Item No(s)</u>	<u>Paragraph No(s)</u>
27	3
28	3, 5 & 7

26. **NON-PUBLIC MINUTES**

The Committee considered the non-public minutes of the virtual meeting held on 23rd June 2020 and approved them as a correct record.

27. **BAYNARD HOUSE CAR PARK - DECLARATION OF SURPLUS OF PART OF PREMISES**

The Committee considered and approved a joint report of the Director of the Built Environment and The City Surveyor relative to Baynard House Car Park and the declaration of surplus of part of the premises.

28. **DEBT ARREARS - BUILT ENVIRONMENT (P&T COMMITTEE) - PERIOD ENDING 31ST MARCH 2020**

The Committee received a report of the Director of the Built Environment which informed Members of the level of arrears of invoiced income as at 31st March 2020.

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

A Member raised a question on the Combined Court Development, Fleet Street.

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

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

The meeting closed at 1.07 pm

Chairman

**Contact Officer: Gemma Stokley
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gemma.stokley@cityoflondon.gov.uk**

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Tuesday, 7 July 2020**

Minutes of the virtual meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held on Tuesday, 7 July 2020 at 1.45 pm

Present

Members:

Oliver Sells QC (Chairman)
Graham Packham (Deputy Chairman)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Sheriff Christopher Hayward
Shravan Joshi
Deputy Alastair Moss
Alderman Alison Gowman (Ex-Officio Member)
Paul Martinelli (Ex-Officio Member)
Barbara Newman (Ex-Officio Member)

Officers:

Zahur Khan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Sam Lee	- Department of the Built Environment
Kristian Turner	- Department of the Built Environment
Melanie Charalambous	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Emmanuel Ojugo	- Department of the Built Environment
Maria Herrera	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Shani Annand-Baron	- Town Clerk's Department
Joseph Anstee	- Town Clerk's Department

At the start of the meeting, the Chairman welcomed Members and those watching the live broadcast of the meeting via YouTube, before reminding Members of the guidance circulated for the conducting of remote meetings.

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Jamie Ingham Clark.

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 a grammatical error on page 3 under Item 6 in relation to the treatment of underspends.

RESOLVED – That, pending the above correction, the public minutes and non-public summary of the meeting held on 26 May 2020 be agreed as a correct record.

4. **CITY CLUSTER AREA - UPDATED DELIVERY PLAN**

The Sub Committee considered a report of the Director of the Built Environment seeking approval for an updated City Cluster area delivery plan 2020-2023, centred around

three programmes that would enable the initial set of high priority projects to be developed and implemented. The Director of the Built Environment introduced the report and drew Members' attention to the key points. The Sub Committee was advised that the project had been adjusted to account for COVID-19 recovery work.

The Sub Committee then proceeded to discuss the proposals. Members were supportive of the project, but sought assurances or further details regarding funding, the proposed Steering Group, project prioritisation and climate resilience. In response to a question from a Member, the Director of the Built Environment advised that there were contingencies in place with regards to the funding of the project, with some still awaiting confirmation. The Director of the Built Environment noted Members' suggestions for inclusion on the Steering Group, and advised the Sub Committee on how the project would be linked to the Climate Action Strategy and other relevant City of London Corporation work. The Director of the Built Environment then gave the Sub Committee some further detail on project prioritisation arising from the impact of COVID-19.

The Chairman advised that he had received positive feedback on the proposals from people in the area and Ward Members, and added that improvements to local environments would be important in encouraging people back to the area. Arising from the discussion, the recommendations were put to vote amongst eligible Members, who voted unanimously in favour of the recommendations.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Agree the updated City Cluster area delivery plan 2020-2023 as set out;
2. Note the estimated cost of £2.4m - £2.9 to deliver the three programmes for 2020-2023, to be fully funded by site-specific Section 106 contributions and the Transport for London Liveable Neighbourhoods grant, however this cost estimate does not preclude the opportunity to secure additional funding to deliver further change where there is a demonstrable need from TfL, from restricted funds linked to local development sites or from third party sponsorship, subject to Member approval (refer to Appendix 4 for detailed information on funding structure);

3. Note that gateway reports will be submitted for each individual project and area programme reports are to be submitted annually;
4. Approve the allocation of £37k staff costs from the Pinnacle S106 towards the development and management of the City Cluster Area programme; and
5. Approve the appended report: "Gateway 3: Well-being and Climate change resilience Programme", as set out in Appendix 5 to the report.

5. **MARK LANE PUBLIC REALM AND TRANSPORTATION ENHANCEMENTS - PHASES 2 AND 3**

The Sub Committee considered a report of the Director of the Built Environment seeking approval for Phases 2 and 3 of the Mark Lane Public Realm and Transportation Enhancements project. The Director of the Built Environment introduced the report and gave a short presentation on the proposals to the Sub Committee, outlining the project so far and the proposals for consideration.

The Sub Committee then proceeded to discuss the proposals. In response to questions from Members, the Director of the Built Environment assured Members that the project accounted for a significant development in the vicinity, and the two projects would be connected without conflict. The Sub Committee was advised that the substantial increase in project cost, which had caused concerns, was mostly due to the addition of Phase 3 of the project, which had not originally been part of the project. The Director of the Built Environment further advised that the project was low-risk, with a more detailed Risk Register to be submitted to the Projects Sub Committee, and that officers were not expecting the proposed Traffic Order to be obstructed.

Members were supportive of the scheme, and expressed particular approval for levelling up the roadway with the pavement within projects. Arising from the discussion, the recommendations were put to vote amongst eligible Members, who voted in favour of the recommendations.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Agree authorisation to increase the current approved budget of £69,261 by £2,869 to cover the overspend as per Appendix 3, Table 3;
2. Agree to utilise the underspend of £15,651 from the previous works phase towards the completion of public realm works. (Phases 2A and 2B);
3. Agree authorisation to initiate public realm works on New London Street and Mark Lane to be fully funded from the Local Community Facilities and Environmental Improvement Contributions from 64-74 Mark Lane Section 106 agreement (£633,168) and Mariner House Section 106 agreement (£82,923), at a total cost of £716,091. (Phases 2A and 2B);

4. Agree authorisation to carry out a design appraisal in the Mark Lane (Phase 3) area to establish the impacts of proposals at Fenchurch Place and the redevelopment of 50 Fenchurch Street on the local street network; at a cost of £25,000, funded by the Public Transport Contribution of £189,655 from the 64-74 Mark Lane Section 106 agreement;
5. Approve the revised total project budget increase from £509,914 to £905,746 which combines the public realm (£716,091) and transportation improvements (£189,655) programmes; and
6. Delegated authority be granted to the Director of the Built Environment for implementing transportation improvements (Phase 3), provided costs are not exceeded in a subsequent Gateway 3/4/5 Report.

6. FREDERICK'S PLACE - GATE AND ACCESS RESTRICTION

The Sub Committee received a report of the Director of the Built Environment proposing the introduction a gate to restrict motor vehicle access from 7pm to 7am on Mondays to Fridays at Frederick's Place. The Chairman, introducing the item, advised the Sub Committee that following discussions with the Deputy Chairman and officers prior to the meeting, he proposed that the item be withdrawn, and the proposals paused for further consideration and due diligence before being brought forward to the Sub Committee for decision.

Members were supportive of the withdrawal, and discussed several potential issues and aspects of the proposal that they felt should be addressed before any proposal was retuned to the Sub Committee for decision. Members were advised to submit any further comments or questions on the prospective proposal to officers so that they might also be addressed before any decision.

RESOLVED – That the report be withdrawn.

7. OUTSTANDING REFERENCES

The Sub Committee received a list of outstanding references.

Dockless Bikes

The Sub Committee noted that a report on e-scooters was due to be considered by the next meeting of the Planning & Transportation Committee. Members recognised that this was a period of heightened sensitivity relating to pavements and pedestrian and amenity space, which may require a different approach to that of dockless bikes. The Sub Committee noted that there was likely to be further reporting on the matter of e-scooters to come.

Beech Street

The Sub Committee noted the update provided by the Director of the Built Environment. The Director of the Built Environment advised Members that a date for commencing active enforcement had not been confirmed, but residents and business would be informed in good time beforehand. A Member advised that there was still some confusion around access to Cromwell Place, and this needed to be clarified before any enforcement started. In response to a

question from a Member, the Director of the Built Environment advised that air quality data relating to small particles could be provided following the meeting.

The Director of the Built Environment advised the Sub Committee that communications would be clear on the extended consultation period, and confirmed that London Wall was being monitored following a reported increase in traffic in that area. The Director of the Built Environment also advised that officers continued to meet with their counterparts from Islington with regards to the area, as well as the Old Street/Clerkenwell Road area.

RESOLVED – That the list of outstanding references be noted.

8. **ANY OTHER BUSINESS**

A Member reported an increase in the use of mobility scooters in the Square Mile, which was likely to increase further if more restrictions of buses and taxis were introduced, and asked if this had been accounted for in the City of London Corporation's plans, as it had become an issue elsewhere.

The Director of the Built Environment responded that this was an important issue to raise and clear communication would be vital. As mobility scooters could be used on pavements, widening pavements would be important to ensure that mobility aids could be used comfortably with enough room for others too. It was hoped that the direction of the Transport Strategy would enable the space needed for all.

The Chairman then thanked Members and officers for their attendance and thanked Members of the public watching the live broadcast, before closing the meeting.

The meeting ended at 2.46 pm

Chairman

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Committee(s):	Date:
Planning and Transportation Committee	8 September 2020
Subject: Appointment of Sub Committees	Public
Report of: Town Clerk	For Decision
Report author: Gemma Stokley	

Summary

1. The purpose of this report is to ask Members to consider the appointment of the Committee's Sub-committees and working party, and to approve their respective compositions and terms of reference.
2. The Planning and Transportation Committee appoints two sub-committees and one working party as follows:-
 - Streets and Walkways Sub Committee
 - Local Plan Sub Committee
 - Local Plan Working Party (membership to be the same as the Local Plan Sub Committee.)
3. For ease, details of the composition and terms of reference of the Sub-committees and working party are set out in full in Appendix A.

Recommendation(s)

4. It is recommended that:-
 - a) The Committee appoints the Streets and Walkways Sub Committee for the ensuing year and approves its terms of reference detailed at Appendix A to this report; and
 - b) The Committee appoints the Local Plans Sub Committee and the Local Plans Working Party for the ensuing year and approves the terms of reference detailed at Appendix A to this report.

Main Report

Background

5. This report considers the appointment, terms of reference and composition of the Planning and Transportation Committee's sub-committees and working party.
6. Each of the Committee's proposed sub-committees and working party are considered in turn below. Details of their terms of reference and proposed composition are set out in Appendix A of this report.

Streets and Walkways Sub-Committee

7. The Sub Committee was originally formed in 2004 and has acted fairly independently of the Grand Committee since then. The Terms of Reference have always included responsibility for such things as traffic engineering and management, street scene enhancements, the Riverside Walkway, and road safety matters.
8. It should be noted that the Sub Committee continues to have power to act in those matters, in order to avoid potentially delaying projects by requiring the Grand Committee's approval as well, when they often involve tight timescales in terms of completion or use external funding.
9. Expressions of interest are sought from **seven Members of the Planning and Transportation Committee** who wish to serve on this Sub Committee.
10. The Sub Committee meets every 5-6 weeks on and has met seven times since it was last appointed in April 2019.

Chairman and Deputy Chairman of the Sub Committee

11. The Sub Committee elects its own Chairman and Deputy Chairman at its first meeting following the first meeting of the new Grand Committee which in this case will be on 14 September 2020.
12. The Committee is therefore requested to agree the membership and the Terms of Reference of the Streets and Walkways Sub Committee for the ensuing year, (at Appendix A), with power to act.

Local Plan Sub-Committee

13. The Committee first appointed a Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning strategy for the City. It was later agreed that this Sub Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as well.

Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee.

14. Expressions of interest are sought from **five Members of the Committee** who wish to serve on this Sub Committee.
15. The Committee also agreed in September 2005 to appoint a Working Party to consider the LDF in more detail, when necessary. Those meetings usually take place in tandem with those of the existing Sub Committee, and they share the same membership, except the Working Party also includes two officers: the Town Clerk or his representative and the Director of the Built Environment or his representative.
16. This Sub Committee and Working Party meet when necessary to progress the Local Plan or LIP. The Sub Committee has met twice since it was last appointed in April 2019. Membership of the Sub Committee presents the opportunity to be involved in the early stages of deciding the many policies upon which the City's entire planning strategy is based.
17. The Committee is requested to agree for the ensuing year the membership of the Sub Committee that considers the City's Local Plan and Local Implementation Plan, which will be the same for the Working Party.

Appendices

Appendix A – composition and terms of reference of the Planning and Transportation Committee's sub-committees and working party.

Background Papers:

Appointment of Sub Committees, Working Parties and Representatives on Other Committees – Report 2 May 2014

Contact:

Gemma Stokley

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(A) Streets and Walkways Sub-Committee

Composition

1. The Streets and Walkways Sub Committee comprises –
 - a) The Chairman and Deputy Chairman of the Grand Committee along with seven other Members;
 - b) Together with four *ex-officio* Members representing the Finance, Police and Open Spaces, City Gardens and West Ham Park and Port Health and Environmental Services Committees.
2. The 2019/20 Membership comprised the following Members –

Alistair Moss (Chair, Grand Committee)
Sheriff Christopher Hayward (Deputy Chairman, Grand Committee)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Deputy Jamie Ingham Clark
Shravan Joshi
Graham Packham
Oliver Sells QC
Paul Martinelli (ex-officio, Finance Committee)
Alderman Alison Gowman (ex-officio, Police Authority Board)
Barbara Newman (ex-officio, Open Spaces Committee)
Christopher Hill (ex-officio, Port Health and Environmental Services Committee)

Terms of Reference

3. The Sub Committee is responsible for:-
 - (a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, special events on the public highway and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;
 - (b) all general matters relating to road safety;
 - (c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;
 - (d) public lighting, including street lighting;
 - (e) day-to-day administration of the Grand Committee's car parks

- (f) all matters relating to the Riverside Walkway, except for adjacent open spaces; and
- (g) to be responsible for advising the Grand Committee on:-
 - (i) progress in implementing the Grand Committee's plans, policies and strategies relating to the City's Highways and Walkways; and
 - (ii) the design of and strategy for providing signposts in the City
- (h) Those matters of significance will be referred to the Grand Committee to seek concurrence.

(B) **Local Plans Sub Committee**

Composition

4. The 2019/20 Membership comprised the following Members –

Alistair Moss (Chair of the Grand Committee and Sub Committee)
Sheriff Christopher Hayward (Deputy Chairman of the Grand Committee)
Randall Anderson
Deputy Keith Bottomley
Shravan Joshi
Graham Packham
William Upton QC
Christopher Hill (ex-officio, Port Health and Environmental Services Committee)
Deputy Jamie Ingham Clark (ex-officio, Policy and Resources Committee)

Terms of Reference

5. The Committee first appointed a Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning strategy for the City. It was later agreed that this Sub Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as well. Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee.

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PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
1	18 March 2019 2 April 2019 30 April 2019 24 May 2019 18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020 6 March 2020 2 June 2020 23 June 2020 14 July 2020	<p><u>Daylight/Sunlight – Alternative Guidelines</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation might go about creating alternative guidelines, including timescales, if Members were so minded and the legal implications of this.</p>	<p>UPDATE: Following a report to the 30 July Committee Members requested that this matter remain on the list of Outstanding Actions until a further report was brought back to them responding more specifically to the various points raised and taking into account any BRE guideline changes.</p> <p>To be completed: Target of Autumn 2020</p>
2	18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020	<p><u>Construction Works</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member referred to the many construction sites within her Ward that were causing noise/disturbance issues. She asked if officers could look at how this matter might be improved and more effectively controlled and questioned whether</p>	<p>To be completed: Target of Autumn 2020</p>

	6 March 2020 2 June 2020 23 June 2020 14 July 2020	<p>any restrictions could be placed on construction when applications were first approved/granted consent.</p> <p>The Chair reiterated that Members had also requested, at the last meeting of this Committee, that Officers consider what powers, if any, might be used with regard to construction time periods and how construction in any given area might 'dovetail'.</p>	
3	6 March 2020 2 June 2020 23 June 2020 14 July 2020	<p style="text-align: center;"><u>Member Training</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director / Director of the Built Environment</p> <p>A Member questioned whether there would be further training provided on Daylight/Sunlight and other relevant planning matters going forward. She stated that she was aware that other local authorities offered more extensive training and induction for Planning Committee members and also requested that those sitting on the Planning Committee signed dispensations stating that they had received adequate training.</p> <p>The Chair asked that the relevant Chief Officers consider how best to take this forward. He also highlighted that the request from the Town Clerk to all Ward Deputies seeking their nominations on to Ward Committees states that Members of the Planning & Transportation Committee are expected to undertake regular training.</p>	To be completed: Target of Autumn 2020 (draft programme/budget for training?)
4	23 June 2020 14 July 2020	<p style="text-align: center;"><u>Barbican and Golden Lane Conservation Area SPD</u></p>	UPDATE: The Interim Chief Planning Officer and Development Director reported that Officers were scheduling to bring this matter to Committee in

		<p>Interim Chief Planning Officer and Development Director</p> <p>A Member highlighted that a Conservation Management Plan was still awaited for this area in the form of a Supplementary Planning Document. He added that this was originally approved by this Committee in October 2018 and that he had requested an update on progress on several occasions since. He asked that this also now be included within the list of Outstanding Actions so that it was not lost sight of entirely.</p>	<p>Autumn 2020 and that the document was currently in draft form.</p> <p>To be completed: SPD to Committee in Autumn 2020.</p>
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Committee	Date
Property Investment Board with Corporate Assets Sub Committee (<i>For Information</i>)	19 August 2020
Resource Allocation Sub Committee (<i>For Decision</i>)	7 September 2020
Planning & Transportation Committee (<i>For Information</i>)	8 September 2020
Procurement Sub Committee (<i>For Information</i>)	9 September 2020
Open Spaces Chairs (<i>For Information</i>)	9 September 2020
Projects Sub Committee (<i>For Information</i>)	15 September 2020
Corporate Asset Sub Committee (<i>For Information</i>)	15 September 2020
Property Investment Board (<i>For Information</i>)	16 September 2020
Resource Allocation Sub Committee (<i>For Decision</i>)	18 September 2020
Port Health & Environmental Services Committee (<i>For Information</i>)	22 September 2020
Finance Investment Board (<i>For Information</i>)	23 September 2020
Policy & Resources Committee (<i>For Decision</i>)	24 September 2020
Court of Common Council (<i>For Decision</i>)	8 October 2020
Subject Climate Action Strategy	Public
Report of The Town Clerk & Chief Executive	
Report Author Damian Nussbaum, Director of Innovation & Growth	For Information

Summary

This paper contains a scoped and costed Climate Action Strategy for the City of London Corporation, to be considered by the Policy & Resources Committee in September and the Court of Common Council in October 2020. It presents:

- i. **Appendix 1:** The proposed Climate Action Strategy;
- ii. **Appendix 2:** Action sets by committee; and
- iii. **RASC Confidential Appendix 3:** Resource Allocation Sub Committee only with an approach to funding the strategy.

The proposed strategy has three, interlinked primary objectives for the City Corporation and the Square Mile: to support the achievement of net zero emissions, to build resilience and to champion sustainable growth.

Climate Action is an extension of our work to advance London and UK as centre for excellence in green finance. Championing sustainable growth is therefore already core to the work done across the City Corporation. It is also an integral part of our work under the Responsible Business Strategy (2018-23). This paper therefore focuses on the other two primary objectives:

- Net zero: mitigating the impact of climate change by achieving net zero emissions for the City Corporation and the Square Mile; and

- Resilience: ensuring our buildings and public realm are resilient to the more extreme weather conditions that are going to occur.

Founded on science-based targets, rather than simply a call to action, the proposed strategy sets out a vision and goals for the next two decades. The City Corporation would be committing to:

- 1. Achieve net zero emissions by the end of:**
 - **2025 for the City Corporation's direct emissions**
 - **2040 in the City Corporation's wider value chain**
- 2. Achieve net zero in the Square Mile's direct and indirect emissions, excluding those resulting from investment activity.**
- 3. Further reduce climate-related risks by strengthening climate resilience of the Square Mile and the City Corporation's assets to extreme weather conditions and rising sea levels.**

To do this, we will cut the emissions associated with our direct activities such as buildings, and business. We will also tackle indirect emissions that are associated with our purchased goods and services, and our investments and other parts of our value chain. We will optimise the role of our open spaces and the public realm in removing carbon and as places for people and nature. We will work with our partners across the Square Mile to build upon our efforts to increase climate resilience and reduce risks posed by climate change. And we will maximise how net zero and resilience mutually reinforce each other, especially with respect to buildings.

The Climate Action Strategy introduces a new and permanent way of working for the City Corporation, where all decision-making integrates considerations of the risks and opportunities associated with climate change. It reinforces existing City Corporation strategies and will be pivotal to achieving the outcomes at the heart of the Corporate Plan (2018-23). As much as the overarching strategy addresses the next 20 years, the baselines, action plan and targets will be reviewed and refreshed every five years to drive transparent performance tracking and accountability. Learning on which actions and interventions are most efficiently driving impact will be incorporated on a more frequent basis.

Through this strategy, we will secure and strengthen our market position globally as a financial centre. Locally, we will ensure the competitiveness of our buildings, investment properties and public spaces as attractive places to work, live, study and visit, both now and in the future.

Though focused on tackling climate change, the strategy's impact will be wider. It will support the economy. It will enhance the physical environment and open spaces. And it will benefit individuals through creating jobs and improving air quality. More immediately, it will also ensure that the City Corporation has a strong platform to present at the Green Horizon Summit in November, one year ahead of the United Nations annual climate meeting, COP26.

Recommendations

Planning & Transportation Committee, Resource Allocation Sub Committee, Procurement Sub Committee, the Open Spaces Chairs, Projects Sub Committee, Corporate Asset Sub Committee¹, Port Health & Environmental Services Committee and Finance Investment Board are recommended to:

- i. Note the report, the draft strategy at **Appendix 1** and the action sets by committee at **Appendix 2**.

Resource Allocation Sub Committee only is also recommended to:

- ii. Consider the options for funding the additional budget required to deliver the strategy, shown at **Confidential Appendix 3**, and decide which to recommend to the Policy & Resources Committee for approval.

Main Report

Background

1. In June 2020, Policy & Resources Committee agreed that a Climate Action Strategy should be presented to the Committee in September, and the Court of Common Council in October, for approval. Building on a series of studies which reported in June/July, there has been intensive work over the summer to develop the strategy, so that it is impactful, affordable and deliverable.
2. The City Corporation's approach to developing this strategy has been set out in previous public papers and is summarised in the strategy at **Appendix 1**.

Current position

3. The baseline position, describing current and projected resilience risks, emissions sources and carbon removal capacity for the City Corporation and Square Mile, was shared with Members at a briefing in May and is also summarised in the strategy at **Appendix 1**.
4. With enormous financial pressures, affordability is critical. Initial indications pointed to additional spending of £100m-£120m for the remaining four years of the Medium-Term Financial Plan (MTFP). Over the summer, departments across the City Corporation have worked at pace to strengthen the financial modelling, strip out costs and both reprioritise and align with existing programmes. Members have also looked at how to achieve the outcomes while managing cost and risk. As a result, the additional envelope for the MTFP amounts to an annual cost of £15m capital and £2m revenue. (N.B. These figures were being finalised at the time of submission and will be confirmed in the confidential appendix on funding options.)

¹ Property Investment Board reviewed the information presented here at their 19 August meeting and agreed the actions associated with the Investment Property Estate.

5. There is also a major financial upside. These capital investments will also bring major reductions in energy costs. In the case of the owned/operated properties, this will drive down future revenue requirements, as less money is spent on energy. This has the potential to save £3.5m per annum in future revenue costs. Equally, on the investment property estate, the reduction in energy costs amounts to £2m per annum. This offers an opportunity to enhance yields/values. Given time lags, these reductions are excluded from the funding options.

Options

6. Funding options are set out in **Confidential Appendix 3**, for consideration for Resource Allocation Sub Committee, only, so that it can put forward its recommendation to Policy & Resources Committee.

Proposals

7. Proposed actions for the first five years of the strategy are set out at **Appendix 2** to inform relevant committees before these are put to Policy & Resources Committee for decision.

Public and stakeholder engagement

8. The engagement plan, approved by Policy & Resources Committee in June 2020, has three phases. Phase 1 – April to June 2020 – involved workshops with expert officers and external technical experts, written submissions from stakeholder groups and a survey of businesses about their climate action plans.
9. Phase 2 – mid-July to the end of August 2020 – broadened out the opportunity to share views to the wider public by means of an online survey on a dedicated web portal. Its purpose was to check levels of priority and the feasibility of potential options with our stakeholders and to gather contact details and followers in preparation for phase 3. At the time of drafting, over 2600 people had responded to the survey. 16% were residents, 44% were workers, 20% were visitors, 4% were students and 8% work at the City Corporation. 77% said climate change should be extremely important to the City Corporation. More information is available on request.
10. Phase 3 will commence with the launch of the strategy following approval by the Court of Common Council and continue for the duration of the strategy. Its purpose is to support implementation and local action.

Next steps

11. The governance timetable is set out in the title box of this report. If Policy & Resources Committee and the Court of Common Council approve and endorse this strategy, the cross-departmental officer team will firm up detailed action plans and key performance indicators for the first period of the strategy, taking

us up to 31 March 2025 . The first step is to ensure the financials and actions are embedded in departmental budgets and Business Plans.

12. Governance and accountabilities will also be firmed up within the revised governance arrangements and operating model, which will also underpin a comprehensive approach to capability. This offers opportunities to work more effectively across the City Corporation and improve how we drive performance. Funding will be released as and when sufficient controls – clear targets, transparency on outcomes and accountability – are demonstrably in place. And we will report annually on progress.

Corporate & Strategic Implications

13. Strategic Implications – This strategy complies with the latest climate science necessary to meet the goals of the Paris Climate Agreement (2015) and is complementary to London-wide and national efforts to reduce emissions and improve resilience of our communities and urban spaces. This includes the draft London Plan, GLA London City Resilience Strategy 2020, the London Councils' Leaders' commitment to a 'green recovery', the UK Committee on Climate Change, Climate Risk Assessment 2017 and National Adaptation Programme, as well as the landscape of policies set out by government.
14. It is integral to achieving economic, societal and environmental outcomes in the Corporate Plan, 2018-23. As stated above, it builds upon existing strategies and policies, including: The Responsible Business Strategy 2018-23, the Responsible Investment Policy, the City Procurement Strategy 2020-24, the Local Plan 2015, the draft City Plan 2036, the Transport Strategy 2018-43, the Air Quality Strategy 2015-20, the Climate Mitigation Strategy, the Carbon Descent Plan, the Transition to a Zero Emission Fleet Policy, the Renewable Electricity Policy & Sourcing Strategy and related campaigns, such as Plastic Free City. It is aligned to ongoing reviews of our financial and property investment portfolios and is influencing the development of the Bridge House Estates Strategy 2020-45 which is proceeding in parallel through governance.
15. Financial Implications – The additional envelope for the MTFP amounts to an annual cost of [£15m] capital and [£2m] revenue. Proposals on Climate Action beyond this MTFP will be brought to Members in the usual way, and savings made following investment in this first period should offset future investment requirements.
16. Resource Implications – Implementing the strategy will require changes in capability, capacity and culture. This will include expertise and skills sets in some areas that the City Corporation does not currently have. But it will be critical to the deliverability of the strategy that there is not only the funding for the capital works, but the capability to manage these projects successfully. Resource and capability requirements are being built into the new operating model. Any additional resources are included in the funding calculations or will be absorbed into existing budgets.

17. Risk Implications – This strategy is primarily focused on addressing risks to the competitiveness and physical environment of the Square Mile. These relate to unavoidable climatic events impacting critical infrastructure and natural resources, financial risk from decreased value of assets or opportunity loss and reputational risks from both operational failure and failing to adapt to UK and global decarbonisation commitments. Residual risks relate to successful implementation. These will be explored by means of a ‘deep dive’ discussion at Audit & Risk Management Committee on 1 October 2020, to provide additional assurance to the Court.
18. Legal Implications – There are no legal implications at this stage as recommendations are compliant with legislation, including the City Corporation’s obligations under the UK Climate Change Act (revised 2019), which has enshrined in law both a target of net zero emissions by 2050 and requirements for measures for climate adaptation (improved resilience). It is however highly likely that contracts and contract changes will result from the proposed actions.
19. Equalities Implications – A Test of Relevance was undertaken on the options put forward for consideration to Resource Allocation Sub Committee in June 2020. The purpose was to identify any potential detrimental impact on the nine protected groups defined in the Equality Act 2010. It showed that people in at least one of the following five protected groups - age, disability, race, pregnancy/maternity and gender - would be likely to benefit from actions set out in this strategy. This is due to the emphasis on improvements in air quality, the public realm and indoor comfort and on reducing fuel poverty. The widening of pavements would be expected to lead to an enhanced feeling of safety for all. No negative impacts were identified. Equalities analysis will be carried out throughout implementation so that any negative impacts can be mitigated and opportunities for positive impacts exploited.
20. The public survey included standard demographic questions to enable equality analysis. No statistically significant differences in feedback from the groups was identified. In terms of reach, 6% of visits to the website and survey used the Bengali translated site. Due to the timing and ongoing disruption at educational facilities, under 25 representation was low. This will be addressed in phase 3.
21. Security Implications – There are no security implications arising from the recommendations in this report.
22. Climate Implications – This section will be added to all committee papers seeking decisions going forward.

Conclusion

23. The Climate Action Strategy offers the City Corporation a unique opportunity to act decisively in responding to climate change – a key challenge of our time – while managing costs. The strategy has the potential to be a defining cross-Corporation policy. Founded on science-based targets, rather than simply a call to action, it will ensure that the City Corporation has a credible approach to climate action that is impactful, affordable and deliverable. This will allow us to protect our physical and financial assets for decades to come. It also positions the City to seize the opportunities presented by the transition to a low-carbon economy.

Appendices

1. The Draft Climate Action Strategy (2020-2040)
2. Action Sets by Committee
3. Confidential Funding Options (for Resource Allocation Sub Committee only)

Damian Nussbaum

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The City of London Corporation's Climate Action Strategy 2020-2040

**Draft 0.5
August 2020**

Who we are

The City of London Corporation is the governing body of the Square Mile dedicated to a vibrant and thriving City, supporting a diverse and sustainable London within a globally-successful UK.

The Square Mile is the historic centre of London and is home to the ‘City’ – the financial and commercial heart of the UK. Our reach extends far beyond the Square Mile’s boundaries and across private, public and charitable and community sector responsibilities. This, along with our independent and non-party political voice and convening power, enables us to promote the interests of people and organisations across London and the UK and play a valued role on the world-stage.

What we can do

In the context of climate action, this means we can support the achievement of net zero¹, build climate resilience and champion inclusive and sustainable growth to achieve a truly sustainable City. We will do this by means of the following actions that we committed to in our [Corporate Plan, 2018-23](#), against which we drive our performance. We will...

1. Build climate resilience by...

- Building resilience to natural and man-made threats by strengthening, protecting and adapting our infrastructure directly and by influencing others.
- Protecting consumers and users of buildings, streets and public spaces.
- Preparing our response to natural and man-made threats.

2. Support the achievement of net zero by...

- Influencing UK and global policy and regulation and international agreements to protect the environment.
- Providing environmental stewardship and advocacy, in use of resources, emissions, conservation, greening, biodiversity and access to nature.
- Providing thriving and biodiverse green spaces and urban habitats.
- Providing a clean environment and driving down the negative effects of our own activities.

3. Champion sustainable growth by...

- Providing world-class spaces for businesses and markets to thrive.
- Modelling new ways of delivering inclusive and sustainable growth.
- Supporting organisations in pioneering preparing for and responding to changes in regulations, markets, products and ways of working.
- Supporting, celebrating and advocating for responsible practices and investments.

¹ See Glossary on Page 6

Why us, why now?

[Foreword - To be finalised post approval by RASC and edited by comms team prior to seeking approval from the appropriate Members.]

The City of London Corporation's core purpose is to promote the long-term interests of the City and thereby support the UK's economy. We have long been champions of sustainability – playing a key role in bringing in the Clean Air Act 1956, as the first local authority to develop a climate change adaptation strategy in 2010 and, more recently, supporting the growth of the UK's green finance sector.

Scientific evidence tells us the climate is already changing and that we need to act now if we are to limit global warming to 1.5 degrees and thereby avoid the more extreme effects of climate change. This means we need to commit to achieving net zero and to ensuring the Square Mile, and our assets outside it, are resilient to more extreme weather events. Acting now is key both to securing and advancing our market position globally as a financial centre and to ensuring the competitiveness of our buildings, investment properties and public spaces as attractive places to work, live, study and visit, both now and in the future.

It is not the case that we need to compromise the economy to fix the environment - in reality, climate action will drive growth and jobs. Now, in order to remain relevant and be commercially viable, we need to be responsible and resilient. What used to be 'green finance' is fast becoming the only option for the financial and professional services sector.

Founded on science-based targets, rather than simply a call to action, our Climate Action Strategy aims to ensure the Square Mile and City Corporation make a positive contribution to tackling climate change, are resilient to the risks it poses and seize the opportunities presented by the transition to a net zero economy.

This is one of the defining cross-City Corporation policy approaches supporting delivery of our Corporate Plan, 2018-23. But we cannot do this alone. This strategy sets out how we will work in partnership with City stakeholders to develop the solutions to tackle climate change and build back better following the pandemic, making sure no one is left behind.

We invite you to work with us as we adapt our physical and financial assets so that our society can flourish for decades to come.

[Insert photo and signature]

[Insert photo and signature]

The Rt Hon. The Lord Mayor,
Alderman William Russell

Catherine McGuinness
Chair of the Policy & Resources Committee

Introduction

This document sets out the City of London Corporation's Climate Action Strategy for 2020-2040. This work is integral to achieving the economic, societal and environmental outcomes described in the Corporate Plan, 2018-23, and will underpin all decision-making at the City Corporation from 2020 to 2040.

It has been developed to comply with the latest climate science necessary to meet the goals of the Paris Climate Agreement (2015)² and meet our obligations under the UK Climate Change Act (revised 2019), which has enshrined in law both a target of net zero emissions by 2050 and measures for climate adaptation (improved resilience). It is complementary to London-wide and national efforts to reduce emissions and improve resilience of our communities and urban spaces. Crucially this includes the draft London Plan, GLA London City Resilience Strategy 2020, the London Councils' Leaders' commitment to a 'green recovery', the UK Committee on Climate Change, Climate Risk Assessment 2017 and National Adaptation Programme, as well as the landscape of policies set out by government.

In this way it sets us up to play our part globally, to help the UK reap the benefits of transitioning to a low-carbon economy, to address risks to the Square Mile and the City Corporation and to achieve better outcomes for people and business.

Clearly, we cannot do this alone. We must demonstrate robust climate action ourselves and share our methodology with, and learn from, others on this journey. So, in developing this strategy, we have focused on achieving best practice with our evidence-based approach, the range of physical risks and the breadth of emission sources we will address.

Our evidence-based approach

This strategy brings together numerous related City Corporation strategies, policies and campaigns – from our Local Plan and Responsible Business Strategy through to our Clean City Awards – and builds on the momentum, progress and lessons learned so far. See the 'Our baseline' section for more information on achievements to date.

To understand how far we had come already and what is left to do, we commissioned experts to investigate our current and future resilience levels, carbon emissions and capacity for removing carbon from the atmosphere. We followed the leading global standards and best-practice guidelines in developing our approach.

We explored resilience risks with the sectors and organisations that our economic growth is built upon, from utilities and transport providers through to financial and professional services and our cultural sector. Together, we identified what is needed for the Square Mile to continue to compete successfully in the face of climate change. And we asked the public how important climate action is to them, what they would like to see happen and what they would be willing to do themselves. Three-quarters of respondents said climate change should be extremely important to us. Together, this provided the evidence base upon which we built our action plan and the data we need to set and track stretching but reachable targets, and test and learn as we go. It also means that rather than picking one date as our net zero target, we

² See Glossary at Page 6

have identified separate targets for the Square Mile, the City Corporation and types of emissions.

The breadth of emission sources we will address

Many organisations and authorities focus on driving down the emissions they have most control over – scope 1 and 2. Addressing scope 3 can be daunting as it covers everything an organisation buys, sells, invests in, leases to others and disposes of as well as commuting and business travel. But for organisations and financial centres like ours, scope 3 makes up a large portion of the total carbon footprint – and measuring it can lead to the design of innovative solutions to lower carbon emissions significantly.

We have included scope 1, 2 and 3 emissions to take ownership, show leadership and to illustrate how others can make this standard practice. This can make it appear that we are larger emitters than our comparators that have not included as full a picture of scope 3 in their data. We will continue to enhance our understanding of scope 3 data with our partners and keep pushing for standardisation of reporting to ensure everyone addresses their total carbon footprint effectively.

Whatever action we and others take, we still need to prepare for hotter drier summers, warmer wetter winters, more frequent extreme weather events and rising sea levels. As we do this, we will go beyond mitigation and seize opportunities to make positive changes that mean that everyone benefits from climate action.

[Here we will use an infographic showing how risks can become opportunities:

- Risks to health, wellbeing and productivity from high temperatures
 - Risk of shortages in the public water supply
 - Flooding of communities, businesses and infrastructure
 - Risks to ³natural capital, including terrestrial and freshwater ecosystems, soils and biodiversity
 - Threats to food production and trade
 - New and emerging pests and diseases, and invasive non-native species, affecting people, plants and animals.
-
- Fewer people living in fuel poverty
 - Benefits to health, wellbeing and productivity from climate action
 - More and better space for people and nature, and biodiversity
 - A resilient global business environment in the face of climate impacts
 - Benefits over other global financial centres which will face more extreme challenges
 - Job creation
 - Reductions in insurance premiums and support for the City's Insurance sector
 - Reduction in unnecessary use of resources (water, food) and generation of waste and use of natural capital (greening rather than air con to reduce temperatures)]

³ See Glossary on Page 6

Glossary

BASIC+ emissions include those from within the Square Mile from stationary energy, transportation and waste, as well as transboundary transportation, industrial processes and product use and the agriculture, forestry and land use sectors. It does not include emissions from investments.

Carbon removal is the process by which a **carbon sink**, such as forestry, reduces the amount of greenhouse gases in the atmosphere.

Circular economy principles means keeping resources in use for as long as possible, extracting the maximum value from them whilst in use, then recovering and regenerating products and materials at the end of each service life.

Climate resilience is the ability to anticipate, prepare for and respond to hazardous events, trends or disturbances related to climate. (Centre for Climate and Energy Solutions)

Ecosystem services are benefits to humans from the natural environment and from healthy ecosystems.

GHGs means greenhouse gases - the emissions responsible for global warming.

ktCO₂ is the unit of measurement for GHG emissions. It standardises greenhouse gases into units of kilo-tonnes of carbon dioxide equivalent (ktCO₂e).

A **low-carbon economy** is simply an economy that causes low levels of GHG emissions compared with today's carbon-intensive economy. 'Carbon' refers to carbon dioxide, the GHG which contributes the most to climate change. The low-carbon economy can be seen as a step in the process towards a zero-carbon economy. (Science Direct)

Natural capital refers to the stock of natural resources, which includes geology, soils, air, water and all living organisms.

Net zero emissions is a state where annual residual GHG emissions are completely cancelled out through offsetting or removed through carbon dioxide removal or emissions removal measures. It is also referred to as carbon neutrality. (C40 Cities Climate Leadership Group, Defining Carbon Neutrality for Cities & Managing Residual Emissions, April 2019)

Science-based / Paris-aligned (Science-Based Target Setting Manual, April 2020) GHG emissions reduction targets are considered "science-based" if they are in line with what the latest climate science says is necessary to meet the goals of the Paris Climate Agreement 2015 - to limit global warming to well-below 2°C above pre-industrial levels and pursue efforts to limit warming to 1.5°C.

For an organisation: (Carbon Trust definitions)

Scope 1 means direct emissions from owned or controlled sources

Scope 2 means indirect emissions from the generation of purchased electricity, steam, heating and cooling consumed by the reporting company

Scope 3 means all other indirect emissions that occur in a company's value chain

For a city:

Scope 1 means direct emissions from within the geographical boundary

Scope 2 means indirect emissions from within the geographical boundary

Scope 3 means all other direct emissions from outside the geographical boundary

Our baseline [using mainly infographics]

Supporting the achievement of net zero

The City Corporation has achieved a 19% reduction in energy consumption within our operational sites since 2008 (using data from 2018/19) and since 2018 100% of the electricity we have purchased has been renewable.

We bought six new electric vehicles and eight new hybrid vehicles in 2018/19 and installed 20 new electric vehicle charging points as part of the City's "Transition to a Zero Emission Fleet" policy.

The Square Mile has achieved a 55% reduction in Scope 1 and 2 emissions since 2008 (using data from 2018/19). This has been assisted by our ambitious planning requirements which have led to 75% of new commercial developments with over 20,000m² floorspace achieving at least a BREEAM 'Excellent' rating since 2014.

Where the City Corporation's emissions come from

Where the Square Mile's emissions come from

How we remove carbon from the atmosphere

We look after over 11,000 acres of green spaces across London and its green belt. This equates to approximately 5,500 football pitches. This natural capital not only provides valued space for people and nature but also currently removes **416 ktCO₂ per year**. This is equivalent to 40% of the City Corporation's scope 1 and 2 emissions.

Building resilience

The City Corporation has long used its planning powers to implement a range of resilience measures in the Square Mile. These include green roofs, urban greening, landscaping, flood resilience and climate resilient new buildings.

As of 2020, the Square Mile has 42,600m² of green roof, up from 11,200 m² in 2005. This is set to increase to 65,800m² by 2024 through planning permissions in the current pipeline.

Championing sustainable growth

The UK is the only global financial centre that is also a leading centre for green finance, topping both conventional and 'green' rankings. UK market players are most committed to sustainable principles and the regulatory context is both favourable and innovative. The London Stock Exchange is the 'greenest' main stock exchange across all global financial centres and the UK is best placed to produce talent that is trained and skilled in sustainability matters.

⁴ See Glossary on Page 6

Our climate vision, aims and goals

Our vision

The City of London is competitive, sustainable and resilient.

Our aims

- 1) To support the achievement of net zero
- 2) To build climate resilience
- 3) To champion sustainable growth.

Our goals

For the City of London Corporation

- A. City of London Corporation scope 1 and 2 emissions are net zero by 2025 and scope 3 emissions are net zero by 2040.
- B. The City of London Corporation and its assets are resilient to climate change.
- C. The City of London Corporation influences UK and overseas organisations to become climate responsible.

For the Square Mile's fabric and function

- D. The Square Mile's scope 1, 2 and 3 emissions (BASIC+ definition) are net zero by 2040.
- E. The Square Mile's buildings, public spaces and infrastructure are resilient to climate change.

For society

- F. People in the Square Mile and beyond benefit from a cleaner, greener and safer environment and job creation.

The first 5 years

Reinforcing and building on the commitments we made in our Corporate Plan (2018-23) to make sure we're doing all we can to reach our goals, we commit to:

- Identifying measurable targets to track performance against our goals
- Keeping our actions and targets in line with changing legislation and recommendations, for example from the Intergovernmental Panel on Climate Change, the Committee on Climate Change and the UK Government
- Working with our stakeholders and partners and listening to their ideas, experiences and views
- Ensuring that vulnerable groups who are most likely to be impacted by climate change are prioritised in our decision making
- Accessing the best evidence of our impact possible so we can learn and hone our actions as we go
- Reporting publicly to our committees and via published annual reports and
- Reviewing and refreshing the action plan every five years and re-baselining regularly.

The actions and targets set out below therefore only relate to the first five years of the strategy – **up to the end of March 2025**.

To support the achievement of net zero

Our goals are...	Actions we will take are...	We will assess our impact by measuring...
B. City of London Corporation scope 1 and 2 emissions are net zero by 2025 and scope 3 emissions are net zero by 2040.	<p>Transform the energy efficiency of our operational buildings through the adoption of best available technologies</p> <p>Maximise the use of renewable energy sources across our operational buildings</p> <p>Introducing new land management practices across our open spaces aiming to maximise their ability to remove carbon, and optimise their biodiversity and resilience value</p> <p>Aligning our financial investment portfolio with the goals of the Paris Agreement on climate change</p>	

	<p>Embedding circular economy⁵ principles into our capital projects using life cycle carbon and cost assessment techniques</p> <p>Accelerating the move to net zero carbon and energy efficient tenanted buildings, working closely with tenants to achieve shared goals</p> <p>Strengthening our supplier engagement to drive performance and innovation in delivering low carbon, sustainable products and solutions</p>	
E. The Square Mile's scope 1, 2 and 3 emissions (BASIC+ definition) are net zero by 2040.	<p>Working with businesses and organisations to develop collaborative solutions to improve the energy efficiency of buildings in Square Mile</p> <p>Developing a Square Mile renewable energy strategy to support others to transition to renewable energy.</p> <p>Using our planning role to influence others to embed carbon analysis and circular economy principles in capital projects</p> <p>Advocating for the importance of green spaces as natural carbon sinks, and their contribution to biodiversity and overall wellbeing</p> <p>Supporting organisations in the Square Mile to build circular, low-carbon and resilient supply chains</p>	<p>Tonnes of carbon is removed from the atmosphere</p> <p>Percentages of low-carbon and circular buildings in existing stock and new builds</p> <p>Percentage of Square Mile businesses committed to transition to low-carbon</p>

To build climate resilience

Our goals are...	Actions we will take are...	We will assess our impact by measuring...
A. The City of London Corporation and its assets are resilient to climate change.	Build on our existing work to develop an early warning system, and clear resilience strategies for pests and diseases across our ports and markets, driving down the climate related food security risks	

⁵ See Glossary at Page 6

	<p>Embed resilience measures into our upgrade plans for our owned and operated buildings</p> <p>Upskill our workforce on climate resilience and embed a climate resilience lens into all our decision making</p>	
<p>D. The Square Mile's buildings, public spaces and infrastructure are resilient to climate change.</p>	<p>Make the Square Mile public realm more climate change ready through adding in more green spaces, flood resistant road surfaces, adaptable planting regimes and heat resistant materials</p> <p>Reduce the risk of flooding through developing sustainable rain and surface water management policies, resulting in a connected system of water recycling, sustainable urban draining and rainwater management measures</p> <p>Strengthen our planning guidance on climate resilience measures for new developments</p> <p>Work with our partners to create a more climate resilient and diversified energy network across the Square Mile</p> <p>Develop a strong, data-led approach to deepen our understanding of climate related risks and mitigations across the Square Mile</p> <p>Ensuring that we continue to protect the residents, critical assets, infrastructure and heritage of the Square Mile</p>	<p>Attractiveness ratings of workers, residents, visitors and students</p>

To champion sustainable growth

Our actions and targets build upon our Responsible Business Strategy (2018 - 23) – “Towards a Sustainable Future” and our ongoing work in supporting innovation and growth in the financial and professional services sector.

Our goals are...	Actions we will take are...	We will assess our impact by measuring...
<p>C. The City of London Corporation influences UK and overseas organisations to become climate responsible.</p>	<p>Improving visibility and standards across our projects - Catalysing change across the UK real estate market</p> <p>Work with Square Mile Businesses to promote sustainability best practice</p> <p>Share best practice on standards, tools, platforms and expertise to facilitate green and sustainable investment and growth</p> <p>Support charities and SMEs to consider, prepare for lead response to climate change</p> <p>Increase engagement and communications about sustainability with residents, business, visitors and other stakeholders</p> <p>Promote responsible procurement and investment practices for both asset managers and owners</p> <p>Support and drive innovation in the UK to provide the financing solutions to address climate change</p> <p>Enhancing London’s capacity to finance sustainable investment opportunities globally including emerging markets</p> <p>Work with UK Government and the financial services sector to deploy and scale sustainable finance products and services that countries and corporates need to help them transition to low-carbon.</p> <p>Improve the transparency and global standardisation of sustainability</p>	<p>Value of green and sustainable bonds issuance & trading at London Stock Exchange</p> <p>No. of firms reporting in line with TCFD principles</p> <p>Signatories to PRI</p> <p>London Stock Exchange sustainability disclosure rate</p> <p>Z/Yen’s latest Global Green Finance Index report</p> <p>Number of new products which consider environmental and social factors</p> <p>Jobs created and size of investment in UK green tech sector</p> <p>Comparison of take up of technical products and services with other financial centres</p> <p>Investment levels and growth figures in businesses that have transition plans in place</p> <p>Growth in businesses transitioning to net zero.</p>

	<p>reporting through influencing and supporting the delivery of technical solutions to increase comparability of data and ease of reporting.</p> <p>Share learning and best practice about challenges opportunities of our net zero journey</p> <p>Support SMEs in Square Mile to refurbish</p>	
<p>F. People in the Square Mile and beyond benefit from a cleaner, greener and safer environment and job creation.</p>	<p>Addressing existing inequalities and ensuring no one is left behind.</p> <p>Prepare people with jobs for the future</p> <p>Facilitate collaborative action on air pollution in London</p> <p>Reduce pollution and increase the resilience of the Square Mile</p> <p>Implement our ambitious air quality and transport strategies</p> <p>Embrace circular economy principles across our strategies and work</p> <p>Work with our creative and educational sector partners to deliver sustainable initiatives</p> <p>Enhance greening and biodiversity across our public realm and open spaces</p>	<p>NOx levels reach 90% WHO compliance by 2025</p> <p>1000 new jobs are created</p> <p>Energy performance of residential buildings improves</p> <p>Number of firms in the Square Mile engaged in Responsible Business initiatives</p> <p>Visitor satisfaction levels at Square Mile and Open Spaces</p>

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Appendix 2 – Detailed profile of each action area for Net Zero

Action area 1: Corporate Property and Landlord Areas

Committee: CASC

NET ZERO VISION: The City Corporation is responsible for some of Central London's most historic, landmark buildings. The net-zero future will prepare them for the next one hundred years, reducing emissions and costs, while improving occupant comfort and productivity.			
STRATEGY GOALS: A) City of London Corporation scope 1 and 2 emissions are net zero by 2025 and scope 3 emissions are net zero by 2040			
High level actions Action 1.1 Update building condition surveys Action 1.2 Undertake funding sources review Action 1.3 Develop energy efficient and low-carbon refurbishment standards Action 1.4 Upgrade to LED lighting and controls Action 1.5 Implement centralised BMS Action 1.6 Sub-meter energy consumption Action 1.7 Begin installation of heat pumps and deep fabric retrofit schedule	Net cost £2.62m	Job creation (estimate) 71	What it pays for <ul style="list-style-type: none"> • A better understanding the condition of our buildings to allow us to prioritise our investment approach • The ability to maximise the use of external funding to scale up our ability to increase energy efficiency of the portfolio • An upgrade to the lighting in our buildings to be energy efficient • A change in the way we manage the energy use of our buildings to make it more efficient • An upgrade to the insulation in the fabric of our buildings to increase energy efficiency • An upgrade of our gas boilers to low emission heat pumps
Impact on net zero 2,250 ktCO ₂ e per year	Measurement Energy intensity (kWh/m ²) of operated buildings		Key Benefits <ul style="list-style-type: none"> • Improved indoor comfort • Improved occupant satisfaction, increased productivity and employee retention • Future-proof CPG estate • Tackle fuel poverty for residents • Increased building performance data • Reduction in long-term property maintenance costs • Increased visibility and control on capital spend • Green jobs and economic multipliers for green / tech ecosystem • Energy savings
	Strategic Links Corporate Plan Outcomes – 5,11,12, Lighting Strategy 2018-21, Responsible Business Strategy 2018-23, the Local Plan 2015, The draft City Plan 2036, Waste Strategy 2013-20		

Action area 2: Purchased goods and services

Committee: Finance and Procurement Sub

NET ZERO VISION: A future where climate and carbon are a leading driver in all organisational procurement decisions and where individuals and organisations have adjusted their consumption and travel habits, with consequential health and wellbeing, community and family benefits.

STRATEGY GOALS: A) City of London Corporation scope 1 and 2 emissions are net zero by 2025 and scope 3 emissions are net zero by 2040 G) People benefit from a cleaner, greener and safer environment and job creation

High level actions Action 2.1 Measured-data emissions footprint Action 2.2 Strengthen supplier engagement Action 2.3 Set carbon intensity reduction targets for top 25 emitters Action 2.4 Decarbonisation route map Action 2.5 Upgrade fleet vehicles to EV	Net cost £1.66m	Job creation (estimate) 19	What it pays for <ul style="list-style-type: none">• A better understanding of the carbon emissions in our supply chains• A strengthened relationship with our suppliers through shared goals on carbon emission reduction• Clear targets for carbon reduction in our top suppliers• An automated carbon emissions reporting tool for our supply chain
Impact on net zero 5,000 ktCO ₂ e per year Page 80	Measurement Carbon intensity (ktCO ₂ e per £m of revenue spend)		Key Benefits <ul style="list-style-type: none">• Positive reputation amongst suppliers• Improved supplier emissions footprints benefit other buyers• New standards and approaches to procurement for local authorities• Increased visibility and standards across and within projects• Economic multipliers for green / clean tech ecosystem
	Strategic Links Corporate Plan Outcomes – 5,11,12, Transport Strategy 2018-43, Local Plan 2015, The draft City Plan 2036, Responsible Business Strategy 2018-23, Waste Strategy 2013-20, City Procurement Strategy 2020-24		

NET ZERO VISION: A future where all construction materials have a second life and where innovation is prioritised to identify materials and design efficiencies. Where all organisations are competing to rent the lowest carbon and circular buildings and where empty existing buildings are immediately re-purposed.

STRATEGY GOALS: A) City of London Corporation scope 1 and 2 emissions are net zero by 2025 and scope 3 emissions are net zero by 2040 G) People benefit from cleaner, greener and safer environment, and job creation

<p>High level actions</p> <p>Action 3.1 Measured-data emissions footprint</p> <p>Action 3.2 Sustainable and circular design standards (new build and refurb)</p> <p>Action 3.3 Low-impact materials specifications</p> <p>Action 3.4 Circular construction / low-embodied emissions pathfinder project</p> <p>Action 3.5 Assess commercial and operational viability of new design standards</p>	<p>Net cost</p> <p>£0.7m</p>	<p>Job creation (estimate)</p> <p>6</p>	<p>What it pays for</p> <ul style="list-style-type: none"> • A new toolkit to assess the life cycle carbon emissions of our capital projects to enable better decision making • A commercially viable standard specification guide to ensure climate action and responsible business goals are considered in new builds and refurbishments • An approved catalogue of low carbon, low impact materials to replace higher carbon, commonly used materials • A historic building refurbishment programme demonstrating best practice on low carbon interventions
<p>Impact on net zero</p> <p>±500 ktCO₂e per year</p>	<p>Measurement</p> <p>Carbon intensity (ktCO₂e per £m of revenue spend)</p>	<p>Key Benefits</p> <ul style="list-style-type: none"> • Economic multipliers through growth in green / clean tech industries • Positive reputation amongst businesses • Catalyse change across UK real estate market • Increased visibility and standards across and within projects • Increased visibility and control on capital spend 	
	<p>Strategic Links</p> <p>Corporate Plan Outcomes – 5,11,12, Waste Strategy 2013-20, City Procurement Strategy 2020-24</p>		

Action area 4: Investment Property Group (Leased Downstream Assets)

Committee: Property Investment Board

NET ZERO VISION: The City Corporation is responsible for some of Central London's most historic, landmark buildings. The net-zero future will prepare them for the next one hundred years, reducing emissions and costs, while improving tenant satisfaction and long term valuation.

STRATEGY GOALS: A) City of London Corporation scope 1 and 2 emissions are net zero by 2025 and scope 3 emissions are net zero by 2040 D) The Square Mile's scope 1, 2 and 3 emissions (BASIC+ definition) are net zero by 2040

<p>High level actions</p> <p>Action 4.1 Review risks of future relevant regulations and develop a readiness plan</p> <p>Action 4.2 Ensure environmental requirements in new acquisition and leases</p> <p>Action 4.3 Embed energy efficient and low carbon solutions in refurbishment standards</p> <p>Action 4.4 Establish a comprehensive program to monitor energy consumption</p> <p>Action 4.5 EPC B upgrade programme for buildings coming off lease with planned refurbishment works between 2020-2025</p> <p>Action 4.6 Design and agree operational plan to deliver 60% emission reduction across the IPG estate by 2040 with 5-year incremental performance targets named, with yearly reporting on progress against targets</p>	<p>Net cost</p> <p>£1.39m</p>	<p>Job creation (estimate)</p> <p>48</p>	<p>What it pays for</p> <ul style="list-style-type: none"> • A plan for meeting and potentially exceeding The Non-Domestic Private Rented Sector Minimum Energy Efficiency Standards. • A strengthened relationship with our tenants through identifying and agreeing low carbon interventions with shared benefits • A strong alignment of energy efficiency initiatives across our leased buildings, new capital project design specifications, and refurbishment guidance • A new central energy monitoring system for leased buildings • An upgrade to EPC B for all our leased buildings over the next 20 years • A clear and considered operational plan for meeting climate action targets in line with agreed dates
<p>Impact on net zero</p> <p>2,350 ktCO₂e per year</p>	<p>Measurement</p> <p>Energy intensity (kWh/m²) of investment property</p>	<p>Key Benefits</p> <ul style="list-style-type: none"> • Energy savings • Potential increase in property values and yield • Increase in tenant satisfaction and reduced void periods • Reduction in long-term property maintenance costs • Reduction in letting costs • Future proof key asset base for Corporation • Increased visibility and control on capital spend • Green jobs and economic multipliers for green tech ecosystem 	<p>Strategic Links</p> <p>Corporate Plan Outcomes – 5,7,11,12, Responsible Business Strategy 2018-23, Local Plan 2015, The draft City Plan 2036, Waste Strategy 2013-20, City Procurement Strategy 2020-24</p>

Action area 5: Financial investments

Committee: Financial Investments Board

NET ZERO TARGET: ESG Integration and Climate Related Financial Risk Analysis are used to drive manager and product selection. The Corporation influences others to take action and actively contribute to advancing understanding of how to manage climate related financial risks.

STRATEGY GOALS: A) City of London Corporation scope 1 and 2 emissions are net zero by 2025 and scope 3 emissions are net zero by 2040 B) The City of London Corporation and its assets are resilient to climate change. C) The City of London Corporation influences UK and overseas organisations to become climate responsible

High level actions Action 5.1 Embed ESG Integration and Climate Related Financial Risk in Investment Mandates Action 5.2 Ensure climate criteria are embedded in Fund Manager selection Action 5.3 Commit to at least 60% of portfolio Paris-aligned by 2040 Action 5.4 Signal ambition for 100% portfolio aligned by 2030 and become signatory to TCFD	Net cost £0.1m	Job creation (estimate) 1	What it pays for <ul style="list-style-type: none"> • A better understanding of the ESG and climate risk exposure in our portfolio • A clear plan on how to achieve a Paris-aligned portfolio by 2040 • A stretching plan on how to achieve a Paris-aligned portfolio by 2030 • A new investment criterion on climate action added into our fund manager mandates • Regular reporting to the Task Force on Carbon Disclosure (TCFD) in line with our peers
Impact on net zero 10,750 ktCO ₂ e per year	Measurement Carbon intensity (ktCO ₂ e per £m of revenue spend)		Key Benefits <ul style="list-style-type: none"> • Reduction of reputational and climate-related financial risk • Capitalise on investment returns as economy transitions • Future proof key asset base of Corporation • Increased visibility on performance and engagement record • Corporation's profile as responsible investor aligned with peers and international dialogue at Green Horizons Summit, COP26 and other international platforms • Increased understanding of risk across portfolio
	Strategic Links Corporate Plan Outcomes – 5,11,12, Responsible Business Strategy 2018-23, Local Plan 2015, The draft City Plan 2036		

NET ZERO TARGET: Streets that inspire and delight, world-class connections and a Square Mile that is accessible to all. The Square Mile will be a healthy, attractive and easy place to live, work, learn and visit.			
STRATEGY GOALS: D) The Square Mile's scope 1, 2 and 3 emissions (BASIC+ definition) are net zero by 2040, G) People benefit from cleaner, greener and safer environment, and job creation			
High level actions Action 6.1 Pavement widening to comfort level A+ Action 6.2 Additional 20km timed street closures Action 6.3 Freight consolidation centre	Net cost £1.51m	Job creation (estimate) 20	What it pays for <ul style="list-style-type: none"> • 14km of widened pavement to support pedestrian movements and reduce emissions from vehicles • A network of new pedestrian priority streets • A pilot study on a new logistical hub to manage and reduce freight vehicles and emissions
Impact on net zero 3,250 ktCO ₂ e per year <div>Page 84</div>	Measurement Carbon intensity (ktCO ₂ /m ²) per capita		Key Benefits <ul style="list-style-type: none"> • Improved air quality • Improved employee health leads to reduced absenteeism • Increased footfall and local spending • Job creation
	Strategic Links and Partners Corporate Plan Outcomes –1, 5,11,12, Air Quality Strategy 2019-24, Transport Strategy 2018-43, Responsible Business Strategy 2018-23, Local Plan 2015, The draft City Plan 2036, Culture Strategy 2018-22, Waste Strategy 2013-20, City Procurement Strategy 2020-24		

NET ZERO TARGET: The net-zero future sees the unique built environment of the Square Mile prepared for the next one hundred years, reducing emissions and costs, while improving commercial value and occupant comfort.

STRATEGY GOALS: D) The Square Mile's scope 1, 2 and 3 emissions (BASIC+ definition) are net zero by 2040 F) Businesses capitalise on commercial opportunities through transitioning to net zero

<p>High level actions</p> <p>Action 7.1 Square Mile renewable energy strategy</p> <p>Action 7.2 Historic building energy efficiency retrofit challenge</p> <p>Action 7.3 Create exemplar guidance on Square Mile refurbishment</p> <p>Action 7.4 Tighten standards for new buildings through SPG</p>	<p>Net cost (pa)</p> <p>£1.26</p>	<p>Job creation (estimate pa)</p> <p>15</p>	<p>What it pays for</p> <ul style="list-style-type: none"> • A leading strategy developed with key stakeholders on how to source renewable energy for the Square Mile • New approaches to energy efficiency in historic buildings developed through an innovation competition, hosted in partnership with Royal Institute of British Architects • A guide for best practice in energy efficiency design approaches for building types in the Square Mile • A Supplementary Planning Guidance document requiring improvement in the carbon emissions and energy efficiency performance of new developments
<p>Impact on net zero</p> <p>11,800 ktCO₂e per year</p>	<p>Measurement</p> <p>Carbon intensity (ktCO₂/m²) per capita</p>		<p>Key Benefits</p> <ul style="list-style-type: none"> • Improved air quality • Improved employee health leads to reduced absenteeism • Increased footfall and local spending • Green jobs and economic multipliers
	<p>Strategic Links</p> <p>Corporate Plan Outcomes –1, 5,11,12, Air Quality Strategy 2015-20, Transport Strategy 2018-43, Responsible Business Strategy 2018-23, Local Plan 2015, The Draft City Plan 2036, Waste Strategy 2013-20</p>		

NET ZERO TARGET: The Square Mile transitions towards a circular economy, where the City Corporation engages with key stakeholders to accelerate the adoption of global best practices.

STRATEGY GOALS: D) The Square Mile's scope 1, 2 and 3 emissions (BASIC+ definition) are net zero by 2040 F) Businesses capitalise on commercial opportunities through transitioning to net zero

High level actions Action 8.1 Improve material and floorspace efficiency in construction Action 8.2 Scope Square Mile carbon offset fund Action 8.3 Launch Square Mile carbon offset fund	Net costs (pa) £0.21	Job creation (estimate pa) 2	What it pays for <ul style="list-style-type: none"> • Collaborative Square Mile-wide solutions to deal with supply chain emissions, working closely with the business community • A Square-Mile carbon offset fund, which all businesses can contribute to, to offset residual emissions
Impact on net zero N/A (outside of target scope)	Measurement N/A		Key Benefits <ul style="list-style-type: none"> • Positive reputation as innovative green finance leader • Green jobs and economic multipliers
	Strategic Links Corporate Plan Outcome 7, Local Plan 2015, The draft City Plan 2036, Responsible Business Strategy 2018-23		

NET ZERO TARGET: The City Corporation open spaces are celebrated as high-value ecological habitats that also form an integral part of balancing any residual emissions. Enhanced land management practices set the standard for others to follow.

STRATEGY GOALS: A) City of London Corporation scope 1 and 2 emissions are net zero by 2025 and scope 3 emissions are net zero by 2040 C) The City of London Corporation influences UK and overseas organisations to become climate responsible. G) People benefit from a cleaner, greener and safer environment, and job creation.

High level actions Action 9.1 Sequestration modelling study building upon baseline study Action 9.2 Woodland and grassland ecological restoration where appropriate	Net cost (pa) £0.83m	Job creation (estimate pa) 8	What it pays for <ul style="list-style-type: none"> • A change in land management to re-introduce pollarding and coppicing on Epping Forest • A commercially viable model for using timber in biomass burners at Epping Forest and Burnham Beeches
Impact on net zero 10,000 ktCO ₂ e per year Page 87	Measurement Carbon removal (ktCO ₂ per year)		Key Benefits <ul style="list-style-type: none"> • Enhanced biodiversity • Optimisation of benefits from other ecosystem services, such as pollination, water quality and air pollution mitigation • Enhance and expand area of ecosystem services resilience • Direct effect on green jobs
	Strategic Links Corporate Plan Outcomes 11,12. Local Plan 2015, The draft City Plan 2036, Responsible Business Strategy 2018-23, Hampstead Heath Management Strategy 2018-28, Waste Strategy 2013-20		

NET ZERO TARGET: Climate action is embraced and integrated across the City Corporation, with Members informed and officers empowered to deliver measurable impact. This cross-Corporation function responds to changing conditions, monitoring performance and realigning strategy and plans where necessary, ensuring long-term emissions targets are achieved or exceeded. Climate action becomes a driver of corporate performance.

STRATEGY GOALS: A) City of London Corporation scope 1 and 2 emissions are net zero by 2025 and scope 3 emissions are net zero by 2040 B) The City of London Corporation and its assets are resilient to climate change C) The City of London Corporation influences UK and overseas organisations to become climate responsible.

<p>High level actions</p> <p>Action 10.1 Identify programme and data management resource for implementation</p> <p>Action 10.2 Create a data management and carbon accounting system</p> <p>Action 10.3 Monitor performance targets</p> <p>Action 10.4 Report progress to agreed internal and external partners / networks</p> <p>Action 10.5 Sustained engagement programme and publicise success stories</p>	<p>Net cost (pa)</p> <p>£0.4m</p>	<p>Job creation (estimate pa)</p> <p>2</p>	<p>What it pays for</p> <ul style="list-style-type: none"> • A dedicated climate action strategy programme team • A carbon accounting system • A performance measurement and reporting system linked to the corporate performance framework – holding us to account • Regular reporting of progress and targets to both internal and external partners • A clear internal and external communications plan
<p>Impact on net zero and resilience</p> <p>Ensures delivery across the programme</p>	<p>Measurement</p> <p>Total no. climate risks managed</p>		<p>Key Benefits</p> <ul style="list-style-type: none"> • Climate related performance drives commercial performance across Corporation • Additional skills and expertise transferred to wider staff • Accelerate use of Corporate Performance Framework • Implementation of carbon accounting system will allow for capture of other sustainable accounting practices
	<p>Strategic Links</p> <p>Corporate Plan Outcomes – 7,8</p> <p>Responsible Business Strategy 2018-23</p>		

Appendix 2b – Detailed profile of each action area for Climate Resilience

Action area 1: Ports and Market resilience

Committee: Port Health

STRATEGY GOALS: B) The City of London Corporation and its assets are resilient to climate change. E) The Square Mile's buildings, public spaces and infrastructure are resilient to climate change.			
High level actions Action 1.1 Pest and disease horizon scanning, surveillance and research programme Action 1.2 Ports and markets operational resilience planning Action 1.3 Undertake funding sources review	Net cost (pa) £0.1m	Job creation (estimate pa) 0	What it pays for <ul style="list-style-type: none"> • Clear mitigation strategies for a wide variety of pests and diseases, with emphasis on those specific to markets and ports • An early warning system for pests and diseases • A dedicated resilience strategy for the ports and markets • An ability to maximise external funding sources and strategies
Resilience Risks <ul style="list-style-type: none"> • Food • Pest and disease Impact on resilience risks <ul style="list-style-type: none"> • Working with traders and local businesses to develop contingency plans for periods of food shortage • A dedicated resilience strategy for ports and markets will allow clear strategies to respond to shock events and climate related emergencies • An early warning system for pests and disease will allow us to respond quickly and effectively 	Measurement Total no. climate risks managed		Key Benefits <ul style="list-style-type: none"> • Future-proof commercial resilience of key assets • Indirect effect on green jobs
	Strategic Links Corporate Plan Outcomes –11,12.		

Action area 2: Resilient Streets and Greening

Committee: Planning and Transport

STRATEGY GOALS: B) The City of London Corporation and its assets are resilient to climate change. E) The Square Mile's buildings, public spaces and infrastructure are resilient to climate change. G) People benefit from a cleaner, greener and safer environment, and job creation			
High level actions Action 2.1 Flood modelling, which include SUDs and other mitigation strategies, to complement EA flood models Action 2.2 Conduct pilot to test heat resistant materials in planned works for streets and highways during 2021-2025 Action 2.3 Develop City Corporation and Square Mile water footprint management strategy Action 2.4 Develop natural flood risk management areas Action 2.5 Sustainable rain and surface water management policies and implementation Action 2.6 Work with partners to accelerate actions to address water leak management Action 2.7 Increase the quality and provision of green space and coverage in the Square Mile and wider City Corporation spaces Action 2.8 Introduce climate-resistant and adaptive landscaping in planned works Action 2.9 Undertake funding sources review	Net cost (pa) £2.2m	Job creation (estimate pa) 9	What it pays for <ul style="list-style-type: none"> • An investigation into new water infrastructure such as strategic SUDs, roof top greening, catchment greening and afforestation, and more as relevant • A register and upgrade plan for roads that are vulnerable to acute heat which mainstreams heat-resistant road surfacing • A connected system of water recycling, urban drainage and rainwater management measures • More greenery in the Square Mile public realm • Climate change adaptable landscapes and planting • A strong partnership with Thames Water to reduce water wastage through leaking
Resilience Risks <ul style="list-style-type: none"> • Flooding • Overheating • Water stress • Natural capital Impact on resilience risks <ul style="list-style-type: none"> • Additional guidance on climate resilience forming part of Planning Policy will reduce all resilience risks • Minimising temperature increases through the public realm, creating cool spots • Interventions such as shading, urban greening, heat-resistant road surfacing, natural flood risk management areas, flood defence asset maintenance and careful material selection will reduce all resilience risks 	Measurement Total no. climate risks managed	Key Benefits <ul style="list-style-type: none"> • Positive reputation amongst suppliers and construction industry • Indirect effect on green jobs and economic multipliers for green tech ecosystem • Increased visibility and standards across projects • Future proof public realm for climate impacts 	Strategic Links Corporate Plan Outcomes – 5,7, Local Plan 2015, The draft City Plan 2036, Transport Strategy 2018-43, Responsible Business Strategy 2018-23, Local Flood Risk Management Strategy 2014-2020

Action area 3: Resilient buildings

Committee: Property Investment Board, CASC

STRATEGY GOALS: B) The City of London Corporation and its assets are resilient to climate change E) The Square Mile's buildings, public spaces and infrastructure are resilient to climate change. G) People benefit from a cleaner, greener and safer environment, and job creation			
High level actions Action 3.1 Embed resilience measures into 5-year plan upgrade plans for IPG and CPG properties Action 3.2 Diversify energy sources and partner with regional organisations and utility providers to increase back-up power for critical services Action 3.3 Flood defence assets maintenance and management regimes incorporated into upgrade plans Action 3.4 Protect key assets, critical infrastructure and sensitive equipment in flood zones Action 3.5 Undertake funding sources review	Net cost (pa) £2.5m	Job creation (estimate pa) 33	What it pays for <ul style="list-style-type: none"> • A more climate resilient and future proofed property portfolio • A more resilient energy network for the Square Mile • An assessment of flood risk vulnerability for all the critical infrastructure, services, or features of heritage and archaeological value for the Square Mile • A plan for managing and upgrading critical flood defences, using nature led approaches where possible • An ability to maximise external funding sources and strategies to complete this work
Resilience Risks <ul style="list-style-type: none"> • Flooding • Overheating • Water stress Impact on resilience risks <ul style="list-style-type: none"> • Retrofits can be used to adapt buildings to reduce their influence on and risk from climate change • Introduction of shading and ventilation strategies can mitigate overheating • Flood protection measures such as water proofing, attenuation and flood barriers reduce flood risk • Interventions to reduce water consumption in buildings reduce water stress 	Measurement Total no. climate risks managed		Key Benefits <ul style="list-style-type: none"> • Indirect effect on green jobs and economic multipliers for green tech ecosystem • Positive reputation amongst businesses • Catalyse change across UK real estate market • Increased visibility and standards across projects • Increased performance from capital spend • Future proof key asset base for the Corporation
	Strategic Links Corporate Plan Outcomes – 5,7 Local Plan 2015, The draft City Plan 2036 Transport Strategy 2018-43 Responsible Business Strategy 2018-23 Local Flood Risk Management Strategy 2014-2020		

Action area 4: Resilience Co-ordination and training

Committee: Primarily Porth Health, and Planning and Transport

STRATEGY GOALS: B) The City of London Corporation and its assets are resilient to climate change E) The Square Mile’s buildings, public spaces and infrastructure are resilient to climate change. F) Businesses capitalise on commercial opportunities through transitioning to net zero G) People benefit from a cleaner, greener and safer environment, and job creation.			
High level actions Action 4.1 Develop financial package and programme to manage resilience Action 4.2 Expand use and availability of non-sensitive data to monitor effectiveness of interventions Action 4.3 Embed principles of inclusion and equity throughout all resilience strategies Action 4.4 Design cross-Corporation training programme to strengthen skills and capabilities on resilience Action 4.5 Mainstream climate resilience into City Corporation governance and decision-making Action 4.6 Review of above and below ground space utilisation in the Square Mile Action 4.7 Strengthen resilience requirements for planning Action 4.8 Undertake funding sources review	Net cost (pa) £0.3m	Job creation (estimate pa) 1	What it pays for <ul style="list-style-type: none">• A considered plan on funding options for climate resilience work, blending internal and external funding sources• A stronger, data-led approach to understanding climate related risks and mitigations across the Square Mile• A method to ensure that the needs of the most vulnerable to climate change are prioritised in decision making• A workforce with the knowledge and skills required to manage climate resilience across the Square Mile, backed up by a climate resilience lens across all decision making• A review of the supplementary planning guidance and approach for new developments to strengthen climate resilience measures
Resilience Risks <ul style="list-style-type: none">• Flooding• Water stress• Overheating• Cross-cutting Impact on resilience risks <ul style="list-style-type: none">• Embedding inclusion and equity in strategies and projects will ensure that the needs of the most vulnerable are prioritised• Skills gap analysis, skills sharing, and training will future proof the organisation• Deeper understanding of climate related data, as well as a review of ground space utilisation, will allow better strategic planning	Measurement Total no. climate risks managed		Key Benefits <ul style="list-style-type: none">• External investment in Corporation assets• Increased visibility and standards across projects• Increased performance from capital spend• Future proof key asset base for the Corporation• Decreased costs due to integration of resilience actions
Strategic Links Corporate Plan Outcomes – 5,7 Local Plan 2015, The draft City Plan 2036 Transport Strategy 2018-43 Local Flood Risk Management Strategy 2014-2020			

Action area 5: Public health engagement and education

Committee: Primarily Port Health and CCS

STRATEGY GOALS: B) The City of London Corporation and its assets are resilient to climate change. E) The Square Mile's buildings, public spaces and infrastructure are resilient to climate change. G) People benefit from a cleaner, greener and safer environment, and job creation.			
High level actions Action 5.1 Climate-ready, fortified public health programme Action 5.2 Develop urban heat vulnerability index and mitigation strategy Action 5.3 Strengthen community and business networks to build adaptive capacity Action 5.4 Strengthen climate resilience education track at Open Spaces Action 5.5 Public communications and awareness raising campaign(s)	Net costs (pa) £0.1m	Job creation (estimate pa) 0	What it pays for <ul style="list-style-type: none"> • A plan to protect public health and social services critical services and infrastructure during shock events • An Urban Heat Vulnerability Index to help prioritise temperature reducing measures for vulnerable groups • A more cohesive community through supporting grassroots resilience projects, community groups and business networks • A clear communications plan to integrate climate resilience into existing education strategies across our services
Resilience Risks Food <ul style="list-style-type: none"> • Overheating Cross-cutting <ul style="list-style-type: none"> • Pest and Disease 	Measurement Total no. climate risks managed		Key Benefits <ul style="list-style-type: none"> • Enhanced reputation and public support
	Strategic Links Corporate Plan Outcomes 5,7,9,10,12 Responsible Business 2018-23 Local Plan 2015, the draft City Plan 2036		
Impact on resilience risks <ul style="list-style-type: none"> • Identification of food insecurities and robust plans for mitigation • Working with mutual aid, community aid and business networks to ensure vulnerable populations are supported • Planning to protect critical health and social care structures during shock events and emergencies 			

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Committees: Planning & Transportation Committee <i>[for decision]</i> Projects Sub Committee <i>[for decision]</i> Policy & Resources Committee <i>[for information]</i>	Dates: 08 September 2020 15 September 2020 24 September 2020
Subject: City Streets: Transportation response to support COVID-19 recovery Unique Project Identifier: 12217	Gateway 5 Regular Issue Report
Report of: Director of the Built Environment Report Author: Leah Coburn – City Transportation	For Decision
<h1>PUBLIC</h1>	

1. Status update	Project Description: <p>This project implements temporary traffic management measures on City streets in response to COVID-19. These measures provide safer spaces for people walking and cycling, queuing outside shops and offices to socially distance and to support businesses in their return to work.</p> <p>The City Corporation's transport response will focus on achieving two main aims:</p> <ul style="list-style-type: none"> • Residents, workers and visitors are safe and feel comfortable travelling into and within the Square Mile, particularly when travelling on foot, by bike and on public transport. • City businesses are supported in their COVID-19 recovery and the City remains an attractive location for business. <p>The project primarily consists of on-street changes to provide additional space for people walking and cycling.</p> <p>These have first been installed using signs, lines and barriers to allow for easy adaptation if required. The changes are</p>
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	<p>being delivered in a phased approach and an update on progress is included in Section 5 of this report. On-street changes are being delivered alongside other measures to support businesses, manage travel demand and encourage travel on foot, by cycle and on public transport.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Medium (Medium at last report to Committee)</p> <p>Total Estimated Cost of Project (excluding risk): £1-2M</p> <p><i>Phase 1 - £116,500</i></p> <p><i>Phase 2 - £932,244</i></p> <p><i>Phase 3 - £568,500</i></p> <p>Change in Total Estimated Cost of Project (excluding risk): No change</p> <p>Spend to Date: £611,330</p> <p>Costed Risk Provision Utilised: N/A</p>
2. Requested decisions	<p>Next Gateway: Progress & Review Report – December 2020</p> <p>Requested Decisions:</p> <p>That Members:</p> <ol style="list-style-type: none"> 1. Note the forecast overspend pertaining to staff costs and that alternative arrangements are being explored to accommodate this in order to focus Transport for London and Department for Transport funds on delivery; and 2. Delegate authority to the Director of the Built Environment to approve any necessary agreements with private landowners for enabling the installation of temporary cycle parking on publicly accessible private land and the carrying out of any associated works by the City Corporation.

3. Budget	<table><tr><th colspan="4">Spend to Date - 16800431: City Streets COVID-19 Recovery Phases 1 & 2</th></tr><tr><th>Description</th><th>Approved Budget (£)</th><th>Expenditure (£)</th><th>Balance (£)</th></tr><tr><td>Env Services Staff Costs</td><td>63,500</td><td>43,076</td><td>20,424</td></tr><tr><td>P&T Staff Costs</td><td>113,500</td><td>146,548</td><td>(33,048)</td></tr><tr><td>P&T Fees</td><td>116,000</td><td>20,293</td><td>95,707</td></tr><tr><td>Env Services Works</td><td>755,744</td><td>401,413</td><td>354,331</td></tr><tr><td>TOTAL</td><td>1,048,744</td><td>611,330</td><td>437,414</td></tr></table>	Spend to Date - 16800431: City Streets COVID-19 Recovery Phases 1 & 2				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Env Services Staff Costs	63,500	43,076	20,424	P&T Staff Costs	113,500	146,548	(33,048)	P&T Fees	116,000	20,293	95,707	Env Services Works	755,744	401,413	354,331	TOTAL	1,048,744	611,330	437,414
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4. Issue Description	<p>There have been substantially more staff costs incurred on the project than was estimated at the start of the project.</p> <p>This programme of work is moving with significant pace. Bids for funding were made on concept ideas and the best estimates of costs for delivering these concepts. Having undertaken the first phase of work, it has become apparent that the staff costs forecast were not sufficient for the level of detail that was required to design and deliver the proposals, the level of collaboration required across the department and with external partners such as Transport for London, or the level of internal reporting.</p> <p>Phase 1 staff costs were roughly three times more than first estimated. Significant resource was expended in ensuring that proposals for Phase 1 were designed, agreed and implemented as quickly as possible given the unknown circumstances of the timeframe of government advice on the return to work or how City businesses would want to implement their return to work. Having Phase 2 approved for development so close to Phase 1 also meant that there was not enough time to compare or adjust the budgets in the Phase 2 report.</p> <p>The Transport for London funding allocation and Department for Transport allocation to implement both Phases 1 and 2 with a total budget of £1,048,744 was approved. Now that the programme of work and timescales are clearer, a cost estimates review has been undertaken.</p> <p>The Department has been working at pace to deliver a comprehensive and cohesive set of measures ready for the return of City workers. This work has been coordinated with Transport for London's proposals and largely achieved whilst remote working, which has provided some of its own</p>																												

	<p>challenges in terms of designing measures and efficiency. This has come at a cost in terms of staff time.</p> <p>With the learning and experience of the Phase 1 implementation and design of Phase 2, it is clear that the original forecast staff estimates are not sufficient. A budget adjustment would be required to better reflect the staff time being incurred. It is estimated that there will be an increase of up to £231,000 in staff costs to the end of the calendar year. There is money remaining in the works line which could be used to either cover this cost or deliver more of the Stage 2 'temporary plus' measures outlined in Section 5.</p> <p>It has been decided to explore other options to recover the forecast staff cost increase and to concentrate on the delivery of improved infrastructure. Members are asked to note the forecast overspend at this time and an update on this will be provided in the next report.</p> <p>The costs of the 'temporary plus' work is still being finalised as these use materials that haven't previously been used in the City and as such it is difficult to accurately estimate their implementation time (and associated cost).</p>
<p>5. Progress to date</p>	<p><u>Phases 1 & 2</u></p> <p>As outlined in earlier reports, Phases 1 and 2 are being delivered in stages:</p> <ul style="list-style-type: none"> • Stage 1: Change will first be delivered using line markings, signage and barriers. • Stage 2: Subject to available resource, replace barriers with light infrastructure (e.g. wands or bollards). <p>All Stage 1 measures in Phase 1 have been completed. Phase 2 measures have also been completed except for a few locations, as detailed below.</p> <p>At the time of writing no changes have been delivered on Blomfield Street, Broad Street Place, Eldon Street and South Place due to other highway improvement works. These will be kept under review and may be delivered on completion of the street works.</p> <p>The proposed bus and cycle only closure for Newgate Street is being deferred due to gas works and the potential traffic impacts. Increased space for people walking and cycling will still be delivered.</p>

	<p>The timed closure of Houndsditch (between Bishopsgate and Outwich Street) has not been delivered due to adjacent construction work. This will be delivered when the highway becomes available.</p> <p>The measures on Charterhouse Street and Charterhouse Square has not been delivered due to Crossrail and oversite development works but will be delivered when opportunities permit.</p> <p>The progress on delivery has been slightly slower than set out in the previous reports. This has been due to implementation on site taking longer than expected. Given the pace required and scale of the works, detailed design work was based on OS mapping rather than topographical surveys. In places, the OS mapping was out of date and adjustments were then required to be made on street, during implementation. On some streets significant changes were needed to be made to the design to accommodate on street loading requirements or construction site access, required multiple visits from the contractors to resolve. This extended the delivery timeframe.</p> <p>Please see Appendix 1 for more details.</p> <p><i>Stage 2 – ‘Temporary plus’</i></p> <p>The process of deploying more robust materials to replace the initial Phase 1 and 2 rollout; this will reduce short-to-medium term maintenance costs, look less cluttered and be easier for street users to understand.</p> <p>The agreed approach primarily uses bolt-on plastic kerbing and traffic wands, alongside extra carriageway lining and signage, to clearly segregate the additional spaces to all users. ‘Bus boarders’ will be delivered where required to allow all bus passengers to safely exit and enter the bus where the bus cannot align with the existing kerb.</p> <p>The existing layout will be reviewed prior to the design and installation of ‘temporary plus’ measures. This ensures the Stage 2 design takes account of any adjustments. The reviews also provide the opportunity to consider the need for and scale of space reallocation on a street.</p> <p>Deployment of these improvements started on Monday 24 August, and Officers are looking to have replaced a significant portion of the original Phase 1 temporary measures by mid-September 2020. Phase 2 deployment of these ‘temporary plus’ measures are then planned to follow and are programmed to complete by the end of October 2020.</p> <p><u>Phase 3</u></p>
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Phase 3 will deliver additional temporary seating and greening to create an attractive environment for residents, workers and visitors, and provide amenities for users of food and beverage businesses. The main elements and benefits of this are to:

- Provide facilities and space for users of food and beverage businesses. This will also support businesses in adapting to social distancing requirements by providing outdoor seating space;
- Provide additional greening and seating for those who visit, work and live in the City to enjoy. Greening interventions will also contribute to reducing the impact of climate change and support the wider aims of the COVID-19 transport response strategy;
- Facilitate the use of public spaces in a safe manner; and
- Implement temporary measures to test the viability of long-term public realm improvements.

A delegated Gateway 5 report on this phase of work has been recently approved and funding has now been granted from the City's Central Fund. The report requested approval to complete the required design work, commence procurement of street furniture and begin implementation, planned to start in September 2020. The target timescale is to deliver the full set of interventions for Phase 3 over a period of 5 weeks. Officers will ensure that priority is given to locations where demand from businesses has already been received, such as Middlesex Street, Cheapside and Chancery Lane.

Work on delivering this phase has been delayed due to the time taken to secure the Central Funding. This means that the seating and planters will not be in place until mid-September, but this should still align with the expected return to work date for many City workers.

A communication plan is being prepared to inform local businesses on the upcoming site interventions. Once fully delivered, on-going monitoring and stakeholder engagement on this initiative will continue, along with Phases 1 & 2, to gather feedback on the street changes from the local users.

The design solutions considered for each site (street furniture, tables and chairs, and planters) offer a degree of flexibility which will allow for adjustments to be made on-site if required.

The locations for the interventions have been rationalised to reflect the site conditions, carriageway space, safety and demand. Detailed information on the 10 locations currently being considered can be found in **Appendix 2**.

Cycle Parking

Approval to install additional cycle parking in car parks, on-street and in some private areas was agreed in principle at committees in June. Work on outline designs and procurement is progressing. A Gateway 5 report for delegated authority to commence work and seek authority for the traffic orders will be submitted in late August.

Funding for the cycle parking has already been secured and approved in the Phase 2 allocation from TfL for COVID-19 response measures. Some private land has been proposed for temporary cycle parking, where this is deemed suitable for use and if landowners agree to standard terms offered, we will enter into agreement and install cycle parking.

It is intended to monitor use of cycle parking once implemented from September 2020.

School Street

Approval to implement a School Street on Charterhouse Street / Square and Carthusian street was agreed in principle at committees in June. The scheme will operate using a timed road closure at school start and finish times. Work is progressing on this scheme and implementation should take place from late September 2020.

On-Street Licensing

The Business and Planning Act 2020 received Royal Assent on 22 July with the Pavement Licence provision effective the same day. The City Corporation was ready with an online application process, published policy and conditions with the first application received on 24th July, which was subsequently granted. Where licences are granted, they will be for a period of 6 months with no fee attached until 31 March 2021, a review of the City Corporation's implementation of the new regime will be undertaken in early 2021 and the findings reported back to committee.

Update on Related External Schemes

Transport for London – Bishopsgate

Work has started on implementing a series of point closures along Bishopsgate from the 27 July to provide additional space for walking and cycling and to reduce vehicle numbers. This forms part of Transport for London's Streetspace Programme for temporary changes to enable social distancing. This scheme is due to go live at the end of August.

	<p><i>Transport for London – Farringdon Street</i> No plans at present to implement any changes on Farringdon Street.</p> <p><i>London Borough of Islington – Old Street / Clerkenwell Road</i> Islington Council is looking to bring forward the implementation of measures developed for the Old Street Clerkenwell Road Healthy Streets project as part of the borough's response to COVID-19 and the Mayor of London's Streetspace Plan. This scheme affects the corridor from Farringdon Road to Old Street Roundabout and seeks to improve conditions for people walking and cycling.</p> <p>This will largely be achieved by reducing the number of vehicles of street through a series of point closures and banned turns. Changes will be implemented using temporary barriers, but the scheme is being implemented as an experimental (rather than temporary) traffic order. Officers are working with Islington to understand the impacts of these proposals on the City's network, and how these will be monitored. A more detailed report will be brought to the next Committee.</p> <p><u>Public Feedback – Initial Feedback</u></p> <p>Feedback from the public on the transport recovery measures is being obtained through an online map-based consultation platform. Respondents can provide feedback on streets where temporary changes have been implemented by answering questions on how well specific measures for each street are working. Respondents can also state if they would support any measures being retained long term.</p> <p>As of 2 August, 94 respondents left feedback on the platform for at least one street. The average respondent provided feedback for four streets.</p> <p>Just under a third of respondents who provided feedback stated that they live in the City, while 90% stated they usually work in the City. Based on pre-COVID mode-shares for travel to/from the City, car drivers (17% of respondents), taxi drivers (31% of respondents) and people cycling (18% of respondents) are overrepresented in the feedback.</p> <p>Three of the 94 respondents provided feedback on behalf of organisations. This included a multi-tenanted office building and two transport action groups.</p> <p>A mixture of negative and positive feedback has been provided for all streets. Most negative feedback is around the lack of exemptions for taxis, measures causing more congestion, long</p>
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detours and longer routes. Most positive feedback is related to the measures working well for people walking and cycling and air quality. **Appendix 3** provides further details on the feedback for each street.

A major promotion of the consultation will happen over September and October using social media and on street signage.

Monitoring

In order to quantify the usage and impacts of these measures, a comprehensive programme of monitoring will be undertaken over the coming months.

The bulk of this monitoring will be made up of a series of 'snapshot' counts of traffic, pedestrians and pedestrian density at 26 strategic locations across the City (the majority of which have recently undergone traffic management changes). There will be four snapshot counts undertaken, with monthly intervals to allow for observation of the change over time. The first of these counts will be undertaken in late August/ early September 2020.

In addition to the above data collection exercise, a number of datasets will be supplied by Transport for London to allow for monitoring of bus and general traffic journey times. Further data will be used to supplement the above, including Strava data (for cyclist volumes), uber data (for vehicle speeds), and City of London Police casualty data (where available).

The emerging outcomes from the above data collection and analysis will be periodically reported to Members.

Travel Update

Gate line data received from Transport for London has demonstrated a substantial decrease in entries and exits from underground and national rail stations in the City of London, in comparison to 2019 dates. Across the extended AM peak period 04:00AM to 10:00AM, on 23 April 2020, total entries and exits had reduced by 97% and 95% at City of London underground stations and national rail stations respectively.

Since this date, a slow but steady recovery in passenger numbers has taken place, and as of 24 August 2020 (the latest date for which data is available), total entries and exits were at -80% for all underground stations in the City of London.

Given the majority of city workers use public transport to travel to work, this data indicates a trajectory of gradual return to the

	<p>workplace, and thus increasing use of the recently implemented traffic management measures. The rate of return of people to the Square Mile is expected to increase as lockdown restrictions continue to be eased.</p> <p><u>Equalities Considerations</u></p> <p>Correspondence has been received from RNIB to address issues with respect to blind and partially sighted people, a meeting has taken place to ensure we are mitigating and managing these concerns in particular where 'temporary plus' street furniture is proposed. Following this, there will be a site meeting with RNIB officers to visit the temporary plus measures at an early stage of their deployment.</p> <p>Equalities Analysis for Phase 3 measures and cycle parking is being included with the separate Gateway 5 delegated reports.</p>
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Appendices

Appendix 1	Update on Phase 1 & 2 work
Appendix 2	Phase 3 site interventions
Appendix 3	Consultation Feedback

Contact

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Appendix 1:

Update on Phase 1 & 2 work

Phase 1

- TfL RSPG and associated TMAN approvals received 28 May.
- Delegated Authority received 2
- Works started on 4 June

	Location	Proposed changes	Progress (as at 19/8/20)
1	Cannon Street between Queen Victoria Street and Monument junction	Introduce one-way working eastbound (with contra-flow cycling). Reallocate remaining carriageway to space for walking. Review loading arrangements. Westbound buses diverted via King William Street and Queen Victoria Street.	Complete, with small changes made to the lining as per the recent safety audit.
2	Cheapside and Poultry	Closure of Cheapside to through traffic (except cycles), this effectively retains the closure already in place for the gas works. Retain existing bus diversion via New Change and Cannon Street. Reallocate carriageway to space for walking and identify opportunities for seating areas. Bank on Safety restrictions remain in place.	Complete. Cheapside completed 27/7/20 after gas works had vacated site.
3	Old Jewry and Coleman Street	Old Jewry: Introduce a closure except cycles at the southern end and convert the northern section to two-way operation. Review parking bays & loading and reallocate space for walking. Install pedestrian priority signage. Coleman Street: Introduce 7am – 7pm no access except to off-street premises and for cycles. This will include the short section of Kings Arms Yard between Coleman Street and Moorgate to ensure the access restriction along Coleman Street is not bypassed. Retain and improve cycle contraflow.	Complete
4	Lombard Street	Introduce 7am – 7pm no access except to off-street premises and for cycles. Retain and improve cycle contraflow. The access restriction will also apply to the section of Abchurch Lane and Clement's Lane between King William Street and	Complete – restriction removed in July and replaced by a restriction on King William Street in phase 2.

		Lombard Street, and George Yard as these streets are only accessible via Lombard Street. Additionally, the access restriction will also apply to Nicholas Lane to ensure access into Lombard Street is not bypassed.	
5	Leadenhall Street and St Mary Axe	<p>Leadenhall: 24/7 no through route except for buses and cycles only. Reallocate carriageway to space for walking. Review loading arrangements.</p> <p>St Mary Axe: 7am – 7pm closure except for access to off-street premises and for cycles. Signed informal pedestrian priority on St Mary Axe. Reallocate carriageway and motorcycle parking to space for walking as required. Retain and improve cycle contraflow.</p>	Complete
6	Threadneedle Street and Old Broad Street	<p>Threadneedle Street between Bank junction & Bartholomew Lane: Introduce one way working (westbound) with cycle contraflow. Reallocate carriageway space to walking. Bank on Safety restrictions remain in place.</p> <p>Threadneedle Street between Bartholomew Lane and Old Broad Street: Retain two way working. Reallocate carriageway to space for walking.</p> <p>Threadneedle Street between Old Broad Street and Bishopsgate: Introduce one way working (westbound) with cycle contraflow. Reallocate carriageway to space to walking. Divert buses via Cornhill and Bishopsgate</p> <p>Old Broad Street (north): Introduce a 7am – 7pm no access (except buses and cycles) or loading. Reallocate carriageway space for walking as required.</p> <p>Old Broad Street (south): Introduce one way working (northbound) with contra flow cycling. Vehicular access will be available from Threadneedle Street east. Reallocate carriageway to space for walking as required. Review loading arrangements. Divert buses via Wormwood Street, Bishopsgate & Cornhill.</p>	Complete apart from Old Broad Street North which has been removed due to the equipment being constantly moved.

Update on Phase 2

- Planning and Transportation approval received 2 June
- Project Sub approval (delegated) received 9 June
- TfL RSPG and associated TMAN approvals planned for 17 June
- Policy and Resources 11 June
- Delegated Approval report approved 14 July

	Location	Proposed Changes	Progress/Changes
1	<ul style="list-style-type: none"> • Fleet Street • Ludgate Hill • St Paul's Churchyard • Cannon Street (between New Change & Queen Victoria Street) • Queen Victoria Street • East Cheap • Great Tower Street 	<p>Reallocate carriageway to space for walking and cycling.</p> <p>Review parking and loading.</p> <p>Bank junction restriction at Queen Victoria Street retained.</p>	Completed on 21/08. Currently under review as issues with barriers being moved.
2	<ul style="list-style-type: none"> • Holborn Viaduct • Newgate Street 	<p>Holborn Viaduct: Reallocate carriageway to space for walking and cycling.</p> <p>Newgate Street: Introduce a closure for all vehicles except buses and cycles. Reallocate carriageway to space for walking and cycling. These changes will be implemented at the conclusion of the current gas replacement works – expected to be October 2020</p>	<p>Bus and cycle only measure on hold due to utilities works and traffic impacts.</p> <p>Reallocation of space for walking & cycling due for completion from w/c 31/08/2020</p>
3	<ul style="list-style-type: none"> • Chancery Lane 	<p>Introduce a road closure (except cycles)</p> <p>Reallocate carriageway to space for walking and cycling.</p>	Complete.

		Install pedestrian priority signage.	
4	<ul style="list-style-type: none"> • London Wall • South Place • Eldon Street • Broad Street Place • Blomfield Street 	<p>London Wall and South Place: Reallocate carriageway to space for walking and cycling, where possible. Review waiting and loading.</p> <p>Eldon Street, Broad Street Place and Blomfield Street: Introduce a 7am – 7pm no access except to off-street premises, buses and cycles. Install pedestrian priority signage.</p>	<p>London Wall complete.</p> <p>South Place is on hold due to the presence of a Police checkpoint and nearby building site. Eldon Street, Broad Street Place and Blomfield Street are on hold due to nearby Crossrail and upcoming utility works.</p> <p>Proposed restrictions amended to allow taxi access through.</p>
5	<ul style="list-style-type: none"> • Moorgate 	<p>Moorgate (north): Reallocate carriageway to space for walking and cycling.</p> <p>Moorgate (south): Introduce one-way northbound for all vehicles except buses and cycles. Reallocate space for walking & review loading.</p>	<p>Complete</p> <p>Moorgate (south) remains two way with southbound movement from the London Wall/Moorgate junction being limited to buses and cycles only.</p>
6	<ul style="list-style-type: none"> • King Street • Queen Street • Gresham Street • Lothbury • Bartholomew Lane 	<p>Introduce a one-way system towards Moorgate for all vehicles except cycles.</p> <p>Reallocate carriageway to space for walking and review waiting and loading.</p>	Complete

7	<ul style="list-style-type: none"> • Dukes Place • Bevis Marks • Camomile Street • Houndsditch • Outwich Street 	<p>Reallocate carriageway to space for walking and cycling.</p> <p>Review waiting, loading & parking bays.</p> <p>Houndsditch between Bishopsgate and Outwich Street: Introduce a 7am – 7pm no access except to off-street premises and cycles (subject to redevelopment progress).</p>	Complete, except the Houndsditch closure (between Bishopsgate and Outwich Street). This is due to a construction site and will be delivered when carriageway is available.
8	<ul style="list-style-type: none"> • Aldgate • Aldgate High Street • Fenchurch Street 	<p>Reallocate carriageway to space for walking and cycling.</p> <p>Review waiting and loading.</p>	Complete
9	<ul style="list-style-type: none"> • Jewry Street • Crutched Friars • Cooper's Row • Trinity Square 	<p>Jewry Street Crutched Friars & Trinity Square: Review parking bays, waiting & loading and reallocate carriageway to space for walking. Improve cycling where possible.</p> <p>Cooper's Row: Introduce an advisory 5mph speed limit and pedestrian priority signs.</p>	Complete
10	<ul style="list-style-type: none"> • King William Street 	<p>Introduce a 7am – 7pm no access except to off-street premises, buses, loading and cycles.</p> <p>Reallocate space for walking where possible.</p> <p>Bank junction restriction retained.</p>	Complete
11	<ul style="list-style-type: none"> • Cornhill 	<p>Review waiting and loading and reallocate carriageway to space for walking and cycling.</p> <p>Bank restriction retained.</p>	Complete

12	<ul style="list-style-type: none"> • Moorfields 	<p>Introduce a 7am – 7pm no access except to off-street premises, loading and cycles.</p> <p>Review parking bays & loading and reallocate space for walking.</p> <p>Install pedestrian priority signage.</p>	Complete
13	<ul style="list-style-type: none"> • Liverpool Street 	<p>Introduce a 7am – 7pm no access except to off-street premises, taxis and cycles.</p> <p>Reallocate carriageway for space for walking & cycling.</p>	Complete
14	<ul style="list-style-type: none"> • Devonshire Row • Devonshire Square • Cutler Street • White Kennet Street 	<p>Introduce a closure on White Kennet Street.</p> <p>Review waiting, loading and parking and reallocate space for walking and cycling where possible.</p> <p>Introduce pedestrian priority signage.</p>	Complete
15	<ul style="list-style-type: none"> • Lime Street • Cullum Street 	<p>Introduce a 7am – 7pm no access except to off-street premises and cycles.</p> <p>Install pedestrian priority signage.</p>	Complete
16	<ul style="list-style-type: none"> • Charterhouse Street • Carthusian Street 	<p>Retain temporary one way eastbound but introduce contra-flow cycling and reallocate carriageway to space for walking.</p>	On hold due to nearby Crossrail and utility works.

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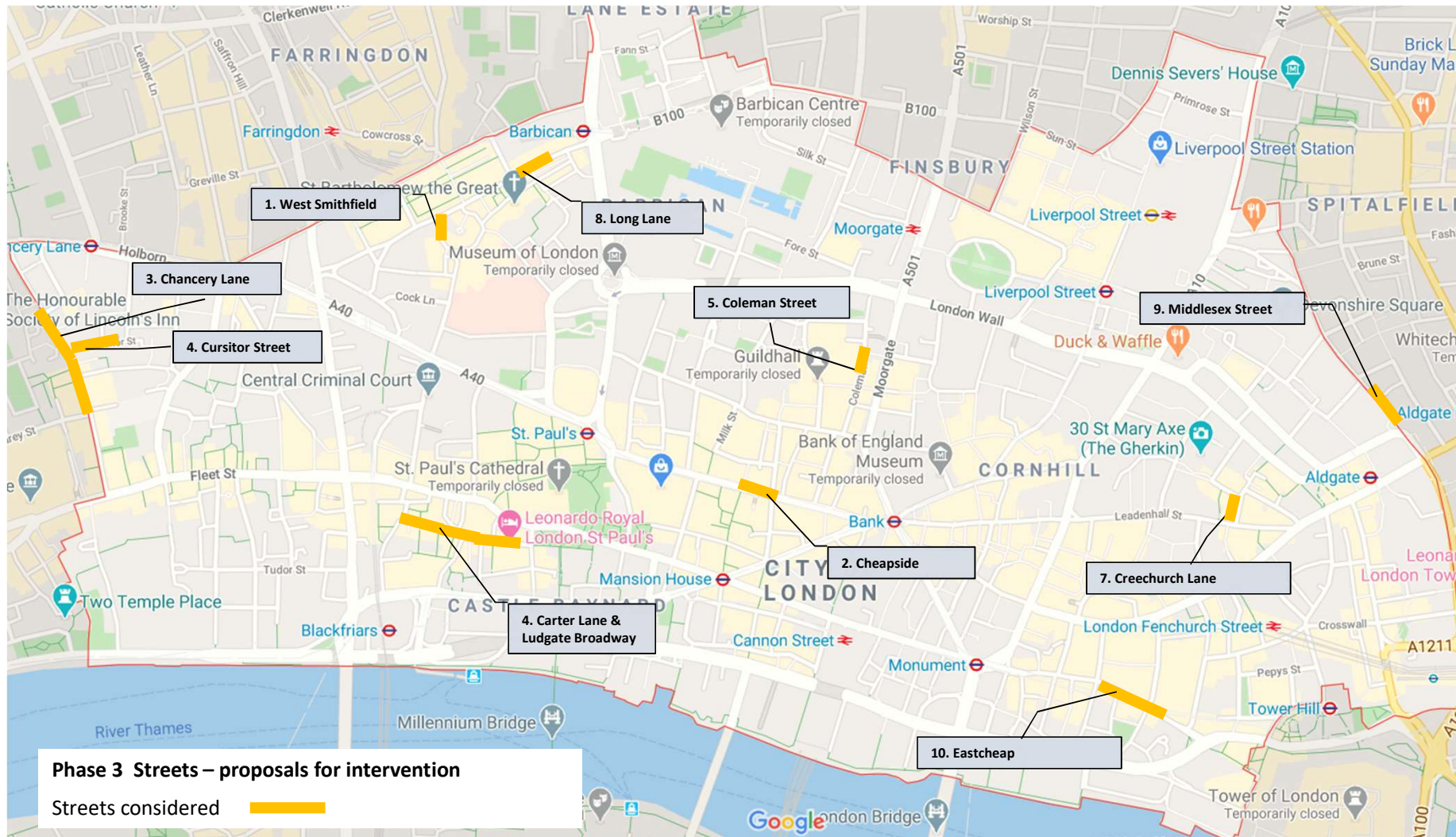
Appendix 2

Phase 3 streets: site interventions

Site interventions – Location plan and summary of interventions

July 2020

Phase 3 Site interventions – general site plan



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No.	Location (street name)	Proposed changes
1	West Smithfield (west side of Rotunda garden)	Street furniture, moveable seats and planters, demarcated by carriageway paint and planters.
2	Cheapside *	To be delivered following Phase 1-(no through route from King Street to New Change, except for off street premises and cyclists). A seating area can be created at the “no access” points on Cheapside (near Bread Street and Milk Street).
3	Chancery Lane (Carey Street to Southampton Buildings) *	To be delivered following Phase 1- (pedestrian priority section between Carey Street and Southhampton buildings, 7:00am-7:00pm). Introduce planters and provide space to for 3 parklets, exact location to be determined.
4	Cursitor street	Street furniture, moveable seats and planters, proposed to be managed by Chancery Lane Association and local businesses.
5	Carter Lane and Ludgate Broadway	To be delivered following Phase 1 . Consider the introduction of moveable seats and chairs on carriageway, demarcated by planters and paint on Ludgate Broadway. Carter Lane, timed closure hours to be extended to 7:00am-7:0pm.
6	Coleman Street (Great Bell Alley to Coleman Street Buildings) *	To be delivered following Phase 1. Provide space for 3 parklets, the proposed measures align with current projects in the pipeline.
7	Creechurch Lane - City Cluster Area	Provide space for 3 parklets, link to City Cluster Vision work programme and planned greening interventions for the area.
8	Long Lane (Aldersgate Street to Lindsey Street TBC	Provide space for 3 parklets, the proposed measures align with current projects in the pipeline; link to Culture Mile work and Smithfield area project.
9	Middlesex Street	Introduce 3 parklets, moveable seats and planters for the use of the local community. Proposed to be managed and delivered in collaboration with by local businesses, Aldgate BID and London Borough of Tower Hamlet.
10	EastCheap	Street furniture, moveable seats and planters, demarcated by carriageway paint and planters. Evaluate the feasibility of introducing parklets.
	* Phase 1 street	

Summary interventions

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Appendix 3 - Public Consultation Feedback

Many comments left for questions on specific streets were general comments on the measures overall. These have been summarised here:

General feedback on measures working well:

- safer for people walking and cycling
- better environment with less traffic
- less noise and air pollution

General feedback on measures not working well:

- open up all the streets
- there are not enough people walking to warrant the measures
- The closures will cause more congestion and pollution
- less access to the kerbside for vehicles
- long detours for vehicles

Specific feedback on each street are highlighted in Table 1.

Table 1: Specific street feedback

Street	Week implemented	Number of responses	Feedback on measures are working well	Feedback on measures are not working well
Cannon Street	6th July	59	-	<ul style="list-style-type: none"> • Taxis should be exempt from traffic restrictions • One of the main westbound routes and should not be restricted • The new road layout is confusing for pedestrians and cyclists • Barriers can cause issues crossing the road

				Organisation response: <ul style="list-style-type: none"> • Eastbound traffic only measure is not working well
Poultry	6th July	24	<ul style="list-style-type: none"> • Wider footways needed here to enable social distancing 	<ul style="list-style-type: none"> • More speed enforcement needed • Kerb access is restricted • Causing congestion
Old Broad St (north of London Wall)	6th July (Removed w/c 13th July)	20	<ul style="list-style-type: none"> • Timed closure to vehicles should be extended 	<ul style="list-style-type: none"> • Speed limit should be mandatory
Old Broad St (south of London Wall)	30 th June	37	-	<ul style="list-style-type: none"> • Where there are building works on east side of street there can be less space • The barriers can be confusing
Threadneedle Street W	30 th June	30	<ul style="list-style-type: none"> • Much safer to enter Threadneedle St from Bank junction for cyclists • The cycle lane should be made permanent 	<ul style="list-style-type: none"> • Westbound cyclists are using the space available for people walking
Threadneedle St C	30 th June	20	-	<ul style="list-style-type: none"> • Road is too narrow to accommodate wider pavements.
Threadneedle St E	30 th June	14	<ul style="list-style-type: none"> • Better road layout for all users 	<ul style="list-style-type: none"> • Barriers restrict where passengers can be dropped off and picked up at the kerbside
Leadenhall Street	6 th July	28	-	-
St Mary Axe	30 th June	26	-	-
Lombard Street	30 th June (removed 31 st July)	35	-	-
Coleman Street	30 th June	51	-	<ul style="list-style-type: none"> • Vehicles are still driving through and using as a through route
Old Jewry	13 th July	6	-	-

Queen Victoria St	13 th July	10	-	-
Cornhill	13 th July	10	-	-

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Committee(s): Planning and Transportation Committee	Date(s): 08/09/2020
Subject: Transport Strategy: 2019/20 progress update and 2020/21 – 2022/23 Delivery Plan	Public
Report of: Director of the Department of the Built Environment	For Information
Report author: Samantha Tharme, Strategic Transportation Officer Giacomo Vecia, Strategic Transportation Officer	

Summary

The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over the next 25 years. The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Transport Strategy and has been updated for the 3-year period 2020/21 – 2022/23.

This report summarises progress with delivering the Transport Strategy in 2019/20 and sets out the Delivery Plan for 2020/21 – 2020/22. The quarterly update for the first quarter of 2020/21 is included alongside the Delivery Plan in Appendix 2.

Delivery of the Transport Strategy is progressing well, but the COVID-19 pandemic has delayed some projects and activities since the end of March 2020 and into the first quarter of 2020/21. It is expected that progress on some schemes will be impacted by COVID-19, particularly in this financial year. However, at present, all schemes in the Delivery Plan are anticipated to progress to some degree.

Key progress in 2019/20 includes:

- Introduction of the Zero Emission Street on Beech Street using an experimental traffic order.
- Hosting the London Walking and Cycling Conference in partnership with LB Hackney in June 2019.
- The first year of Lunchtime Streets, closing St Mary Axe and Chancery Lane to traffic to provide more space for people during the lunchtime peak.
- Supporting the Mayor of London and TfL to deliver the Reimagine Car Free Day event in central London.
- Successfully trialing a new approach to managing dockless cycle hire.
- Securing Committee approval for a policy to not permit A-Boards on the public highway.
- Securing Committee approval to introduce a City-wide Traffic Management Order (TMO) to prohibit unnecessary idling of vehicle engines.

Key progress at the year-end on projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:

- Approximately 50% of pavement widening at Bank junction complete at the end of March, before pausing due to the COVID-19 pandemic.
- Works to deliver safety improvements at Gresham Street/Old Jewry are substantively complete.
- Supporting the City of London Police's winter speed enforcement campaign.
- Supporting the implementation of a 20mph speed limit on all Transport for London Road Network (TLRN) streets within the Square Mile.
- Working in collaboration with TfL to deliver the Ludgate Circus experimental scheme.

The City of London Transport Strategy includes a set of key targets. Details of progress against these is detailed in this report. Headline results include:

- Motor vehicle volumes declined 7% against 2017 baseline values, maintaining the City's vehicle reduction trend. (City Streets traffic survey, Autumn 2019)
- Cycle volumes increased 11% between 2017 and 2019 after remaining relatively static since 2012.
- No net change in freight vehicles compared to 2017, with a reduction in lorry volumes offset by increased van volumes.

The Delivery Plan for 2020/21 – 2022/23 is provided in Appendix 2. The Delivery Plan will be kept under review and updated if necessary when officers have further understanding of the financial implications arising from the COVID-19 pandemic. This includes the implications of reductions in or changed priorities for TfL funding. Further guidance and information on TfL funding is anticipated in September 2020. Other funding sources, including City Corporation funds, may also be impacted, and schemes will be revised where necessary.

Recommendation

- Members are asked to note the report.

Main Report

Background

1. The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over the next 25 years.
2. Section 1 of this report provides an update in progress in delivering the Transport Strategy in 2019/20.
3. The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Transport Strategy and is updated on an annual basis.
4. Section 2 of this report covers any changes to the Delivery Plan for the 3-year period commencing 2020/21. The updated 2020/21 – 2022/23 Delivery Plan is attached at Appendix 2; this incorporates the first quarterly update for 2020/21.
5. All projects and activities that are currently underway are expected to be able to continue, although the COVID-19 pandemic will have an impact on some completion dates. Design and planning work have continued where at all possible. Where an impact is already known this is noted in the Delivery Plan.
6. The Delivery Plan will be reviewed when officers have a better understanding of the financial implications arising from the COVID-19 pandemic. This includes the implications of reductions in or changed priorities for TfL funding. Further guidance and information on TfL funding is anticipated in September 2020. Other funding sources, including City Corporation funds, may also be impacted and schemes will be revised where necessary.

Section 1: Transport Strategy progress in 2019/20

7. This section summarises progress in delivering the Transport Strategy in 2019/20, including an update on key targets. Traffic trends (including walking) is also covered and reported in further detail in the City Streets report (Appendix 1).
8. Key progress in 2019/20 includes:
 - Introduction of the Zero Emission Street on Beech Street using an experimental traffic order.
 - Installation of 1 rapid 50kW EV charge point on Noble Street in May 2019. 6 new rapid EV charge points in a hub at Baynard House were installed in March 2020, however this site is not yet operational due to ongoing UKPN installation of the electricity sub-station and the City Corporation's ventilation upgrades.
 - Installation of Legible London signs, completing walking wayfinding maps to match standards across the rest of central London.
 - Substantial completion of improvements to Puddle Dock, linking Queen Victoria Street to Upper Thames Street, in preparation of TfL's installation of a new crossing on Upper Thames Street.

- Hosting the London Walking and Cycling Conference in partnership with LB Hackney in June 2019. The event drew over 220 delegates, and speakers included the Mayor of London and Deputy Mayor of Rotterdam.
 - The first year of Lunchtime Streets, closing St Mary Axe and Chancery Lane to traffic to provide more space for people during the lunchtime peak. The success of these events generated additional requests from local business organisations for future years of the programme.
 - Supporting the Mayor of London and TfL to deliver the Reimagine Car Free Day event in central London, opening 27km of streets for people to enjoy walking, cycling and spending time on traffic free streets.
 - Successfully trialing a new approach to managing dockless cycle hire while continuing to work with TfL, London Councils and boroughs to develop the byelaw on dockless vehicles.
 - Securing Committee approval for a policy to not permit A-Boards on the public highway.
 - Securing Committee approval to introduce a City-wide Traffic Management Order (TMO) to prohibit unnecessary idling of vehicle engines.
 - Inviting bids from potential operators for a last mile logistics hub at London Wall car park, although the bidding process was placed on hold due to the COVID-19 pandemic.
 - Commissioning consultants to develop the City of London Streets Accessibility Standard.
9. Key progress in 2019/20 to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:
- Approximately 50% of pavement widening at Bank junction complete at the end of March, before pausing due to the COVID-19 pandemic.
 - Works to deliver safety improvements at Gresham Street/Old Jewry are substantively complete.
 - Beginning the process of preparing a request to the Department for Transport (DfT) to introduce a City-wide 15mph speed limit.
 - Supporting the implementation of a 20mph speed limit on all Transport for London Road Network (TLRN) streets within the Square Mile.
 - Supporting the City of London Police's winter speed enforcement campaign including funding additional police enforcement to meet shared road danger reduction priorities.
 - Working in collaboration with TfL to deliver the Ludgate Circus experimental scheme to adjust signal timings and ban some vehicle movements to improve the safety of people walking.

Key targets and traffic trends

10. The City of London Transport Strategy includes a set of key targets. Progress on delivering these is outlined below.
11. Data for four of the key targets is not currently available. The targets for improving the experience of walking and cycling in the Square Mile are based on the City Streets Survey, which was originally programmed for mid-2020.

The survey had to be postponed because of COVID-19's impact on travel patterns and will now be run in 2021.

12. The latest data for the road danger reduction target is not yet available. Data on collisions and casualties is still pending for 2019 due to some processing problems. Work with City of London Police to address this is progressing and data will be available later this year.
13. Data on the proportion of zero emission capable vehicles entering the City is not currently available and baseline data collection is still pending.

People rating experience of walking in the City as pleasant

14. Baseline, 10%. 2030 target, 35%. 2044 target, 75%. Source: City Streets Survey
15. The data for this target is not available at the time of writing. An update on the City Streets Survey was programmed for mid-2020. This will now be carried out in 2021 to ensure results are not affected by the impacts of the COVID-19 pandemic.

Number of kilometres of pedestrian priority streets

16. Baseline, 25km. 2030 target, 35km. 2044 target, 55km. Source: City GIS
17. 337m of pedestrian priority streets has been completed in 2019, including at Shoe Lane Quarter, Finsbury Circus western arm, 60-70 St Mary Axe and 100 Bishopsgate. Schemes to deliver a further 2,103m are currently in progress, for delivery by 2024. Further opportunities are being identified, and the transport response to COVID-19 recovery may provide an opportunity to accelerate delivery of pedestrian priority. A more detailed report on pedestrian priority is being prepared for the October meeting of the Streets & Walkways Sub Committee.

Reduction in motor vehicle traffic (counted in our traffic composition survey counts)

18. Baseline, 185k. 2030 target, 139k (-25%). 2044 target, 93k (-50%). Source: City Streets traffic survey
19. Traffic composition surveys conducted in November 2019 shows that the declining trend in motor traffic volumes has continued with a net reduction of 7% against the 2017 baseline, which is a reduction of 173,000 vehicles in a 24-hour period measured across all City monitoring sites.

Number of people killed and seriously injured on our streets

20. Baseline, 54. 2030 target, 16. 2044 target, 0. Source: ACCSTATS/STATS19
21. The data for this target is not available at the time of writing. Data on collisions and casualties is still pending for 2019 owing to some processing problems.

Work with City of London Police to address this is progressing and data will be available later this year.

People rating experience of cycling in the City as pleasant

22. Baseline, 4%. 2030 target, 35%. 2044 target, 75%. Source: City Streets traffic survey

23. The data for this target is not available at the time of writing. An update on the City Streets survey was programmed for mid-2020. This will now be carried out in 2021 to ensure results are not affected by the impacts of the COVID-19 pandemic.

Increase in the number of people cycling (counted in our traffic composition survey counts)

24. Baseline, 44k. 2030 target, 66k (+50%). 2044 target, 88k (+100%). Source: Traffic Composition Survey

25. The 2019 surveys show a rise in cycling of 11% on the 2017 baseline. Personal and Santander cycle volumes increased after remaining relatively static since 2012, despite counts being undertaken later in the autumn than previous years. Cycle volumes have more than quadrupled since 1999. This is an increase of 5,000 to 49,000 people cycling counted across city monitoring sites in a 24-hour period.

Proportion of zero emission capable vehicles entering the City

26. Baseline: N/A. 2030 target, 90%. 2044 target, 100. Source: tbc

27. This data is not currently collected and the most effective and reliable means of establishing a baseline and collecting regular data are currently being explored. Data collection is expected to begin in 2021.

Reduction in motorised freight vehicle volumes (24hrs)

28. Baseline, 39k. 2030 target, 33k (-15%). 2044 target, 27k (-30%). Source: Traffic Composition Survey

29. While there has been a reduction in overall vehicle volumes, freight vehicles alone are unchanged compared to 2017 values. Lorry volumes decreased while van volumes increased by 2%.

Reduction in motorised freight vehicles volumes (peak)

30. Baseline, 18k. 2030 target, 9k (-50%). 2044 target, 2k (-90%). Source: Traffic Composition Survey

31. For the peak period there has been no change in overall freight volumes, in line with no change for the 24-hour period.

City Streets traffic survey

32. The City Streets traffic survey, conducted roughly every other year since 1999, provides details of the volumes and types of vehicles using the City's streets. Since 2016 the survey has been conducted over 24 hours rather than 7am – 7pm and since 2017 has counted people walking as well as vehicles.
33. The most recent traffic survey was conducted on 21 November 2019. The key findings are summarised here, with the full report provided in Appendix 1. The report explores the 2019 count data, examines longer term trends in City traffic, and compares 2019 data to 2017 (the baseline year for the City of London Transport Strategy).
34. The 2019 traffic survey counted more than 1,486,000 individual motor vehicles and pedestrians over the 24-hour count period across an expanded set of 30 sites. People walking accounted for over two-thirds of all observations. Just over 50% of all counted vehicles were cars, taxis and private hire vehicles and people cycling made up 19% of vehicular traffic.
35. Comparisons with historical data shows volumes for motorised traffic have declined by over 55% since 1999. Cycle volumes have more than quadrupled over the same period. Long term trends of motor vehicle volume reductions and increased numbers of people cycling continued in 2019.
36. Comparisons between 24-hour 2017 and 2019 data from our fifteen Transport Strategy baseline count sites found that motor traffic volumes continue to decline on City streets. Exceptions include vans and coaches which increased 2% and 71% respectively in 2019. Overall, motor traffic volumes declined 7% from 2017 baseline values. Freight traffic volumes did not materially change as the reduction in lorries was offset by an increase in vans. Cycle volumes increased by 11%.
37. The majority of cars and private hire vehicles and nearly two-fifths of taxi volumes are observed on our streets at night (7pm - 7am). In contrast, over four-fifths of total cycle volumes are observed on our streets during the daytime. Approximately two-thirds (64%) of all vehicle traffic was observed during daytime hours. Data suggests there were more people walking than driving motor vehicles on City streets between 7am and 10pm.
38. Peak and off-peak motor traffic count comparisons found that there was no material change in peak versus off-peak freight traffic proportions or volumes compared to 2017.
39. Data collection on pedestrians commenced in 2017 with 15 sites. For the comparable sites over the two years, the number of pedestrians counted increased 2% from approximately 413,600 to 422,400.
40. These traffic count surveys will be repeated in autumn 2020 at selected sites. This, alongside monitoring of the COVID-19 recovery programme, will help us understand the short to medium term traffic impacts of COVID-19.

Speed survey key findings

41. The City of London undertook a speed sampling survey in the late autumn and early winter of 2019. The survey captured vehicle speeds at 65 sites across the Square Mile for 7 days. The results of the study showed:

- Average speeds across the majority of City streets were below 15mph between 7am and 7pm
- Speeding was observed more often outside peak hours on all streets and across the 24-hour period on some 20mph limit streets (at the time of the survey parts of the TLRN in the City were still 30mph). Street and junctions with higher observed rates of people killed or seriously injured have higher rates of speeding outside peak hours
- A handful of junctions have much higher rates of speeding than the City average.

City of London Air Quality Annual Status Report for 2019

42. In addition to traffic data, the City Corporation completes an annual report on air quality data. Motor traffic in the Square Mile is a significant contributor to nitrogen dioxide (NO₂) and particulate matter (PM) levels. The Transport Strategy outcome 'The Square Mile's air and streets are cleaner and quieter' includes proposals that are directly aimed at improving air quality. Air quality is identified as a Corporate Risk (CR21).

Nitrogen Dioxide

43. Roadside concentrations of NO₂ saw a dramatic drop across nearly all sites in the City in 2019. Some sites had a reduction of 35% from the previous year. London wide ULEZ restrictions are likely to be the main cause of these reductions. Continuous roadside monitoring of NO₂ on Beech Street and at Walbrook shows a reduction in hourly exceedances of the Air Quality Objective of 200 µg/m³. Both sites have met the objective of no more than 18 exceedances a year for the first time in 2019. Hourly exceedances at Beech Street have reduced from 67 in 2017 to 7 in 2019 and at Walbrook have reduced from 126 in 2017 to 15 in 2019. Both sites continue to exceed the annual mean objective of 40 µg/m³ (Beech Street, 62 µg/m³ and Walbrook, 73 µg/m³)

PM10

44. There has been a consistent reduction in PM10 levels at roadside sites over the past 7 years (except for Walbrook in 2015 which was influenced by the construction of the cycle superhighway). PM10 levels at Sir John Cass School have been more varied over the past 7 years as background sites are more heavily influenced by weather and long-range transport of particulates from sources outside the City. All three continuously monitored sites had a reduction in annual mean PM10 concentrations in 2019, the reduction on 2018 values was at 3 µg/m³ at Sir John Cass School, 2 µg/m³ at Beech Street and 5 µg/m³ at Walbrook. All sites are meeting the annual average air quality

objective ($40 \mu\text{g}/\text{m}^3$) and the short-term objective of not exceeding $50 \mu\text{g}/\text{m}^3$ on more than 35 days in the year.

PM2.5

45. The Farringdon monitoring site has shown a steady decline in PM2.5 annual average concentrations, from over $25 \mu\text{g}/\text{m}^3$ to just under $15 \mu\text{g}/\text{m}^3$ over the past 7 years. The monitor at Sir John Cass School recorded a small decrease in concentrations from 2016 to 2018 and then has stayed at the same level in 2019. The figure recorded data for both sites in 2019 is within the objective of an annual mean of $25 \mu\text{g}/\text{m}^3$, although there is no recommended safe limit for PM2.5 concentrations.

Section 2: Transport Strategy Delivery Plan 2020/21 to 2022/23

46. The updated 2020/21 – 2022/23 Delivery Plan is attached at Appendix 2 and incorporates the Quarter 1 update for 2020/21.
47. All projects and activities that are currently underway are expected to be able to continue, although the COVID-19 pandemic will have an impact on some completion dates. Design and planning work has continued where at all possible. Where an impact is already known this is reflected in the Delivery Plan and the progress update for Quarter 1 (Appendix 2). The plan will be reviewed again when officers have a better understanding of the financial implications arising from the COVID-19 pandemic.
48. Overall, the delivery plan for the next 3 years is largely unchanged from the 2019/20 – 2021/22 Delivery Plan. Major projects are developed and delivered over several years. Some of the smaller schemes are delivered under rolling programmes (such as Healthy Streets minor schemes) and can continue into the next plan period provided funding is secured.
49. Known changes to delivery dates are highlighted in the Delivery Plan. Where funding is subject to the City Corporation's annual bid process or TfL funding there may be impacts which have not yet been identified (LIP decisions are anticipated in January 2021 for financial year 2021/22). The working assumption for this report is that TfL funding will be as set out in the approved LIP programme to 2021/22, but this may be subject to change. Capital bids for central funding are expected to be decided in February 2021.
50. Measures to support the City's COVID-19 recovery may provide an opportunity to accelerate delivery of the Transport Strategy. However, this is not reflected in the Delivery Plan as no decisions have been taken and all on-street change is still temporary.

Prioritisation of schemes

51. A prioritisation exercise was undertaken and approved in July 2019 for DBE projects fully or partly funded from central funds. Schemes fully funded from external funding, limited S106 or TfL were not subject to prioritisation. The ranking from the exercise is included against those projects in the delivery plan.

52. All schemes have already been identified as necessary to achieve the outcomes in the Transport Strategy and support Corporate Plan outcomes. Indication is also given whether they address a Corporate Risk.
53. Some projects are largely officer time, or fully funded by ringfenced S106 and S278 therefore these projects can be taken forward without additional City capital or external funding from TfL. Capital bids will be submitted for projects in accordance with the Corporations guidelines.

Delivery Plan changes to programme or major new projects/activities

54. Notable changes are described below. More detail on the impact of COVID-19 on City Transportation projects will be covered in a report to the October meeting of the Streets & Walkways Sub Committee.
55. Pedestrian improvements at Riverside Walkway – Globe View section and Puddle Dock are likely to be impacted by at least 6 months, due to COVID-19 restrictions preventing work on site. This will take both schemes into the next financial year for completion in 2021/22. Delivery of the pedestrian crossing from Puddle Dock to the Riverside Walkway is a TfL project. We are seeking clarification on the status and delivery timetable.
56. The cycle network improvements are anticipated to incur a 12-month delay as TfL wish to review the scope of the work due to COVID-19 impact on funding. This takes implementation into 2022/23 for Phase 1 route sections assuming funding resumes in 2021/22.
57. Bank Junction and surrounding streets: £4m capital funding has been allocated through the annual bid process so the project financial range has been scaled back. At the time of writing, the project is on target for its Gateway 4 milestone in September/October 2020. It is uncertain at present given the current COVID-19 situation but there may be delays to Gateway 5 milestones depending on modelling requirements and other risks.
58. Beech Street Transport and Public Realm: The project has been impacted by the significant reduction in traffic volumes throughout Beech Street and surrounding area that have occurred as a result of COVID-19. In order to understand the impacts of the Experimental Traffic Order we have delayed the monitoring and enforcement of the scheme and restarted this phase in August. The public consultation phase has also been extended until July 2021 and this will delay decision making regarding whether the project should be made permanent. Up to a 12-month delay has been reflected in the programme.
59. Liverpool Street and Moorgate Crossrail: The Liverpool Street and Moorgate Crossrail Phase 2 projects have experienced delays to the overall project programme because pedestrian modelling works have been impacted by COVID-19 and restricted resourcing within Transport for London. A programme delay of 2 to 3 months is expected. There is no impact on the wider transformational change programme scheduled for completion in 2025.
60. City Cluster Area Programme and the City Cluster Zero Emission Zone: The feasibility modelling for the City Cluster Healthy Streets Plan has been put on hold as temporary COVID-19 transport recovery measures have been

implemented throughout the project area. The feasibility modelling will resume in September 2020 and the overall programme has a delay of 3 to 4 months. The St Mary Axe Experimental Timed Closure development work has paused due to the temporary COVID-19 transport recovery measures introduced. At this stage, the experimental timed closure scheme may be modified or superseded by a decision to make permanent the COVID-19 recovery measures. Should the COVID-19 transport measures not be feasible or approved for St Mary Axe on a permanent basis, recommencing the original scheme would lead to a 6 to 9-month programme delay. The longer-term impacts on the wider programme are not yet identified.

Corporate & Strategic Implications

61. 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.
62. Delivery of the Transport Strategy also helps mitigate corporate risks CR20 – Road Safety and CR21 – Air Quality.
63. Delivery of the Transport Strategy will support delivery of the City of London Climate Action Strategy.

Conclusion

64. Delivery of the Transport Strategy is progressing well, but the COVID-19 pandemic has delayed implementation of some projects. There is uncertainty around future funding, including TfL grant funding and City Corporation central funds. The Delivery Plan will be reviewed as the extent of COVID-19 impacts and associated funding implications becomes clearer. We will continue to update Committee on delivery for the Transport Strategy on a quarterly basis

Appendices

- Appendix 1: City Streets 2019
- Appendix 2: 2020/21 – 2022/23 Delivery Plan and Q1 2020/21 update

Background Papers

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

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CITY STREETS TRAFFIC SURVEY 2019

Giacomo Vecia
Strategic Transportation
Department of the Built Environment

August 2020

Executive summary

This report provides an overview of the findings from the City of London:

- 2019 City Streets traffic survey
- 2019 speed survey

Biennial traffic survey key findings

The City Streets traffic survey – conducted roughly every other year since 1999 – provide details of the volumes and types of modes using the City's streets. Since 2016 the survey has been conducted over 24hrs rather than 7am – 7pm and since 2017 has counted people walking as well as vehicles.

The most recent traffic survey was conducted on 21 November 2019. This report explores the 2019 count data, examines longer term trends in City traffic, and compares 2019 data to 2017 (City of London Transport Strategy baseline).

The 2019 traffic survey counted more than 1,486,000 individual motor vehicles and pedestrians over the 24-hour count period across an expanded set of 30 sites. People walking accounted for over two-thirds of all observations. Just over 50% of all counted vehicles were cars, taxis and private hire vehicles and people cycling made up 19% of vehicular traffic.

Comparisons with historical data shows volumes for motorised traffic have declined by over 55% since 1999. Cycle volumes have more than quadrupled over the same period. Long term trends of motor vehicle volume reductions and increased numbers of people cycling continued in 2019.

Comparisons between 24-hour 2017 and 2019 data from our fifteen Transport Strategy baseline count sites found that motor traffic volumes continue to decline on City streets. Exceptions include vans and coaches which increased 2% and 71% respectively in 2019. Overall,

motor traffic volumes declined by 7% from 2017 baseline values, freight traffic volumes did not materially change, as the reduction in lorries was offset by an increase in vans. Cycle volumes increased 11%.

The majority of cars and private hire vehicles and nearly two-fifths of taxi volumes are observed on our streets at night (19:00-07:00). In contrast, over four-fifths of total cycle volumes are observed on our streets during the daytime. Approximately two-thirds (64%) of all vehicle traffic was observed during daytime hours. Data suggests there were more people walking than driving motor vehicles on City streets between 07:00 and 22:00.

Peak and off-peak motor traffic count comparisons found that there was no material change in peak versus off-peak freight traffic proportions or volumes compared to 2017.

Speed survey key findings

The City of London undertook a speed sampling survey in the late autumn and early winter of 2019. The survey consisted of capturing vehicle speeds at 65 sites across the Square Mile for 7 days. The results of that study showed:

- Average speeds across the majority of City streets were below 15mph between 7:00 and 19:00
- Speeding was observed more often outside peak hours on all streets and across the 24-hour period on some 20mph limit streets (at the time of the survey parts of the TLRN in the City were still 30mph)
- Street and junctions with higher observed rates of people being killed or seriously injured have higher rates of speeding outside peak hours
- A handful of junctions have much higher rates of speeding than the City average

1

Introduction

Introduction

Traffic composition survey count overview

The City Streets traffic survey – conducted roughly every other year since 1999 – provide details of the volumes and types of modes using the City's streets. Since 2016 the survey has been conducted over 24hrs rather than 7am – 7pm and since 2017 has counted people walking as well as vehicles.

The most recent traffic survey was conducted on 21 November 2019. This report explores the 2019 count data, examines longer term trends in City traffic, and compares 2019 data to 2017 (the City of London Transport Strategy key performance indicator baseline).

Uses and limitations

While the City Streets traffic survey provides a comprehensive estimate of City-wide traffic composition, the surveys do not represent a 'cordon count' and should not be considered a comprehensive count of all City traffic. Instead, the data is used to identify trends across sample years and to compare proportions of different types of traffic between sites and between surveys from different years.

Modes recorded

Vehicular traffic was counted at all sites and recorded in a standard count database. Count data was recorded in 15 minute intervals by mode and direction. The modes counted are.

- *Private Car* – includes both private hire/minicab vehicles (e.g. Uber and Addison Lee).
- *Taxi* – 'Black Taxicabs'.
- *Motorcycle* – includes motorcycles and mopeds. Does not include electric cycles.
- *Light Goods Vehicle (LGV)*– includes all goods vehicles up to 3.5 tonnes gross vehicle weight, and all car delivery vans.

- *Heavy Goods Vehicle (OGV1 & OGV2)* – Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or more axels. OGV1 specifically refers to all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles, and OGV2 specifically refers to rigid vehicles with four or more axles and all articulated vehicles.
- *Buses and coaches* – includes TfL buses, coaches, and tourist buses/open-top buses.
- *Pedal cycle* – includes all personal, dockless cycle hire (i.e. Ofo, Mobike), and TfL Cycle Hire (Santander) cycles.

Pedestrian counts were also undertaken in 2019 and distinguish between direction of travel and side of road used.

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Introduction

Count locations

The City Streets traffic survey began in 1999 and recorded vehicular traffic flows at the following twelve sites:

- New Bridge Street at Tudor Street
- New Change at Festival Gardens
- Queen Street south of Cheapside
- Queen Victoria Street west of Bucklersbury
- King William Street at Abchurch Lane
- Gracechurch Street north of Lombard Street
- Beech Street at Whitecross Street
- London Wall at Bassishaw Highwalk
- Gresham Street east of Basinghall Street
- Poultry west of Grocers' Hall Court
- Wallbrook at Dowgate Hill
- Upper Thames east of Queen Street Place

Additional sites were added to the survey in 2007, including:

- Mark Lane south of Hart Street
- Old Broad Street at Great Winchester Street
- Long Lane east of Lindsey Street

Another 15 sites were added to the 2019 count, including:

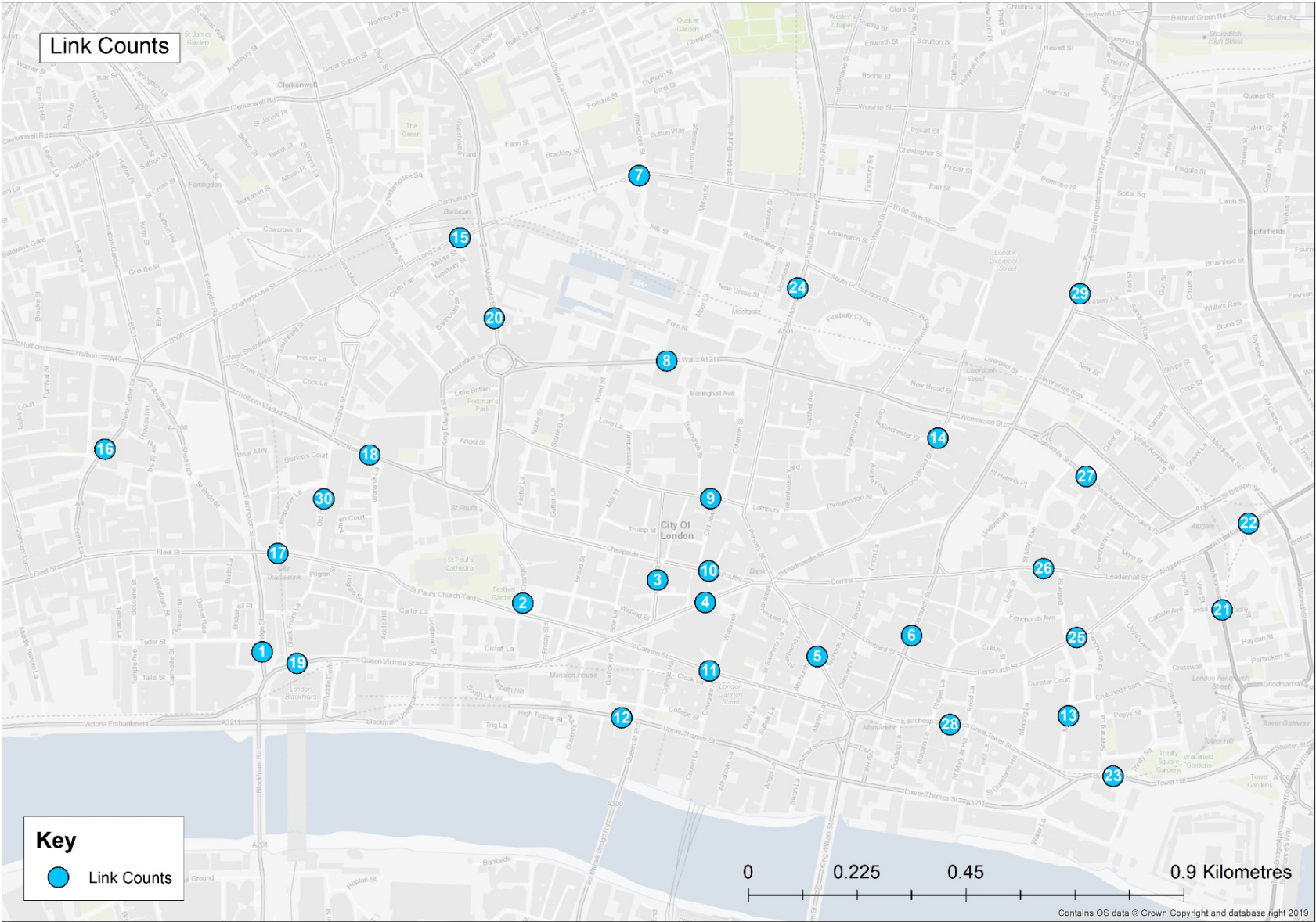
- New Fetter Lane north of Bream's Buildings
- Ludgate Hill west of Limeburner Lane
- Newgate Street east of Old Bailey
- Queen Victoria Street east of Blackfriars Lane
- Aldersgate Street north of London Wall
- Minories south of India St

- Aldgate High Street west of Middlesex St
- Byward Street west of Great Tower St
- Moorgate south of South Place
- Fenchurch St west of Fenchurch Place
- Leadenhall Street east of St Mary's Axe
- Bevis Marks west of Bury Street
- Eastcheap west of Rood Lane
- Bishopsgate north of Middlesex Street
- Old Bailey south of Limeburner Lane

Counts were conducted over a 12-hour period (07:00 to 19:00) in both directions between 1999 and 2014. In 2016, counts were extended to a full 24-hour period. The number of people walking has been recorded since 2017.

More information on the City of London traffic composition survey counts is available by emailing citytransportation@cityoflondon.gov.uk.

Figure 1.1 Locations of 2019 City streets traffic survey sites



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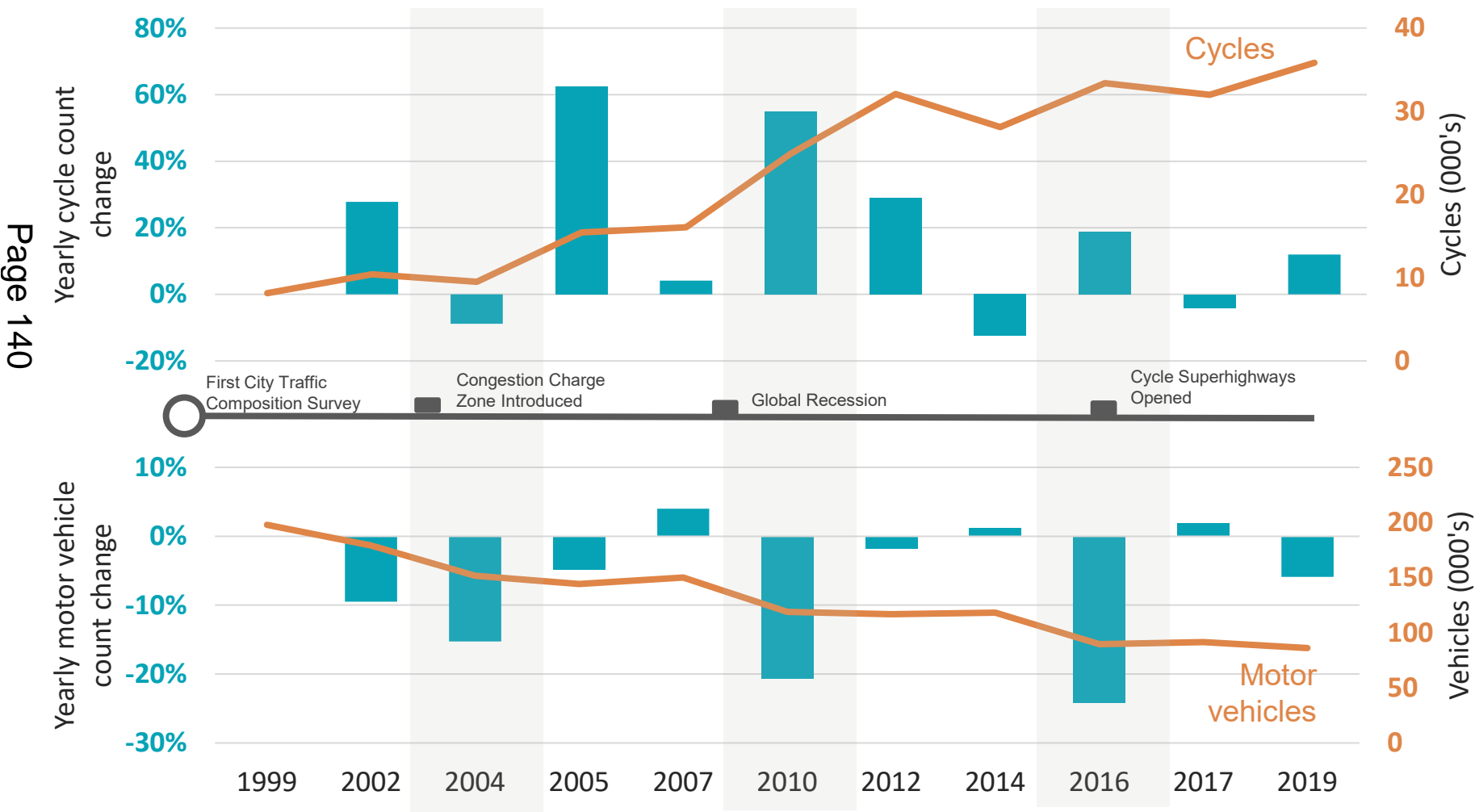
Trends and comparisons

Trends and comparisons

Trends in motor vehicle and cycle volumes

Daytime (07:00-19:00) traffic counts for the City's original twelve count sites began in 1999 and have been recorded on average every two years since. Comparing motor and cycle traffic volumes recorded at these twelve count sites highlights the change in vehicle volumes on City streets over the last three decades. The figure below plots the yearly change in motor vehicle or cycle volumes (blue bars) and their absolute count volumes (orange lines).

Figure 2.1 Change in yearly day-time vehicle counts across the City (7:00-19:00, 12 sites)



Trends and comparisons

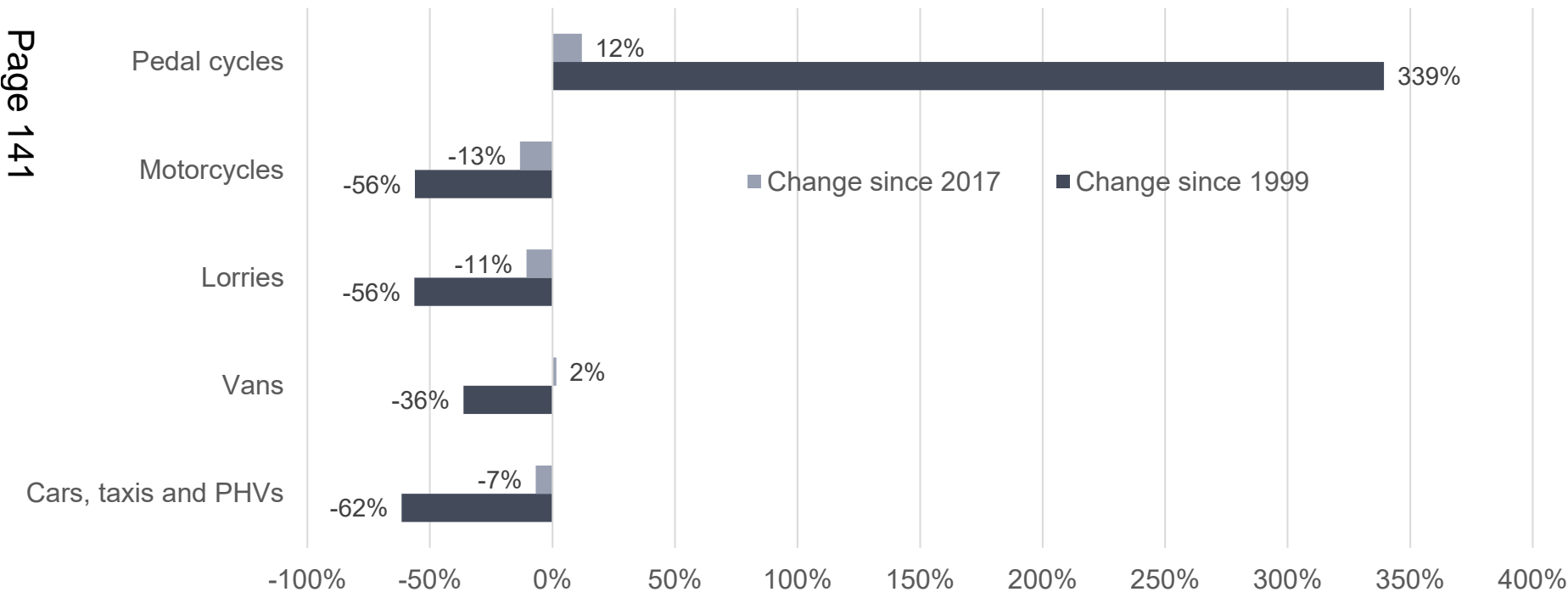
Comparison of count data against historical values

Motor traffic volumes have declined by over 55% across the City since 1999. Cycle volumes have more than quadrupled over the same period (Figures 2.2 and 2.3).

Comparing 2019 count data to the 2017 count baseline data used to inform the City of London Transport Strategy's key performance indicators finds that van and pedal cycle volumes have increased, while volumes of all other modes have decreased. While the data below only covers the City's original twelve count sites, the trend continues when including other counts sites (Figure 2.4).

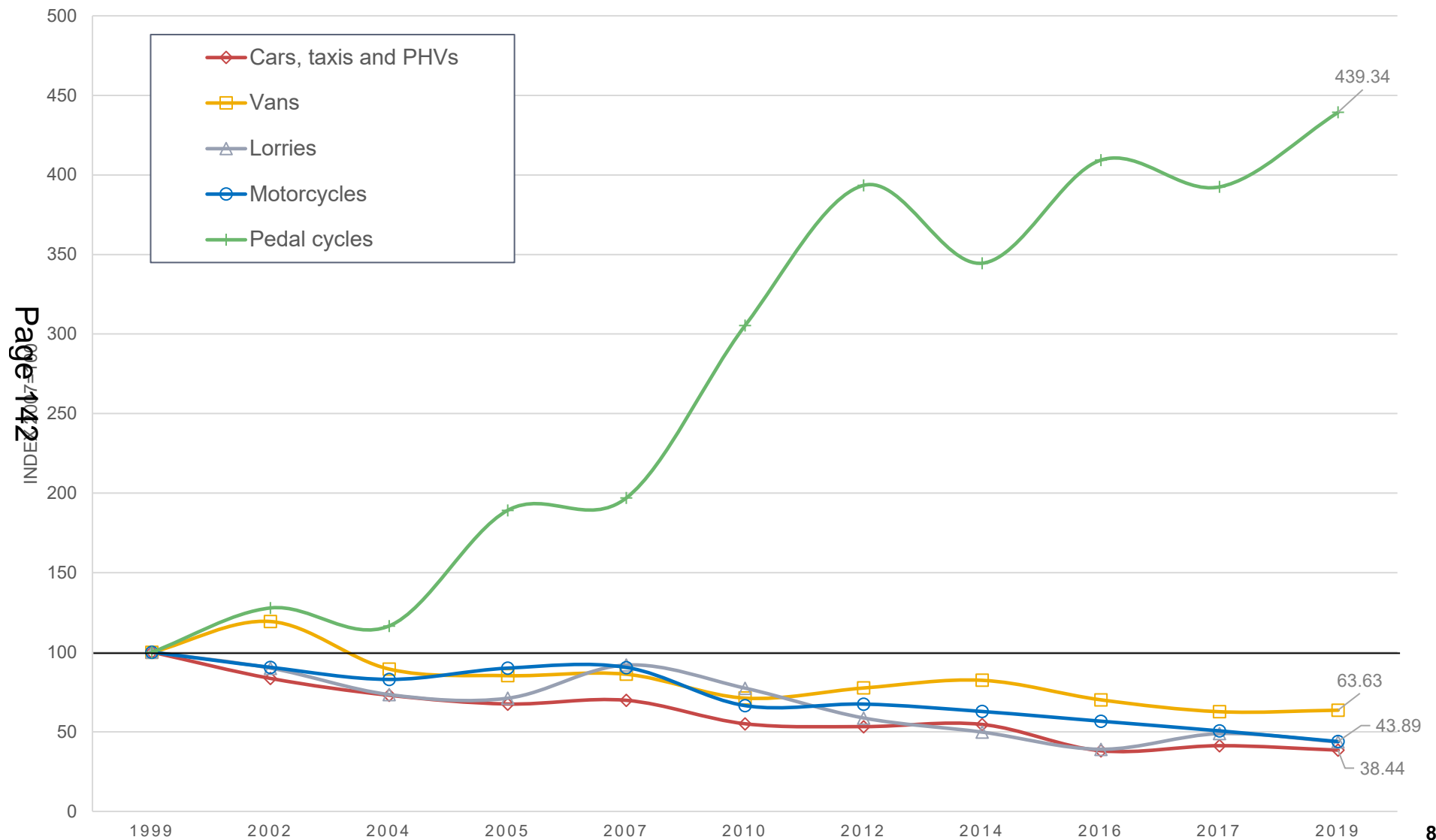
Not shown here are data on buses and coaches. Count data for these modes are included in upcoming sections.

Figure 2.2 Percentage change in day-time vehicle counts across the City since 2017 and 1999 (07:00-19:00, 12 sites)



Trends and comparisons

Figure 2.3 Change in day-time vehicle counts across the City, indexed to 1999 values (07:00-19:00, 12 sites)



Trends and comparisons

Comparison of 2019 count data to Transport Strategy baseline (2017) count data

Counts undertaken since 2016 have collected a more detailed breakdown of modes, and have collected data over 24-hours. These additional modes, including people walking and different cycle types, better capture how people move on City streets.

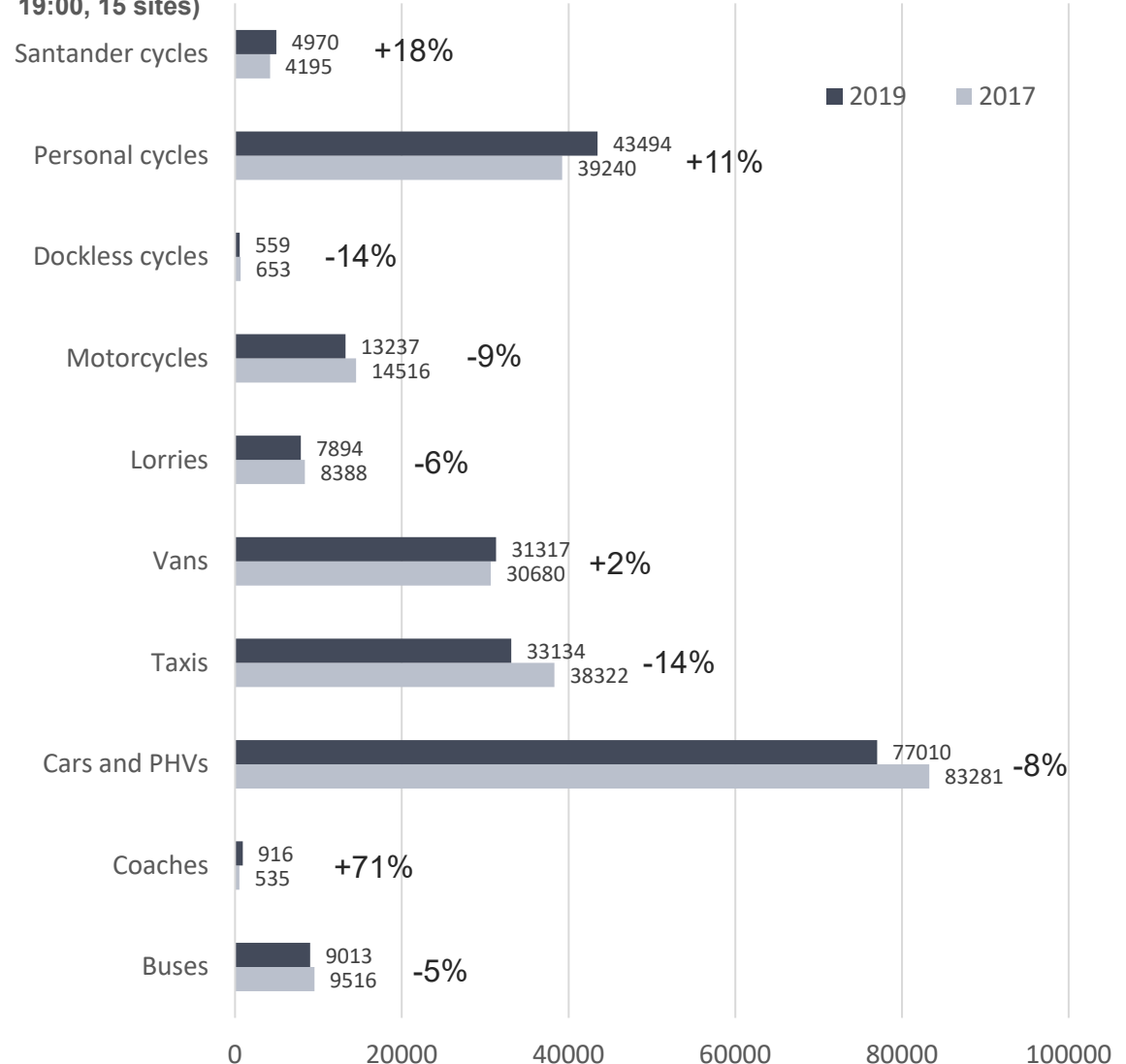
Comparisons between 24-hour 2017 and 2019 data from our fifteen Transport Strategy baseline count sites found that motor traffic volumes continue to decline on City streets. Exceptions include vans and coaches which increased 2% and 71% respectively in 2019.

Overall, motor traffic volumes declined by 7% from 2017 baseline values, freight traffic volumes did not materially change, as the decrease in lorries was offset by an increase in vans. The exceptional increase in coach volumes is unclear but volumes of coaches remain very low.

The number of people cycling increased 11%. The number of people walking on City streets (not shown here to preserve scale) increased 2% from approximately 413,600 to 422,400.

Increases in the volumes of people cycling were not evenly distributed across all cycle types. Volumes of dockless cycles decreased by 14% which could reflect stricter regulation of dockless cycle schemes in the City. Personal and Santander cycle volumes increased after remaining relatively static since 2012, despite counts being undertaken later in the autumn than previous years.

Figure 2.4 Absolute change in day-time vehicle counts across the City by year (7:00-19:00, 15 sites)



Trends and comparisons

Comparison of daytime and night-time counts

Since 2016 City traffic counts have collected data over an entire 24-hour period. These counts allow for a better understanding of how different modes use our streets over time.

The majority of cars and private hire vehicles and nearly two-fifths of taxi volumes are observed on our streets at night (19:00-07:00). In contrast, over four-fifths of total cycle volumes are observed on our streets during the daytime. Approximately two-thirds (64.1%) of all vehicle traffic was observed during daytime hours.

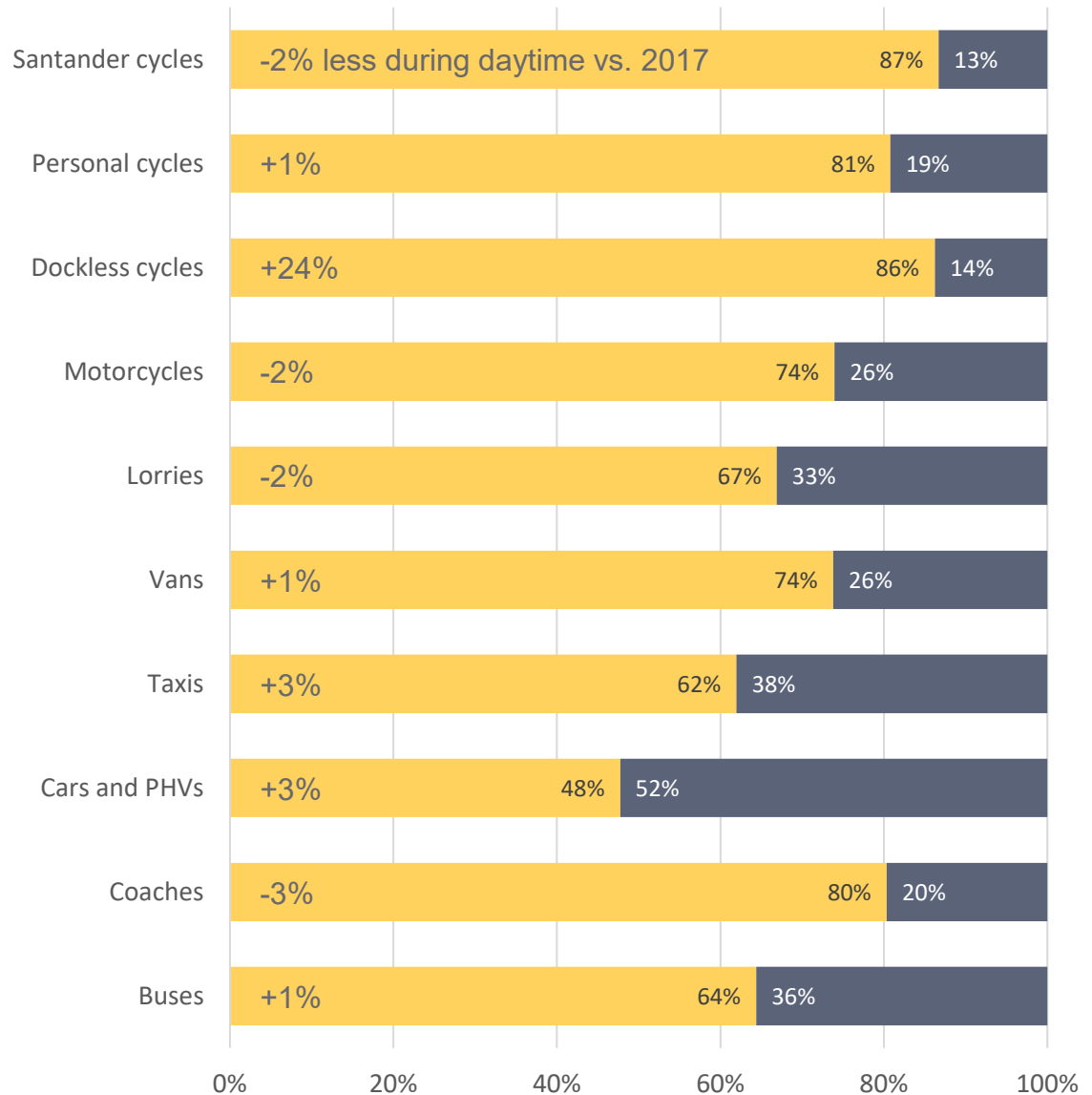
Changes in daytime motor and cycle traffic volumes from 2017 are overlaid on the figure at right. These values show the increase or decrease in the proportion of all traffic of a particular mode counted during daytime hours.

A significant increase in the daytime proportion of dockless cycles was observed between 2017 and 2019, which could reflect changes to dockless operations and regulations in the City.

Small increases in daytime van, taxi, car and private hire vehicle traffic were observed. Proportionally 2.4% more traffic was observed during daytime hours than night-time hours compared to 2017.

Peak and off-peak motor traffic count comparisons (not shown in this document but available by request) found no material change in peak versus off-peak freight traffic proportions or absolute volumes when compared to 2017 data.

Figure 2.5 Comparison of daytime and night-time traffic counts (15 sites)



3

Traffic count data analysis

Traffic count data analysis

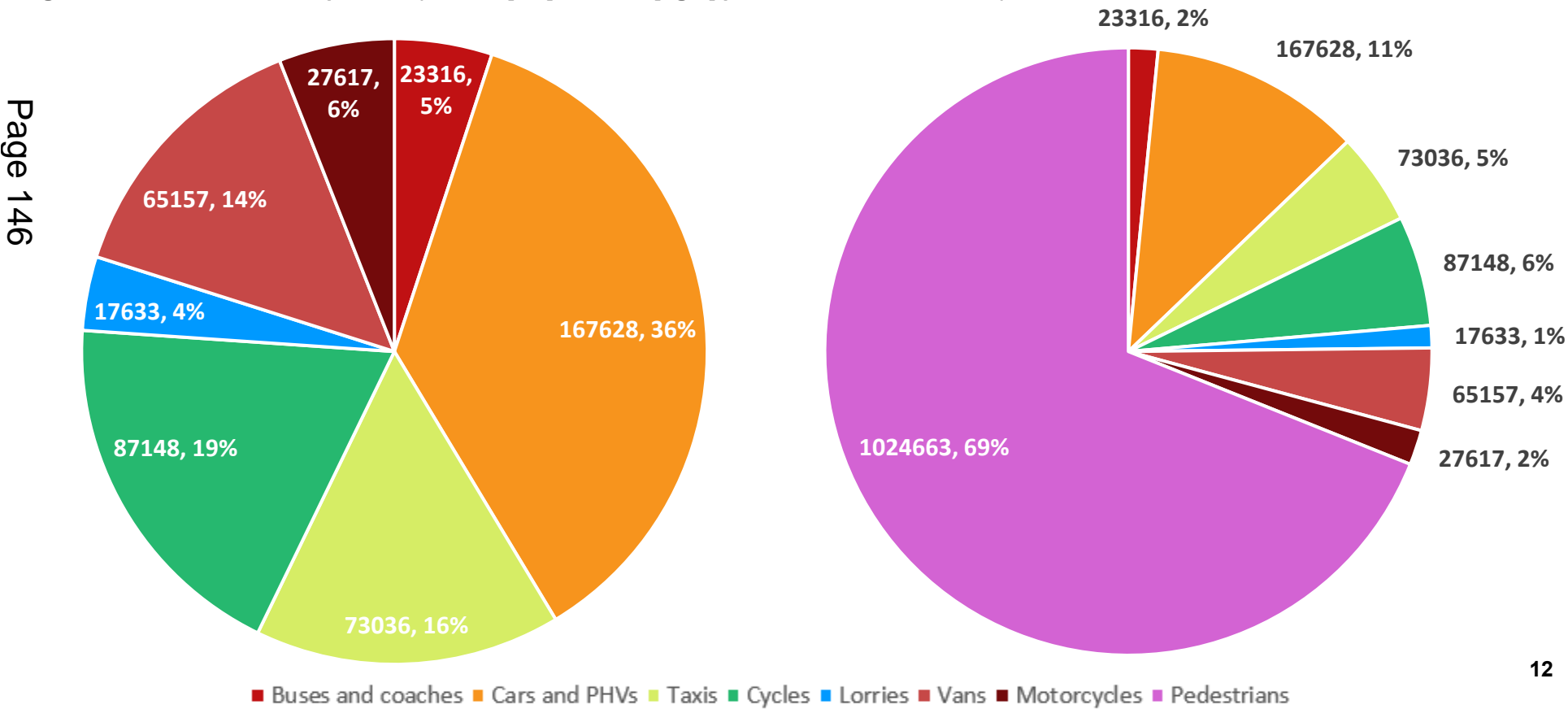
2019 traffic composition

The 2019 traffic survey counted more than 1,486,000 individual motor vehicles and pedestrians over the 24-hour count period across an expanded set of 30 sites. People walking accounted for over two-thirds of all observations. Just over 50% of all counted vehicles were cars, taxis and private hire vehicles and people cycling made up 19% of vehicular traffic.

More cycles were counted than any other single vehicular mode excluding cars and private hire vehicles. Just over 73,000 taxis were counted (shown below grouped together with cars and private hire vehicles).

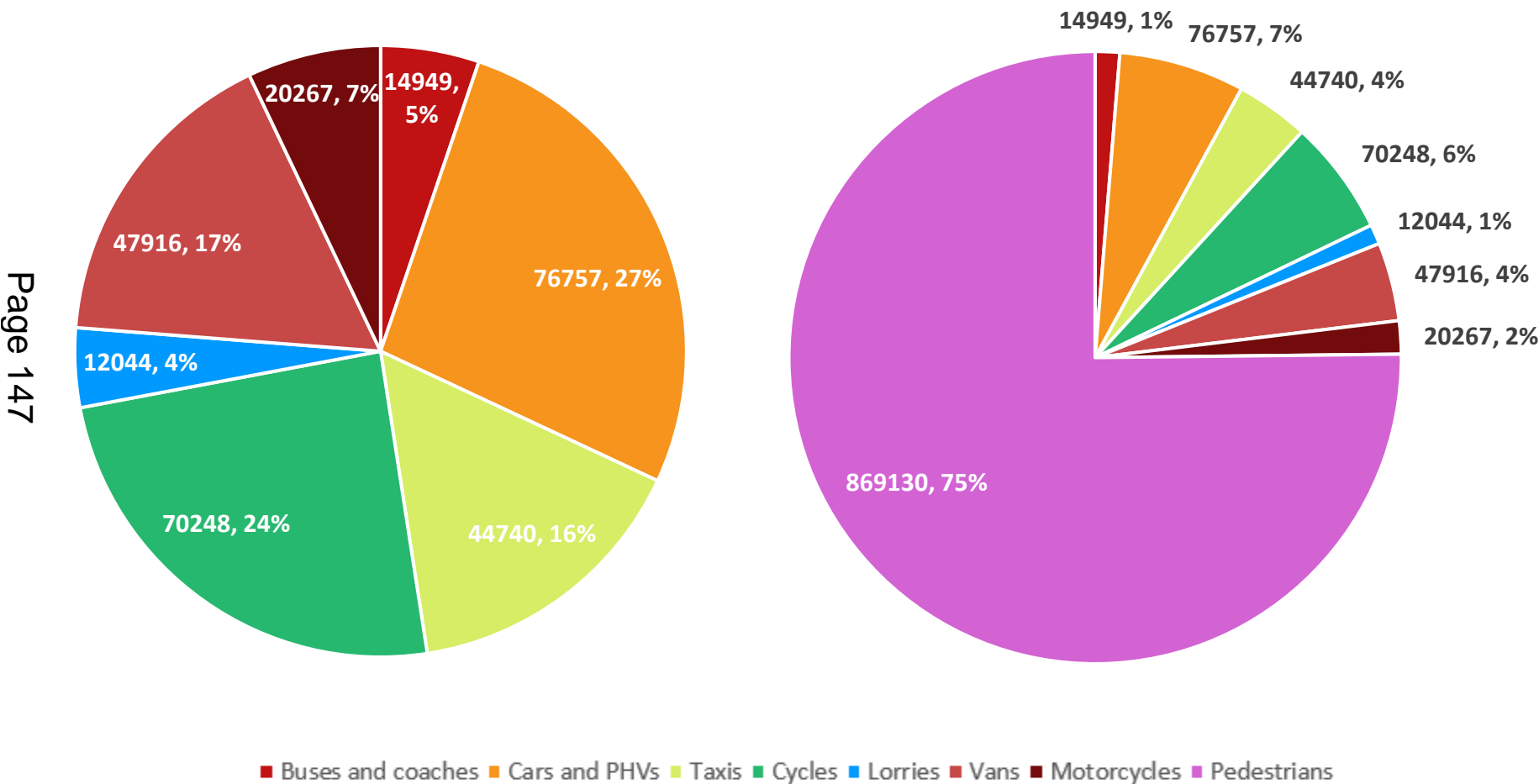
Figures 3.8 to 3.10 show all-day traffic composition by site.

Figure 3.1 24-hour traffic composition (without [left] and with [right] pedestrian counts, 30 sites)



Traffic count data analysis

Figure 3.2 Daytime (07:00-19:00) traffic composition (without [left] and with [right] pedestrian counts, 30 sites)



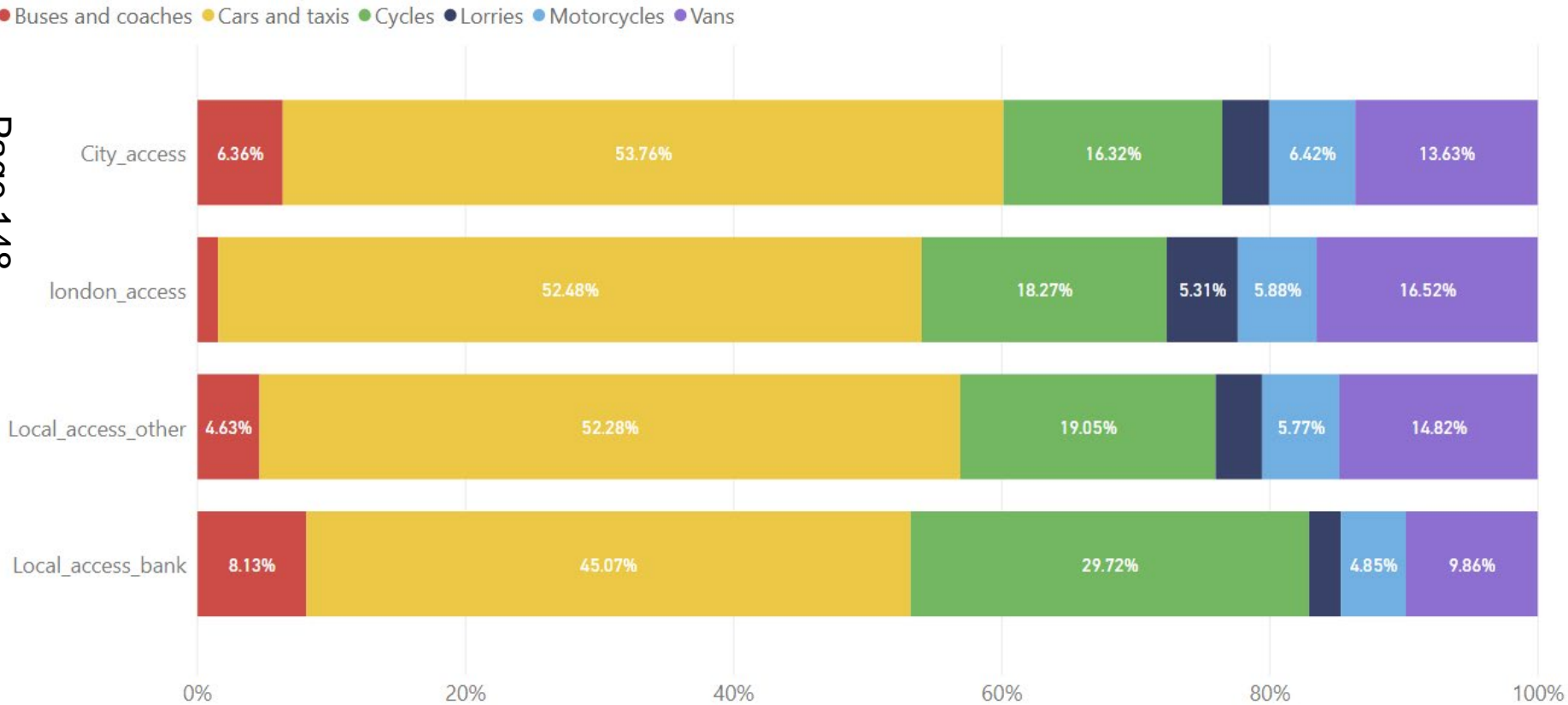
Traffic count data analysis

2019 traffic composition by street type

The City of London Transport Strategy grouped all streets in the Square Mile into one of four types – London access, City access, local access Bank junction area and other local access. The expanded 2019 survey had multiple sites on each street type, making it possible to compare traffic composition across those types and understand whether certain modes were using certain street types more or less often (such as freight vehicles).

Traffic composition varied considerably across street types. Cars, taxis and private hire vehicles made up a higher proportion of traffic on City access streets such as Cannon Street and Bishopsgate than on London access streets such as Farringdon Street. People cycling made up a higher proportion of traffic on London access streets than City access streets, likely due to higher flows on cycle superhighways.

Figure 3.3 24-hour traffic composition by street type (30 sites)



Traffic count data analysis

2019 motor vehicle count time profile

Time profiles of traffic on City streets has previously shown an upper ‘bound’ to the number of motor vehicles in the City. Shown in Figure 3.5 on the following page, motorised traffic modes appear to reach a cap of roughly 18-19,000 vehicles at 8:00 and remain near those levels throughout the day. Figure 3.6 shows how the composition of those motor vehicles changes considerably over the day, with more freight vehicles in the morning and more cars, taxis and private hire vehicles in the evening.

Cycling, in contrast to motor vehicle traffic, is observed to have two distinct peaks from 07:00 to 10:00 in the morning and from 17:00 to 19:00 in the evening. Numbers of people walking have three distinct peaks and higher volumes between peaks than other modes.

Data in Figure 3.5 suggests there were more people walking than driving motor vehicles observed on City streets between 7:00 and 22:00.

Figure 3.4 Motor vehicle and people cycling counts by hour of day (30 sites)

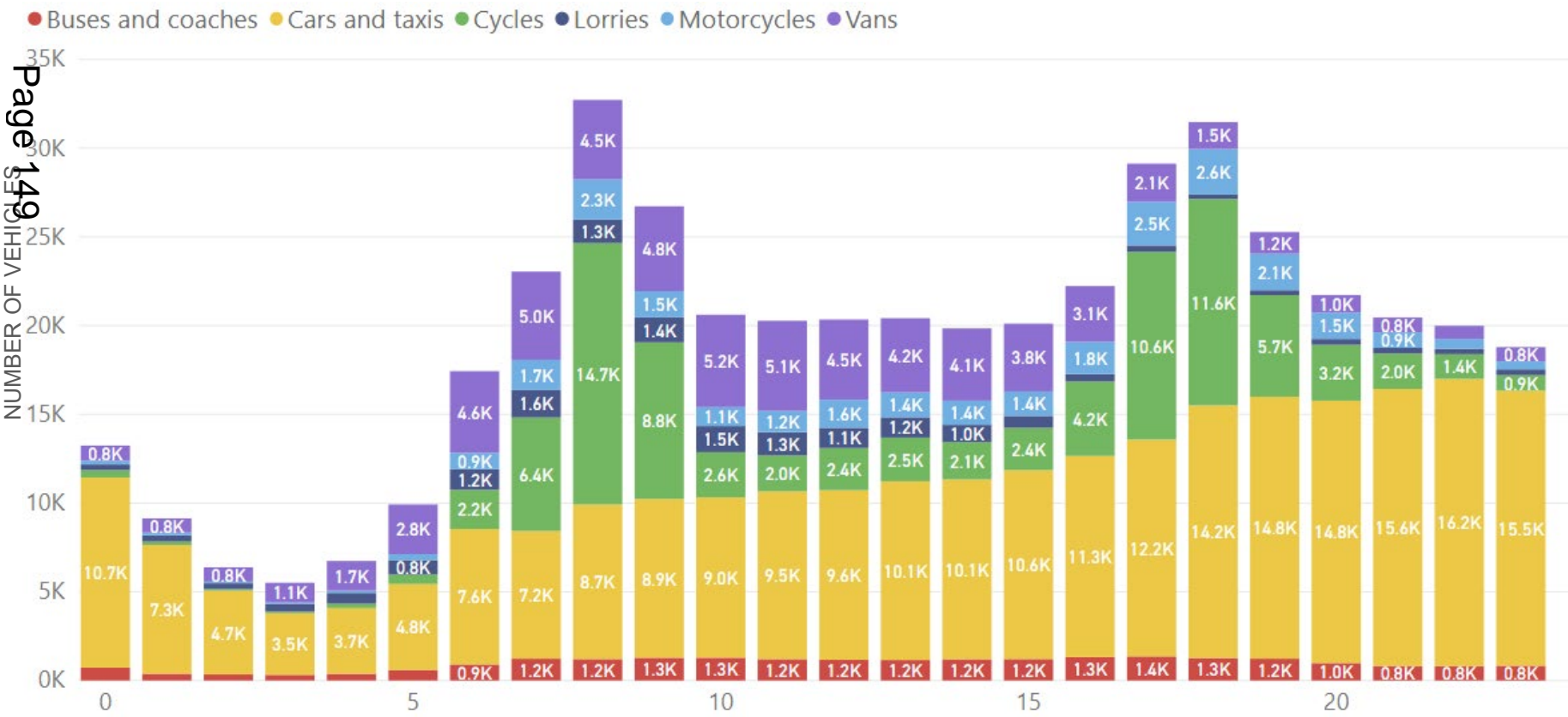


Figure 3.5 Motor vehicle (above) and pedestrian (below) counts by hour of day (30 sites)

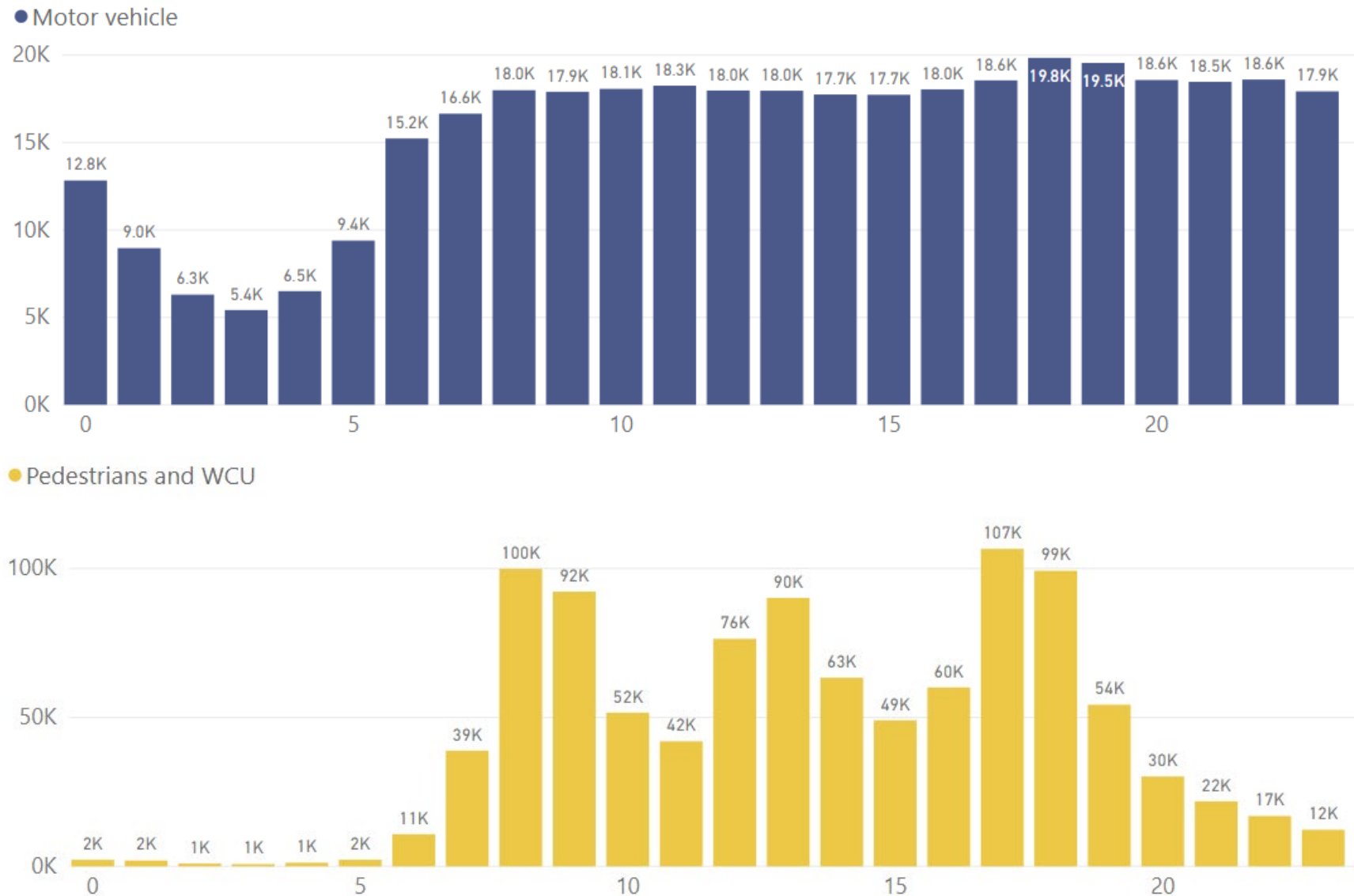
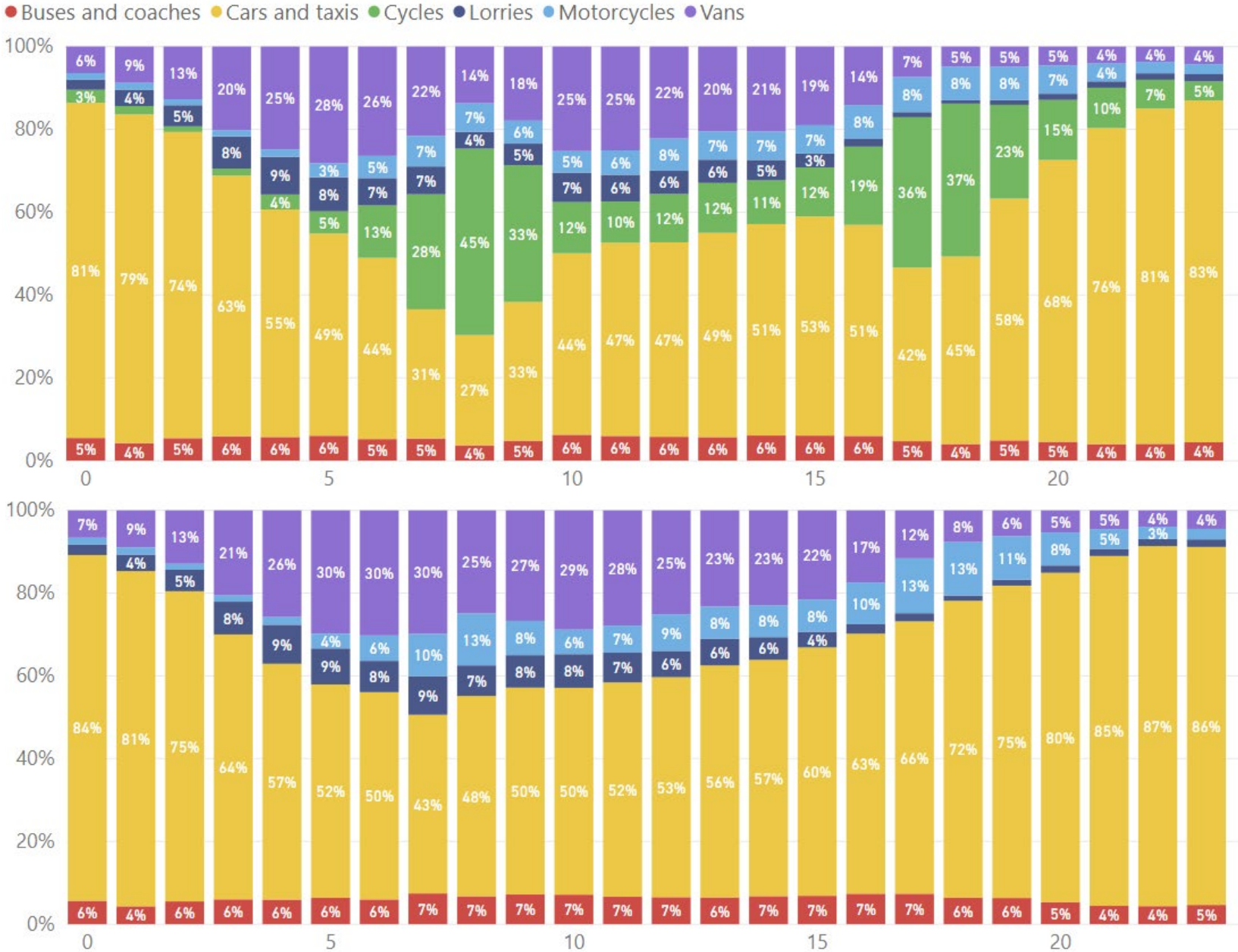


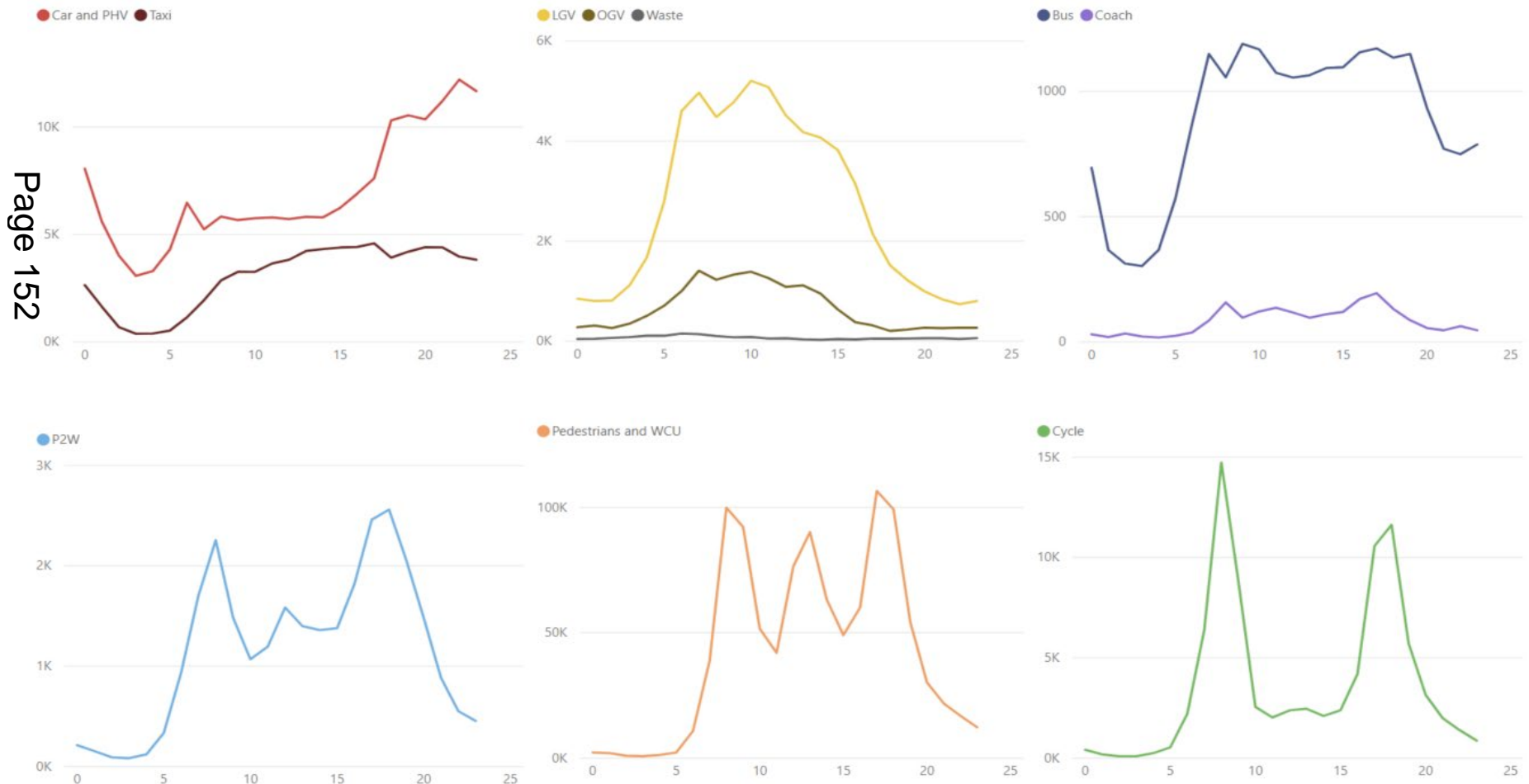
Figure 3.6 Proportions of hourly vehicle traffic with (above) and without (below) cycles (30 sites)



Traffic count data analysis

Figure 3.7 below shows the all-day time profiles of each mode (note: different scales are used for each graph). Three modes – motorcycles and people walking and cycling – were observed to have peaks during the commuter peak periods. Motorcycle volumes had less defined peaks than those for people walking and cycling suggesting that many motorcycle movements were being made during daytime hours for non-commuting purposes. Goods and services vehicles, particularly vans, were shown to peak in the morning and afternoon and then steadily decline over the rest of the day, reflecting the general profile of freight deliveries observed across London. Cars, private hire vehicles and taxis were observed to peak much later in the evening, suggesting these modes are not used for many commuting trips.

Figure 3.7 24-hour time profiles of all modes (different scales used, 30 sites)

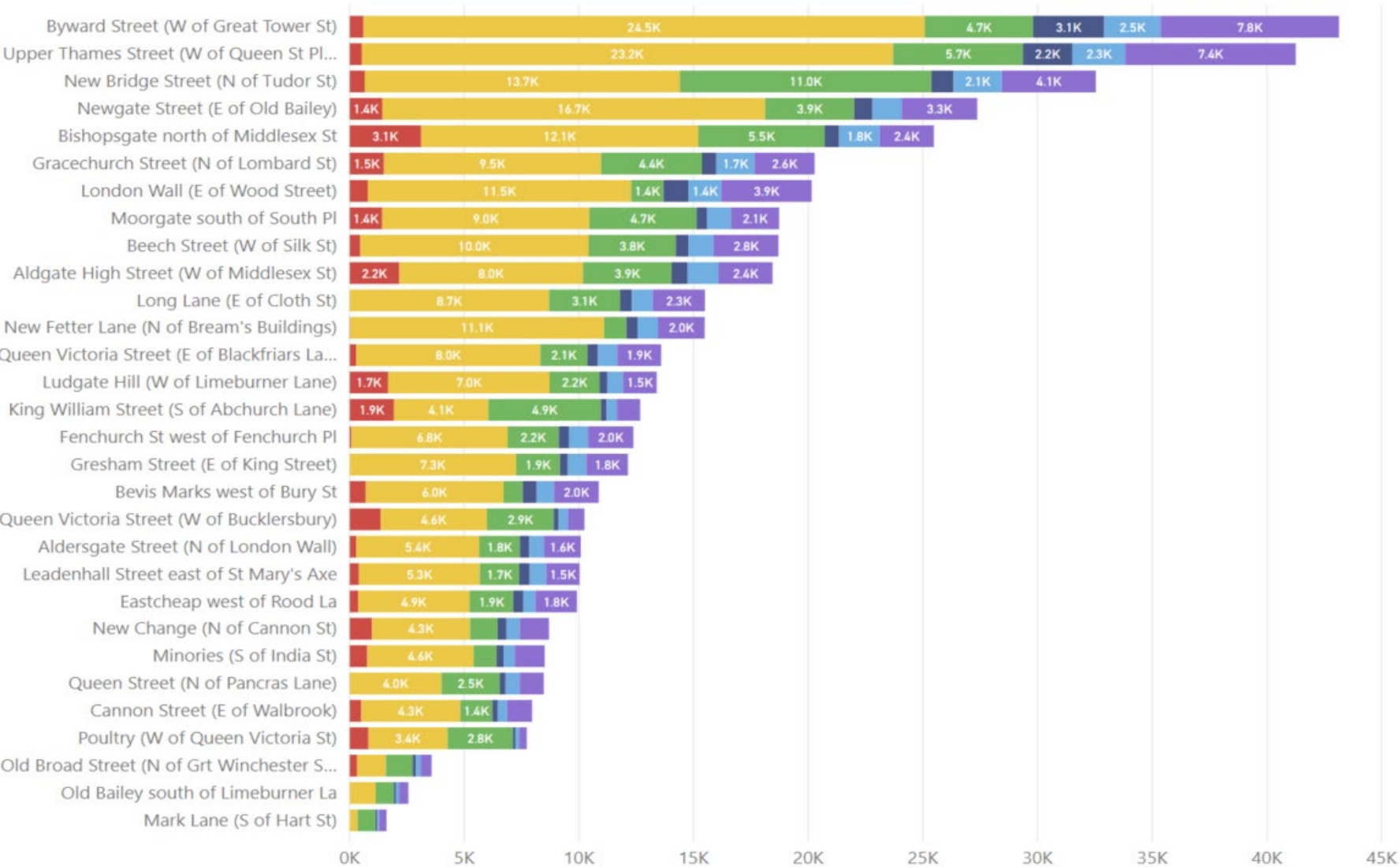


Traffic count data analysis

Figure 3.8 24-hour vehicle traffic composition by count site

● Buses and coaches ● Cars and taxis ● Cycles ● Lorries ● Motorcycles ● Vans

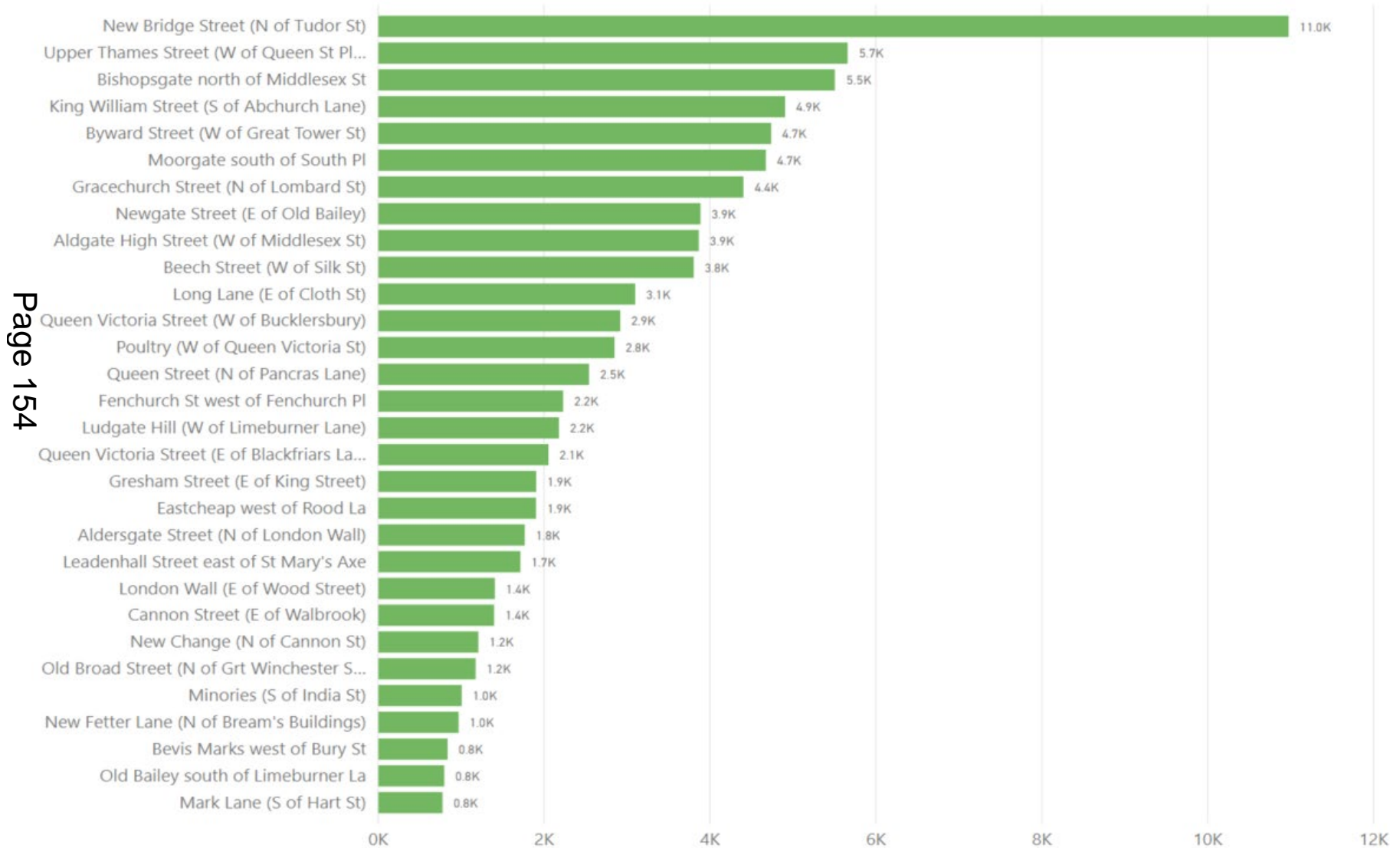
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Traffic count data analysis

Figure 3.9 24-hour cycle traffic by count site

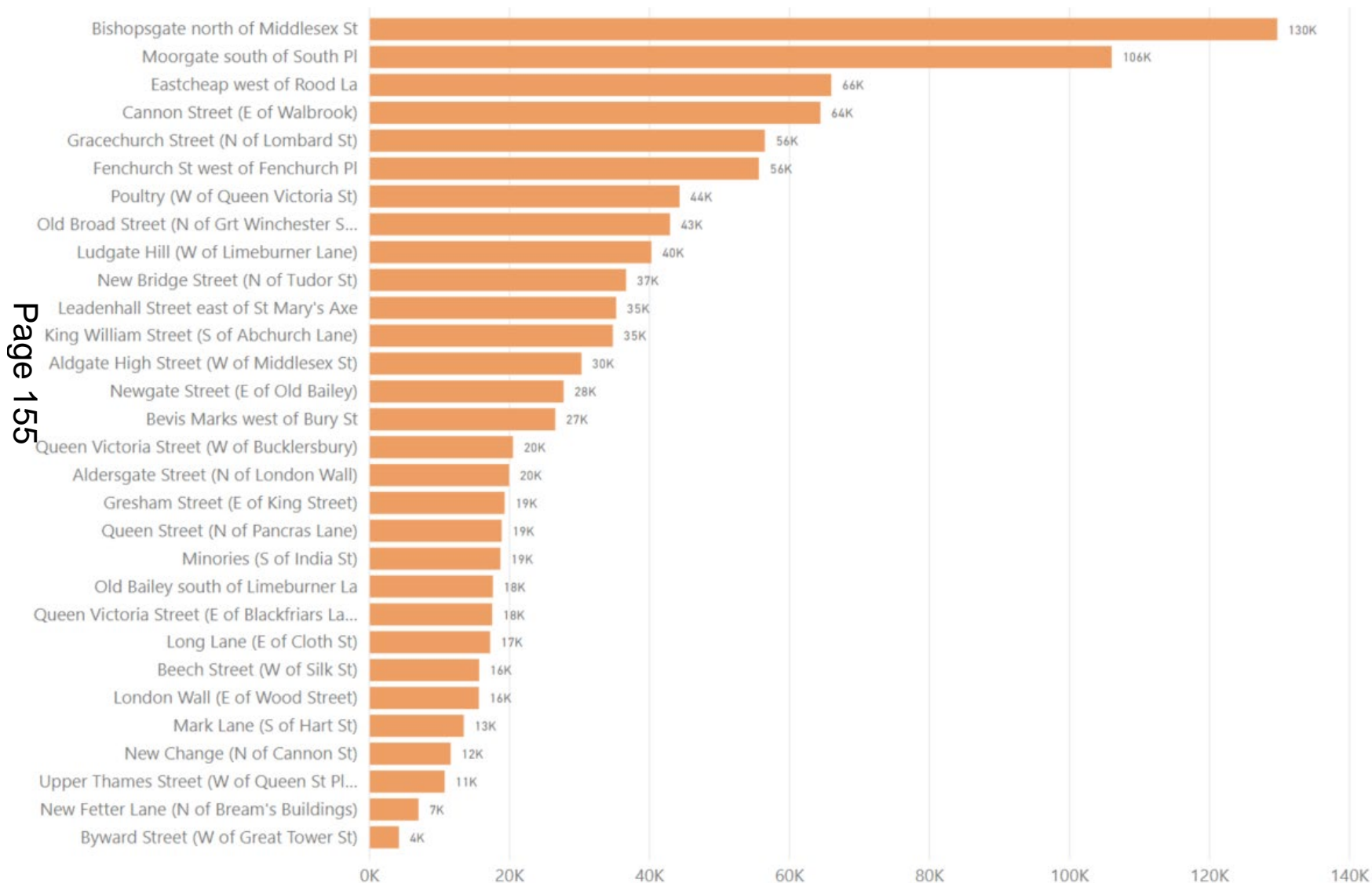
● Cycles



Traffic count data analysis

Figure 3.10 24-hour pedestrian traffic by count site

● Pedestrians and WCUs



4

Speed survey data analysis

Speed survey data analysis

Comparison of count data against historical values

The City of London undertook a speed sampling survey in the late autumn and early winter of 2019. The survey consisted of capturing vehicle speeds at 65 sites across the Square Mile for 7 days. The results of that study showed:

- Average speeds across the majority of City streets were below 15mph between 7:00 and 19:00
- Speeding was observed more often outside peak hours on all streets and across the 24-hour period on some 20mph limit streets (at the time of the survey parts of the TLRN in the City were still 30mph)

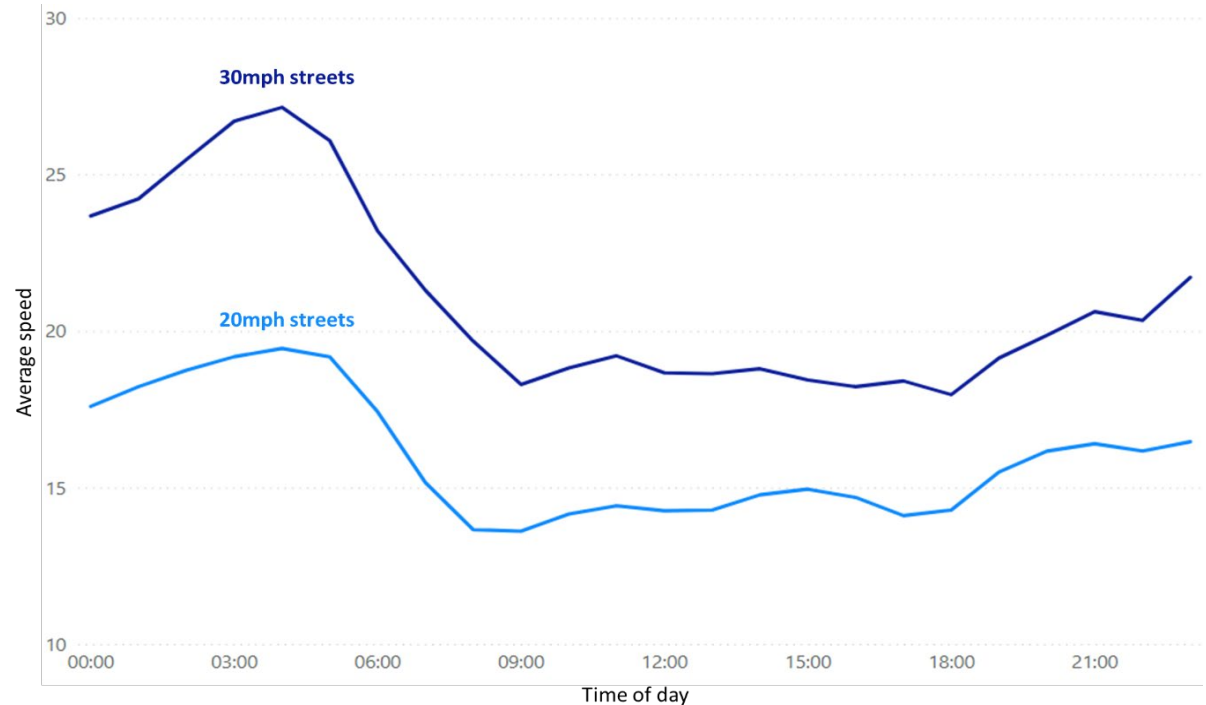
Street and junctions with higher observed rates of people being killed or seriously injured have higher rates of speeding outside peak hours

A handful of junctions have much higher rates of speeding than the City average

Average speeds

Figure 4.1 shows weekday average observed speeds by hour for all sampled 20mph or 30mph streets. Observed speeds were consistently lower during peak periods and were highest around 4:00.

Figure 4.1: Weekday speeds of 20mph and 30mph streets averaged across all sampled weekdays by hour



Speed survey data analysis

Speeding

Speeding was observed to be a problem on many City streets and especially outside of peak hours. Figure 4.2 shows the proportion of all observed vehicles travelling above the ACPO (Association of Chief Police Officers) enforced speeding threshold of 10% plus 2mph above the posted speed limit. Outside of peak periods up to 20% of all vehicles observed across all sampled 20mph streets were in excess of this limit.

Speeding varied considerably across count sites. A handful of sites were found to have a proportion of all observed vehicles travelling above the ACPO threshold in excess of 20% across the entire day. For the London Wall site this value was above 30% even during peak times and peaked at 76% of all observed vehicles in the early morning. Figure 4.3 shows a visualisation of these proportions across all observed sites.

Figure 4.2: Weekday proportion of observed vehicles travelling above the ACPO limit (10% plus 2mph above posted speed limit) averaged across all sampled weekdays by hour

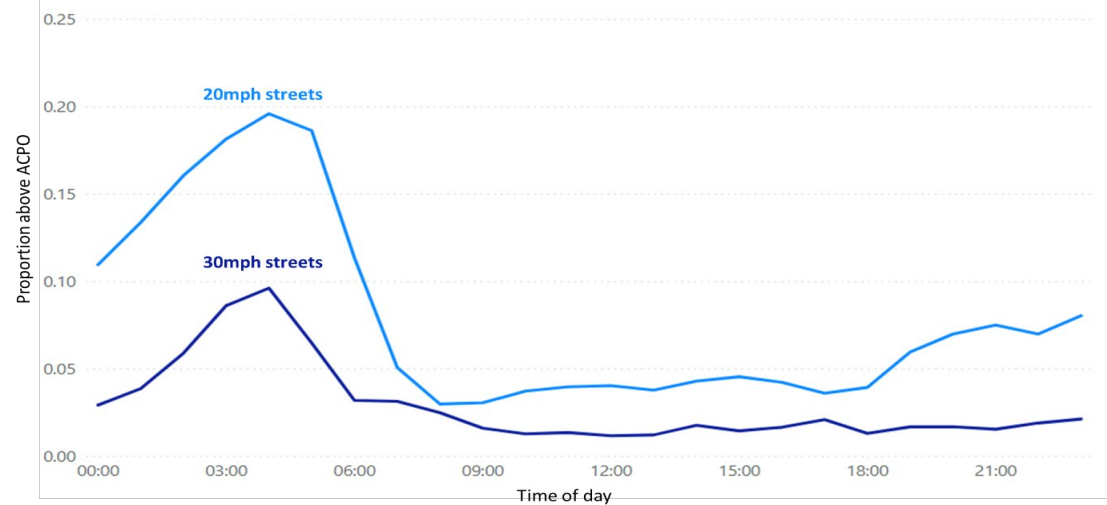
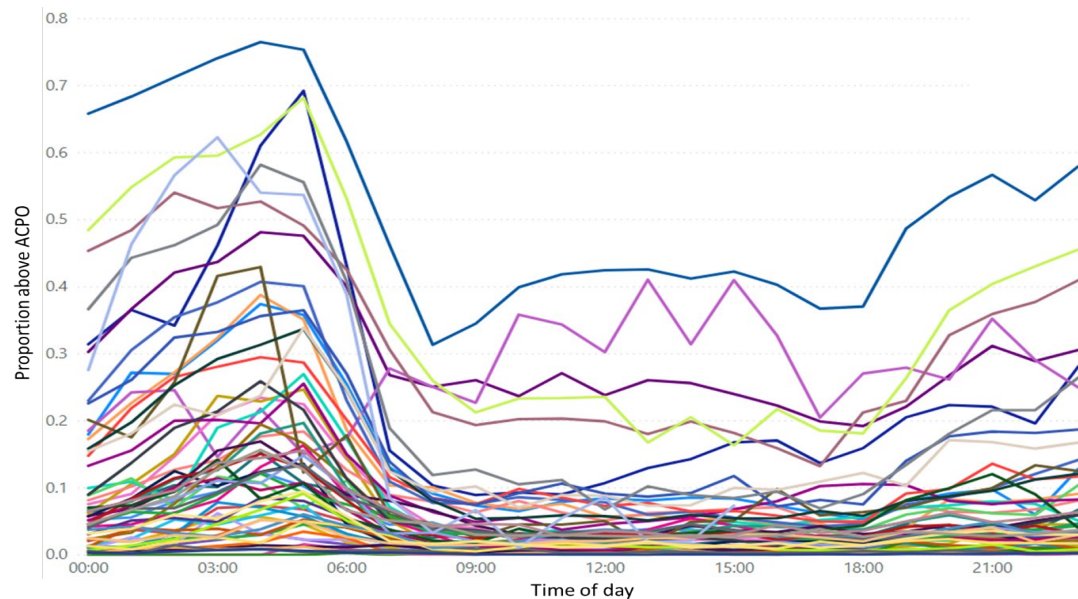


Figure 4.3: Visualisation of the variations in weekday proportion of observed vehicles travelling above the ACPO threshold (10% plus 2mph above posted speed limit) averaged across all sampled weekdays by hour and by site



Speed survey data analysis

Safer Streets comparisons

Streets priorities for road danger-related interventions in the City of London Transport Strategy were found to have slightly higher proportions of observed vehicles travelling above the ACPO threshold outside peak periods and lower proportions during peak periods than other streets (Figure 4.4).

There was significant variation in weekday proportions of vehicles travelling above the ACPO limit between Safer Streets junction clusters (Figure 4.5), with some clusters found to have proportions in excess of 10% during peak times.

Figure 4.4: Weekday proportion of observed vehicles travelling above the ACPO limit (10% plus 2mph above posted speed limit) averaged across all sampled weekdays by hour

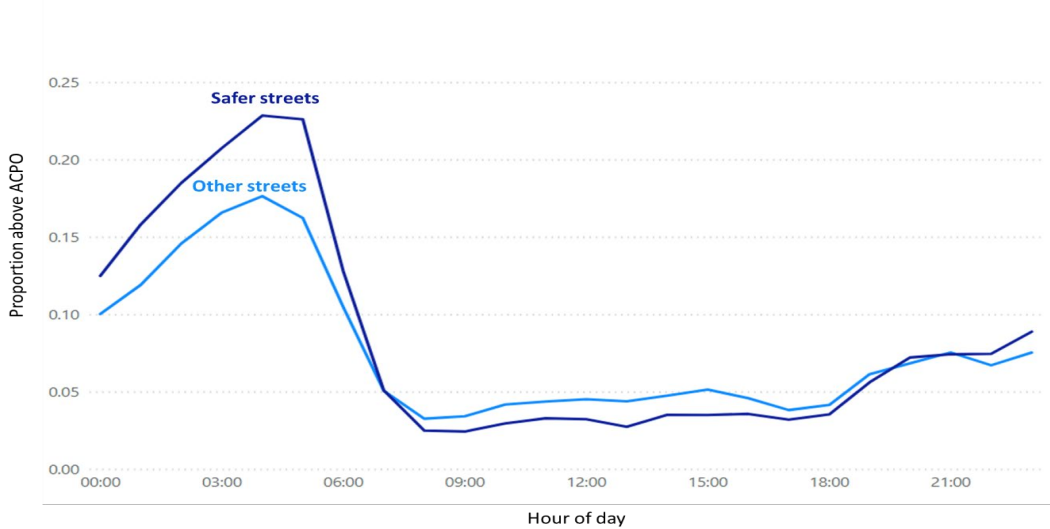
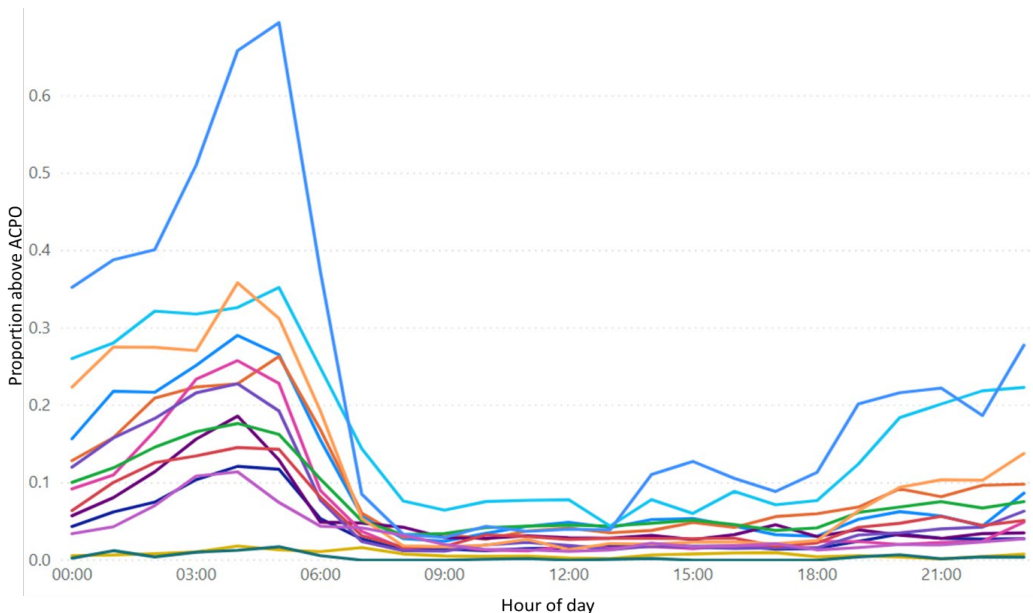


Figure 4.5: Visualisation of the variation in weekday proportion of observed vehicles travelling above the ACPO limit (10% plus 2mph above posted speed limit) averaged across all sampled weekdays by hour and by Safer Streets junction cluster



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Appendix 2: 2020/21 – 2022/23 Delivery Plan and Q1 2020/21 update

Major Projects Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	DBE project priority ranking and Corporate Risk	Q1 update
Bank Junction and surrounding streets – 'All Change at Bank' Walking and public realm improvements	2013/14	2022/23	OSPR S106 TfL	4,000-5,600	Primary delivery of proposals 1, 2, 7 11, 12, 20, 24 Corporate plan outcomes 1, 9	DBE Review 4 CR20	£4m capital funding has been provisionally allocated for post G4 detailed design and construction. The project financial range has been scaled back to reflect this. Gateway 3 approval was obtained in May 2020 to proceed with 3 options into more detailed design, looking at different combinations of road closures/ further restrictions. on track for a Gateway 4 report in October 2020.
Moorgate Crossrail Integration Walking improvements to junction and surrounding public realm (in conjunction with Crossrail)	2019/20	2025	S278 S106 Crossrail	2,000 + further S106 to be agreed	Primary delivery of proposals 1, 2, 7, 20, 47 Corporate plan outcomes 1, 9	DBE Review 8 CR20	Finsbury Circus western arm on hold due to ongoing settlement issues. Working with Crossrail Ltd. to address this. TfL to commence pedestrian modelling, with preliminary results expected September 2020.

Major Projects Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	DBE project priority ranking and Corporate Risk	Q1 update
St Paul's gyratory removal – Traffic management measures removal of St Paul's gyratory system and Museum of London roundabout.	2013/14	2025	CIL S106	27,800	Primary delivery of proposals 1, 2, 24, 7, 8, 20 Secondary 11, 12 Corporate Plan outcomes 1, 9	DBE Review 1 CR20	Further capital funding bid required – currently on hold awaiting further developments on Centre for Music corporate project Centre for Music corporate project
Liverpool St Crossrail Integration Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Liverpool Street Station	2019/20	Phase 1 – late 2020/21, Phase 2.1 - late 2021, Phase 2.2 - 2024/25	S278 S106 Crossrail	2,000 (Phase 1) +£1,400 S106 funding for Phase 2	Primary delivery of proposals 1, 2, 7, 20 Secondary 47 Corporate plan outcomes 1, 9	DBE Review 3 CR20	Project split into 3 phases: Phase 1 – Under construction, fully funded by Crossrail in immediate area around station; programme delayed - pending update from TfL. Phase 2.1 – S106 funded 'quick win' local area improvements to accommodate crossrail opening; and Phase 2.2 - S106 & 278 funded long term potentially transformational changes to the Liverpool Street area. Overall programme not impacted.

Major Projects Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	DBE project priority ranking and Corporate Risk	Q1 update
Legible London pedestrian signing scheme	2019/20	2020/21	LIP OSPR	2,144	Primary delivery of proposals 6, 2, 1 Corporate plan outcome 9.		Project largely complete - still expected to be complete by year end 20/21, overall programme not affected.
Fleet Street Area Healthy Streets Plan Healthy Streets Plan traffic management study and improvement required for Fleet Street between Chancery Lane and Ludgate Circus (scheme development only, implementation beyond Delivery Plan period – 2025-2040)	2020/21	2021/22 (2025-2040)	CoL CIL OSPR	250	Primary delivery of proposals 1, 2, 11, 12, 20 Secondary 38 Corporate plan outcomes 1, 9	CR20	Work to commence later in 2020.

Minor Schemes Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes Corporate Risk	Corporate Risk	Q1 update
Healthy Streets minor schemes Small scale interventions at targeted locations to reduce road danger, improve accessibility, enhance the walking and cycling experience, and/or deliver bus priority, people walking.	2019/20	Ongoing	TfL – LIP	920 (to 2021/22)	Primary delivery of proposals 20, 1, 2, 16 Corporate plan outcomes 1, 3, 9	CR20	The works at Gresham Street/Old Jewry and Basinghall St are substantially complete. Works at Gresham Street/Wood Street, Creechurch Lane/Leadenhall St and at Old Broad Street by Pinner's Passage have been delayed by COVID-19. Works now expected in 2021/22. Commenced consultation on bus priority measures on Ludgate Hill and London Wall. Delivery expected in 2020/21. Overall programme impacted by at least a 6-month delay to the annual rolling programme, although there is potential to accelerate delivery if some of the temporary works for COVID-19 are made permanent.
Puddle Dock Pedestrian route safety and provision of new walking route (further scheme elements)	2019/20	2021/22	TfL - LIP	385	Primary delivery of proposals 1, 2, 20 Secondary 48	CR20	Highway works commenced in early 2020 and have been delayed due to COVID-19. Works expected to recommence in 2021/22 (subject to TfL

Minor Schemes Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes Corporate Risk	Corporate Risk	Q1 update
to be delivered by TfL on TLRN)					Corporate plan outcomes 1, 9		funding and delivery of their crossing over Upper Thames St).
Riverside Walkway Globe View section. Reinstatement and improvement of Thames path for public access	2019/20	2021/22	TfL – LIP S106 S278	450-650	Primary delivery of proposals 3, 5 Corporate plan outcome 9	CR20	Design work in progress. Overall programme impact 6 month minimum and subject to TfL funding decision in September 2020.
Mansion House Station Environs walking and public realm improvements, including routes to rail stations	2019/20	2021/22	TfL – LIP S106 S278	400	Primary delivery of proposals 2, 1 Corporate plan outcome 9		Design work in progress. Overall programme impact 6 month minimum and subject to TfL funding decision in September 2020.
Disabled parking bay adjustments	2019/20	2020/21	CoL	15	Secondary support proposal 16 Corporate plan outcome 3		Statutory consultation commenced at the end of August. Delivery anticipated by the end of 2020/21.

Strategic Transportation Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	Corporate Risk	Q1 update
Future Transport Programme	2019/20	Ongoing	CoL officer time	-	Primary delivery of proposals 43, 44, 45		Programme being developed and our approach has been refined. E-scooters trial being developed with TfL and central London boroughs.
City Wide 15 mph speed limit Schemed development; implementation and education programme	2019/20	2021/22	TfL – LIP	200	Primary delivery of proposal 20 Secondary 1, 2 Corporate Plan outcome 1	CR20	Application to DfT in progress to submit September 2020. Overall programme not impacted subject to LIP funding continuing.
Sustainable logistics centre Co-location major suppliers including, waste collection, courier services, (feasibility and scheme development; implementation to follow in 2030)	2020/21	2030	CoL	TBC	Primary delivery of proposals 38, 39, 11, Secondary 2, 29 Corporate plan outcomes 5, 9		Work to commence later in 2020.
City of London Streets Accessibility Standard (CoLSAS) City of London Street Accessibility Standard and Audit, and plan for delivery	2019/20	2020/21	TfL – LIP	50	Primary delivery of proposals 16, 1 Secondary 2, 11 Corporate plan outcomes 1, 3, 8	CR20	Delay of approximately 6 months to completion of report due to COVID-19 impact on research. Agreed revised approach to developing standard.

Strategic Transportation Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	Corporate Risk	Q1 update
Sustainable Servicing Programme policy and guidance working with TfL	2019/21	2020/21	CoL officer time	-	Primary delivery proposal 39	CR21	Work to commence later in 2020 awaiting TfL.
Shared use Review for walking and cycling - Policy and design guide	2019/20	2020/21	CoL officer time	-	Primary delivery of proposals 2, 20, 24, 1, Corporate plan outcome 9		Identification of sites completed. Approach and criteria being developed in conjunction with Accessibility Standard. Review expected to be completed in 2020/21. Delivery 2021/22
Last mile delivery hubs Two 'last mile' logistics hubs in underutilised City Corporation assets by 2022. A further three hubs by 2025	2019/20	2021/22	CoL officer time)	-	Primary delivery of proposals 38, 39, 11 Secondary 32, 2 Corporate plan outcomes 5, 9	CR21	An invitation to bid for 2000sqft at London Wall car park was released in late February with a deadline of early May. Work to progress September 2020; 6 month delay to programme
Kerbside Review Comprehensive review of on-street parking and loading activity	2019/20	2021/22	LIP	100	Primary delivery of proposal 14 Secondary 11 Corporate plan outcomes 5, 9		Data from the kerbside surveys and a motorcycle study looking at travel behaviour has been analysed. A 'Current Conditions and Issues report' has been completed with an Action Plan for changes and further assessment in line with adopted Transport Strategy Proposals.

Strategic Transportation Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	Corporate Risk	Q1 update
EV Infrastructure Action Plan Assessed demand for infrastructure completed with a number of actions during 2020/21 to assist with delivering sufficient new charging capacity; including innovative projects	2019/20	2020/21	CoL	*	Primary delivery proposal 30 Corporate plan outcome 11	CR21	Completed recommendations reported to March 2020 committees. Actions to deliver new infrastructure to be taken forward during 2020. 6 month delay to actions identified. Installation of EV rapid hub at Baynard House in progress , delayed completion due to COVID-19 working restrictions and CoL ventilation works. Completion now anticipated December 2020.

Cycling Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	Corporate Risk	Q1 update
City Cycle Network Phase 1 scheme implementation: Route 1: CS1 to Monument via Bank (subject to funding confirmation from TfL) Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)	2019/20	2022/23	TfL	2-4,000	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9 Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9	CR20 & CR21	Survey of existing conditions completed. Draft proposals being reviewed alongside the temporary COVID measures. Consultation anticipated in 2021/22. Overall programme delayed by at least 12 months.
Cycle route Quietway 11 Queen Street upgrade	2019/20	2021/22	TfL	500	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9	CR20 & CR21	Cycle infrastructure upgrades largely completed. Overall programme impacted by at least 12 months delay and is dependent on TfL funding decision in 2021/22.

Cycling Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	Corporate Risk	Q1 update
City Cycle Network Phase 1 scheme development: Route 3: Duke's Place to St Paul's Gyratory Route 4: Bank to Holborn	2021/22	2024/25	TfL	TBC	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9	CR20 & CR21	N/A
Cycle Parking implementation of additional space for standard and dockless cycles	2020/21	2020/21	CoL	15 + external TBC	Primary delivery of proposal 25		Additional dockless cycle bays being identified to facilitate expansion.

Public Realm Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	Corporate Risk	Q1 update
Moor Lane – Meanwhile project followed by permanent public realm enhancements	2021/22	2022/23	S106 S278	70 (temporary scheme) TBC (permanent scheme)	Primary delivery of proposals 2, 5, 7		Meanwhile project involving greening design complete. Install due in 2020. Landscaping scheme to be implemented following completion of development. On programme.
Mark Lane area – public realm and walking improvements	2020/21	2020/21	S106	800	Primary delivery of proposals 2, 5, 7		Authority to start work on next stage of scheme going to committees in July. On programme
Barts Close public realm improvements	2017/18	2020/21	S106 S278	4,500	Primary delivery of proposals 2, 5, 7		Phase 3 is under construction
55 Moorgate – public realm and walking improvements	2020/21	2020/21	S106	300	Primary delivery of proposals 2, 5, 7		Works are due to start this summer.
Creed Court – public realm improvements	2020/21	2021/22	S106/S278	750	Primary delivery of proposals 2, 5, 7		Delayed due to COVID-19, awaiting updated programme from the developer.

Public Realm Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	Corporate Risk	Q1 update
22 Bishopsgate public realm improvements	2020/21	2021/22	S278	1,300			Works are under construction.
150 Bishopsgate public realm improvements	2020/21	2021/22	S278	1,300			Awaiting updated programme from developer following COVID-19 delays.
100 Minories public realm enhancements	2019/20	2021/22	TfL – LIP S106 S278	1,000-1,200	Primary delivery of proposals 2, 7 Corporate plan outcome 9		Design in progress, awaiting consultation stage. Programme delayed by 6 months.
Middlesex Street (Petticoat Lane Market) Public realm improvements to support a rejuvenated market and increase pedestrian priority at key locations	2020/21	2021/22	S106	900	Primary delivery of proposals 2, 6, 13,		Design work for public realm elements of project being progressed ahead of Gateway 5 report in late 2020.
Public Realm SPD and Technical Manual update	2020/21	2021/22	TfL/S106	TBC	Supports proposal 2		Work to start later in 2020

City Cluster Area Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	DBE project priority ranking Corporate Risk	Q1 update
City Cluster Area Programme A range of projects to deliver pedestrian priority, traffic reduction, public realm improvements, greenery and climate change resilience, and activation and engagement. Includes City Cluster Healthy Streets Plan and Zero Emission Zone.	2019/20	2022/23	TfL – LIP & LN S106 CIL EU	6,500	Primary delivery of proposals 1, 2, 7, 8, 11, 12, 13, 20, 29, 38, Secondary 24, 25 Corporate plan outcomes 1, 9	DBE Review 6 & 10 CR20 & CR21	The feasibility modelling for the City Cluster Healthy Streets Plan has been put on hold as temporary COVID-19 transport recovery measures have been implemented throughout the project area. The feasibility modelling will resume in September 2020 and the overall programme has a delay of 3 to 4 months. The St Mary Axe Experimental Timed Closure development work has paused due to the temporary COVID-19 transport recovery measures introduced. At this stage, the experimental timed closure scheme may be modified or superseded by a decision to make permanent the COVID-19 recovery measures. The zero emission zone project is currently on hold and will be reviewed once transport and air quality impacts of COVID-19 are better understood.

Smithfield and Barbican Area Programme							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	DBE project priority ranking and Corporate Risk	Q1 update
West Smithfield Public Realm and Transportation measures Implementation of public realm and transport measures improvements to support Culture Mile and Museum relocation. Incorporates Smithfield section of Barbican & Smithfield - Healthy Streets Plan;	2019/20	2026	CoL S106 OSPR	715 with additional costs TBC	Corporate plan outcomes 1, 9	DBE Review 5 CR20 & CR21	Baseline research has been completed, including public realm analysis, traffic surveys, and Healthy Streets checks and surveys. Possible transport phasing has been set out. Transport modelling quotes have been received; these are on hold until further information about Covid measures are understood. Public Realm concept design based on transport phasing has been drafted. Targeted engagement with stakeholders is ongoing. A Gateway 3 report will be presented in October 2020.

<p>Beech Street Transport and Public Realm Improvements air quality and public realm enhancements</p> <p>Incorporates Barbican and Golden Lane section of Barbican & Smithfield - Healthy Streets Plan.</p>	2018/19	2023/24	CIL	1,700 with additional costs tbc	<p>Primary delivery of proposals 2 11, 7, 8</p> <p>Secondary 29</p> <p>Corporate plan outcomes 1, 11</p>	<p>DBE Review 11</p> <p>CR20 CR21</p>	<p>Zero Emission Street experimental traffic order has been in place since March 2020. Onsite. Consultation period and monitoring phase extended due to COVID-19 impacting on traffic patterns and enforcement. Overall programme impact for 1 up to 12 months. Approach to Healthy Streets Plan and public realm improvements programme currently being reviewed in preparation of potential capital bid.</p>
<p>Barbican & Golden Lane Zero Emission Zone</p>	2020/2021	2021/22	TfL – LIP	150	<p>Primary delivery of proposals 29, 11</p> <p>Secondary 38</p> <p>Corporate plan outcomes 1, 11</p>	CR21	<p>On hold and will be reviewed once transport and air quality impacts of COVID-19 are better understood.</p>

Events and Campaigns							
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals and Corporate Plan outcomes	Corporate Risk	Q1 update
Sculpture in the City annual programme Temporary public art installations in the City Cluster area	2019/20	2022/23	CoL, S106	TBC	Primary delivery of proposal 7 Corporate Plan outcomes 7, 10		Annual programme. 2020/21 postponed for earlier Spring 2021.
Lunchtime Streets City Cluster and Chancery Lane Further streets to be identified and funding beyond plan period	2019/20	Ongoing	TfL – LIP	180 (to 2021/22)	Primary delivery of proposals 6, 13 Secondary 1 Corporate plan outcome 1		On hold due to COVID-19 and suspension of LIP funding.
Road Danger Reduction Campaigns Behaviour change and community engagement, (including working with City of London Police)	2019/20	Ongoing	TfL – LIP	180 (to 2021/22)	Primary delivery of proposals 6, 13, 20, 21, 34 Corporate plan outcome 1	CR20	On hold due to COVID-19 and suspension of LIP funding.

Other projects							
Project description	Start date	End date	Funding sources	Total cost £k 3yr plan (or whole programme where known)	Transport Strategy proposals and Corporate Plan outcomes	Corporate Risk	Q1 update
Street lighting upgrade main and side streets upgraded	2018/19	2020/21	CoL	4,000	Primary delivery proposal 23 Corporate plan outcomes 1, 12		Ongoing delivery in line with City Lighting Strategy. The LED roll out is 75% completed but the implementation originally anticipated to be completed in May 2020, has been delayed by COVID-19 restrictions on working. Completion anticipated by end of 2020.
Zero Emission Waste Collection procurement of waste collection service with Zero Emission Vehicles	2019/20	Ongoing contract	CoL officer time	-	Primary delivery proposal 33	CR21	Awaiting delivery of seven 18 Tonne fully electric refuse collection waste vehicles. Delivery planned for October 2020.

OSPR – On Street Parking Reserve

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

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

S278 – Developer funding Highway scheme

CIL – Community Infrastructure Levy

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Committee(s): Police Authority Board Planning and Transportation Committee	Date(s): 29 July 2020 8 September 2020
Subject: Road Danger Reduction & Active Travel Plan 2020/21 - 2022/23	Public
Report of: Director of the Department of Built Environment Commissioner of Police Pol 57-20	For Information
Report author: Samantha Tharme , Road Danger Reduction & Behaviour Change Team, Department of Built Environment Supt Helen Isaac, City of London Police	

Summary

This 5 year Road Danger Reduction and Active Travel plan (RDR Plan) was developed with the ambition of getting the City on target for meeting the Vision Zero objectives outlined in the Mayor's Transport Strategy, whereby the annual number of people killed or seriously injured (KSI) in traffic incidents is zero by 2041. This plan is integral to the Transport Strategy Delivery Plan which is updated annually. The RDR Plan has been updated to cover the period 2020/21 - to 2022/23. The schemes within this which are particularly relevant to Road Danger Reduction are included as an appendix to this report.

Since March 2020 funding for the Transport Strategy and therefore the Road Danger Reduction Plan has been affected by TfL pausing all usual Local Implementation Plan funding. TfL has prioritised available funding for temporary interventions on London's streets to allocate greater space for walking and cycling, and help reduce the risk of infection from Covid-19. Given this situation the plan will be reviewed once we have a clearer indication of funding and programme implications later this year.

The draft plan can be seen in Appendix 2. It includes a number of behaviour change, enforcement, engagement and engineering initiatives that support safer travel by active modes (walking and cycling), whilst reducing road risks at source.

The draft plan includes:

- Work to request permission for 15mph speed limit is continuing this year in discussion with CoLP. During the covid-19 response an advisory 15mph limit is in place and we will be monitoring speeds during this period.
- Encourage the uptake of intelligent speed adaptation (ISA) in the Square Mile the roll out of bus ISA on routes which operate in the Square Mile and through our own fleet procurement practices
- All Change at Bank - Junction and surrounding streets, walking and public realm improvements – scheme development.
- St Mary Axe - Experimental timed closure, allowing pedestrian priority.
- Road Danger Reduction priority schemes at a number of locations.

Covid-19 joint response working.

CoLP officers are engaged on the City Transportation's operational group which is managing the introduction and any issues around the on-street temporary measures being implemented as a response to Covid-19 and preparing for the return to work. A number of actions have been identified to ensure a timely response to any issues, including:

- a new cycle training plan to ensure more officers are able to move around these areas quickly and are better placed to address those who may be causing a danger to others. Any issues arising will be approached working in partnership with the Strategic Transportation Team in the CoL.
- Where specific issues are raised requiring a response, these will be monitored through the Force's daily management process, with outcomes reported at the Force's Tactical Tasking and Coordination Group for oversight and allocation of any additional resource required.

Roads Policing Officers continue to patrol the adapted areas as part of their routine patrols and as yet no issues have been encountered or reported.

Recommendation(s)

Members are asked to note the report and the draft Road Danger Reduction and Active Travel Plan 2020/21 – 2022/23 .

Main Report

Background:

1. In July 2018, TfL released the Vision Zero Action Plan which proposes following the Safe System Approach. The City's Transport Strategy proposal 20, adopts the safe system approach and the principles of road danger reduction to deliver Vision Zero. We have adopted an earlier target to eliminate death and serious injuries on the City's streets by 2040, to tie in with our Transport Strategy. Our interim targets are that no more than 35 people a year are killed or seriously injured by 2022 and that there are fewer than 16 deaths or serious injuries a year by 2030.
2. The Safe System approach ensures road danger reduction is delivered across four themes:
 - Safer streets
 - Safer speeds
 - Safer vehicles
 - Safer behaviours
3. This plan is integral to the Transport Strategy Delivery Plan which is updated annually. The Transport Strategy Delivery Plan has been updated to cover the period 2020/21 - to 2022/23. The schemes within this which are particularly relevant to Road Danger Reduction are included as an appendix to this report

2019/20 joint working and campaigns.

4. The theme for 2019 was 'Be Brake Ready'. The full list of 2019 programme is in the appendix, key joint activities include:
 - City of London Police - support to their winter speed enforcement campaign, Speed Campaign - safer speeds with schools; safer riders forum promoting training and safer drivers - van forum promoting training. Additional police enforcement time was funded in order to meet shared road danger reduction priorities, particularly targeting speed.
 - The 2Wheels campaign targeting Motorcycle and cyclists. Support and engagement with motor and pedal riders to better understand the issues and research opportunities to make riding safer through the Riders Forum.
 - Working through the Riders Forum on a campaign to be delivered in partnership with Motor Cycle Industry Association, City Police and London Fire Brigade. One week of offering free locks and training, followed by a week of police enforcement.
 - Mobile phone/Distracted campaign with schools and LRSC - Lead in the development of the London Road Safety Council Distraction Campaign for safer behaviours and road safety.
 - Adult cycle training and maintenance checks delivered, at quarterly intervals.

Capital projects and schemes 2019/20

5. Key progress at the year-end on projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk, includes:
 - Ludgate Circus - banned left turn experiment at Ludgate Circus to address pedestrian casualty / safety issue.
 - Bank on Safety scheme - Approximately 50% of pavement widening at Bank junction complete at the end of March, before pausing due to the CCOVID-19 pandemic.
 - Road Danger Reduction priority schemes - Works to deliver safety improvements at Gresham Street/Old Jewry and Basinghall Street are substantively complete.
 - Begun data cleaning and analysis of casualty and speed data to support the 15mph submission to the Department for Transport (DfT).
 - Supporting the implementation of a 20mph speed limit on all Transport for London Road Network (TLRN) streets within the Square Mile.
 - City Streets 20 mph Streets south of Upper and Lower Thames Street brought into 20 mph limit alongside TfL scheme
 - Puddle Dock Pedestrian route - safety and provision of new walking route, works commenced (further scheme elements to be delivered by TfL on TLRN)
 - Cycle route Quietway 11 Queen Street upgrade - Cycle infrastructure upgrades partially completed.

Current Position:

RDR Plan 2020/21-2022/23

6. The Road Danger Reduction Plan has been drafted for the next 3 year period, but given the pause on funding in the current financial year and potential future year implications the RDR cannot be finalised. TfL funding covers a significant proportion of our behaviour change programme but there is some City funding and staff time committed between City of London Police and City Transportation teams which will allow some elements of the training and campaigns programme to continue.
7. The pause on funding of schemes has implications for delivering the City of London Transport Strategy in the immediate future. In the longer term the projects and initiatives delivered as part of the response to Covid-19 recovery may enable delivery of some elements of the Transport Strategy quicker than originally planned.
8. We will review the City's Transport Strategy 3 year Delivery Plan which includes all road danger reduction schemes in September. Other funds available for capital schemes may also be impacted but less likely in current financial year.
9. TfL have diverted current year spend to temporary measures which are designed to address safety issues but in particular with relevance to government guidelines on safe distances, in the response to covid-19 and the return to work. Some of these measures may be considered for more permanent intervention, which will need to go through usual approval

procedures but which may deliver some road danger reduction measures sooner than planned. .

10. Working in partnership with the City Police is an essential element for successful delivery of all of the ten steps, and integral to the delivery of all four themes of the Safe System Approach: Safer Streets, Safer Speeds, Safer Vehicles and Safer Behaviours, therefore this draft plan has been prepared with City Police to be seen as a joint document. The key actions are set out in the table in appendix 2.

11. Actions which are continuing in 2020/21 during the pause on funding include:

- Work to request permission (from the DfT/Secretary for State) for 15mph speed limit is continuing this year in discussion with CoLP. During the covid-19 response an advisory 15mph limit is in place and we will be monitoring speeds during this period.
- 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 by 2022 and by adopting ISA in our own fleet procurement practices
- We will continue to use our Planning powers to encourage high standards of freight operation for large development sites.

12. Capital projects which address road safety issues continuing in 2020/21 (as funding already committed) include:

- All Change at Bank - Junction and surrounding streets, walking and public realm improvements – scheme development.
- St Mary Axe - Experimental timed closure, allowing pedestrian priority.
- Liverpool St Crossrail Integration - Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Liverpool Street Station - Phase 1 – Under construction, fully funded by Crossrail in immediate area around station;
- City of London Street Accessibility Standard and Audit, and plan for delivery

Current partnership working update - Covid-19 impact.

13. CoLP officers are engaged on the City Transportation's operational group which is managing the introduction and any issues around the on-street temporary measures being implemented as a response to Covid-19 and preparing for the return to work.

14. A number of streets around the City of London have been identified for adaptation to allow for the increase in people walking and cycling to work during the post-COVID-19 return to work. Officers from the CoLP have carried out a site survey of these, identifying which may increase the likelihood of collisions or other issues occurring and those where the new measures are unlikely to have an impact. The force has developed a new cycle training plan to ensure more officers are able to move around these areas quickly and are better placed to address those who may be causing a danger to others. Any issues arising will be approached working in partnership with the Strategic Transportation Team in the CoL.

15. Officers from Roads Policing will attend sites with a member of the Strategic Transportation Team to carry out joint surveys of road user behaviour during busy periods and assess whether the measures contribute to an adverse impact and if so, the likely causation factor(s), such as road design, poor signage, lack of knowledge or inconsiderate behaviour. This information will decide the most appropriate course of action, with both teams working together on solutions, but leading on different aspects.
16. The Strategic Transportation Team will take the lead on education and communication activity with CoLP support and where enforcement is needed, officers from CoLP will provide this. Where specific issues are raised requiring a response, these will be monitored through the Force's daily management process, with outcomes reported at the Force's Tactical Tasking and Coordination Group for oversight and allocation of any additional resource required. Roads Policing Officers continue to patrol the adapted areas as part of their routine patrols and as yet no issues have been encountered or reported.

Collision Statistics

17. During the past 5 years, KSIs have remained fairly constant, averaging 50 per year. This is lower than any London Authority, but is not in line with the 2020 target of 25 KSI set in the *2013 Road Danger Reduction Plan*. Detailed analysis of the 2018 and 2019 data is still being undertaken by CoLP, with support from City Transportation to understand location and nature of collision. Initial analysis indicates there are reductions in collisions, but given the need to look at accident data over rolling averages for trend analysis, and ensure clear understanding of reasons, further analysis and investigation is taking place.

Corporate & Strategic Implications

18. Delivery of the Transport Strategy and RDR Plan helps mitigate corporate risk CR20 – Road Safety.
19. 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.

Implications

20. The requirement to pause on LIP funding has an impact on funding to the City of up to £1.27 million. It is possible that some of this work can go ahead in the second half of 2020/21 depending on TfL funding and priorities and further approvals. LIP funding makes up almost all of the RDR campaigns and training budget and some of the smaller RDR streets projects, therefore having an impact on this area of work. TfL anticipate further announcements on current year funding will not be given until September 2020 at the earliest. Although TfL funding covers a significant proportion of our behaviour change programme there is some City funding and staff time committed by both City of London Police and City Transportation teams which will allow some elements of the training and campaigns programme to continue

Conclusion

21. Funding from TfL is paused for all LIP programmes and projects. Work on transport and public realm projects with all or part TfL funding will only continue where considered appropriate, but with consideration to prevent abortive work and ensure that no unnecessary costs are incurred. Work on projects and schemes is also proceeding with caution to understand the emerging traffic/behaviour patterns where these are fundamental to any proposals.
22. Measures adopted over the last five years for road danger reduction have been successful in delivering an improvement in the casualty rate in the City. More significant reductions in killed and serious injury numbers will require the adoption of new and more radical measures that prioritise active travel and support Healthy Streets.
23. The RDR Plan focuses on what we can do in the short term. Longer term reduction in casualties will rely heavily on the delivery of the measures proposed in the Transport Strategy for the City. Some of the covid-19 response measures may be considered for more permanent intervention, which will need to go through usual approval procedures but which may deliver some road danger reduction measures sooner than planned.
24. A review of the RDR Plan will take place in Autumn 2020 once the funding position is clearer and be brought back to the this Board and Planning & Transportation Committee.

Samantha Tharme

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Appendices

- Appendix 1: 2019 joint working and campaigns.
- Appendix 2: draft plan of schemes and behaviour change activity

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Appendix 1: Programme of joint Campaigns and Activity 2019.

	January	February	March	April	May
Theme 2019 Be Brake Ready	Winter New Year New you		Spring into Action Active Travel		
National Campaigns/ Events	New Years Resolutions National Heart Month (BHF)	Time to Talk (Mental Health) Go Green Week (11-15)	International women's day (3 mar) Earth Hour (22)	Easter Walk to work day (5) World Health day (7)	National Walking Month Walk to Work Week Mental Health Awareness
COLP Campaigns/ Events	Speed Campaign (14-27) (Joint Campaign) >Safer Speed with School	CDG operation (18-24) (Joint Campaign) > exchanging places and RS education	Seatbelt campaign (11-24)	Mobile phone campaign (15-28) (Joint Campaign) > Distraction campaign with schools/LRSC	2Wheels campaign (20-31) (Joint Campaign) > Motorcycle or cyclists
RDR Campaigns/ Events	Construction Best practice - Future Fleet Forum Business engagement RoadShows Community engagement RoadShows Safer Riders and Drivers >Transport Strategy consultation >Safer Riders - riders Forum, promote training >Safer Drivers - van Forum, promote training >Business Engagement - ACN board Meeting >ACN Board Meeting >Future Fleet Forum - safer freight >Ludagate Circus Report >RDRP	Safer Schools Business engagement RoadShows Community engagement RoadShows >Time to Talk lunchtime walk >Pedestrian training >Driver Assessments / RSA ongoing >Lunchtime streets trail - community engagement >Prepare the for lunchtime Streets St Mary Axe > CCS and City Mark judging	Lunchtime Streets Trail - St Mary Axe Business engagement RoadShows Community engagement RoadShows >Riders event >Parklet in Chancery Lane >Benefits of walking and cycling > Exchanging places & RS day at Mace	Promoting Active Travel Business engagement RoadShows Community engagement RoadShows >Mobile phone campaign with the LRSC >LRSC partnership >Ludagate Circus Report Press release >ACN Board meeting >ODG	Construction Best practice Business engagement RoadShows Community engagement RoadShows Walking Map launch >City Mark Awards >Lunchtime walks >2Wheels campaign >Hackney & City Walking & Cycling >RDRP

June	July	August	September	October	November	December
Summer Active Travel			Autumn Car Free and Be Bright - Be Seen			Winter Christmas
Green transport week Bike Week (10-16) National Clean Air Day	Summer Holidays	Summer Holidays Cycle to work day (15 Aug)	European mobility week World car free day Cycle to work day National Fitness day (26 sept)	Clocks go back	Commute smarter week Road safety week	Christmas
Alcohol & drugs campaign (24-30)	Alcohol & drugs campaign (1-7) CDG op (22-28)	Speed Campaign (12-25) (Joint Campaign) > TBC	2Wheels campaign (9-22) (Joint Campaign) > TBC	Tyre Safety Month (Joint Campaign) > TBC	No insurance week (4-10) Mobile Phone Campaign (Joint Campaign)	Drugs and alcohol (18-1) (Joint Campaign) > TBC
Safer Schools Business engagement RoadShows Community engagement RoadShows Best Practice >Road Safety Day >Best Practice Guide launch >Safer Riders - riders Forum, promote training >Safer Drivers - van Forum, promote training	Business engagement RoadShows Community engagement RoadShows >Prepare the for lunchtime Streets St Mary Axe >Prepare the for lunchtime Streets Chancery L >Prepare the for car free day Cheapside? >ODG	Business engagement RoadShows Community engagement RoadShows Lunchtime Streets - St Mary Axe >Prepare the for lunchtime Streets St Mary Axe >Prepare the for lunchtime Streets Chancery L >Prepare the for car free day Cheapside >RDRP > ACN Board meeting	Lunchtime streets / Car Fee Day - Chancery L Business engagement RoadShows Community engagement RoadShows >Safer Riders - riders Forum, promote training >Safer Drivers - van Forum, promote training	Clocks go back Campaign Event Business engagement RoadShows Community engagement RoadShows > Clocks go back Campaign	Road safety week Business engagement RoadShows Community engagement RoadShows Road safety week	Christmas Campaign Event Business engagement RoadShows Community engagement RoadShows > Christmas Campaign

Appendix 2 Draft Road Danger Reduction Action Plan

This action plan is integral to the Transport Strategy Delivery Plan. The impacts of Covid-19 could affect funding and programme dates. Project start and end dates of schemes and areas of activity will be reviewed in September 2020

Safer Streets

Ref	Category	Project description	Project start	Project end
1	Area Improvements	Barbican and Smithfield – A range of projects will be delivered including: <ul style="list-style-type: none"> • Healthy Streets Plan • Smithfield public realm and transport improvements works • Beech Street air quality and public realm improvements 	2019/20 2021/22 2018/19	2020/21 2026 2022/23
2	Area improvements	City Cluster, including Lime St, St Mary Axe, Leadenhall Street – A range of projects will be delivered including: <ul style="list-style-type: none"> • Healthy Streets Plan • Traffic management and vehicle access restrictions • Greening & public realm improvements 	2019/20 2019/20 2021/22	2022/23 2020/21 2030
3	Area improvements	Fleet Street and Temple Area: between Chancery Lane and Ludgate Circus <ul style="list-style-type: none"> • Healthy Streets Plan (Implementation 2025-2040) • Temple area – greening, traffic management and public realm improvements 	2020/21 2019/20	TBC 2023
4	Cycleways	Monument via Bank – cycleway proposed to connect	Jan-20	March-23

		CS1 extension		
5	Cycleways	Connect Bank to CS1 - either by Moorgate or Liverpool Street. Two alternative routes under consideration		
6	Cycleways	Aldgate to Blackfriars via Bank - cycleway with improvements along route	Jan -20	March-24
7	Cycleways	Quiet Way Q11 upgrades including Queen Street	Feb-20	Sept-20
8	Major projects	Bank Junction various improvements: Bank on Safety – current improvement works on public realm and walking All Change at Bank – transformational improvement works on public realm and walking	Jan 19	Jul-20 Sep-22
9	Major projects	St Paul's gyratory removal and Museum of London roundabout – traffic management improvements	2013/14	2025

10	Major projects	Liverpool St Crossrail Integration public realm and walking improvements including streets connecting Liverpool Street Station	2019/20	2021
11	Major Pro	Moorgate Crossrail Integration public realm and walking improvements including streets connecting Moorgate Station	2019/20	2021
12	Major Projects	100 Minorities public realm improvements	2019-2020	2020-2021
13	RDR and Healthy Streets Minor Projects	Puddle Dock – creating a new walking route on Puddle Dock to connect with the new TfL crossing on Upper Thames Street into the City, which will provide a more direct route from Blackfriars Pier	Feb 20	March 21
14	RDR and Healthy Streets Minor Projects	A programme of minor projects of under £1m to tackle road danger and deliver improvements to people walking and cycling. Projects in the plan period include: Old Broad Street Gresham Street/Wood Street/Bread Street footway widening Creechurch Lane/Leadenhall Street junction improvement	Jun-20	March 21

15	Minor Projects	Mansion House Station - walking and public realm improvements, including routes to rail stations	2019/20	2020/21
16	TfL Safer Junctions / Healthy Streets	<p>A programme of TfL projects to tackle road danger, which include:</p> <ul style="list-style-type: none"> • Ludgate Circus - junction improvement • Bishopsgate/Camomile Street - junction improvement • Gracechurch and Fenchurch Street - junction improvement • Monument Junction - junction improvement • King William, Arthur Street and Monument Street - filter through- traffic, junction narrowing • Mansell Street - new crossing by Alfie Street 	Jan 2019	June 2020/21

Safer Vehicles

Ref	Category	Project description	Project end
17	Fleet Standards	Requirement in all new City Corporation freight related contracts for high standards of road safety operations (FORS compliance) extending to include deliveries by vans (Van Smart or FORS)	Ongoing (Staff time – cost neutral)
18	Fleet Standards	City Mark/Considerate Contractor Scheme Annual awards: Encouraging construction sites to sign up to CLOCS to encourage high standards of road safety for freight operations	Ongoing (£10k per year + staff time)
19	Fleet Standards	Acceleration of the uptake of Direct Vision Standard	Ongoing (Staff time)

		and Safety Permits by construction sites in the City.	
20	Fleet Standards	Support and championing of additional use of accreditation in other vehicle sectors	Ongoing (Staff time)
21	Enforcement	CoLP operations to seize vehicles with no road tax	Ongoing
22	Enforcement	CoLP Operation Giant using ANPR to catch drivers of vehicles without insurance or MOT (Over 300 vehicles seized in 2019)	Ongoing
23	Enforcement	CoLP Commercial Vehicles Unit stopping HGVs on City Boundary streets, checking for all possible infractions on vehicle and driver	Ongoing
24	Logistics	Two 'last mile' logistics hubs in underutilised City Corporation assets by 2022. A further three hubs by 2025	2021/22
25	Logistics	Retiming of deliveries, working with businesses across the City to encourage non-essential freight to be delivered out of peak time	Ongoing

Safer Behaviours

Ref	Category	Project description	Project end
26	Enforcement	CoLP campaign targeting the Fatal Four (Speed, Drink/Drug Drive, Seat Belts, Mobile Phones). CoL budget to support these campaigns.	Ongoing
27	Enforcement	CoLP Operation Atrium - Cycle Red Light enforcement with on street safety video for education	Annual Oct 2020
28	Enforcement	Safer Biker - Working with LFB, CoLP, MCIA, MAG to engage with motor bikers to go more slowly, look out for people walking. Followed by dedicated Operation on motorcycling for enforcement	Ongoing
29	Enforcement	National Police Chiefs' Council (NPCC) Calendar - The CoLP follow the national calendar of action on road safety related campaigns	Ongoing
30	Campaigns & Community engagement	Engagement with all communities to encourage safer behaviours through initiatives including: Active City Network, Road Danger Reduction Road Shows Target all schools on STARS, pedestrian training St	Ongoing

		Pauls and SJC, road safety days at SJC and CoLSchool for Girls)	
31	Campaigns & Community engagement	Annual programme of Behaviour Change Campaigns targeting a change in the attitude of all road users. Campaigns that address risky or inappropriate behaviour but do not have a specific enforcement element to them.	Ongoing
32	Campaigns & Community engagement	<p>Proposed Joint Campaign: Pilot Cycling Ambassador Programme - train and equip safer cycling ambassadors to support enforcement of the rules of the road both with cyclists and other road users.</p> <p>Support for all new schemes (TfL and CoL) – in partnership with CoLP all new schemes will involve community engagement, launch events/activities and additional police officers during first weeks of live operation</p>	Annual programme
34	Campaigns & Community engagement	Driving Assessment every three years for all City of London employees who drive for work	Ongoing (Staff time – cost neutral
35	Assessments & Training	Driving Assessment every three years for all City of London employees who drive for work	Ongoing
36	Assessments & Training	Cycle skills training – for City workers,	Ongoing

		residents and students.	
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Complementary Measures

Ref	Category	Project description	Project Start& Project End
37	Traffic Reduction	<p>Consolidated Deliveries</p> <ul style="list-style-type: none"> • Sustainable logistics centre – Feasibility and scheme development for co-location major suppliers (Implementation in 2030). • Consolidation of Deliveries – at CoL sites • Planning requirement to consolidate deliveries for major new developments 	<p>Start : 2020/21</p> <p>End : 2030</p>
38	Traffic Reduction	Sustainable Servicing Programme – development of policy and guidance working with TfL	<p>Start : 2019/21</p> <p>Project end : 2030</p>
39	Traffic Reduction	Supporting and Championing next gen road user charging	
40	Community Engagement	Lunchtime Streets at Carter Lane, Liverpool Street, St Mary Axe, Chancery Lane, Cheapside.	Ongoing
41	Innovation	Kerbside uses review – Assessment of street parking/loading activity, to identify opportunity to improve on-street delivery and reduce vehicles numbers	<p>Project start : August 2019</p> <p>Project end : Jun 20</p>

42	Innovation	Future City Streets Programme – identify opportunities to support and trial innovative approaches to RDR	
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Committee(s)	Dated:
Planning & Transportation Committee	08/09/2020
Subject: City of London Housing Delivery Test Action Plan	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Assistant Director (Planning Policy)	

Summary

The Government's Housing Delivery Test 2019 was published in February 2020. The results suggest that in the 3 years 2016/17 to 2018/19, only 88 dwellings were delivered in the City, below the Government's target of 275 dwellings and representing a delivery rate of 32%. This rate of delivery would require the City Corporation to publish an action plan setting out how the City Corporation will improve housing delivery performance, and apply a 20% buffer to the 5-year land requirement for the City of London, and apply a presumption in favour of sustainable development to new residential development proposals. These provisions would remain in place until the publication of the 2020 Housing Delivery Test due in November 2020.

The City Corporation has prepared a Housing Delivery Test Action Plan, attached at Appendix 1 to this report. This report identifies that Government statistics in the Housing Delivery Test 2019 did not reflect actual housing completions within the City of London. If all new housing completions recorded by the City Corporation are included, the City of London's performance would increase from 32% of estimated housing need to 92%. In addition, the projected delivery of new housing over a 5-year period from 2019/20 onwards will exceed the annual average requirement in the Development Plan for the City by 462 dwellings. Consequently, no further actions are required at this stage to ensure that the City of London can meet Development Plan housing requirements or projected Government Housing Delivery Test requirements.

Recommendation(s)

Members are recommended to:

- Approve publication of the City of London Housing Delivery Test Action Plan, attached at Appendix 1.

Main Report

Background

1. In order to boost housing delivery, in 2018 the Government introduced a national Housing Delivery Test applicable to all local planning authorities, which

compares the Government's assessment of the local housing requirement with Government data on local housing delivery. The Test is published annually and considers housing delivery performance over the previous 3 years, giving each authority a % score of housing delivery against the housing requirement.

2. The first set of Government Housing Delivery Test figures (the 2018 Test) was published on 19th Feb 2019 indicating that housing delivery in the City was below the required level and requiring the preparation of an Action Plan setting out how the City Corporation will improve new housing delivery to meet targets and apply a 20% buffer to its 5 year housing land requirement to provide greater flexibility to developers in bringing housing sites forward. This Action Plan was considered by the Planning & Transportation Committee on 9th July 2019 and concluded that there was sufficient new housing in the development pipeline to meet future housing needs for over 6 years.
3. The 2019 Housing Delivery Test was published on 13th February 2020 and suggested that the City of London had failed to meet the Government's assessed level of housing need for the 2016/17 to 2018/19 period. The Test results suggested that a total of 88 new dwellings were completed in this period, compared with a target of 275 dwellings, representing a delivery rate of 32%. This level of delivery requires the City Corporation to:
 - Publish an action plan setting out how the City Corporation will improve housing delivery performance; and
 - apply a 20% buffer to the 5-year housing land requirement for the City of London; and
 - apply a presumption in favour of sustainable development.

These provisions will remain in place until the publication of the 2020 Housing Delivery Test, currently scheduled for November 2020.

The City of London Housing Delivery Test Action Plan

4. The City Corporation does not accept that the results of the 2019 Housing Delivery Test correctly reflect housing delivery in the City of London over the period from 2016/17 to 2018/19 and has requested that the Ministry of Housing Communities and Local Government (MHCLG) adjust its statistics to properly reflect actual housing delivery in the City of London.
5. Housing Delivery Test data is taken from MHCLG Net Additional Dwelling Statistics which, in turn, are derived from data supplied to MHCLG from the Mayor's London Development Database (LDD). Housing completion data for the City of London in the LDD are supplied on a regular basis by the City Corporation. When City Corporation data was compared with MHCLG data, it became apparent that the completion of 165 flats at Sugar Quay in 2018/19 had not been reflected in either the LDD or the MHCLG Net Additional Dwellings Statistics. This was due to a miscoding by the City Corporation of the completion date of the Sugar Quay scheme at the time of submission to the LDD. This error did not become apparent until the publication of the Housing Delivery Test 2019 data.

6. City Corporation officers have been in discussion with MHCLG to seek an amendment to the housing completion statistics to properly reflect actual housing delivery in the City. MHCLG has indicated, however, that the revisions policy in place for the Net Additional Dwellings Statistics does not permit revisions after the final date for submission of the data and therefore that the 2019 Housing Delivery Test result cannot be amended.
7. The City Corporation maintains that, since the intention of the Housing Delivery Test is to measure the extent to which housing targets are being met, it is appropriate to amend the City of London figures for 2018/19 to reflect the completion of Sugar Quay. Including Sugar Quay would increase actual housing delivery in the City over the Test period from 88 dwellings to 253 dwellings, representing 92% of housing need. This would still require the production of an action plan, but not invoke the requirement for a 20% buffer on the 5-year housing land supply, or the presumption in favour of sustainable development.
8. The City of London Housing Delivery Test Action Plan is attached at Appendix 1. The Action Plan identifies that the projected delivery of new housing over a 5-year period from 2019/20 onwards will be 1,187 additional dwellings, exceeding the annual average requirement in the adopted and draft London Plan (and the City of London Local Plan and draft City Plan 2036) by 462 dwellings. This equates to 8.1 years supply and exceeds the requirement in the National Planning Policy Framework to maintain a 5-year supply of deliverable housing sites.
9. No further actions are therefore required at this stage to ensure that the City of London can meet adopted and draft Development Plan housing requirements.

Corporate & Strategic Implications

10. Providing additional housing within the City is consistent with the Corporate Plan aim of contributing to a flourishing society, complementing the other aims of shaping outstanding environments and supporting a thriving economy. It addresses Corporate Plan Outcome 4: 'Communities are cohesive and have the facilities they need' and includes the commitment in outcome 4c to 'help provide homes that London and Londoners need'.
11. There are no security, financial or equalities and resourcing implications arising from this report.

Conclusion

12. The results of the Government's 2019 Housing Delivery Test for the City of London suggest that the rate of new housing delivery over the 3 year period 2016/17 to 2018/19 was only 32% of assessed need, requiring the City Corporation to prepare an action plan setting out how it will increase housing supply going forward, apply a 20% buffer to its 5 year housing land requirement and apply a presumption in favour of sustainable development.
13. The Government's housing delivery data, as reported in the 2019 Housing Delivery Test, does not properly reflect actual housing delivery in the City,

specifically not including 165 new flats completed at Sugar Quay in 2018/19. The Government has rejected a request from the City Corporation to revise housing completion data for the City of London to reflect actual numbers of new dwellings completed.

14. Appendix 1 sets out the City Corporation's Housing Delivery Test Action Plan, which identifies that actual housing delivery in the City over the 3 year period of the Test (including Sugar Quay) represented 92% of the assessed level of need. The Action Plan also identifies that there is sufficient new housing in the development pipeline to meet development plan requirements for 8.1 years.

Appendix 1: City of London Housing Delivery Test Action Plan

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City of London Housing Delivery Test Action Plan August 2020



Introduction

1. The National Planning Policy Framework (NPPF) requires local planning authorities to maintain a 5-year supply of deliverable housing sites to demonstrate that sufficient housing will come forward through allocated and windfall sites to meet projected need. Within the City of London, assessments of housing supply have been made against housing targets set out in the City of London Local Plan and the Mayor's London Plan. The City Corporation monitors housing delivery on an annual basis through the Local Plan Monitoring Report - Housing.
2. The Government has introduced a Housing Delivery Test as part of its efforts to boost housing delivery. The Test compares the Government's assessment of the local housing requirement with Government data on local housing delivery. It considers performance in housing delivery over the previous 3-year period and applies a percentage score of housing delivery against the housing requirement. A detailed methodology for calculating the Housing Delivery Test is set out in the Housing Delivery Test Rule Book. Further detail and guidance for local planning authorities is set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance.
3. Where housing delivery falls below the housing requirement, then the following actions are required to be taken by the local planning authority:
 - the publication of an action plan if housing delivery falls below 95%. This should be published on the local planning authority's website within 6 months of the publication of the Housing Delivery Test;
 - a 20% buffer on a local planning authority's 5-year land requirement if housing delivery falls below 85%. This will be applied with immediate effect from the date of publication of the Test; and
 - a presumption in favour of sustainable development if housing delivery falls below 75%, once transitional arrangements have ended.
4. Transitional provisions have been applied for 3 years, setting a phased increase in the threshold for the application of the presumption in favour of sustainable development:
 - November 2018 test (actual publication February 2019), delivery below 25% of housing required over the previous 3 years;
 - November 2019 test (actual publication February 2020), delivery below 45% of housing required over the previous 3 years;
 - November 2020 test, and in subsequent years, delivery below 75% of housing required over the previous 3 years.
5. These consequences will apply until the Government publishes the next Housing Delivery Test (normally annually in November) or until a new housing requirement is adopted (for example through the adoption of a new Local Plan or a new London Plan). Delivery against the new target will then be considered and the relevant actions applied for any under-delivery.
6. Where delivery is above 95% of the target, no action is required.

The City of London

7. The City of London is little more than one square mile in area. It is the core of London's office-based employment. Its primary function, as an international financial and professional services centre rather than a residential location, is recognised in the Mayor's London Plan and the

Mayor's Intend to Publish revisions to the London Plan. The City lies within London's Central Activities Zone (CAZ). The Intend to Publish London, Plan Policies SD4 and SD5, indicate that the agglomeration of offices and other CAZ functions should not be compromised by new residential development and, in particular, that residential development is considered inappropriate in the commercial core area of the City of London, reflecting its prominent role in providing capacity for world city business functions. Outside of the core commercial area of the City, office and other core CAZ functions should be given greater weight than residential development.

8. The priority given to office and commercial development in the City of London has been a key part of successive City of London plans, including the Unitary Development Plan in 2002, the Core Strategy in 2011 and the current adopted Local Plan in 2015. The policy emphasis on office development to support the City's international business role has been endorsed by Inspectors appointed to consider each of these plans. The draft City Plan 2036 (which has been agreed by the City Corporation's Court of Common Council for Regulation 19 pre-submission public consultation) continues this policy emphasis on office and commercial development.
9. The approach is also supported nationally. The Government has recognised the City as an office centre of national and international significance, granting the City an exemption from national permitted development rights for the change of use of offices to housing from 2013 until 2019. From May 2019, this exemption has been replaced by an Article 4 Direction permanently removing the national permitted development right.
10. The City of London's role is reflected in the land use change statistics for office, hotel and housing development activity and the associated employment and population statistics. Table 1 summarises the key statistics as at 2018/2019.

Land use	Stock	People	Number
Offices	9.165 million squares metres	Employment	522,000
Hotels	6,150 bedrooms		
Housing	7,500 dwellings	Residents	7,460

Table 1: Key Land Use and People Statistics for the City of London 2017/18

Sources: Employment, BRES Office for National Statistics, Residents GLA 2016 SHLAA based population projections

11. The number of City workers is projected to increase to 600,000 by 2036, with the permanent residential population growing to 9,500 over the same period. Office floorspace stock is projected to increase to 10.5 million square metres, whilst the housing stock will grow to just over 8,500 dwellings.

City of London Housing Market

12. Housing in the City of London is located primarily in and around the 10 residential areas identified in the City of London Local Plan (figure 1). Most residential units in the City are flats with one or two bedrooms, which is consistent with the findings of housing need in the City of London Strategic Housing Market Assessment (SHMA) 2016. The SHMA assessed the annual average level of housing need in the City over the period 2014-2036 at 126 dwellings per year, which is below the required target in the 2016 London Plan (141 dwellings) and the target in the Intend to Publish revised London Plan (146 dwellings).



Figure 1: City of London Residential Areas

13. The City of London lies within the central London housing market, which has witnessed significant growth in value and demand since 2010. In January 2014, Valuation Office Agency figures showed a typical residential land value in the City of London of just over £100 million per hectare, the highest value of all local authorities in England.
14. Figure 2 shows the increase in average house prices in the City of London, a growth of 67% over the 10 years from 2010 to 2020.

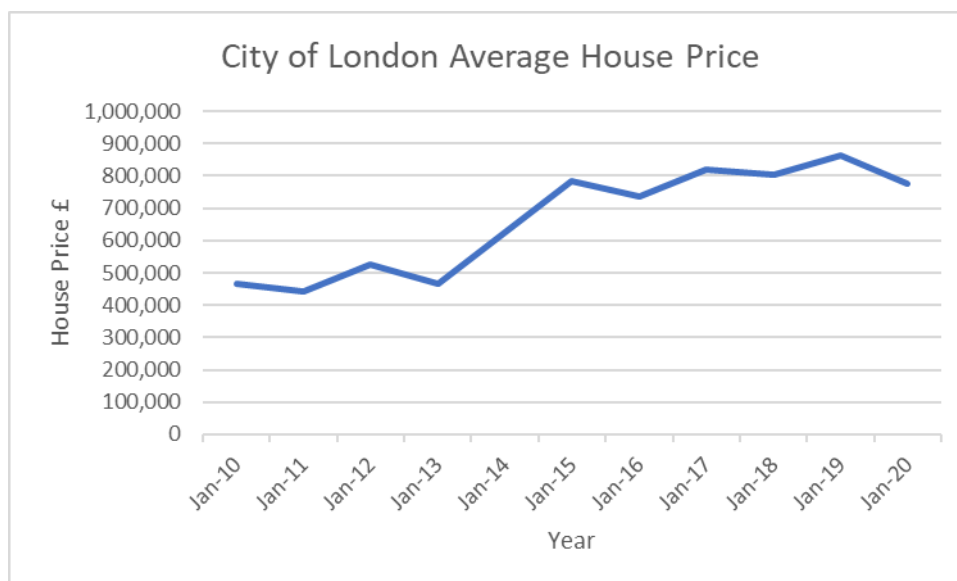


Figure 2 Average house prices in the City of London Jan 2010 – Jan 2020

Source: UK house price index, Land Registry

15. Although average house prices have risen significantly in the City since 2010, the housing market is small in comparison with the wider central London market. The international nature of the City's economy means that the housing market is susceptible to wider international economic influences, including the economic impact of Brexit and the longer term impact of changes in domestic property taxation (particularly increases in stamp duty).
16. Market sentiment is particularly important in the City of London as future housing delivery relies entirely on new windfall sites being brought forward by developers. Any slow down or contraction in demand for new housing in central London therefore has a significant impact on the demand for, and delivery of, new housing in the City of London.

City of London Local Plan Housing Requirements

17. The Development Plan for the City of London comprises the Mayor's London Plan and the City of London Local Plan. The adopted London Plan sets minimum annual housing supply targets for each local planning authority in London, including the City of London. Borough Local Plans are then required to plan for the delivery of these minimum targets, aiming to exceed the targets.
18. The City of London Local Plan was adopted on 15 January 2015. Core Strategic Policy CS21: Housing aims to exceed the London Plan's minimum annual housing requirement of 110 additional dwellings over the life of the Local Plan, up to 2026.
19. The London Plan 2016 subsequently increased the overall housing requirement for the City of London to a minimum of 141 dwellings per year. A further change in the housing target for the City is proposed in the Intend to Publish Draft London Plan, increasing the requirement to an average of 146 dwellings per year.
20. The City Corporation is preparing a revision to the Local Plan to cover the period up to 2036. This new plan, City Plan 2036, was agreed by the City Corporation's Court of Common Council in May 2020, for Regulation 19 pre-submission consultation. The City Plan 2036 increases the housing requirement in the City of London to 1,460 net additional dwellings between 2019/20 and 2028/29, with an annual rate of 146 dwellings thereafter. This level of provision is in line with the requirements of the Intend to Publish version of the London Plan.
21. For the purposes of this Housing Delivery Test Action Plan, the City Corporation will monitor housing delivery against the adopted London Plan 2016 and the proposed increased requirement from 2019/20 in the Intend to Publish London Plan, rather than the adopted Local Plan requirement. The London Plan is part of the development plan for the City of London and this approach is consistent with the City Corporation's annual housing monitoring report.

Housing Delivery and Housing Trajectory in the City of London

22. The City of London relies entirely on windfall development to meet its housing requirements. This is a pragmatic approach which reflects the primacy accorded to commercial office development in the City by Government and in the London Plan. The reliance on windfalls was tested during the public examination of the City of London Local Plan 2015, with the Inspector concluding:

"I consider that this reliance is entirely appropriate for the City, given its densely developed nature and the pre-eminence of its finance, business and maritime role."

23. In 2016, as part of the evidence gathering process for the Intend to Publish London Plan, the Mayor carried out a Strategic Housing Land Availability Assessment jointly with the London Boroughs and the City Corporation. This included a London-wide Call for Sites, to identify

suitable housing sites to inform future London Plan housing targets. Approximately 1,300 potential housing sites across London were put forward through this process but no sites were put forward by housing developers within the City of London.

24. The City Corporation did not repeat the Call for Sites to inform the development of City Plan 2036, but it is significant that the City Corporation received no comments or site suggestions from the Home Builders Federation, house building companies, or other house building groups during consultation on the draft Local Plan in 2018/19.
25. The NPPF requires local planning authorities to demonstrate a 5-year supply of deliverable housing sites to demonstrate that sufficient housing will come forward through allocated and windfall sites to meet projected need. The City Corporation publishes an annual Local Plan Monitoring Report – Housing, which sets out a Housing Trajectory and the rolling 5 year housing land supply.
26. Figure 3 shows actual housing delivery in the City of London between 2011/12 and 2018/19 and projected housing delivery over the period 2019/20 to 2025/26. The cumulative plan target is based on planned housing delivery targets in the London Plan of 110 dwellings per year up to 2015/16 and 141 dwellings per year from 2016/17. The Intend to Publish London Plan and City Plan 2036 propose an increase to an annual average of 146 dwellings per year from 2019/20. This increased requirement is not reflected in Figure 3 below, but the additional housing requirement under the Intend to Publish London Plan is considered to be minimal (5 units) on an annual basis and does not substantially impact on the trend identified below. In addition, these targets are above the housing requirement in the 2015 Local Plan, which is the minimum level required to be assessed under the Housing Delivery Test, and so they represent a more challenging housing delivery target for the City of London.

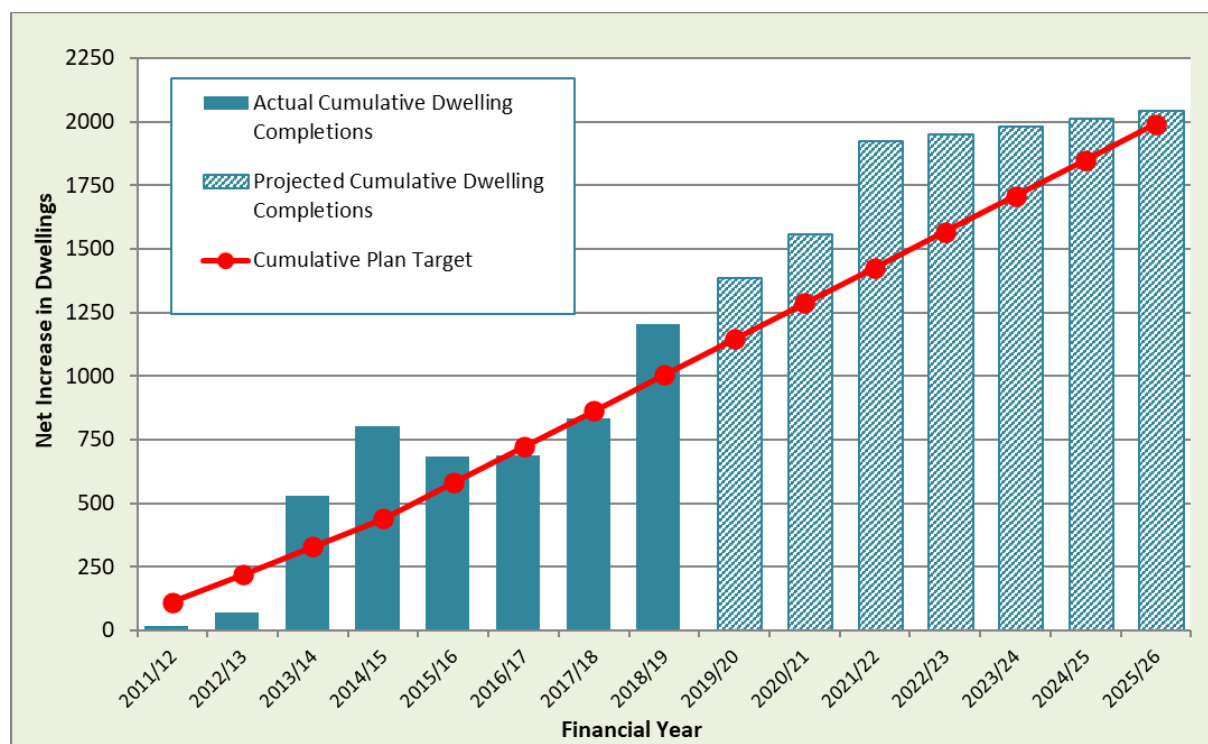


Figure 3: City of London Housing Delivery

Source: City of London Local Plan Monitoring Report – Housing (December 2019)

27. Figure 3 shows that annual housing delivery in the City of London varies from year to year, with housing delivery in some years being below the required London Plan target, whilst in others it

is significantly above the annual average target. Housing delivery in the City follows a pattern of a relatively consistent level of delivery on small housing sites (those with under 10 units) combined with a highly variable level of delivery on a few larger sites, which come forward in response to development opportunities and favourable market conditions. This pattern of delivery is a response to the primacy attached to commercial office development in the City, the reliance on windfall sites and the small geographical size of the City.

28. Although there is a highly variable delivery of housing over the shorter term, when this is averaged over a 5-year period or the longer period of the Local Plan, Figure 3 demonstrates that housing delivery in the City has met and exceeded plan targets. This pattern and evidence of delivery was instrumental in the Inspector's consideration of the Local Plan 2015 and his conclusion that this approach to housing delivery and the reliance on windfall development was appropriate in the City's circumstances.

Housing Delivery Test 2019 measurement: Results for the City of London

Number of Homes Required			Total	Number of Homes Delivered			Total	HDT 2019 Measure
2016/17	2017/18	2018/19		2016/17	2017/18	2018/19		
94	71	110	275	7	26	55	88	32%

Table 2: City of London Housing Delivery Test 2019 measurement

29. Table 2 sets out the Housing Delivery Test results for the 2019 measurement period, covering the years 2016/17 to 2018/19. This includes:
- Number of homes required: This has been calculated by Government, based on the results of household projections (2012-based for 2016/17, 2014-based for 2017/18 and 2015 Local Plan requirements for 2018/19).
 - Number of homes delivered: This is derived from London Development Database data, as reported in MHCLG Net Additional Dwelling Statistics.
 - Housing Delivery Test 2019 Measure: Shows that the City of London met 32% of the Government requirement.
30. The NPPF requires that, with a measurement of 32%, the City Corporation should:
- publish an action plan setting out how the City Corporation will improve housing delivery performance; and
 - apply a 20% buffer to the 5-year land requirement for the City of London; and
 - apply a presumption in favour of sustainable development.

Housing Delivery Test Result Correction

31. The City Corporation does not accept that the results of the 2019 Housing Delivery Test correctly reflect housing delivery in the City of London over the period from 2016/17 to 2018/19.
32. The Government's assessment of housing need in the 3 years prior to the 2019 Housing Delivery Test results was a total of 275 additional homes, an annual average of 92 homes per year. The London Plan housing target for the City of London for this period was 141 dwellings per year.

The scale of annual housing need in the City is such that a single large development could easily meet or exceed the annual requirement. Housing delivery in the City of London is therefore very sensitive to the progress of a small number of housing developments and, equally, the accurate recording of these housing developments as they are completed.

33. The number of homes delivered on an annual basis in the City of London, as recorded in the Housing Delivery Test, is taken from MHCLG Net Additional Dwelling Statistics which, in turn, are derived from data supplied to MHCLG from the Mayor's London Development Database (LDD). Housing completion data for the City of London in the LDD are supplied on a regular basis by the City Corporation and City Corporation published housing monitoring data and LDD data should therefore be consistent on an annual basis.
34. City Corporation housing completion data for the 3 year period covered by the 2019 Housing Delivery Test suggests that actual housing delivery over the 3 year period met 92% of the Government estimated level of need. Table 3 compares HDT delivery figures with City Corporation figures for the 2016/17 – 2018/19 period:

	2016/17	2017/18	2018/19	Total	% of housing need
HDT	7	26	55	88	32
City of London	7	26	220	253	92

Table 3: Comparison of recorded housing completions – Housing Delivery Test and City Corporation

35. The difference between City Corporation and HDT data is the result of the completion of 165 flats at Sugar Quay in 2018/19 not being accounted for in the London Development Database or the MHCLG Net Additional Dwellings Statistics. This was due to a miscoding by the City Corporation of the completion date of the Sugar Quay scheme at the time of submission to the London Development Database. This error did not become apparent until the publication of the Housing Delivery Test 2019 data.
36. The City Corporation has been in discussion with MHCLG to seek to correct this error and ensure that the Housing Delivery Test result accurately reflects new housing delivery in the City. MHCLG responded:

“Your email states that your authority has identified that some numbers had been incorrectly reported on the Housing Flows Reconciliation return for your authority, as such your return does not correctly represent delivery and that you wish to amend the figures.

The Housing Delivery Test rulebook is, however, clear that the Net Additional Dwelling Statistics are used as the baseline delivery figure. These are designated as National Statistics, and to have and maintain this status the statistics need to have, and implement, a clear revisions policy. The revisions policy for the Net Additional Dwelling Statistics states that local authorities may not revise the data they supply for these statistics after the original deadline for submission, as this is an annual series with a relatively long data collection period.

This means we are unable to revise your 2019 HDT result.”

37. The City Corporation maintains that, since the intention of the Housing Delivery Test is to measure the extent to which housing targets are being met, it is necessary to amend the City of London figures for 2018/19 to reflect the completion of Sugar Quay. Consequently, the correct

measure of performance against the estimated level of housing need for the City of London is 92%, requiring the production of an action plan, but not invoking a requirement for a 20% buffer on the 5 year land supply, or the presumption in favour of sustainable development. Despite the discrepancy over actual housing delivery figures, the City Corporation has still produced this Action Plan to accord with the National Planning Policy Framework requirement.

Housing Delivery Test Action Plan

38. The National Planning Practice Guidance indicates that the Housing Delivery Test Action Plan should identify the reasons for under-delivery, explore ways to reduce the risk of further under-delivery and set out measures the authority intends to take to improve levels of delivery.
39. The City Corporation's assessment of housing delivery indicates that delivery was at 92% of the MHCLG assessed level of need. This level of provision is only marginally below the Government target, the shortfall being equivalent to 8 residential units over a 3 year period. The City Corporation does not consider that this is a significant shortfall and housing delivery over the 5 year period 2019/20 to 2023/24 will exceed London Plan and Local Plan requirements.
40. Table 4 sets out projected housing delivery for the 5 year period, compared to London Plan annualised housing requirements. The London Plan requirement is expected to increase from 141 dwellings per year in 2019/20 to 146 dwellings per year from 2020/21, following the formal publication of the London Plan.

Year	Projected Net additional housing	London Plan Annualised Target
2019/20	296 ⁽¹⁾	141
2020/21	365	146
2021/22	378	146
2022/23	74 ⁽²⁾	146
2023/24	74 ⁽²⁾	146
TOTAL	1,187	725

Table 4: City of London Projected Housing Delivery

1) Includes 165 units at Sugar Quay omitted from 2018/19

2) London Plan small site estimate for the City of London

Source: City of London Housing Trajectory

41. The four-year period 2019/20 to 2023/24 is projected to see a significant delivery of housing, with over 1,000 dwellings projected to be completed, against a London Plan target of 735 dwellings. Projected completions on large sites are set out in Table 5:

Site	Projected Completion Date	Units
Sugar Quay	2019/20	165
Barts Close (phase 1&2)	2019/20	131
150 Bishopsgate	2020/21	160
Barts Close (Phase 3)	2020/21	100
15 Minories	2020/21	87
35 Vine Street	2021/22	619 student flats, equates to 248 units
Golden Lane	2021/22	99

Table 5: Projected large site completions

42. This projected level of new housing provision will be significantly above the Local Plan and London Plan housing targets for the City of London and above the projected increase in households set in the Government projections. No further specific action is considered necessary to ensure that the City of London can meet its Housing Delivery Test obligations for the period up to 2023/24.

Housing Delivery Test Action Plan Conclusions

43. This action plan meets the requirements under the NPPF for the City Corporation to set out how housing delivery will be improved going forward to ensure that delivery meets assessed housing requirements. It has demonstrated:
- MHCLG statistics for housing completions in the Housing Delivery Test 2019 Measurement period did not reflect actual housing completions within the City of London over the 2016/17 to 2018/19 period. If all new housing completions are included in the City of London calculation, the City of London's performance increases from 32% of estimated housing need to 92% of estimated housing need.
 - The projected delivery of new housing over a 5-year period from 2019/20 onwards will exceed the annual average requirement in the London Plan by 462 dwellings. This equates to 8.1 years supply.
 - No further actions are required at this stage to ensure that the City of London can meet adopted Local Plan housing requirements.
44. The City Corporation will continue to implement its Local Plan policies and report annually on new housing delivery through the Housing Monitoring Report, including reporting on the City of London Housing Trajectory.
45. This Action Plan will be reviewed on publication of the 2020 Housing Delivery Test, expected in November 2020.
46. The longer-term delivery of housing in the City in the period 2026-2036 will be addressed in the City's new Local Plan, which is scheduled to be published for pre-submission consultation in late 2020 or early 2021.

Annex A: City of London Housing Trajectory, March 2019

		Actual Housing Delivery									Projected Housing Delivery					
Indicator		Financial Year														
		2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	Housing Trajectory Year as set out in Further Alterations to the London Plan (March 2015)					1	2	3	4	5	6	7	8	9	10	
	Housing Delivery Year to 2026 as per Policy CS21 Local Plan					1	2	3	4	5	6	7	8	9	10	11
	Trajectory Years Left as per Housing Delivery	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
H2a	Net additional dwellings in previous years															
	Allocated Sites	0	0	0	0											
	Unallocated Sites	18	51	458	277	-120	2	149	62							
H2b	Net additional dwellings for reporting year									296						
	Net additional dwellings future years															
	Allocated Sites															
	Unallocated Sites with planning permission										365	378	12	17		
	Unallocated Sites Awaiting Decision Subject to a S106 Agreement															
	Unallocated Sites Awaiting Decision to be made															
	Unallocated Sites without planning permission projected												62	57	74	74
	Projected Cumulative Dwelling Completions	18	69	527	804	684	686	835	897	1193	1558	1936	2010	2084	2158	2232
H2c	Annualised Plan Target	110	110	110	110	141	141	141	141	141	146	146	146	146	146	146
	Cumulative Plan Target	110	220	330	440	581	722	863	1004	1145	1291	1437	1583	1729	1875	2021
	Monitor dwellings above or below cumulative allocation	-92	-151	197	364	103	-36	-28	-107	48	267	499	427	355	283	211
H2d	Managed delivery target (taking account of past/projected completions)	135	143	150	125	111	134	148	148	161	138	93	21	4	-32	-137
	(Total target less previous years)/Years Left															

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Committee(s)	Dated:
Planning & Transportation Committee – for information	08092020
Subject: Planning Reform: Changes to the Use Classes Order and Permitted Development Rights Announced July 2020	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Information
Report author: Paul Beckett, Policy & Performance Director, DBE	

Summary

The Government is pursuing a planning reform agenda and has brought forward a number of changes to secondary legislation to provide greater flexibility in the planning system to address the objectives of delivering more housing and adapting to changes in town centres. This report outlines the key planning changes legislated for in July 2020 and the key implications of these changes for the City of London. It focusses on changes made to the Use Classes Order (UCO) which regulates changes of land use, and changes made to Permitted Development Rights (PDR) which determine which forms of development need specific planning permission .

The effects of the new UCO changes will probably be most evident in the existing retailing clusters where easier changes of use without the need for planning permission could hasten changes in their character. The City Corporation has always sought to apply its planning policies for its commercial areas flexibly to deliver a complementary mix of offices and other uses which support the City's business role. To that extent the broader, new Class E created by the UCO changes accords with this approach. However, if the UCO changes were to lead to undesirable trends then it might be appropriate for the City Corporation to consider the use of available planning and other powers to manage the mix of land uses in the public interest.

The Government has also made changes to the Permitted Development Rights which came into effect by 31st August, principally aimed at making it easier to extend existing buildings to provide more housing, or to demolish existing vacant, free-standing commercial, light industrial or residential buildings to provide more homes. These new PD rights seem radical but they are subject to significant limitations and prior approval requirements which limit their practical use such that it is not thought they will have a significant impact on the commercial focus of the City.

It is noted that the national planning policy situation is still evolving as the Government has promised further guidance later in August on the implementation of the changes already announced and has also proposed further significant changes to

the planning system in a Planning White Paper which was issued on 6th August 2020 for public consultation until 29th October 2020. A further consultation on other changes to the planning system has also been issued for response by 1st October 2020. The proposals in the White Paper could affect local plan-making, development management and infrastructure funding. They will need to be responded to after careful consideration. A separate report on the White Paper and the accompanying planning changes consultation will be prepared for consideration by this committee in October.

Recommendation(s)

Members are recommended to:

- Note the publication of the revised Use Classes Order 2020 which took effect on 1st September 2020.
- Note the changes to Permitted Development Rights published during July 2020 which took effect on 31st August 2020.
- Note that officers will report further on detailed implications once the National Planning Practice Guidance has been amended to reflect the policy intent of the new Use Classes Order, including the detailed implications for the existing Local Plan and the draft City Plan 2036.

Main Report

Background

1. The Government is pursuing a planning reform agenda and has brought forward a number of changes to secondary legislation to provide greater flexibility in the planning system to address the objective of delivering more housing, adapting to changes in town centres, and also to address some short term issues raised by the Covid-19 pandemic. This report outlines the key planning changes legislated for in July 2020 and the key implications of these changes for the City of London. It focusses on changes made to the Use Classes Order (UCO) which regulates changes of land use, and changes made to Permitted Development Rights (PDR) which determine which forms of development need specific planning permission.
2. Members may recall that in October 2018 the Government consulted on a range of proposed changes to the Use Classes Order to support easier changes of existing uses in the high street and to provide additional permitted development rights to deliver new housing. Those proposals included the merging of retail use classes but did not include offices in the merged class. Members recognised the need to address changing shopping habits and supported in principle the merging of retail use classes. Members objected to the proposed new Permitted Development Rights relating to extensions or demolitions to provide additional housing principally due to concern at the loss of local planning control over changes in the built form and the location of housing.

3. The new UCO changes that took effect on 1st September went much further than the earlier proposals by including offices in the new broader Class E (commercial, business and services) and this should be seen as being part of a wider planning reform agenda which the Government is actively pursuing. The new permitted development rights granted to boost housing delivery are similar to those proposed previously. They do remove the need for planning permission for certain extensions and demolitions to deliver more housing, but they are subject to significant limitations and prior approval requirements which limit their practical use such that it is not thought they will have a significant impact on the commercial focus of the City. .

Changes to the Use Classes Order Applicable from 1st September 2020

4. The Use Classes Order 1987 (as amended) identifies categories of land uses within which a change of use does not constitute development and therefore it can take place without the need for specific planning permission. The Use Classes Order has been subject to changes since 1987, but the fundamental principles have remained the same. Local plan policies and their implementation through development management processes have been based on the categorisation of land uses set out in the Order. Therefore changes to that Order can have significant effects on both local planning policy and its implementation through development management.
5. On 21st July 2020, a substantial amendment to the Use Classes Order was laid before Parliament and this came into effect on 1st September 2020 (The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, SI 2020 No. 757). See link at <https://www.legislation.gov.uk/uksi/2020/757/made>. The new UCO revoked the existing Use Class A (retail) and created new Use Classes E (commercial, business and service), F1 (learning and non-residential institutions) and F2 (local community). It also moved several additional land uses to Sui Generis status where changes to or from them are more tightly controlled. The main changes to the Use Classes Order are summarised in the table included as Appendix 1.
6. Existing buildings or land that was previously in Classes A1, A2, A3 or B1 use automatically transitioned to Class E on 1st September 2020.
7. A significant innovation in the new UCO is the concept of 'part' uses that will allow the change of use of part of an existing use to an alternative Class E use without the need for specific planning permission. The intention is to facilitate flexibility to make rapid changes within town centre units to adapt to changing social trends and market conditions. Further guidance may clarify how this will operate in practice.
8. The new UCO changes are intended to be permanent although it is possible that given their radical nature the Government might make further changes at a later date in the light of experience. The Government has indicated that further guidance on the implementation of the new UCO will be issued prior to 1st September and if so this will be reported orally to Members.

9. Applications submitted, but not determined, before 1st September 2020, will be determined in relation to the 1987 Use Classes Order. The 2020 revisions will only apply to applications submitted from 1st September 2020. Therefore planning applications that come before this committee in the next few meetings will probably be determined in relation to the 1987 UCO.
10. Where existing development has been approved under the 1987 UCO and benefits from other permitted development rights, these rights will remain for a transitional period from 1st September 2020 until 31st July 2021. Existing Article 4 Directions which relate to the 1987 UCO will also be saved until 31st July 2021.

Implications for the City of the new Uses Classes Order 2020

11. The main implications relate to changes in the local planning authority powers available to the City Corporation to manage changes of existing land uses within the City of London. Most changes in the new UCO result in reduced local powers though some uses that are in future to be treated as Sui Generis are subject to tighter controls.

Mix of office, retail and other town centre uses

12. The creation of a broad, new Use Class E (commercial, business and service) which includes offices, retail and some other uses in the same Use Class is the most significant change, which will affect the mix of uses in town centres and out-of-town centres nationally, and it will also affect the mix of uses found in the City including within our Principal Shopping Centres. The UCO changes will in general reduce the current ability of the City as a local planning authority to regulate changes of existing uses in the City, including the ability to prevent some undesirable changes. Notable consequences include:
 - Loss of planning control over change of use from offices to other Class E uses which could lead to the loss of some existing office stock, but in practice this loss could be outweighed by larger increases in newly permitted office stock elsewhere.
 - Reduced ability to manage change in the Principal Shopping Centres and Retail Links due to the loss of planning control over Class E changes of use which now include offices, shops, restaurants, cafes and some medical services.
 - Removal of ability to prevent changes of use from existing retail and other Class E publicly accessible uses in the Culture Mile and other Key Areas of Change which currently form a core around which other beneficial uses could cluster.
 - Removal of ability to prevent changes of use from existing isolated shops and some other local services which could be unwelcome to local customers.
 - Conversely, several uses have been made 'Sui Generis' which means there is now greater planning control over changes of use to or from them. New Sui Generis uses include drinking establishments (formerly A4), hot food takeaways (formerly A5), cinemas, concert, bingo and dance halls (formerly D2).

13. Those parts of former Class D1 (Non-residential institutions) that have not been included in the new Class E have been transferred into the new Class F1 (Learning and non-residential institutions). A new Class F2 (Local community uses) has also been created which includes halls, meeting places, outdoor recreation and small isolated shops, though such shops are unlikely to exist in the City.
14. Town centre retailing is under pressure generally at present due to Covid-19 and competition from online retailing. However, it is considered that the City's Principal Shopping Centres will continue to be the focus of new retail development despite the greater flexibility. Developers and owners are expected to continue to see the advantages of a diverse tenant base and the benefits of vibrancy and activity at street level in such locations. The effects of the UCO changes are likely to be felt more keenly on the Retail Links and on isolated individual or groups of retail units elsewhere in the City. The expectation is that changes of use no longer requiring planning permission could lead to the loss of retail units and an increase in other Class E uses in such locations.
15. The new definition of drinking establishments (formerly A4) and hot food take-aways (formerly A5) as Sui Generis means that planning permission will be required for any change of use into, or out of, these uses. This change will ensure that adverse impacts from the loss of such facilities, or any adverse amenity impacts from proposed new uses can continue to be addressed through planning.

Health facilities

16. The 2015 Local Plan and the emerging draft Local Plan encourage the provision of local health facilities and protect existing facilities. However the inclusion of health centres and clinics into new Class E could make it easier for them to change to other Class E town centre uses without the need for planning permission. It is likely to result in a much a higher turnover of health facilities, particularly private facilities which respond more readily to fluctuations in the market demand and the broader City economy.

Transportation

17. The City's Transport Strategy, adopted Local Plan and emerging draft Local Plan all encourage the greater use of active travel and measures to reduce the level and impacts of freight and servicing movements. The Local Plan and the London Plan set out parking and freight and servicing standards for new development according to the land uses being permitted. Greater flexibility in subsequent changes of use could lead to changed uses not having appropriate parking, freight or servicing arrangements. The current approach will therefore need to be reviewed, perhaps to allow for a wider range of uses when first assessed, or with the greater use of planning conditions where justified to prevent such outcomes.

Noise, emissions and the night-time economy

18. The Planning Service works closely with colleagues in Markets and Consumer Protection to ensure, through good design at a very early stage, that new and existing development does not create a loss of amenity in terms of noise, emissions and other environmental impacts. The new UCO changes have

removed the need for planning permission for changes of use within Class E, removing the potential to use the planning system to require control during the construction phase, good acoustic design, control over hours, odour control or management plans to reduce potential adverse impacts arising from noise and increased activity as well as ensuring effective venting of emissions (including odours) and control of light emissions. This will have a significant impact on the City's environment and will probably give rise to more complaints by the City's workers, residents and visitors. It also means that colleagues will not be alerted through the planning application process to potential environmental concerns that might arise through changes of use.

19. Existing environmental health regulations and licensing requirements will remain in force and will become the main means of managing such changes of use but will not be able to provide an equivalent level of environmental protection. In addition, proposals for the external venting of buildings, or alterations to the external appearance of a building, will still require planning permission in most cases. These mechanisms can address some of the concerns arising from the new UCO changes but will not be able to prevent the principle of change of use which if it is not defined as development, does not need planning permission.
20. The potential for part change of use carries a risk that as the part use is changed the planning controls used to prevent a negative impact to the existing or future use will no longer be available. The result may be office space that suffers noise and odour issues which may not be actionable as nuisance.

Local Plan implications

21. The new UCO changes mean that some policies relating to land uses in the Local Plan 2015 and the draft City Plan 2036 will need consequential updating to reflect the new land use categories. Other policies are now of less or no relevance as their implementation was based on local planning controls relating to the old UCO. Officers have already undertaken an initial assessment of all policies. It is considered that the overall aims of these Plans are still reasonable and deliverable though there will need to be changes to some key policies to reflect changes in the detailed control over changes of use available to the local planning authority. The most significant changes are likely to be needed in the retail policies.
22. The City Corporation's existing Article 4 Direction which retains local planning control over changes of use from offices to housing in the City is unaffected by the new UCO changes. The amended regulations provide for references to uses or use classes in Article 4 Directions which have already been made to continue to be construed as the previous use classes. Offices and housing remain in separate Use Classes and so changes of use between them would still require planning permission in accordance with the Article 4 Direction.
23. The Government intends to amend the National Planning Practice Guidance to reflect the policy intent of the new Use Classes Order. Once such guidance has been published officers will be in a position to suggest the best way to apply the existing Local Plan in the changed circumstances, and to suggest the best way to

update the draft City Plan 2036. It is likely, however, that the Local Plan review timetable, already delayed due to Covid-19, will be further delayed.

Wider implications for the City Corporation

24. The changes in planning law assessed in this report will have wider implications for the work undertaken by other departments. For example, the change of use planning applications previously considered were often used as a flag to monitor changes that needed consideration by other departments. Environmental and public health matters may still need to be addressed but will no longer have the benefit of the planning application process to provide a context for early engagement and positive health outcomes. Licensing and other regulatory procedures will become more important when dealing with matters that are no longer a planning matter, but will no longer have the ability to deliver the same standard of amenity.
25. Another implication is that business rate records will no longer be able to rely on planning permissions to flag changes of use that may have business rating implications. The new UCO changes and the new PD rights might also provide opportunities for the City Surveyor to manage his property portfolio in the City and elsewhere in different ways.

Changes to Permitted Development Rights Applicable by 1st September 2020

26. A number of separate amendments to the General Permitted Development Order (GPDO) have been laid before Parliament, one on 24th June coming into effect on 1st August and two on 21st July coming into effect on 31st August. The changes made are expressed, rather confusingly, in terms of the 1987 Use Classes Order and not the 2020 UCO revision. Provisions in the new Use Classes Order allow for references to the 1987 Use Classes Order to continue as a transitional measure in the GPDO up until 31st July 2021.
27. The new permitted development (PD) rights allow for:
- purpose-built freestanding blocks of flats of three storeys or more to extend upwards by up to 2 additional storeys to create new homes, up to a height of 30m. This change came into effect on 1st August.
 - Upwards extension of up to 2 additional storeys on existing houses, detached or in a terrace, to create new self-contained homes or additional living space up to a height of 18 metres. Single storey homes will be able to add 1 additional storey.
 - The upwards extension of up to 2 additional storeys on free standing blocks, up to a height of 30 metres and on buildings in a terrace (of 2 or more buildings) in A1, A2, A3 or B1a use, or betting office, payday loan shop or launderette.
 - Vacant and redundant free-standing commercial and light industrial premises, and residential blocks of flats, to be demolished and replaced with new residential units. At the same time, the right will allow up to 2 storeys to be added to the height of the original building, to help create more homes, as long as the resulting residential building is no higher than 18 metres.

Implications for the City of the new Permitted Development Rights

28. The new PD rights seem radical but in practice are subject to a number of limitations and requirements for prior approvals which will limit the direct impact on the City, its commercial office focus, and on general amenity.
29. The impact of new PD rights for upwards extensions of residential buildings on the City's commercial function is likely to be limited, principally because of the relatively low number of residential properties in the City and their concentration in identified residential clusters. However such extensions rights could impact on neighbouring residential amenity. There may be scope for PD rights to be exercised on parts of the Middlesex Street Estate and the Mansell Street Estate and smaller residential blocks in areas such as Smithfield, but not in the Barbican or Golden Lane Estates due to their listed and conservation area status. In practice, it is not clear that such extensions would make commercial sense due to the limitations on the PD rights, and so it is more likely that a developer seeking to increase housing on a site would instead seek a fresh planning permission for a more radical redevelopment.
30. The new PD right for the upwards extension of commercial blocks could potentially have a greater impact. Further detailed assessment will be required to consider the scope for such upwards extension in the City, but the scope will be limited by the requirement for such buildings to have been built between 1948 and 2018, to have not already have been extended upwards, to be less than 18m in height once extended and to be outside of a conservation area or not impacting on a listed building. The non-planning issues of right to light infringements caused by upwards extensions of both commercial and residential buildings may also be a limiting factor in some cases.
31. The new PD right for demolition of detached commercial buildings and their replacement with residential could in theory have had the greatest impact on the City's commercial office cluster and the long-standing Local Plan approach to the protection of office space. However, an analysis of the impact of this PD right has been undertaken using GIS sieve mapping techniques, which demonstrates that it is likely to have negligible impact on the City in practice, due principally to the nature of the City's building stock, its age and the number of listed buildings and conservation areas. The new PD right would not apply:
- If the building is not detached
 - If the building is in a Conservation Area
 - If it is a listed building
 - If the footprint of the current building is greater than 1,000 m²
 - If the height of the highest part of the building above ground level (not including plant, radio masts, antenna etc.) is higher than 18m at any point
 - If the current building was constructed since 31st December 1989

Options

32. The City Corporation will need to implement the new Use Classes Order and the new Permitted Development Rights that took effect before or on 1st September

2020 as they form part of the national planning law. However there remain options for the City Corporation to consider seeking the use of Article 4 Directions where justified to control the use of permitted development rights, and to consider the use of planning conditions, where they meet the Government's 6 tests, to limit the effect of the new UCO on newly permitted development, though not on changes of existing uses. The appropriateness of such options will need to take full account of any further guidance and on the Government's wider planning reform agenda.

Proposals

33. The changes to national planning law should be noted and implemented. Further consequential actions should await further clarification on implementation in the Government's forthcoming revised National Planning Practice Guidance.

Corporate & Strategic Implications

34. Corporate Plan implications: The reduction in local planning powers over some changes of use will have some adverse implications for the Corporate Plan aims of contributing to a flourishing society, shaping outstanding environments and supporting a thriving economy. The changes could reduce the ability of the the City Corporation as a local planning authority to manage changes in land uses in the public interest including the promotion of beneficial change to key areas such as the Culture Mile, Fleet Street and the City riverside.

Financial Implications

35. There are some financial implications as the removal of the need for planning permission for certain changes of use will reduce the number of planning applications and their related fee income. However most planning fee income comes from applications for redevelopment which are unaffected by these changes.
36. There will also be reduced income for the Construction Impacts Levy and potentially higher costs associated with enforcement and legal proceedings.

Conclusions

37. The Government is pursuing a planning reform agenda and has brought forward a number of changes to secondary legislation to provide greater flexibility in the planning system to address the objectives of delivering more housing and adapting to changes in town centres. The changes made to the Use Classes Order (UCO) which regulates changes of land use, and changes made to Permitted Development Rights (PDR) which determine which forms of development need specific planning permission, will have implications for both the plan-making and development management roles of the City as a local planning authority.

38. Most changes in the new UCO result in reduced local powers though some uses that are in future to be treated as Sui Generis are subject to tighter controls. The effects of the new UCO changes will probably be most evident in the existing retailing clusters where easier changes of use without the need for planning permission could hasten changes in their character. The new PD rights seem radical but they are subject to significant limitations and prior approval requirements which limit their practical use such that it is not thought they will have a significant impact on the commercial focus of the City but the possible intensification of the built form could affect general amenity.

Appendices –

Appendix 1: Summary of Changes to the Use Classes Order Applicable in England from 1st September 2020.

Background Papers –

Report to Planning and Transportation Committee 8th January 2019, City Corporation Response to MHCLG Consultation – Planning Reform Supporting the High Street and Increasing the Delivery of New Homes. Agreed by Chairman's Action and reported as item 6 to 29th Jan Committee.

See <http://democracy.cityoflondon.gov.uk/ieListDocuments.aspx?CId=143&MId=19658&Ver=4>

Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, SI 2020 No. 757). See <https://www.legislation.gov.uk/uksi/2020/757/made>

The Town and Country Planning (General Permitted Development) (England) (Amendment) (No.2) Order 2020 See <https://www.legislation.gov.uk/uksi/2020/755/made>

The Town & Country Planning (General Permitted Development) (England) (Amendment) (No.3) Order 2020 See <https://www.legislation.gov.uk/uksi/2020/756/made>

White Paper - Planning for the Future. MHCLG August 2020.

See <https://www.gov.uk/government/consultations/planning-for-the-future>

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Appendix 1: Summary of Changes to the Use Classes Order from 1st Sept. 2020

Appendix 1: Summary of Changes to the Use Classes Order Applicable in England from 1st September 2020		
Changes highlighted in bold		
Land Use	Use Class to 31st August 2020	Use Class from 1st Sept 2020
Shop	A1	E
Shop smaller than 285 sqm selling essential goods including food which is at least 1km from a similar shop	A1	F2
Financial and professional services	A2	E
Restaurant and café	A3	E
Drinking establishment	A4	Sui Generis
Hot food take away	A5	Sui Generis
Offices not within Class A2	B1a	E
Offices for research and development	B1b	E
Light industry suitable in a residential area	B1c	E
General industry	B2	B2
Storage and distribution	B8	B8
Hotels, boarding and guest houses	C1	C1
Residential institutions	C2	C2
Secure residential institutions	C2a	C2a
Dwelling house	C3	C3
Dwelling house for 3-6 residents used in multiple occupation	C4	C4
Clinics, health centres, creches, day nurseries and day centres	D1	E
Schools, non-residential education and training centres , museums, public libraries, public halls, exhibition halls, places of worship and law courts	D1	F1
Cinemas, concert halls, bingo halls and dance halls	D2	Sui Generis
Gymnasium and indoor recreation	D2	E
Halls or meeting places principally for use by the local community	D2	F2
Indoor and outdoor swimming baths and skating rinks, outdoor sports and recreation	D2	F2

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Committee(s): Planning and Transportation Committee – for information	Date: September 2020
Subject: Flood Risk Management Plan 2021-27– Measures	Public
Report of: Carolyn Dwyer – Director of the Built Environment	For Information
Report author: Holly Smith - Environmental Resilience Team	

Summary

The City Corporation, as unitary authority for the Square Mile is the Lead Local Flood Authority for the City. The City of London's statutory Local Flood Risk Management Strategy (LFRMS)¹ 2014- 2020 is aligned with the Environment Agency's Flood Risk Management Plan (FRMP)² for the Thames River Basin. Both documents are due for review by 2021. Each EU member country must produce FRMPs for each river basin district, as set out in the EU Floods Directive 2007³. This duty remains having left the EU. There are 11 river basin districts in England and Wales.

The Environment Agency (EA) is coordinating all the Lead Local Flood Authorities (LLFAs – all London Boroughs and the City are separate LLFAs) to create a new FRMP. As part of this we have had to choose a minimum of 5 set objectives from a list provided by the EA. Within these objectives, the City has to develop at least 1 *measure* under each objective. The Environmental Resilience Team have developed these measures and have gained the approval under delegated authority of the Director of the Build Environment to submit these objectives and measures to the EA for inclusion in their FRMP. These measures will then be incorporated into the LFRMS which will be presented to the Planning and Transportation Committee for approval in early 2021.

Recommendation(s)

Members are asked to:

- Note this report for information.

Main Report

Background

1. Under the Flood Risk Regulations 2009, there is a statutory requirement for the EA to prepare a FRMP for a designated area of flood risk. For London this is the area at risk of flooding within the Thames River Basin district. A FRMP contains objectives and actions to reduce or mitigate flood risk. The City

¹ See section 9: <http://www.legislation.gov.uk/ukpga/2010/29/contents>

² <https://www.gov.uk/guidance/flood-risk-management-plans-frmps-responsibilities>

³ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32007L0060>

reports annually to the Environment Agency (EA) on our contribution to the implementation of the FRMP. The current FRMP ends at the end of this year.

2. The EA is coordinating all the Lead Local Flood Authorities (LLFAs – all London Boroughs and the City are separate LLFAs) to feed into a new FRMP for 2021-2027. The EA sent a list of objectives, each LLFA must pick at least 5 objectives and then develop at least 1 measure under each objective.
3. The City Corporation, as unitary authority for the Square Mile is the Lead Local Flood Authority (LLFA) for the City. The Flood and Water Management Act 2010 assigns various responsibilities to Lead Local Flood Authorities including the requirement to develop, maintain, apply and monitor a strategy for local flood risk management in its area – the Local Flood Risk Management Strategy (LFRMS).
4. The City of London Local Flood Risk Management Strategy (LFRMS) holds information on how the LLFA plans to work together with communities and businesses to manage and mitigate flood risk in our area (the Square Mile). The LFRMS sets out **how** the City is going to achieve the EA FRMP objectives and measures.

Current Position

5. As part of this process of developing the new FRMP, the Environmental Resilience Team has selected 6 objectives from a prescribed list provided by the EA, which were discussed and agreed in the March 2020, by the officers Flood Risk Steering Group. Within these objectives, the City must develop at least 1 *measure* under each objective.
6. Measures can be thought of as actions that will be taken to mitigate flood risk. The measures must be S.M.A.R.T (Specific, Measurable, Attainable, Relevant, Time-bound). The measures chosen evolved from the previous FRMP; if they were complete, we evolved the measure to be more ambitious. If the measure was only part complete, we brought it forward. A few were dropped as they were not applicable anymore or were continuing tasks that had no end date (e.g. attending partnership meetings quarterly), therefore could not be made SMART. The EA are shifting their focus from flood *prevention* to flood *resilience*, so many measures reflect this.
7. There are 12 measures in total, under 6 prescribed objectives. The objectives and measures are presented in Appendix 1 Flood Risk Objectives and Measures *Appendix 1 - FRMP Objectives and SMART Measures*. The measures were accepted by the Flood Risk Steering Group in June 2020 and approved under delegated authority by the Director for the Built Environment in July 2020.

Proposals

8. The Environmental Resilience Team have developed 12 measures in appendix 1 and have gained the approval of the Director of the Built

Environment to submit to the EA. These measures will then develop into the LFRMS which will be presented to the Planning and Transportation Committee for approval early in 2021.

Corporate & Strategic Implications

9. The FRMP and LFRMS are statutory documents that all LLFAs must produce under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010.
10. The FRMP and LFRMS links to the DBE business plan aims and objectives 5. It is also part of *strengthening the resilience of the City to risks from natural and man-made threats*.
11. Through our Responsible Business Strategy, the City Corporation is committed to *Reduce the risk and impact of flooding on the Square Mile by implementing the City of London Local Flood Risk Management Strategy*

Implications

12. There is no cost, legal or HR implications associated with this decision.
13. If we do not contribute to the EA's FRMP, then the City would have a statutory duty to produce a FRMP for our area.

Conclusion

14. The Environmental Resilience Team have proposed 12 measures that have been approved by the Director of the Built Environment.
15. These measures will form part of the Flood Risk Management Plan that all Lead Local Flood Authorities must produce for the Environment Agency as a statutory duty under the Flood Risk Regulations 2009.

Appendices

Appendix 1 - FRMP Objectives and SMART Measures.

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City of London – Flood Risk Objectives and measures 2nd cycle 2021 – 2027

Climate Resilient Places - Reducing the likelihood of flooding	
Objective	Measures
By 2027 risk management authorities will have worked together to develop and implement adaptive approaches to future flooding to enhance the resilience of the flood risk area.	<ol style="list-style-type: none"> 1. Incorporating SuDS in the public realm and minor development By Q4 of 2022 the City of London Corporation will have procedures in place to maximise the use of sustainable drainage systems, using the SuDs hierarchy, in new public realm works and appropriate minor developments to reduce the risk of flooding. 2. Strategising flood defence raising By Q2 of 2021 the City of London Corporation will have prepared a Riverside Strategy which will drive forward the requirements of the Thames Estuary 2100 Plan to reduce the risk of flooding, while unlocking sustainable growth opportunities along the Thames in the Square Mile, including protecting heritage assets. 3. Reviewing the SFRA By Q4 of 2022 the City of London Corporation will have reviewed its Strategic Flood Risk Assessment to provide a sound information on the flood risk in the City, this will include identifying infrastructure at risk of flooding from all sources including burst watermains, guidance on safe access and egress plans from development in at risk areas and analysis of flooding events.

Minimising the consequences of flooding for human health	
Objective	Measures
By 2027 risk management authorities will have developed and delivered a programme of flood risk management capital schemes and maintenance to reduce risk of flooding and coastal change and its adverse consequences for human health and wellbeing.	<ol style="list-style-type: none"> 4. Promoting flood resilience measures By 2025, the City of London Corporation will have reviewed opportunities to improve the flood resilience in residential properties in the Square Mile and taken action to implement these measures. Funding will be sought from sources including the Flood Defence Grant in Aid, Local RFCC Levy and private funding sources where appropriate. 5. Enabling effective maintenance of flood risk assets (Carried Forward from Cycle 1 Act 155) By 2026, the City of London Corporation will have continued to maintain a register of flood defence assets, including information of their condition where appropriate. Using this data, the City of London Corporation in partnership with asset owners, Team 2100 and other stakeholders will review mechanisms for ensuring that assets remain in good condition, minimising the consequences of flooding.

Minimising the consequences of flooding for the environment including cultural heritage	
<i>Objective</i>	<i>Measures</i>
By 2027 actions by risk management authorities to address current and future risk of flooding and coastal change will have helped achieve the environmental objectives set out in the river basin district's river basin management plan.	<p>6. Managing flood risk for Historic Assets</p> <p>By 2023, the City of London Corporation will have identified all historic assets in the Square Mile at risk of flooding and will work to encourage building owners to develop and adopt resilient design measures, minimising the consequences of flooding for the City's cultural heritage, through guidance for retrofitting flood resistance and resilience measures specifically for historic assets .</p>

Minimising the consequences of flooding for economic activity	
<i>Objective</i>	<i>Measures</i>
By 2027 risk management authorities will have provided evidence and advice to infrastructure providers and supported them to take account of future flooding and coastal change in their infrastructure investment.	<p>7. Engaging with Thames Water on mains bursts and sewerage infrastructure</p> <p>By Q4 of 2022 the City of London Corporation, working in partnership with Thames Water, will have identified sensitive properties at risk of water main burst and sewer surcharging and will have developed guidance with Thames Water and property occupiers on measures to mitigate these risks thus minimising the consequences of this type of flooding.</p> <p>8. Liaising with infrastructure providers (electricity, gas, pipe-subways, transport etc)</p> <p>By Q4 of 2024 the City of London Corporation, working in partnership with utility providers and other infrastructure owners will have shared information on assets at risk of flooding and encouraged owners to take steps to mitigate this risk where appropriate thus reducing the consequences of flooding for economic activity.</p>
By 2027 risk management authorities will have worked with communities and businesses to understand and implement a plan for how flood and coastal erosion risk management activities can contribute towards sustainable growth and prosperity in a climate resilient way (and vice versa).	<p>9. Implementing City Plan 2036 flood risk policies (Carried forward from Cycle 1 Act 153)</p> <p>By Q4 2021 the City of London Corporation will have adopted new flood risk and urban greening policies through the City Plan 2036 and produced procedures to ensure that the policies relating to flood risk and climate resilience from the City Plan 2036 are being universally implemented and are being effectively monitored thus contributing to sustainable growth.</p> <p>10. Managing flood resilience for commercial buildings (Carried Forward from Cycle 1 Act 154 and 156)</p> <p>By 2023, the City of London Corporation will have collated guidance specific to retrofitting flood resistance and resilience measures to commercial buildings (including those in Farringdon Street, Pauls Walk and Victoria Embankment), minimising the consequences of flooding for economic activity.</p>

A nation of climate champions - Reducing the likelihood of flooding	
Objective	Measures
By 2027, risk management authorities will have worked with communities across the risk area to: raise awareness of the level of flood risk that they face; help them understand the role of emergency responders and ensure they know what to do in an emergency to help themselves.	<p>11. Exercising a reviewed Multi Agency Flood Plan carried forward from Cycle 1 Act 157 By Q2 of 2021 the City of London Corporation will have reviewed and updated the Multi Agency Flood Plan. The plan will be tested in regular exercises thus reducing the consequences of flooding for human health.</p> <p>12. Communicating flood risk By 2027, the City of London Corporation will explore innovative ways to engage with our workers, residents, visitors and learners to communicate flood risk and resilience and help them understand the risks they may face thus reducing the consequences of flooding for human health.</p>

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Committee(s): Planning & Transportation Committee	Date(s): 8 September 2020
Subject: 2020/21 Business Plan Update Q1	Public
Report of: Director of the Built Environment	For Information
Report author: Elisabeth Hannah	

Summary

This report sets out the progress made during Q1 of the 2020/21 Departmental Business Plan. This report continues to build on our new approach to share high level data, awards and results as infographics (Appendix 1), you will find further details and additional information at Appendix 2.

Overall, the financial figures in this report are correct at the end of June (Appendix 3). However, significant improvements have happened across the department and reduced the Department of the Built Environment Planning & Transportation Committee position to a projected year end overspend, principally due to savings on highways repair and maintenance, improved off-street car parking income, contract savings for on-street enforcement and allocating staff vacancies against the contingency vacancy factor.

Additional savings within the DBE Port Health Committee Cleansing Services are also making large contract savings from revised contract operations to help balance the departmental budget at year end.

Appendix 3 sets out the detailed financial position for the department.

Recommendation

Members are asked to:

- Note the report and appendices.

Main Report

Background

1. The 2019/20 Business Plan of the Department of the Built Environment was approved by this committee on 28 January 2020.

Key Updates

2. City Plan 2036 approved, for consultation, by Court of Common Council May 2020 with another round of public consultation to take place in Autumn 2020.
3. Our Climate Resilience team have been continuing work with Buro Happold to look at scientific data and climate projections as part of establishing information on climate resilience measures required for the City as part of the Corporation's Climate Action Strategy preparation. They have also been promoting climate resilience agenda internally through apprentice workshops and discussions with other departments.
4. Greening Cheapside (Phase 1B) has been delivered, which includes 3 new trees, 18 new accessible seats, 10 square metres of sustainable planting and improved pedestrian routes through the space.

COVID-19

5. The Department are represented on the City's Public Services Silver Group, with a remit including Planning and Construction, Highways and Transportation and Cleansing. The Director of the Department of the Built Environment also sits on Gold group. Regular meetings were held through the quarter and continue with a focus on recovery.
6. Officers, agents and applicants quickly adapted to MS Teams meetings and officers are now keen to explore the facilities that MS Teams offers to enable improved working practices in the 'new normal'. Officers have put measures in place to ensure existing service standards are maintained, including new systems and procedures including Press, Site Notices and neighbours consultation.
7. There has been a significant decline in new planning applications being received and this decline mirrors the decline in London and the UK. However, the number of pre-application negotiations on major schemes currently underway are at an almost unprecedented high level. These schemes collectively have the potential to transform areas such as Fleet Street as well as transforming the City's skyline in the City Cluster. Officers are working in project teams to progress these negotiations with pace through the Planning Performance Agreement process. This intense activity at pre application stage is a clear sign of confidence in the City's future amongst developers and investors. These major schemes will appear on Committee agendas from the Autumn onwards.

8. The Transportation team has begun to deliver its transport recovery plan, as agreed at this Committee, designed to ensure the safety of workers, residents and visitors as people return to the City.
9. Cultural activities have been severely limited due to COVID-19. Sculpture in the City (10th edition) has been delayed from June 2020 to May 2021; social media content has been increased to maintain presence of the project.
10. A drone survey to be completed by the Climate Resilience team has been delayed until July due to COVID-19, windy weather and tides.

Current Position

11. Appendix 1 shows our infographic approach to presenting departmental high-level data, awards and results. The work of the department continues to support City of London's Corporate Plan.
12. Appendix 2 gives more details on the infographic, as well as measuring outputs alongside our 20/21 high level objectives as outlined in the Departmental 20/21 Business Plan.
13. Members feedback continues to shape these reports to provide valuable key strategic updates to Members.

Equalities

14. Following the events surrounding the death of George Floyd and the Black Lives Matter movement, staff have been active in supporting the BAME network, discussing and sharing their experiences in department and Corporation wide meetings. Transportation & Public Realm Director, Zahur Khan sits on the City's Tackling Racism Taskforce.

Staff Development

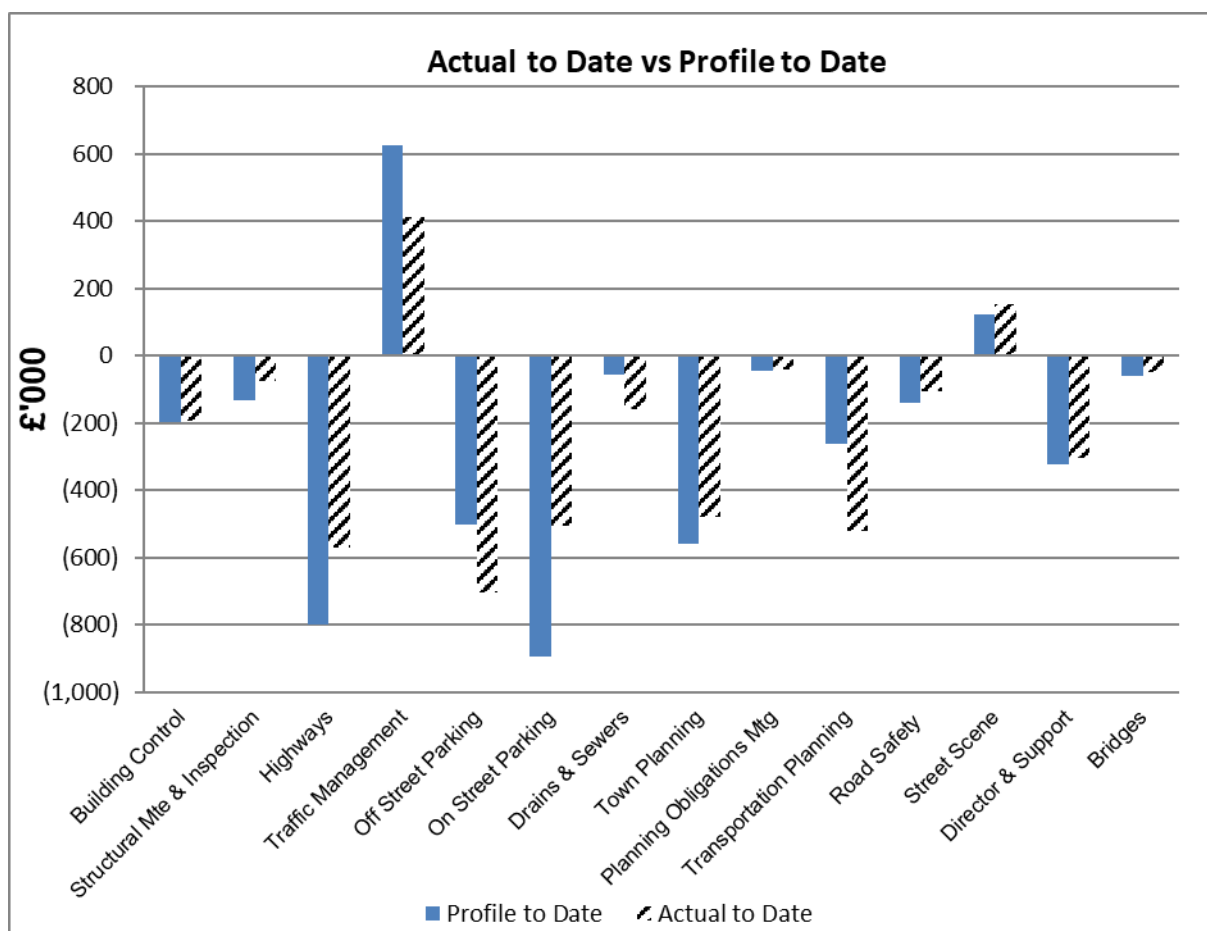
15. Our apprentices continue build social responsibility skills and work collaboratively with a recent fundraising raffle raising over £500 for St Joseph's Hospice in Hackney.
16. Zia Islam, a Mechanical and Electrical apprentice in DBE has been chosen to represent the City at the London Councils Apprenticeship Awards *for best contribution by a new apprentice*. He project-managed a scheme to relight High Timber Street which will realise substantial maintenance and energy savings. Elisabeth Hannah, DBE Business Manager was also nominated in the *best manager/mentor* category recognising her work with the apprentices in the department.
17. Amrith Sehmi, following a City funded degree programme, graduated with a 2:1 in Town Planning from London Southbank University.

Detailed Finance Information

18. DBE are looking at a worse than predicted end of year outturn due to a number of key budget issues, which have been further adversely affected by COVID-19.

The previous significant income levels generated through parking and traffic costs are now projected to be reduced permanently going forward, not only due to the effects of COVID-19, but also through the changes to the use of the City's street from reduced traffic flow. This will be kept under scrutiny to fine tune our future budget projections.

19. The end of June 2020 monitoring position for the Department of Built Environment services within Planning & Transportation Committee is provided at Appendix 3. This shows a net underspend to date for the Department of £82k (2.5%) against the overall local risk budget to date of £3.227m for 2020/21.

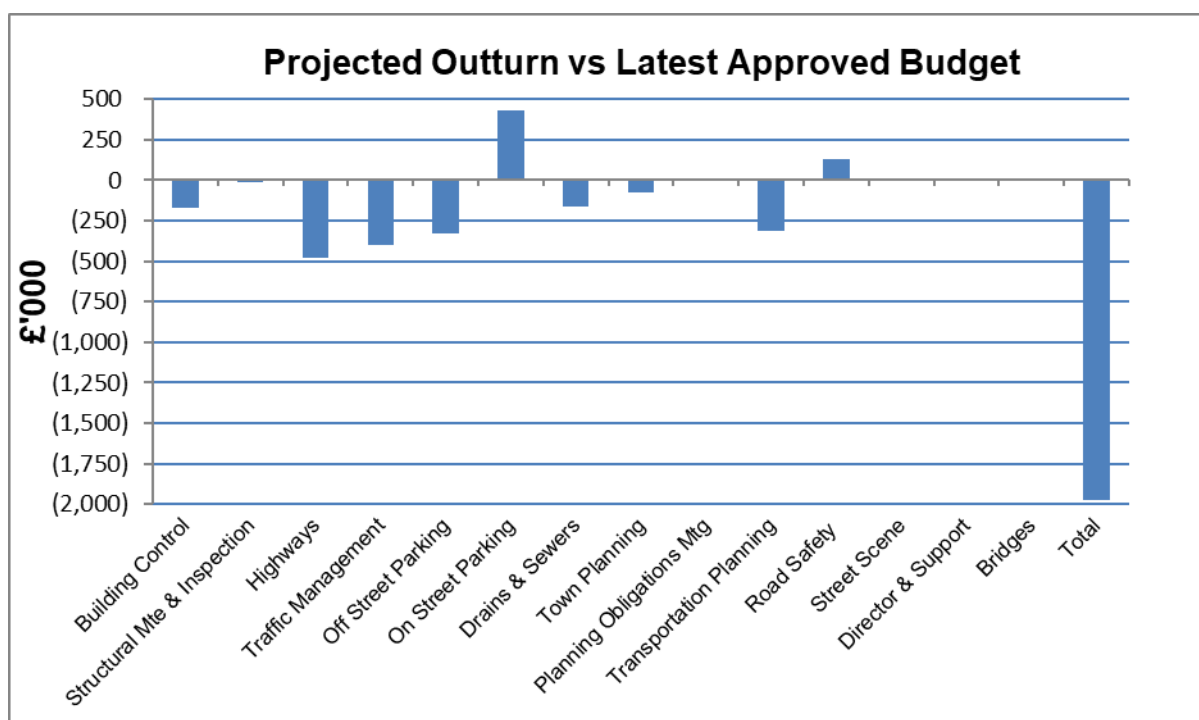


Notes:

1. Graph shows the actual local risk net position against the profiled budget to date for each Division.
2. A position above the baseline shows overall net income.
3. A position below the baseline shows overall net expenditure.
4. DBE total actual to date net exp of £3,145k is £82k under the profiled budget to date of £3,393k.

20. Overall, the financial figures in this report are correct at the end of June (Appendix 3). However, significant improvements have happened across the department and reduced DBE Planning & Transportation Committee position to a projected year end overspend of £565K, principally due to savings on highways repair and maintenance, improved off-street car parking income, contract savings for on-street enforcement and allocating staff vacancies against the contingency vacancy factor.

21. Additional savings within the DBE Port Health Committee Cleansing Services are also making large contract savings from revised contract operations to help balance the Departmental budget at year end.



Notes:

1. Zero is the baseline latest approved budget for each Division of Service.
2. Graph shows projected outturn position against the latest approved budget.
3. A variance above the baseline is favourable ie either additional income or reduced expenditure.
4. A variance below the baseline is unfavourable is additional expenditure or reduced income.
5. Overall the Department is forecasting an overspend of £1.974m at year end.

22. The reasons for the significant budget variations are detailed in Appendix 3, which sets out a detailed financial analysis of each individual Division of Service reporting to this Committee, for the services the Director of Built Environment manages.

23. The better than budget position at the end of June 2019 is mainly due to reduced variable On-Street Parking enforcement costs and reduced Highways maintenance costs due to reduced and deferred activity as a result of COVID-19, and staffing savings due to vacancies held throughout the Department.

24. These underspends to date are partly offset by reductions in income streams across the department due to the impact of COVID-19; and under recovery of staff costs recharged to capital projects due to reduced activity as a result of COVID-19 together current staff vacancies within the Department.

25. The Director of Built Environment anticipates that the budget position will significantly worsen by year end due to the ongoing impact of COVID-19 on income streams across the department and projected under-recovery of staff costs recharged to capital projects. In addition, additional overspends are expected due to the costs of the Tulip Inquiry, and the carry-forward of the

department's 2019/20 overspend. These overspends are anticipated to be partly offset by staffing savings due to vacancies, and reduced contractor costs particularly for on-street parking enforcement.

26. The Director is continuing to review all opportunities to further reduce the projected overspend, and working closely with Chamberlains and Service Directors to identify saving opportunities.

Appendices

- Appendix 1 – Infographic
- Appendix 2 – Supporting Data
- Appendix 3 – Finance Report

Background Papers

DBE Business Plan 2020/21

Transport Strategy

Elisabeth Hannah

Business Manager

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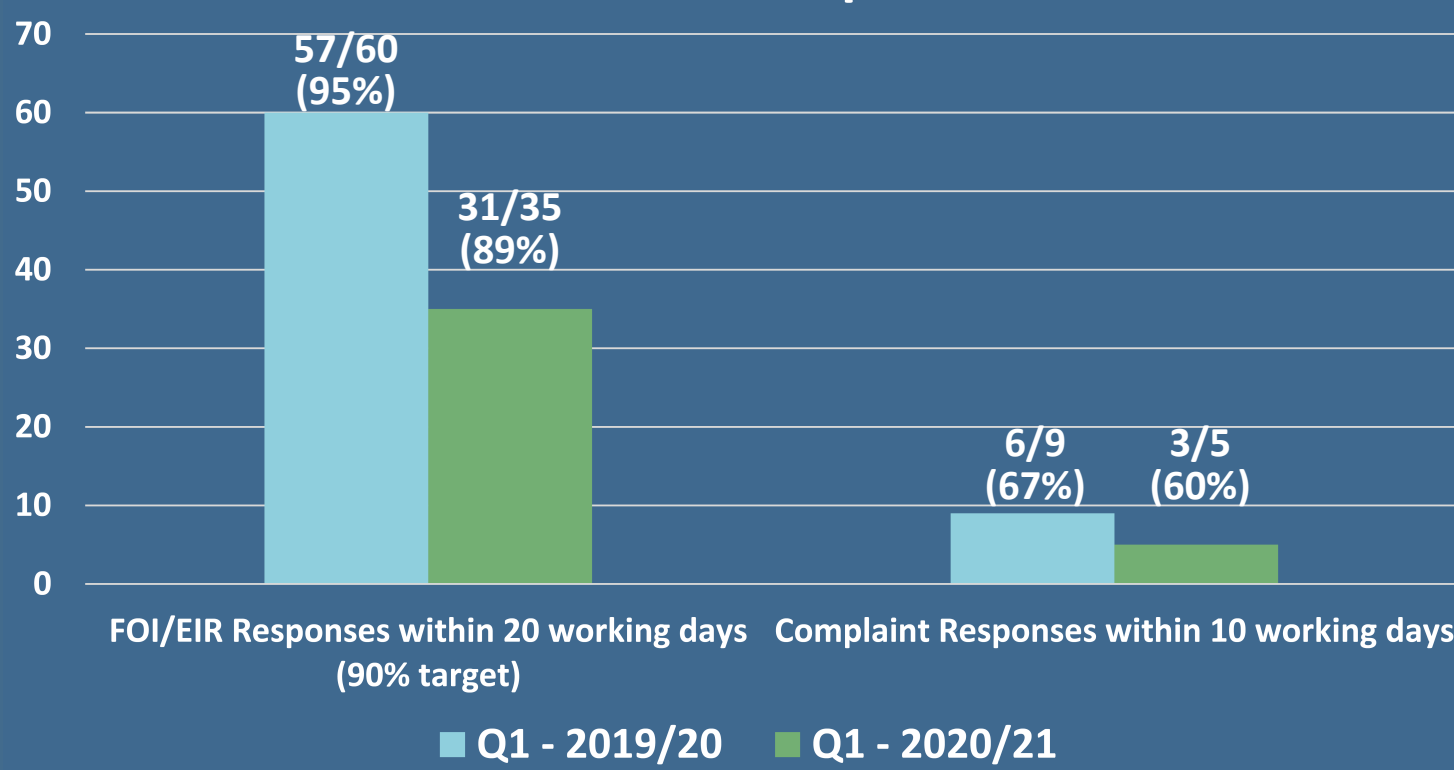
Jenny Pitcairn

Group Accountant

T: 020 7332 1358

E: jenny.pitcairn@cityoflondon.gov.uk

FOIs & Complaints



Mechanical & Electrical Apprentice Zia Islam
nominated at the London Councils Apprenticeship Awards for best contribution by a new apprentice

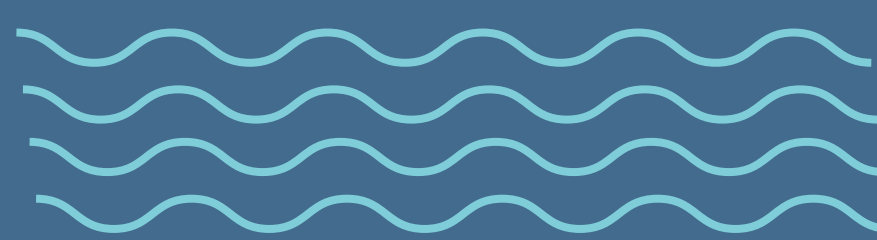
Elisabeth Hannah DBE Business Manager
nominated for the London Councils Apprenticeship Awards in the best manager/mentor category



Greening Cheapside delivered:

- 3 new trees
- 18 new accessible seats
- 10sqm of sustainable planting

Flood risk objectives submitted to the Environment Agency for the Flood Risk Management Plan



New London Street fully pedestrianised including addition of 12 seats and 3 tables



Quarter 1 street lighting energy usage down **35%**, **44%** lower than 2 years ago

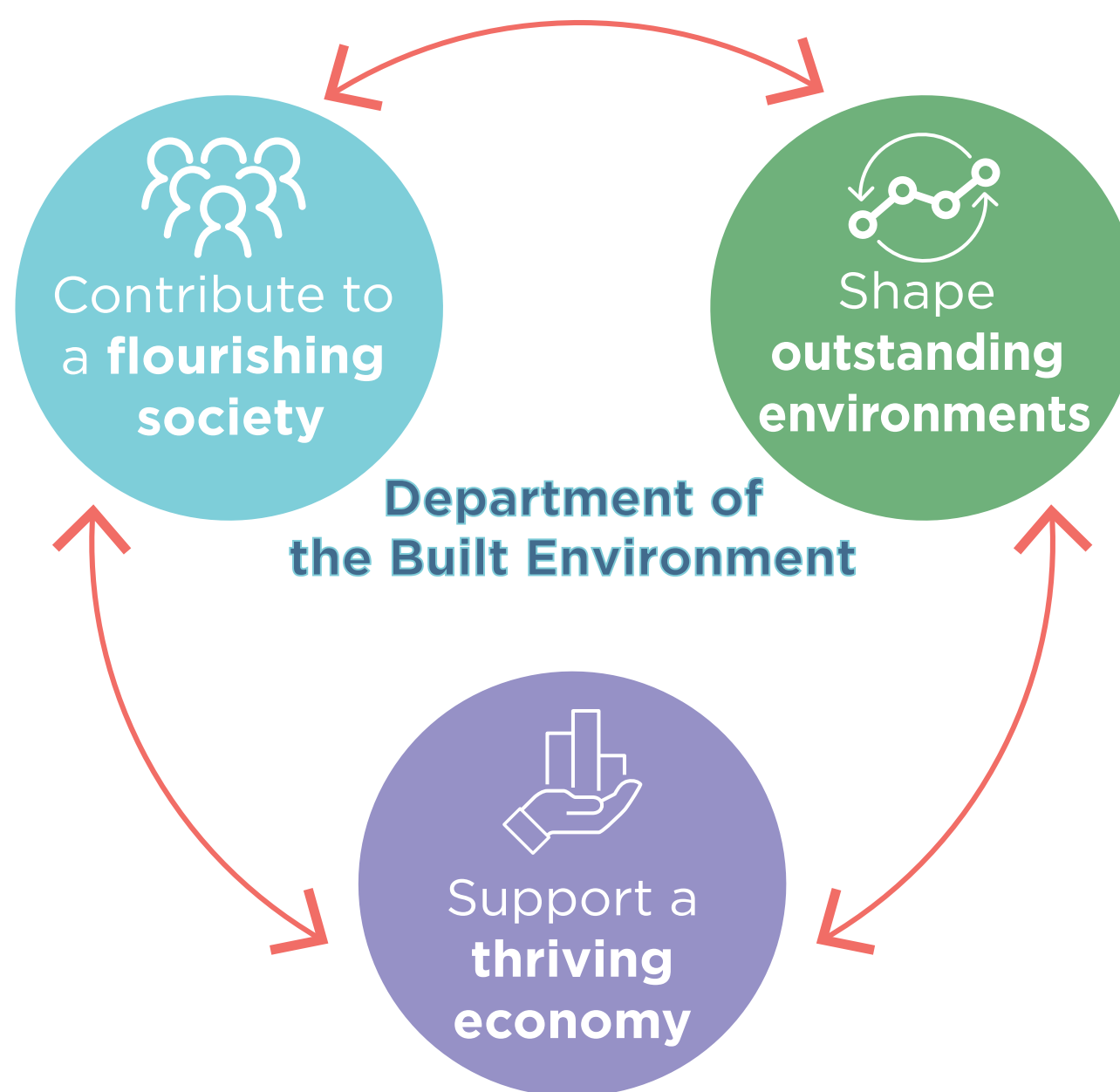


Staff Development:

- 1 New Apprentice
- 2 Apprentices graduated with distinctions
- 1 member of staff graduated with 2:1 inTown Planning



Major rollout of COVID-19 measures with a well-managed safe return to work from Riney



City Plan 2036 approved for consultation in Autumn by Court of Common Council

Planning applications determined within agreed timescales:



67% - Major (Target 100%)
93% - Minor (Target 65%)
96% - Other (Target 75%)

Pedestrian Priority measures rolled out as part of COVID-19 recovery programme



Footway widening at Bank Junction completed

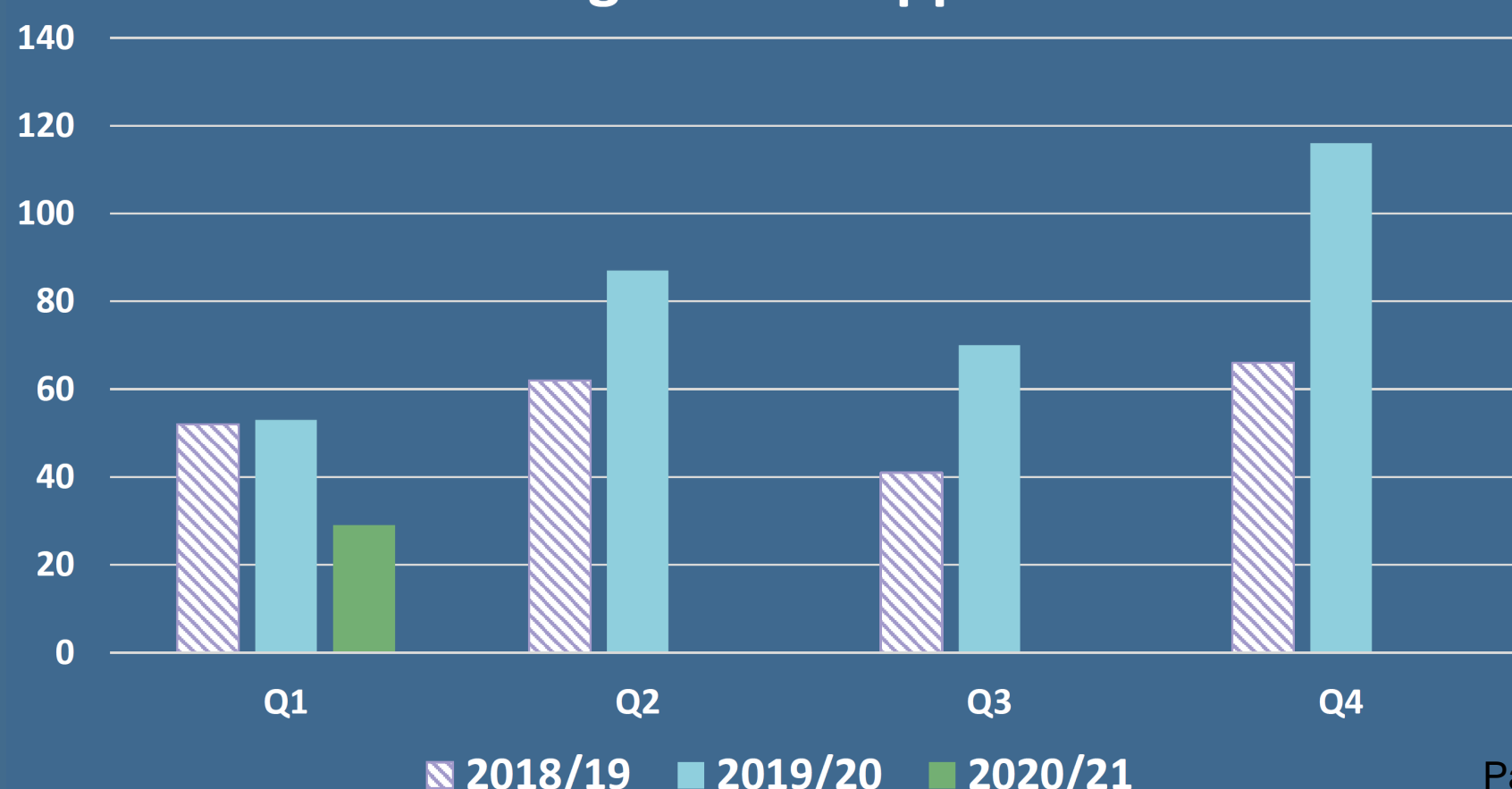


Fibre Optic Broadband roll out to all 12 City of London housing estates by end of 2020

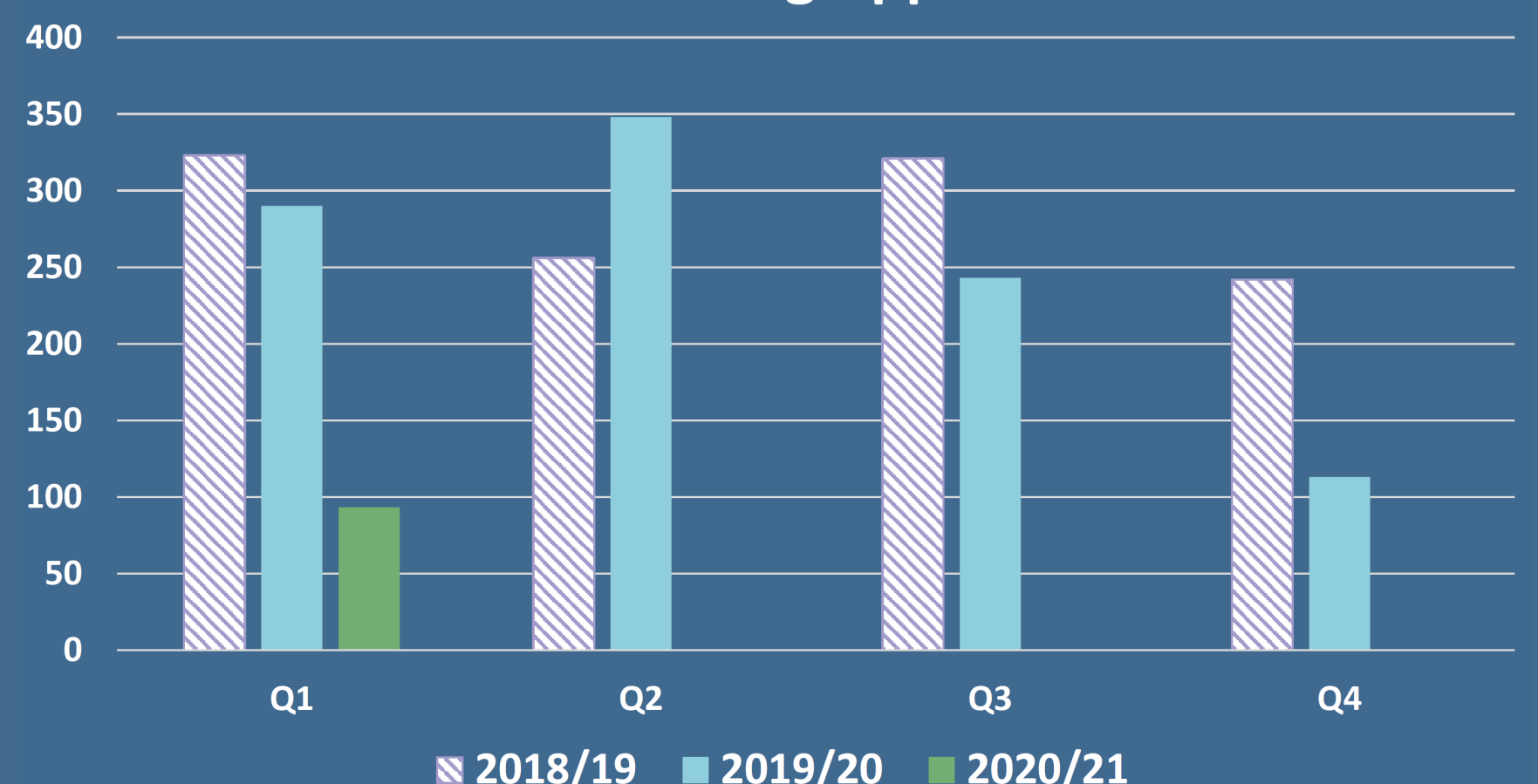


Continued management of Buro Happold Climate Resilience project including completion of Climate Projections and Strategic Implications reports

Building Control Applications



Valid Planning Applications



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DBE Top Level Objectives	Activity	Progress Update Quarter 1 2020/21																				
Promoting the construction of high quality, inspiring, adaptable and environmentally sustainable developments which attract a wide range of uses and users <i>(Shape outstanding environments)</i>	City Plan 2036	<ul style="list-style-type: none">City Plan 2036 approved for consultation in Autumn 2020 by Court of Common Council.																				
	Planning Applications	<ul style="list-style-type: none">Decisions Made within agreed timescales<table><tr><th>Quarter</th><th>Major (target 100%)</th><th>Minor (target 65%)</th><th>Other (target 75%)</th></tr><tr><td>2 (19/20)</td><td>3 of 3 (100%)</td><td>60 of 64 (94%)</td><td>86 of 87 (99%)</td></tr><tr><td>3 (19/20)</td><td>3 of 4 (75%)</td><td>59 of 62 (95%)</td><td>109 of 119 (92%)</td></tr><tr><td>4 (19/20)</td><td>1 of 1 (100%)</td><td>39 of 42 (93%)</td><td>68 of 70 (97%)</td></tr><tr><td>1 (20/21)</td><td>2 of 3 (67%)</td><td>38 of 41 (93%)</td><td>48 of 50 (96%)</td></tr></table>	Quarter	Major (target 100%)	Minor (target 65%)	Other (target 75%)	2 (19/20)	3 of 3 (100%)	60 of 64 (94%)	86 of 87 (99%)	3 (19/20)	3 of 4 (75%)	59 of 62 (95%)	109 of 119 (92%)	4 (19/20)	1 of 1 (100%)	39 of 42 (93%)	68 of 70 (97%)	1 (20/21)	2 of 3 (67%)	38 of 41 (93%)	48 of 50 (96%)
	Quarter	Major (target 100%)	Minor (target 65%)	Other (target 75%)																		
	2 (19/20)	3 of 3 (100%)	60 of 64 (94%)	86 of 87 (99%)																		
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1 (20/21)	2 of 3 (67%)	38 of 41 (93%)	48 of 50 (96%)																			
Submitting address and street gazetteer updates to national hub	<ul style="list-style-type: none">Revisions to national standards make compliance difficult in the City. Performance is Below National Standard. Work is underway to review Unique Property Reference Numbers (UPRNs) to see what amendments need to be made to ensure compliance. Approximately 1,000 records need to be reviewed. Review time is estimated at a minimum of 8 weeks.																					
Development monitoring submissions to London Development Database	<ul style="list-style-type: none">Submissions made in accordance with required standards – at Green standard.																					

	Process CON29 searches in average 4 working days.	<ul style="list-style-type: none"> • New IT based Con29 system set up to replace paper-based system • CON29 searches processed in average 19 working days (NB period includes service disruption caused by COVID-19)
Advancing a flexible infrastructure that adapts to increasing capacity and changing demands. <i>(Shape outstanding environments)</i>	Improve efficiency and effectiveness of lighting	<ul style="list-style-type: none"> • Q1 carbon usage down 35% from last year, 44% lower than 2 years ago • Q1 street lighting energy usage down 29%, 32% lower than 2 years ago • LED lighting replacement scheme continues with the side roads and alleyways. • There are expected to be significant energy savings with the successful trial of dimming most of the City lights to 30% throughout the lockdown so far. (Trial ongoing, target of overall energy savings of 50% for the whole scheme)
	Working with Transport for London and other operators to improve public transport access	<ul style="list-style-type: none"> • Supporting Transport for London messaging around public transport as part of COVID-19 recovery. Chair of Policy & Resources and Chair of Planning & Transportation have written to the Secretary of State for Transport urging the Government to restore confidence in public transport.

	Deliver delivery and servicing elements of Transport Strategy	<ul style="list-style-type: none"> Prepared and distributed delivery and servicing guidance for City businesses to support COVID-19 recovery. 6 Delivery and Service Plans approved: <ul style="list-style-type: none"> 55 Moorgate 3 St Helen's Place 60 Moorgate 68 King William Street 100 Liverpool Street Farringdon East Crossrail OSD
Creating a welcoming seven-day City that is inclusive, clean, secure and accessible <i>(Contribute to a flourishing society)</i>	Increasing pedestrian priority	<ul style="list-style-type: none"> A range of pedestrian priority measures have been rolled out as part of COVID-19 recovery programme, including pedestrian priority streets with timed access restrictions and reallocating carriageway space to provide space for social distancing.
	Bank on Safety	<ul style="list-style-type: none"> Footway widening completed and installation of new traffic signals will be complete in Q2.
	City of London Street Accessibility Standard	<ul style="list-style-type: none"> Delivery has been delayed until 20/21. The research phase is currently on hold due to COVID-19.
	Establishment of Planning Guidance on lighting and embedding the principles of the Lighting Strategy into public realm design	<ul style="list-style-type: none"> Research on sociological impact of lighting completed for Culture Mile area. Principles of Lighting Strategy embedded in Public Realm project development and design.



Improving the quality and safety of the environment for businesses, workers, residents and visitors <i>(Contribute to a flourishing society)</i>	City Cluster Zero Emission Zone	<ul style="list-style-type: none">Zero Emission Zone requirements are being reviewed in light of COVID-19 impacts on traffic levels and air quality. Temporary measures delivered as part of COVID-19 recovery may provide an opportunity to accelerate/refocus delivery. The City Cluster programme report was presented at 14 July Planning and Transportation Committee meeting.				
	Healthy Streets	<ul style="list-style-type: none">Healthy Streets Plan and modelling paused due to COVID-19.				
	All Change at Bank	<ul style="list-style-type: none">Gateway 3 report approved in May reducing the number of arm closure/restriction options to three. More detailed design on these three options has started. Gateway 4 is planned for the autumn.				
	Building Control					
			Q2 (19/20)	Q3 (19/20)	Q4 (19/20)	Q1 (20/21)
Standard 5 week applications decisions within the timescale. (Target 90%)		100% 15 of 15	100% 13 of 13	88% 22 of 25	100% 9 of 9	
8 week applications decisions within the timescale where this has been agreed (Target 90%)		96% 22 of 23	100% 19 of 19	88% 28 of 32	100% 10 of 10	
	Completion certificates issued within 10 days of the final inspection of completed building work. (Target 85%)	100% 47 of 47	100% 42 of 42	98% 58 of 59	91% 10 of 11	
Ensuring the built environment, businesses and people take	Strengthening our response to environmental and Climate change	<ul style="list-style-type: none">Submitted City Corporation’s flood risk objectives to the Environment Agency for the Flood Risk Management Plan (FRMP) Cycle 2Drafted Flood Risk Measures for City Corporation approval prior to submission to Environment Agency				

<p>action on and are resilient to climate change.</p> <p><i>(Shape outstanding environments)</i></p>	<p>issues facing the City</p>	<ul style="list-style-type: none"> • Drafted Flood Emergency Plans guidance for Planning • Continued management of riverside survey during COVID-19 lockdown – drone survey delayed until July due to COVID-19, windy weather and tides. • Continued management of Buro Happold Climate Resilience project including external workshop on Zoom, completion of Climate Projections report and Strategic Implications report. • Promotion of Climate Resilience agenda internally through apprentice workshop and discussions with public realm, housing, public health, Barbican Centre and City Surveyors. • Consultation responses on behalf of the City Corporation to the Marine Management Organisation, SuDS review, MET office, and Thames Estuary 2100 review. • Represented City of London Corporation at the London Climate Change Partnership (LCCP), London Council's Resilient and Green working group, London Environmental Coordinators Forum (LECF) and London Drainage Engineers Group (LoDEG).
<p>Enabling digital connectivity that meets changing business and lifestyle needs</p> <p><i>(Shape outstanding environments)</i></p>	<p>Fibre providers to complete roll out of Fibre to all 12 CoL housing estates</p>	<ul style="list-style-type: none"> • Completion is expected by December 2020. Was previously expected to be completed by October 2020, delays due to COVID-19.
	<p>Increase small cell locations</p>	<ul style="list-style-type: none"> • Proposals reviewed with Freshwave to discuss 5G small cells rollout. Discussions undertaken with Highways and Comptrollers. Further in-depth proposal required from Freshwave. Committee report to Streets & Walkways expected in October 2020. Deployment on track to begin in Q4 2020.

	Increase Wireless and mobile infrastructure	<ul style="list-style-type: none"> City Surveyors appointed Lambert Smith Hampton as Specialist Telecoms Advisor to enable offering of CoL properties to mobile operators for deployment of 5G equipment. Committee approval granted to install 5G equipment on CoL housing estates. Deployment expected Q4 2020/21. 											
	Ensure internal and public-facing GIS services are available 99% of the working day	<ul style="list-style-type: none"> GIS services available during Q1 at 98.90% 											
	Freedom of Information requests and complaints	<table border="1"> <thead> <tr> <th>Year</th><th>FOI/EIR Responses within 20 working days (90% target)</th><th>Complaint Responses within 10 working days</th></tr> </thead> <tbody> <tr> <td>Q1 (18/19)</td><td>51 of 53 (96%)</td><td>11 of 11 (100%)</td></tr> <tr> <td>Q1 (19/20)</td><td>57 of 60 (95%)</td><td>6 of 9 (67%)</td></tr> <tr> <td>Q1 (20/21)</td><td>31 of 35 (89%)</td><td>3 of 5 (60%)</td></tr> </tbody> </table>	Year	FOI/EIR Responses within 20 working days (90% target)	Complaint Responses within 10 working days	Q1 (18/19)	51 of 53 (96%)	11 of 11 (100%)	Q1 (19/20)	57 of 60 (95%)	6 of 9 (67%)	Q1 (20/21)	31 of 35 (89%)
Year	FOI/EIR Responses within 20 working days (90% target)	Complaint Responses within 10 working days											
Q1 (18/19)	51 of 53 (96%)	11 of 11 (100%)											
Q1 (19/20)	57 of 60 (95%)	6 of 9 (67%)											
Q1 (20/21)	31 of 35 (89%)	3 of 5 (60%)											
Enabling a flourishing society and a vibrant cultural offer (Contribute to a flourishing society)	Curating cultural spaces and cultural programming	<ul style="list-style-type: none"> Cultural activities severely limited due to COVID-19. Sculpture in the City 10th edition has been delayed from June 2020 to May 2021; social media content has been increased to maintain presence of the project. 											
	Improving existing public spaces and creating new public spaces which are permeable and accessible	<ul style="list-style-type: none"> Greening Cheapside (Phase 1B) delivered, which includes three new trees, 18 new accessible seats, 10 square metres of sustainable planting and improved pedestrian routes through the space. New London Street fully pedestrianised with addition of 12 seats and three tables. Projects including 22 Bishopsgate and Bartholomew Close on site 											

	Increase the number of apprenticeships	<ul style="list-style-type: none"> • One new apprentice started in Q1- a L3 Business Administration Apprentice in the Planning Administration Team • Recruitment of four further apprentices underway during Q1 due to start in Q2 • Two Level 3 Business Administration apprentices completed their apprenticeship during Q1, both achieving Distinctions
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Awards & Achievements

<ul style="list-style-type: none"> • The Mechanical & Electrical Apprentice, Zia Islam has been chosen to represent the City at the London Councils Apprenticeship Awards for <i>best contribution by a new apprentice</i>. Zia project managed a scheme to relight High Timber Street which will realise substantial maintenance and energy savings. • Elisabeth Hannah, DBE Business Manager was also nominated in the <i>best manager/mentor</i> category recognising her work with the apprentices in the department and beyond. 	
<ul style="list-style-type: none"> • Two DBE apprentices have graduated their Business Administration courses with distinctions. 	
<ul style="list-style-type: none"> • The DBE apprentices raised £528 in a charity raffle for St Joseph's Hospice in Hackney. 	
<ul style="list-style-type: none"> • One member of staff graduated with a 2:1 in Town Planning on a City funded degree programme 	

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Department of Built Environment Local Risk Revenue Budget - 1st April to 30th June 2020
(Expenditure and unfavourable variances are shown in brackets)

Appendix B

	Latest Approved Budget 2020/21 £'000	Budget to Date (Apr-Jun)			Actual to Date (Apr-Jun)			Variance Apr-Jun £'000	Forecast for the Year 2020/21			Notes
		Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000		LAB £'000	Forecast Outturn £'000	Over / (Under) £'000	
<u>Planning & Transportation (City Fund)</u>												
Building Control	(488)	(401)	205	(196)	(352)	159	(193)	3	(488)	(663)	(175)	1
Structural Maintenance & Inspection	(513)	(168)	35	(133)	(105)	29	(76)	57	(513)	(525)	(12)	
Highways	(3,100)	(1,183)	382	(801)	(846)	277	(569)	232	(3,100)	(3,583)	(483)	2
Traffic Management	1,360	(244)	869	625	(238)	649	411	(214)	1,360	962	(398)	3
Off Street Parking	431	(1,208)	705	(503)	(1,106)	401	(705)	(202)	431	104	(327)	4
On Street Parking	(3,933)	(894)	0	(894)	(507)	0	(507)	387	(3,933)	(3,500)	433	5
Drains & Sewers	(240)	(139)	82	(57)	(164)	6	(158)	(101)	(240)	(402)	(162)	6
Recoverable Works	0	(200)	200	0	(173)	173	0	0	0	0	0	
Contingency	306	0	0	0	0	0	0	0	306	(286)	(592)	7
Town Planning	(2,834)	(846)	287	(559)	(797)	319	(478)	81	(2,834)	(2,908)	(74)	8
Planning Obligations Monitoring	0	(45)	0	(45)	(43)	0	(43)	2	0	0	0	
Transportation Planning	(611)	(763)	500	(263)	(600)	77	(523)	(260)	(611)	(928)	(317)	9
Road Safety	(399)	(80)	(60)	(140)	(44)	(60)	(104)	36	(399)	(267)	132	10
Street Scene	(70)	(65)	188	123	(64)	217	153	30	(70)	(70)	0	
Director & Support	(1,172)	(324)	0	(324)	(305)	1	(304)	20	(1,172)	(1,171)	1	
	(11,263)	(6,560)	3,393	(3,167)	(5,344)	2,248	(3,096)	71	(11,263)	(13,237)	(1,974)	
<u>Planning & Transportation (BHE)</u>												
London Bridge	(85)	(18)	0	(18)	(10)	0	(10)	8	(85)	(85)	0	
Blackfriars Bridge	(59)	(11)	0	(11)	(10)	0	(10)	1	(59)	(59)	0	
Southwark Bridge	(51)	(12)	0	(12)	(11)	0	(11)	1	(51)	(51)	0	
Millennium Bridge	(80)	(19)	0	(19)	(18)	0	(18)	1	(80)	(80)	0	
	(275)	(60)	0	(60)	(49)	0	(49)	11	(275)	(275)	0	
TOTAL PLANNING & TRANSPORTATION CTTEE	(11,538)	(6,620)	3,393	(3,227)	(5,393)	2,248	(3,145)	82	(11,538)	(13,512)	(1,974)	

Notes:

- 1. Building Control** - projected overspend mainly due to shortfall in Building Control Fee income as a result of COVID-19, partly offset by salary underspends.
- 2. Highways** - the underspend to date is due mainly to delays to repairs and maintenance works as a result of COVID-19. The projected year end overspend is mainly due to a shortfall in charges to capital projects, also as a result of COVID-19. These are partly offset by salary underspends due to staff vacancies.
- 3. Traffic Management** - projected overspend is due to a shortfall in hoardings & scaffoldings fees and road closure income as a result of COVID-19, partly offset by savings on staffing due to vacancies.
- 4. Off Street Parking** - projected overspend due to effects of COVID-19 on car park income. This has been offset by reduced variable management contract costs and vacancies.
- 5. On Street Parking** - projected underspend due to reduced variable enforcement contract costs due to the effects of COVID-19.
- 6. Drains & Sewers** - projected overspend is due mainly to reduced income from pipe subway openings as a result of COVID-19.
- 7. Contingency** - projected overspend due to DBE vacancy factor £356K and 2019/20 DBE overspend carry forward £236k (after reduction of £100k for Climate Action Strategy contribution) to be allocated to services.
- 8. Town Planning** - projected overspend is mainly due to Tulip Inquiry costs £190K, offset by staff vacancies.
- 9. Transportation Planning** - projected overspend is mainly due to under recovery of staff costs from capital projects due to staff vacancies, delays in works on chargeable projects due to the pandemic and pause on TfL LIP funded projects. This is partly offset with salary savings due to vacant posts.

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Committee(s)	Dated:
Planning and Transportation	08/09/2020
Subject: Senior Officer Recruitment	Public
Report of: Director of the Built Environment	For Information
Report author: Carolyn Dwyer	

Summary

Under the Senior Officer Recruitment Procedure, a Chief Officer should report the resignation/ retirement of a senior officer and propose a suggested recruitment timeframe. This report notes the retirement of a senior officer and proposes a recruitment plan.

Recommendation

Members are asked to:

- Note the report.

Main Report

Background

1. As Members of the Committee are aware, the Chief Planning Officer and Development Manager retired earlier this year. At the time it was decided to appoint an Interim Chief Planning Officer and Development Director for six months to allow for further development of the City's Target Operating Model (TOM), before pursuing a full external recruitment. The Coronavirus has delayed development of the TOM, and the Chair and Deputy Chairman have advised that they wish to pursue an external appointment as originally intended.

Current Position

2. The job description for the Chief Planning Officer and Development Director has been updated to better reflect the duties of the post holder. No changes have been made to the role.

Proposals

3. In accordance with the Senior Officer Recruitment Procedure, the Chair and Deputy Chairman of the Planning and Transportation Committee will be involved in the recruitment process. The level of involvement will be agreed with the Chair and Deputy Chairman.
4. It is proposed to run a recruitment campaign using an executive search agency commencing in September 2020.

Corporate & Strategic Implications

5. The previous and interim post holders have been valued members of staff who have made/are making significant contributions to delivering corporate outcomes. The recruitment to this post is a key part of succession planning for the Corporation.

Implications

6. There will be a small cost associated with the advertising campaigns and this will be met from the Department's Local Risk budget.

Conclusion

7. It is intended to recruit to the post of Chief Planning Officer and Development Director in Autumn 2020.

Appendices

- None

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Committee(s)	Dated:
Planning & Transportation Committee – For Information	08092020
Subject: Department of the Built Environment Risk Management – Quarterly Report	Public
Report of: Director of the Built Environment	For Information
Report author: Richard Steele	

Summary

This report has been produced to provide the Planning & Transportation Committee with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee. Parallel reports regarding risks that fall within the remit of the Port Health & Environmental Health Committee are submitted to that Committee.

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

Since the last report to Members there has been no change in the list of Corporate risks managed by the department and no new Departmental risks have been identified.

There is one Corporate Risk managed by the Department of the Built Environment:

- CR20 - Road Safety (Current risk: RED)
[Planning & Transportation Committee]

There are no Departmental RED Risks managed by the Department of the Built Environment.

The Department has identified a number of risks in relation to COVID 19. The Departmental level risks are listed at Appendix 3 and are being reported to both this Committee and the Port Health & Environmental Services Committee.

Recommendation

Members are asked to:

- Note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations.

Main Report

Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee the risks faced in their department.
2. Risk owners are consulted and risks are routinely reviewed with the updates recorded in the Corporate (Pentana) system.
3. Each risk managed by the Department of the Built Environment is allocated to either the Planning & Transportation Committee or the Port Health & Environmental Services Committees. **This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.**

Parallel periodic reports are submitted to the Port Health & Environmental Services Committee.

Current Position

4. This report provides an update on the current risks that exist in relation to the operations of the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.
5. In order to reduce the volume of information presented, and accordance with the Corporate Risk Management Strategy, this report includes all Corporate and Departmental level risks but not Service Level risks (unless there are changes which are considered to be likely to be of interest to Members).
6. The risk register captures risk across all four divisions within the department, (Transportation & Public Realm, District Surveyor, Development and Policy & Performance) but risks relating to the City Property Advisory Team are managed by the City Surveyor. The department provides advice relating to the City bridges to the City Surveyor's department but the risks are owned by the City Surveyor.

Risk Management Process

7. Risk and control owners are consulted regarding the risks for which they are responsible at appropriate intervals based on the level of risk and the likelihood that this level will change. In general, RED risks are reviewed monthly; AMBER risk are reviewed quarterly; and GREEN risks are reviewed quarterly, 6 monthly or annually depending on the likelihood of change.
8. Changes to risks were, historically, reported to Members as part of the Business Plan report. Members now receive this report quarterly in accordance with the Corporate Risk Management Strategy.
9. All significant risks (excluding Health & Safety risks, see paragraph 15) identified by the Department are managed through the Pentana System.

10. Members will notice that some risks reported are already at the Target Risk Rating & Score and are only subject to Business As Usual actions. These risks are included in accordance with the Corporate Guidance “Reporting Risk Information to Grand Committees” to assist this committee to fulfil the role of Service Committees (as defined in the Corporate Risk Management Strategy) to “Oversee the significant risks faced by the Departments in the delivery of their service responsibilities.” The annual target date for Business As Usual actions, and risks where we are at Target Risk, will be updated prior to the next report.

Significant Risk changes and other items of particular interest to Members

11. The one Corporate risk has been reviewed and remains RED. Further details are below in Summary of Key Risks.
12. Regular review of risks has identified one Departmental Level risk where the Current Risk score has changed.

The Risk Score for **DBE-TP-06 (S106 Controls)** has decreased from 8 (AMBER) to 4 (Green). The impact has been reduced from 4 (Major) to 2 (Serious) as a result of the mitigations and actions taken which have reduced the financial exposure.

13. **DBE-PL-02 (Not being alive to the needs/requirements of the world business centre and the political environment)** has been reviewed and whilst there is increased likelihood and impact as result of the changes in Planning Legislation (proposed and implemented) the increase is not *currently* sufficient to warrant an increase in likelihood or impact and therefore the risk score is unchanged.
14. The Target Risk Ratings/Scores have also been reviewed since the last report to Members and no changes have been identified.
15. While updating the Activity H&S Risk Assessments to include COVID-19 mitigations it became apparent that the Pentana system is not well configured to hold these risks and, pending a review by the Corporate Risk Advisor and the HR Health & Safety Manager, H&S risks are currently being managed outside Pentana. The only H&S risk reported to this Committee is DBE-02 Service/Pipe Subways and this will be found in Appendix 4.

Identification of New Risks

16. New risks may be identified at the quarterly review of all risk; through Risk reviews at the Department Management Team; or by a Director as part of their ongoing business management.
17. An initial assessment of all new risks is undertaken to determine the level of risk (Red, Amber or Green). Red and Amber risks will be the subject of an immediate full assessment with Red risks being report to the Department Management Team. Green risks will be included in the next review cycle.
18. No other new risks that fall within the remit of the Planning & Transportation Committee have been identified since the last report.

COVID-19 Risks

19. The Department has identified two departmental risks arising from the impact of COVID19. These are held on the Public Services SILVER group risk register. Exceptionally these risks are being reported both to this Committee and to the Port Health & Environmental Services Committee.

- CVD19 SGPS 27 Failure to deliver the New DBE – Finance
- CVD19 SGPS 28 Failure to deliver the New DBE – Business Plan

The Department has established three BRONZE groups, two of which (Highways, Parking & Enforcement and Development & Construction) relate to the work of this Committee. Each of these BRONZE groups has identified a service risk relating to their (potential) failure to deliver the services required by SILVER. Whilst service risks are not routinely reported to Committees these two risks are included in Appendix 3 because they are likely to be of interest to Members in the present situation.

Since last reported to Members both **CVD19 SGPS 28 (Failure to deliver the New DBE – Business Plan)** and **CVD19 SGPS 26 (Failure by BRONZE to deliver the Development & Construction service required by SILVER)** have reduced in Likelihood from Likely (4) to Probable (3).

Summary of Key Risks

20. The Department of the Built Environment is responsible for one Corporate Risk. This is:

Road Safety (CR20) which is RED

This is the risk related to road traffic collisions.

This risk score remains assessed as 24 (RED) with a Likelihood of Probable (3) and an Impact of Extreme (8). This is above the Target Risk score of 16.

- The Bank on Safety interim scheme continues and is expected to complete in September.
- Pavement widening has been completed and with work on signals underway in collaboration with TfL.
- The 15mph request to DfT will be submitted in autumn 2020.
- We have supported TfL's temporary interventions to improve safety and enable social distancing on Bishopsgate and Gracechurch Street.
- A range of on-street measures to enable the safe return of the City's workforce and support COVID-19 recovery are being delivered.

Conclusion

21. Members are asked to note that risk management processes within the Department of the Built Environment adhere to the requirements of the City Corporation's Risk Management Framework and that risks identified within the

operational and strategic responsibilities of the Director of the Built Environment are proactively managed.

Appendices

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Register of DBE Corporate and Departmental risks (Planning & Transportation Committee)
- Appendix 3 – Register of DBE COVID19 SILVER group risks (Planning & Transportation Committee)
- Appendix 4 – DBE-02 Service/Pipe Subways

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

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

(A) Likelihood criteria

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

(B) Impact criteria

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

(C) Risk scoring grid

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

(D) Risk score definitions

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

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

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

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DBE Corporate & Departmental Risks (Planning & Transportation Committee)

APPENDIX 2

Report Author: Richard Steele

Generated on: 18 August 2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CR20 Road Safety <div>Page 263</div> 23-Oct-2015 Carolyn Dwyer	<p>Cause: Limited space on the City's medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver SAFELY AND EFFECTIVELY</p> <p>Event: The City Corporation's statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p>Effect:</p> <ul style="list-style-type: none"> •The number of casualties occurring on the City's streets rises or remains unchanged instead of reducing •The safety and feeling of safety of the City's communities is adversely affected (Corporate Plan Outcome 1) •Physical or mental harm suffered by those involved in collisions and their associates •Economic costs of collisions impact on INDIVIDUALS, City businesses and wider society •The City Corporation's ABILITY TO IMPROVE ROAD SAFETY is adversely impacted with businesses and/or the public BY VIRTUE OF A LOSS OF CREDIBILITY AND/OR AUTHORITY <p>(revised risk description 27/6/19)</p>	<div> <div>Likelihood</div> <div>Impact</div> </div>	24	<p>The risk assessment is unchanged, reflecting the probability that a fatality is fairly likely to occur while mitigation measures are being implemented. Measures to enable the safe return of the City's workforce and support COVID-19 recovery are being delivered in phases, with initial roll out expected to be completed in August 2020. Details of upcoming activities to reduce road danger will be set out in the 2020/21 - 2022/23 Transport Strategy Delivery Plan, which will go to Committee in September.</p> <p>13 Aug 2020</p>	<div> <div>Likelihood</div> <div>Impact</div> </div>	16	31-Mar-2022	<div> Constant </div>

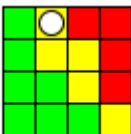
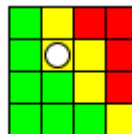

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CR20l Road danger reduction and Vision Zero	<p>A programme of projects to reduce road danger on the City's streets including:</p> <ul style="list-style-type: none"> • Bank on Safety and All Change at Bank • RDR engineering programme • 15mph traffic limit • Ludgate Circus (lead by TfL) 	The Bank on Safety interim scheme continues and is expected to complete in September. Pavement widening has been completed and with work on signals underway in collaboration with TfL. The 15mph request to DfT will be submitted in autumn 2020. We have supported TfL's temporary interventions to improve safety and enable social distancing on Bishopsgate and Gracechurch Street. A range of on-street measures to enable the safe return of the City's workforce and support COVID-19 recovery are being delivered. Current and future road danger reduction projects will be outlined in the 2020/21 - 2022/23 Transport Strategy Delivery Plan which is due to go to Committee in September.	Zahur Khan	13-Aug-2020	31-Mar-2022
CR20m Road Danger Reduction campaigns and engagement	<p>Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including:</p> <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Schools programme 	Continuing to work with City of London Police on engagement and enforcement to support COVID-19 measures. Developing campaigns to encourage safe and considerate behaviours by all street users while temporary changes and social distancing requirements are in place. Current and future road danger reduction campaigns and activities will be outlined in the 2020/21 - 2022/23 Transport Strategy Delivery Plan which is due to go to Committee in September.	Zahur Khan	13-Aug-2020	31-Mar-2022

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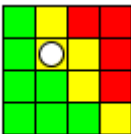
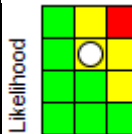

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PP-01a Business as usual mitigating controls	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation	<p>Whilst this risk (at 12) is above appetite (8) to reduce the risk to appetite would require increased engagement by the City Corporation's Senior Members with Government, Opposition and the GLA to ensure that national and strategic policy is always appropriate for the City.</p> <p>We continue to monitor draft regulations to ensure they reflect or that changes can be sought to accord with City Corporation priorities.</p> <p>The City Corporation has made its case on outstanding matters in the Draft London Plan at the Examination in Public earlier this year. The Inspectors' Panel Report has been published and recommended changes are broadly favourable.</p> <p>The National Planning Policy Framework (NPPF) published in July 2018 did not address all the City's concerns and subsequent relaxations of Permitted Development Rights and revisions to the Use Classes Order have caused further concerns. The Planning White Paper published August 2020 for consultation proposes radical changes to the planning system that could have a significant impact on plan-making and development management in the City. The City Corporation will respond to this consultation to raise its issues of concern.</p>	Paul Beckett	12-Aug- 2020	31-Dec- 2020

[illegible]

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-DS-01a Business as usual mitigating controls	(1) Continue to provide excellent services [evidenced by customer survey]; (2) Maintain client links with key stakeholders; (3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working.	Business as usual controls have been reviewed and are still appropriate and effective.	Gordon Roy	13-Aug-2020	31-Dec-2020
DBE-DS-01c Business Plan development	Following approval of Summit Group, a Business Plan is being developed and to be presented to members for consideration later this year.	The plans to create of a Local Authority Trading Company are still on hold and will be reviewed in the light of any changes in the Building Control Regulation regimen that arise following the publication of the Hackett Report following the Grenfell fire (expected by late Summer 2020). The City of London is working with MHCLG to ensure that we are a Centre of Excellence in accordance with the anticipated Building Safety Act.	Gordon Roy	06-May-2020	31-Oct-2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-TP-03 Major Projects and key programmes not delivered as TfL funding not received 27-Mar-2015 Bruce McVean	Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL Event: TfL funding for Local Investment Plan ceased or significantly reduced Impact: Unable to deliver highway investment & improvement programmes	 Likelihood	8	LIP and Liveable Neighbourhood funding is currently suspended and we are awaiting confirmation of future allocations. Bids to the Streetspace fund for Phases 1 and 2 of the City's COVID-19 recovery programme were successful. 11 Aug 2020	 Likelihood	6	31-Nov-2021	 Constant

Action no, Title,	Action description	Latest Note			Action owner	Latest Note Date	Due Date
DBE-TP-03a Annual Spending Submission	Send Annual Spending Submission to TfL	2021/22 Annual Spending Submission will be considered by Committee and submitted to TfL in November.			Bruce McVean	15-May-2020	29-Nov-2020
DBE-TP-03b TfL meetings	Conduct quarterly meetings with TfL-	Frequent meetings and discussions relating to COVID-19 recovery and Streetspace funding. LIP quarterly meetings currently on hold while funding is suspended.			Bruce McVean	11-Aug-2020	31-Mar-2021
DBE-TP-03c TfL Bid Process	Submit bid(s) in line with TfL timetable (e.g. Liveable Neighbourhoods)	Opportunities to participation in future bidding rounds will be kept under review.			Bruce McVean	15-May-2020	30-Nov-2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PL-02 Not being alive to the needs/requirements of the world business centre and the political environment 23-Mar-2015	Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre Event: Perception that we are not responsive to the planning development needs of the City as a world business centre Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre	 Likelihood Impact	6	The risk has been reviewed and although there continues to be uncertainty regarding the wider economic situation, post-Brexit negotiations, COVID-19 the likelihood and impact are unchanged. The changes in Planning legislation introduce further uncertainty – this is being closely monitored and may result in an increase in the risk score. Given the level of uncertainty meeting with stakeholders are continuing at an increased frequency. 18 Aug 2020	 Likelihood Impact	6	31-Dec-2020	 Constant

Action no, Title,	Action description	Latest Note		Action owner	Latest Note Date	Due Date
DBE-PL-02a Business as usual mitigating controls	(1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London Departments; & the Greater London Authority. (2) To work closely with the development industry, the City Property Association and hold regular meetings with City agents. (3) Participation at MIPIM.	The Business As Usual controls have been reviewed in the light of COVID-19 and we continue to work closely, meeting remotely, with the development industry, the City Property Association and hold regular meetings with City agents. MIPIM 2020 has been cancelled and MIPIM 2021 is planned for next March in Cannes. The implications of legislative changes (both those that have already been introduced and those which are the subject of the White Paper) have been assessed and staff have been briefed. The City will participate, through the Planning Policy Team, in the Government's consultation. The (non-MIPIM) controls, which have been implemented, are appropriate and effective.		Gwyn Richards	18-Aug-2020	31-Dec-2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PL-06 S106 Controls <div>30 Nov-2018</div>	Cause: Disjointed control mechanisms in relation to processing and monitoring S106 agreements. Event: Failure to implement Audit recommendations. Effect: Loss of funds; non-compliance with agreements and reporting; potential reputational damage	<div> <div>Likelihood</div> <div>Impact</div> </div>	4	<p>The risk has been reviewed and whilst the likelihood remain unchanged at Unlikely (2) the mitigations and actions taken have reduced the financial exposure to the point where the impact is reduced from Major (4) to Serious (2). As a result the risk score is reduced from 8 to 4 (which is the Target Risk) and the risk is now GREEN.</p> <p>Since the Chamberlain's department apportion costs to S106 and CIL annually and not in real time there is to be a discussion between the Chamberlain's finance staff for DBE and Internal Audit to consider if the recommendations need to be reviewed.</p> <p>The Chamberlain's team are continuing to keep separate financial records (including on CBIS). We will be reviewing the need for interaction between Exacom and CBIS and the options for reporting.</p> <p>18 Aug 2020</p>	<div> <div>Likelihood</div> <div>Impact</div> </div>	4	31-Mar-2020	<div> </div> <div>Decreasing</div>




Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PL-06b Ensure sufficient resources are available	Obtain approval for data capture.	Following agreement that the Exacom system represents the best means of achieving public access/transparency and we have identified a who can undertake the addition of historic data to Exacom. This took slighter longer than expected and the data capture is now expected to happen during the autumn and the target date has been adjusted accordingly.	Gwyn Richards	18-Aug-2020	30-Nov-2020
DBE-PL-06c Interaction with software supplier & Chamberlain's Finance	There is a need to (a) import data from CBIS into Exacom to ensure that it contains up to date expenditure and allocation information; and (b) prepare the necessary budget reports from Exacom.	Due to the mechanisms within the Chamberlain's department whereby expenditure is apportioned to S106 and CIL annually and not in real time the recommendations relating to this in the Internal Audit report are not deliverable at present. This is to be the subject of a discussion between the Chamberlain's finance staff for DBE and Internal Audit to consider if the recommendations need to be reviewed. Once this is complete we will review the need for interaction between Exacom and CBIS and the options for reporting.	Gwyn Richards	18-Aug-2020	20-Dec-2020

DBE COVID-19 Risks *(Planning & Transportation Committee)*

APPENDIX 3

Report Author: Richard Steele

Generated on: 21 August 2020

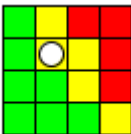
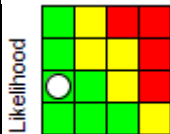

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CVD19 SGPS 27 Failure to deliver the New DBE - Finance (DBE) (RECOVERY) 17-Apr-2020 Carolyn Dwyer; Elizabeth Hannah	Cause: The pandemic has changed the traffic (both people and vehicular) of the working City <ul style="list-style-type: none"> drastically reducing the number of visitors and workers making trips closing down building sites for periods of time until safe working practises can be established reduction in development activity Event: Departmental income reduced by approximately £8.4m and approx. £800k in project recoverable charges. Impact: Department unable to operate in line with base budget, as well as meeting Fundamental Review targets as agreed by RASC. Shortfall of approx. 30% of the 20/21 net departmental budget of £27,274,000. On street parking account finances will be reduced.	 Likelihood Impact	16	Risk reviewed, revised targets agreed for the rest of the financial year. 21 Aug 2020	 Likelihood Impact	6	31-Mar-2021	 Constant

Action no, Title,	Action description	Latest Note			Action owner	Latest Note Date	Due Date
CVD19 SGPS 27a Budget Monitoring	Weekly budget monitoring to inform current position and budget profiling [Due date added as 31/12/2020 due to unknown timescales]	Risk reviewed, revised targets agreed for the rest of the financial year			Elizabeth Hannah	10-Aug-2020	31-Dec-2020

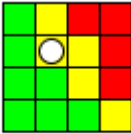
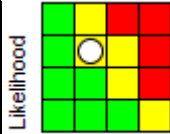

CVD19 SGPS 27b Affordability	Review affordability of projects which rely on 'on street parking account' funding	Project prioritisation/affordability Officer meetings are taking place and reports are going to DBE Senior Management Team weekly. There will be reports to Committees to enable Members to determine the priorities.	Ian Hughes	21-Aug-2020	31-Dec-2020
CVD19 SGPS 27c Recovery	Focus on recovery in the second half of 20/21 in relation to departmental budget and wider economy and planned fee increases	Moving traffic contravention cameras approved at committee for deployment in October. Bank Junction and Beech Street enforcement continue.	Ian Hughes	21-Aug-2020	31-Dec-2020

[illegible]

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CVD19 SGPS 25a Contractor liaison	Working with contractors to ensure that they are adequately forecasting staff or supply chain issues to ensure that the City received adequate warning of the need to decrease service levels any further allowing decisions to be taken in a timely and reasonable manner. Where works are continuing we have worked with the contractor to ensure that they have adequate risk assessments and method statements in place to minimise the infection and other risks to staff. [Due date added as 31/12/2020 due to unknown timescales]	Works are continuing as scheduled.	Ian Hughes	19-Aug-2020	31-Dec-2020
CVD19 SGPS 25b City staff resilience	Reducing the overall number of City of London staff on duty in the City at any one time. This reduces the risk to individual members of staff and therefore the risk of staff shortage in the future. Monitoring of the full range of on-street activities is being achieved by sharing of resource between teams on a rota. [Due date added as 31/12/2020 due to unknown timescales]	Limited rota of staff involved in surveillance is continuing.	Ian Hughes	19-Aug-2020	31-Dec-2020
CVD19 SGPS 25c Saba staff resilience	Enforcement of the Bank on Safety scheme traffic order transferred to working from home. Appropriate policies and procedures have been put in place to ensure compliance with data protection legislation. [Due date added as 31/12/2020 due to unknown timescales]	Normal services for both enforcement of on-street parking/moving traffic contraventions and car parks (off street parking).	Ian Hughes	19-Aug-2020	31-Dec-2020
CVD19 SGPS 25d Car park rationalisation	As a result of a reduction in staff availability by the contractor the Tower Hill and Minories car parks have been opened for unfettered access to ensure that the remaining car parks can be staffed on a 24x7 basis. Safety inspections of the Tower Hill and Minories car parks (e.g. fire) are being undertaken by roving patrols. [Due date added as 31/12/2020 due to unknown timescales]	Car Parks enforcement at normal levels following agreement at Gold	Ian Hughes	13-Aug-2020	31-Dec-2020
CVD19 SGPS 25e Public communication of change	Where there are alterations to services have been authorised by Members/GOLD we are issuing clear public communications on the City website, social media and email to interest groups. [Due date added as 31/12/2020 due to unknown timescales]	The City's website continues to be updated throughout the Covid-19 period and a question and answer document has been produced. The initiative will remain adaptable to changing circumstances with the measures able to be scaled up or down as required in line with Government guidance. Up to date information is available on our webpage www.cityoflondon.gov.uk/covid19citystreets .	Ian Hughes	19-Aug-2020	31-Dec-2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CVD19 SGPS 26 Failure by BRONZE to deliver the Development & Construction service required by SILVER (DBE) (RECOVERY) 17-Apr-2020 David Horkan; Gordon Roy	Cause: The Pandemic lockdown is preventing site visits for both the Planning Service in order to assess development proposals and the District Surveyors to undertake inspections on construction sites. Event: Delays to the approval of development schemes and their construction/completion. Impact: Reduced economic activity in the City. Potential judicial reviews to planning decisions based on assessment/consultation challenges. Possible Health and Safety risks from reduced inspections for Building Control.	 Likelihood Impact	6	No change from last week. Both DM and BC continue to work in accordance with the procedures and protocols previously devised. 18 Aug 2020	 Likelihood Impact	2	31-Dec-2020	 Constant


Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CVD19 SGPS 26a Alternative methods of planning site visits	Officers are requesting site photos or video footage/tours of sites where necessary/possible for planning applications. [Due date added as 31/12/2020 due to unknown timescales]	No change from last week.	David Horkan	18-Aug-2020	31-Dec-2020
CVD19 SGPS 26b Risk based inspections	District Surveyors officers are increasing requirements for records of site QA checks and third party inspections in lieu of physical inspections. [Due date added as 31/12/2020 due to unknown timescales]	No change from last week.	Gordon Roy	18-Aug-2020	31-Dec-2020
CVD19 SGPS 26c Alternative methods of DS Inspections	Officers are requesting site photos or video footage/tours of sites where necessary/possible for building control applications. [Due date added as 31/12/2020 due to unknown timescales]	No change from last week. BC officers attended a substantial Dangerous Structure incident at the weekend at Smithfield Market in accordance with the risk protocol.	Gordon Roy	18-Aug-2020	31-Dec-2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CVD19 SGPS 28 Failure to deliver the New DBE – Business Plan (DBE) (RECOVERY) 17-Apr-2020 Carolyn Dwyer; Elizabeth Hannah	Cause: The pandemic has transformed the look and feel of the working City and will likely mean the City will look a different place when recovery is finished. Event: Considerable uncertainty of the future needs of City. Department unable to deliver 20/21 Business Plan aims and objectives as agreed by Committee's. Business Plan will be out of date with what a 'new' City needs for recovery and growth. Impact: Realign Member expectations of the Business Plan, and expectation of the 'new future City'. Establish change ready, flexible staff and services.	 Likelihood	6	Risk reviewed, revised targets agreed for the remainder of the year. 21 Aug 2020	 Likelihood	6	31-Dec-2020	 Constant

Action no, Title,	Action description	Latest Note		Action owner	Latest Note Date	Due Date
CVD19 SGPS 28a Recovery	Establish departmental BRONZE recovery group. Identify the 'new' Business City needs and ambitions	Risk reviewed, revised targets agreed for the rest of the financial year. Action completed.		Elizabeth Hannah	21-Aug-2020	01-Sep-2020
CVD19 SGPS 28b Business Plan	Refocused Business plan to facilitate business recovery	20/21 Business Plan updated to include provision for COVID-19. Action Completed.		Elizabeth Hannah	21-Aug-2020	01-Sep-2020
CVD19 SGPS 28c Development	Regular reviews with City Property Association to facilitate growth [Due date added as 31/12/2020 due to unknown timescales]	Weekly liaison meetings continue with the City Property Association and other key stakeholders. Pre-application development pipeline is very healthy. DBE actively contribution to the Citywide Recovery Dashboard.		Gwyn Richards	21-Aug-2020	31-Dec-2020

Risk Rating Matrix: See Guide to Determining Risk		Severity			
Likelihood	Likely	Low	Medium	High	High
	Possible	Low	Medium	Medium	High
	Unlikely	Low	Low	Medium	High
	Rare	Low	Low	Low	Medium

Service/Pipe Subways - Risk Assessment Form

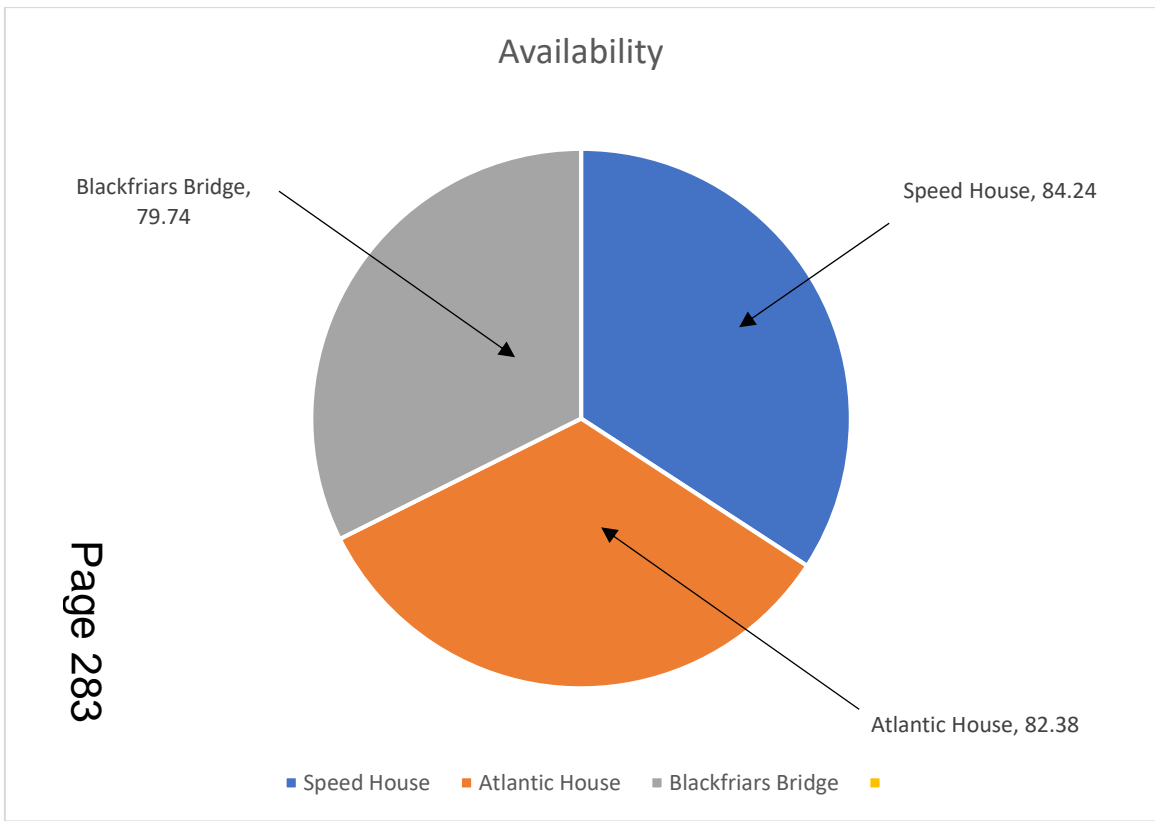
Assessment number: HIGH001		Department: Department of the Built Environment		Service: Highways			
Workplace Address: PO BOX 270, Guildhall, London EC2P 2EJ				Reviewed Date: 08/2020			
Assessment Date: 11/2016		What/who is being assessed? The Pipe Subway operations and services provided by City of London operatives.					
Name of Assessor: Giles Radford							
What are the hazards? [Or Issues]	Who might be harmed and how?	What are the existing controls?	Risk Rating (H, M, L)	What further action is necessary? <i>Always when Risk is Medium or High</i>	Action by when / whom?	Action complete (Date)	
Example: Slips and trips	Staff and visitors may be injured if they trip over objects or slip on spillages	<ul style="list-style-type: none"> Good level of general housekeeping All areas well lit including the stairs and external areas No trailing cables Staff proactive in keeping areas clear Spillage procedure implemented 	M	<ul style="list-style-type: none"> Worn / damaged flooring in lobby to be replaced 	Manager / 3 Months	(Add when completed)	
Travelling – Higher risk from COVID-19 exposure when travelling together in shared vehicles or by public transport		<ul style="list-style-type: none"> Avoid all unnecessary shared trips. Operative to use own vehicles in their pods or using public transport in accordance to government guidelines. 	M	<p>In the situations where two member crews are required, the additional measures should be put in place.</p> <ul style="list-style-type: none"> Keep the windows open to circulate the air inside the cabin. Wear face masks and protective gloves at all times while in the vehicle. Single use PPE to be disposed in bags in general waste so that it cannot be reused. At the end of the shift clean all the surfaces in the vehicle such as gear knob, dashboard, steering well etc. 			

Unauthorised Access/ Accidental Access	Contractors, Operatives and the public	<ul style="list-style-type: none"> All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused. No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access. City of London officers hold the key therefore has control over the opening of the M15 approved security covers. All contractors will be identified and briefed before entering the tunnel in line with the code of Practice and the requirements stated on the booking form. Access to the subway must meet the requirements set out in the Code of practice for access and safe working in local authority service subways. All signing and guarding must be compliant with Safety at Street Works and Road Works – A Code of Practice, as an absolute minimum. 	M	<p>Covid 19</p> <p>Access to the subway to be in accordance with government guidelines.</p> <ul style="list-style-type: none"> A 2m distance to be maintained whilst in the pipe subway. In the situation where a 2m distance cannot be maintained then operative to work back to back or side to side and avoid working face to face. All operative to work in their established work pods. Masks to be worn at all times whilst working/navigating in the subway. One utility company in the subway at a time. If there is a need for more than one utility company in the subway, then a suitable distance to be adopted (minimum 2m) 	Giles Radford / Martin Till 6 months	
Lack of appropriate equipment/PPE	CoL Operatives and Contractors	<ul style="list-style-type: none"> All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. The following PPE and equipment shall be provided, as stated in the approved code of practice, as an absolute minimum: Copy of the approved code of practice Calibrated gas detectors per work group and, at the point of access and egress, to EN 14594 (minimum three-way detector). Suitable and sufficient torch to meet the environment and conditions. Standard first aid kit to Health and Safety First Aid regs 1981. Escape breathing apparatus to EN 402 & EN 1146. Hard Hat to EN 397 and gloves EN 388:1994 Approved winching system to EN795 one at each opening. Full body harness to BSEN358, EN358 and EN 1497. 2 gas detectors as above as a minimum at each exit plus one at site works. All equipment to be calibrated to manufacturers' requirements and specification, whilst being regularly tested. 	L	The approved code of practice, the booking system and the onsite brief make all the information absolutely clear to anyone entering the subway.	“	

		<ul style="list-style-type: none"> Where the contractor/company has a policy of self-rescue then the following then the following will then be provided with staff competent and holding valid certification: Minimum 2 no. sets of 30 minutes rescue compressed air breathing apparatus (C>A>B>A) to EN 14594. And a oxygen resuscitator to BS 6850. 				
Serious musculoskeletal Injury through Manual Handling	CoL Operatives and Contractors	<ul style="list-style-type: none"> Anyone entering the pipe subway who will be transporting or supporting of a load by hand or bodily force must comply with the Manual Handling Operations regulations 1992. All contractors and CoL operatives are briefed on the difficulties in manoeuvring items in and out of the subway. Contractors will be advised to minimise the need for manual handling. 	M	Inform all contractors of the difficulties with working in the pipe subway and advise that they try to minimise manual handling risks by using mechanical assistance, reduce the weight being carried or undertaken more journeys, reduce carrying distance and safely flag any item that may be deemed as heavy. We would like contractors to think TILE when working within the Pipe Subway.	“	
Injury or death through Restricted Access (Confined Access)	Contractors and CoL operatives	<ul style="list-style-type: none"> The pipe subway is deemed a confined space therefore all works must be carried out in accordance with the Confined Spaces Regulations 1997. All works with the service subway must abide by the requirements set out in the approved code of practice for access and safe working in local authority service subways, 	L		“	
Electrocution or isolation through lighting or power failure	Contractors and CoL operatives	<ul style="list-style-type: none"> Most subways are now lit and have emergency lighting as a backup. However, all operatives entering the pipe subway should have a fully functional torch available. Under no circumstances shall nay unauthorised person interfere with the electric lighting and power installations. All works needing lighting and power must comply with the approved code of practice for access and safe working in local authority service subways, 				
Death or injury through presence of poisonous gas or alternatively low oxygen levels	Contractors and CoL operatives	<ul style="list-style-type: none"> An atmosphere check will be undertaken by CoL operatives prior to entry at the entrance and exit points. CoL Operatives and contractors must have air test monitors actively working at all times, when in the pipe subway. Air Test devices must be continuously monitored when in the pipe subway by all monitoring flammable gases, hydrogen Sulphide and Carbon Monoxide. The pipe subway is classified as NO SMOKING at any time. All operations must comply with the approved code of practice for access and safe working in local authority service subways, 	L		“	

Serious injury through the use of Naked Flame Devices (Hot Works)	Contractors and CoL operatives	<ul style="list-style-type: none"> All operations that require naked flame devices must comply with that stated in the approved code of practice for access and safe working in local authority service subways, All operations must comply with the approved code of practice for access and safe working in local authority service subways, 	L		“	
Serious Injury through the use of toxic Solvents and Materials	Contractors and CoL operatives	<ul style="list-style-type: none"> The contractor must inform the Local Authority when making the initial application that they intend to use a toxic solvent or material. Any contractor using toxic materials must comply with COSHH 2002 regulations Any use of toxic or dangerous material must be removed by the operatives as stated in the approved code of practice for access and safe working in local authority service subways, 	L		“	
Lack of Fire/Emergency procedure	Contractors and CoL operatives	<ul style="list-style-type: none"> The emergency procedure for the service subways is stated in the approved code of practice for access and safe working in local authority service subways. 	L		“	
Lack of procedure for Accident or Illness of persons with the service subway.	Contractors and CoL operatives	<ul style="list-style-type: none"> The approved code of practice for access and safe working in local authority service subways sets out the procedure should anyone collapse or before unconscious with in the service subway. The escape rescue plan also states the procedure for self rescue, Non-entry rescue and entry rescue. 	L		“	
Exposure to Leptospirosis or Weill's Disease	Contractors and CoL operatives	<ul style="list-style-type: none"> All CoL operatives and contractors must have attended awareness training, which forms part of the confined space accreditation course. PPE and standard Hygiene should avoid any potential problems. Rat baiting is also implemented on an adhoc basis, to try and manage the rodent situation. COSHH assessments by the users must be undertaken in order to manage this risk. The approved code of practice for access and safe working in local authority service subways also provides advice in relation to this issue. 	L		“	
Slips, trips and falls	Contractors and CoL operatives	<ul style="list-style-type: none"> All operatives must abide by the approved code of practice for access and safe working in local authority service subways. Every effort should be made to remove slips, trip and falls as far as is reasonably practicable. 	L			
Exposure to Asbestos	Contractors and CoL operatives	<ul style="list-style-type: none"> The approved code of practice for access and safe working in local authority service subways clearly stated the standards for monitoring asbestos, whilst also highlighting what do to should any asbestos be 	M	All contractors are informed to provide the local authority with details should they disturb any pipes/cables containing asbestos material.	“	

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Code	Name	Time OOS	Availability
0924	Duchess Walk Public Lift LIFT CL24	55 23:59	100%
0945	London Wall Up Escalator SC6458959	55 23:59	100%
0001	Little Britain SC6458967	55 23:59	100%
7960	London Wall West SC6458965	55 23:59	100%
7963	London Wall East SC6458964	55 23:59	100%
0929	Millenium Bridge Inclinator SC6459245	55 23:59	100%
0976	Pilgrim Street SC6458969	55 23:59	100%
7999	Tower Place Scenic Lift SC6458963	55 23:59	100%
7998	Tower Place Public Lift SC6458962	55 23:59	100%
7730	Wood Street Public Lift SC6458970	0 06:43	99.50%
7740	Moor House SC6458968	19 02:00	99.23%
0916	Glass South Tower SC6459244	0 20:00	98.51%
0944	London Wall Down Escalator SC6458958	1 13:50	97.18%
7997	33 King Williams Street SC6462850	1 21:48	96.59%
7345	Speed House Public Lift SC6459146	11 10:10	84.24%
0978	Atlantic House SC6458966	9 20:48	82.38%
7964	Blackfriars Bridge SC6462771	34 20:28	79.74%

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 3- public escalator/lifts that were out of service more than 95% of the time.
- The report was created on 24 August 2020 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

PLANNING AND TRANSPORTATION COMMITTEE REPORT 27/06/2020 – 21/08/2020

Location	Status as of 21/08/2020	% of time in service Between 27/06/2020 and 21/08/2020	Number of times reported Between 27/06/2020 and 21/08/2020	Period of time Not in Use Between 27/06/2020 and 21/08/2020	Comments Where the service is less than 95%
Blackfriars Bridge SC6462771	In service	79.74%	1	275 hours	Due to door performance issues the lift has been isolated at weekends to avoid unnecessary trap-ins. A wider Project is due to commence in September and these works when completed will enable the lift to be brought fully back into service.
Spiced House Public Lift SC6459146	In service	84.24%	1	211 hours	Engineer attended site and found intermittent issues with the magnetic impulse interference within the lift shaft sensor. Engineer repositioned sensor resolving the issue and the lift is now back in service.
Atlantic House SC6458966	In service	82.38%%	1	235 hours	Engineer attended site and found a door issue which caused several faults, the door track and doors have now been realigned and the lift is back in service.

Committee(s)	Dated:
Planning and Transportation	8 th September 2020
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

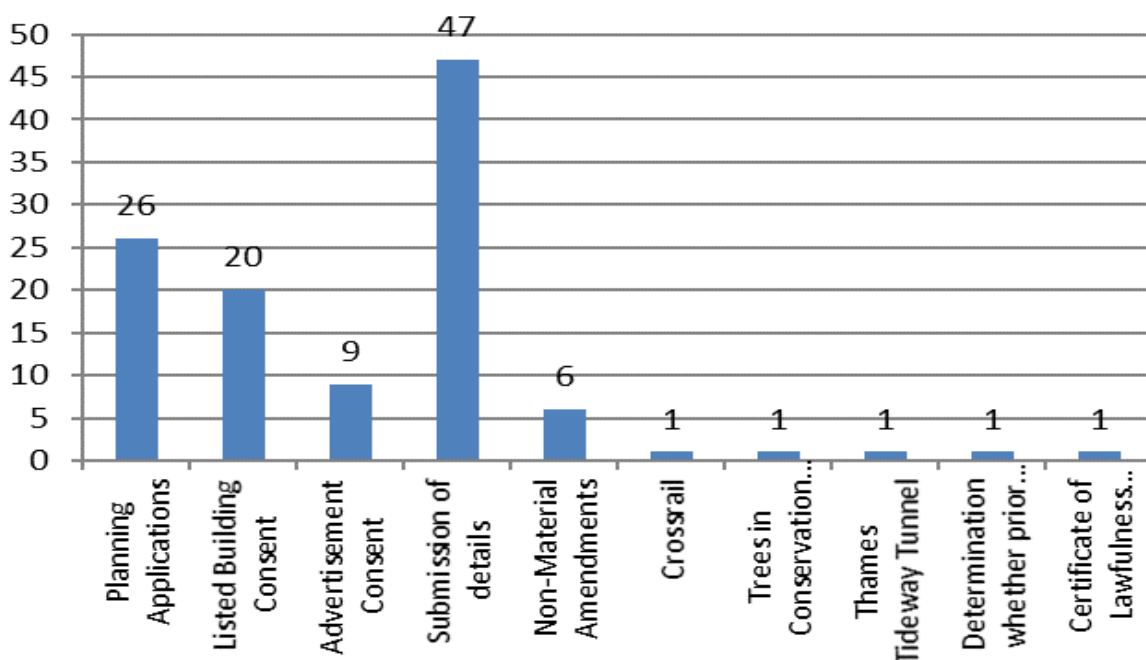
Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since my report to the last meeting.

In the time since the last report to Planning & Transportation Committee One-hundred and thirteen (113) matters have been dealt with under delegated powers.

Forty-seven(47) relate to conditions of previously approved schemes. Six (6) applications for Non-Material Amendments, Twenty (20) applications for Listed Building Consent and Nine (9) applications for Advertisement Consent. Twenty-Six (26) full applications which, including Six (6) Change of Use and 3148.2sq.m floorspace created.

Breakdown of applications dealt with under delegated powers



Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/ Agent
19/01188/LBC Aldersgate	51 Thomas More House Barbican London EC2Y 8BT	Removal of sliding door in flat and works of making good.	Approved 21.07.2020	Dr Anthony & Yvonne Burne
20/00087/LBC Aldersgate	372 Lauderdale Tower Barbican London EC2Y 8NA	Installation of refurbished kitchen/ utility and bathroom/ WC, replacement doors and associated internal walls	Approved 16.07.2020	Doctors Alexander Maxwell & Nicholas Andrew Dr A M Pember...
20/00252/LBC Aldersgate	163 Thomas More House Barbican London EC2Y 8BU	Refurbishment of the majority of the flat including refitting the kitchen, bathroom and separate WC. Some existing non-structural internal walls plus one door and associated frame are to be altered to reconfigure the layout as shown on the proposed plans and outlined in this design statement.	Approved 16.07.2020	Konstantinos Karampelas
20/00446/LBC Aldersgate	210 Mountjoy House Barbican London EC2Y 8BP	Internal alterations including refurbishment of kitchen and bathroom fittings: relocation of a partition wall: and replacement of sliding cupboard doors.	Approved 18.08.2020	Anne Toovey
20/00241/ADVT Aldgate	5 Fenchurch Place London EC3M 4AJ	Installation and display of: (i) one set of internally illuminated fascia lettering measuring 0.25m high by 2.31m wide, at a height above ground of 2.64m; (ii)	Approved 06.08.2020	Pizza Express

		one set of internally illuminated glazing text measuring 0.2m high by 2.2m wide, at a height above ground of 1.36m; (iii) one internally illuminated projection sign measuring 0.72m high by 0.6m wide, at a height above ground of 2.75m		
20/00445/LBC Aldgate	19 - 21 Billiter Street London EC3M 2RY	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 8 of Listed Building Consent dated 21.02.2019 (18/01278/LBC) to refer to a revised list of drawings amended to reflect minor alterations to the building layout and detailed design and to revise the design of the new eastern elevation.	Approved 30.07.2020	Vanquish Properties UK Limited
20/00267/FULL Bassishaw	88 Wood Street London EC2V 7DA	Change of use of part of ground floor from Class B1 to Class A1 (shop), change of use of part of ground floor from Class B1 to flexible either Class D2 (gym) or Class B1 (office), change of use of part of ground floor from Class A1 to flexible either Class B1 (office) or Class A1 (shop), creation of new ground floor entrance from Wood Street, installation of additional cycle parking, and associated external alterations and landscaping (581.2 sq. m).	Approved 18.08.2020	Star Winner Enterprises Limited

19/00044/CLEUD Billingsgate	51 Eastcheap London EC3M 1JA	Certificate of lawful existing use in respect of the use of part of the ground floor as offices (Class B1).	Grant Certificate of Lawful Development 02.07.2020	Institute of Chartered Accountants In England And Wales
20/00532/TCA Billingsgate	St Mary-At- Hill Church St Mary At Hill London EC3R 8EE	Pruning works to London Plane	No objections to tree works - TCA 14.08.2020	Avi Dhanjal
19/01006/MDC Bishopsgate	20-21 Widegate Street London E1 7HP	Submission of details pursuant to condition 1(i) of appeal decision reference APP/K5030/C/18/3205199 dated 27th August 2019.	Approved 02.07.2020	Simmons Bar
20/00081/FULL Bishopsgate	222 Bishopsgate London EC2M 4QD	Internal and external alterations at the ground floor, including re-location of ground floor uses, and alterations to the plant at roof level.	Approved 07.07.2020	Concept Wisdom Limited
20/00321/MDC Bishopsgate	110-114 Middlesex Street London E1 7HY	Submission of scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 2 of planning permission dated 31st March 2020 (20/00173/FULL).	Approved 07.07.2020	Seaforth Land
20/00373/FULL Bishopsgate	8 Devonshire Row London EC2M 4RH	Installation of an extract duct on the rear wall of the building.	Approved 30.06.2020	Humble Grape Group LTD
20/00389/ADVT Bishopsgate	155 Bishopsgate London EC2M 3YX	Installation and display of: (i) two non-illuminated advert hoardings measuring 2.4m high by 17m wide; (ii) one non- illuminated advert hoarding	Approved 07.07.2020	Bluebutton Properties UK Limited

		measuring 2.4m high by 90m wide; associated with the development of the site.		
20/00473/XRAIL Bishopsgate	Blomfield Box And Moorgate Shaft Liverpool Street Station Liverpool Street London EC2M 7PY	Details of Blomfield Street shaft and Moorgate shaft emergency lighting pursuant to Schedule 7 of the Crossrail Act 2008.	Approved 06.08.2020	Crossrail Ltd
20/00521/MDC Bishopsgate	17-18 Widegate Street London E1 7HP	Details of an acoustic report pursuant to condition 5 of planning permission (application no. 16/00852/FULL) dated 14th October 2016.	Approved 09.07.2020	Romain Cohen
20/00541/NMA Bishopsgate	155 Bishopsgate London EC2M 3TQ	Application for non-material amendment under S96A of the Town and Country Planning Act 1990 (as amended) to amend planning permission 19/00837/FULL dated 03.12.2019 for the removal of plant screen located at Level 8 on the west side of the building and a proposed extension to the plant screen located at Level 10 on the east side of the building.	Approved 06.08.2020	Bluebutton Properties UK Ltd
20/00216/ADVT Bread Street	10 Paternoster Square London EC4M 7DY	Installation and display of: (i) one internally mounted, internally illuminated fascia sign measuring 0.45m high, 4.19m wide, at a height above ground of 2.5m; (ii) one internally applied welcome graphic vinyl measuring 0.675m high, 0.22m wide, at a height above ground of	Approved 14.07.2020	Sainsbury's Supermarket s Ltd

		0.9m; (iii) one internally applied statistic board measuring 0.675m high, 0.375m wide, at a height above ground of 0.9m; (iv) one internally mounted, internally illuminated neon acrylic coffee cup sign measuring 1m high, 0.65m wide, at a height above ground of 0.95m; (v) one internally mounted, internally illuminated neon acrylic pizza slice sign measuring 1m high, 1m wide, at a height above ground of 0.95m.		
20/00360/MDC Broad Street	85 London Wall London EC2M 7AD	Submission of a Construction Management Plan pursuant to condition 2 of planning permission 19/00861/FULL dated 24th October 2019.	Approved 16.07.2020	Santander (CF Trustee) Ltd & Santander
20/00361/FULL Broad Street	New Broad Street House 35 New Broad Street London EC2M 1NH	Retention of an existing roller shutter and installation of a new roller shutter to the service exits on the rear elevation.	Approved 30.06.2020	Base Build Services Ltd
20/00442/FULL Broad Street	85 London Wall London EC2M 7AD	i) Installation of six condensers, penthouse louvres on the roof of the plant enclosure and acoustic louvres on the pitch of the existing roof structure of the plant enclosure; and ii) replacement of existing louvres on the existing plant enclosure with acoustic louvres.	Approved 04.08.2020	Santander (CF Trustee) & (CF Property Trustee Nominee)

19/01308/FULL Candlewick	68 King William Street London EC4N 7HR	(i) Change of use of lower ground floor from retail (Class A1) to leisure (Class D2), (ii) change of use of part ground floor from retail (Class A1) and office (Class B1) to restaurant (Class A3), restaurant and bar (flexible Class A3/A4) and leisure (Class D2), (iii) change of use of first to third floors from retail (Class A1) to office (Class B1), (iv) extension at roof level to create a rooftop restaurant and bar (flexible Class A3 / A4) on the ninth and tenth floors, (v) associated ancillary facilities including plant, refuse storage, cycle storage and changing and shower facilities at basement level. (Amended Description)	Approved 30.07.2020	King William Street Limited
19/01325/FULL Candlewick	68 King William Street London EC4N 7HR	External alterations including window / louvres replacement, new windows / louvres and a door, new bin store, new terraces, removal of a rooflight installation of three satellite dishes at roof level.	Approved 21.07.2020	King William Street Limited
20/00300/NMA Candlewick	Bank Over Station Development London EC4	Non-material amendment under Section 96A of the Town and Country Planning Act (as amended) to planning permission dated 27th June 2014 (14/00178/FULEIA) to allow for alterations to including rationalisation of window types across all facades and optimisation of the core of the building with minor adjustments to the floor plan layouts at basement to sixth floor	Approved 02.07.2020	Savills (UK)

		levels and increases to plant and cycling spaces and shower provision.		
19/00866/MDC Castle Baynard	66 - 73 Shoe Lane London EC4A 3BQ	Details of materials pursuant to the following parts of condition 4 of planning permission 18/00873/FULL dated 08.11.18: (a) details and samples to be used on the refurbished ground floor facade including canopy and balconies, glazing, metal column and facade cladding elements; (d) (part) details of revised atrium roof; (e) details of the ground floor office and cycle entrances; (f) details of soffits including, hand rails and balustrades; (g) details of canopy lighting scheme.	Approved 16.07.2020	Endurance Land (Shoe Lane) Ltd
19/01209/MDC Castle Baynard	66-73 Shoe Lane London EC4A 3BQ	Details of the proposed green roof pursuant to condition 11 of planning permission 18/01004/FULL dated 08.03.19.	Approved 16.07.2020	Endurance Land (Shoe Lane) Limited
20/00217/FULL Castle Baynard	New Street Square London EC4A 3BF	Application under S.73 of the Town & Country Planning Act 1990 (as amended) to vary conditions 25, 26 and 27 of Planning Permission 03-5027C dated 01.03.2005 to allow changes to the numbers of motorcycle, cycle and car parking spaces.	Approved 13.08.2020	Land Securities Group PLC

20/00230/FULL Castle Baynard	6 St Andrew Street London EC4A 3AE	Construction of an extension at eighth and ninth floor levels to provide additional B1a office floorspace with associated roof terraces and plant area including external facade alterations and refurbishment of the existing entrance.	Approved 21.07.2020	St James's Place UK PLC
20/00265/FULL Castle Baynard	5 Pemberton Row London EC4A 3BA	The replacement of existing front steps	Approved 23.07.2020	Mr Andrew Weisz
20/00266/LBC Castle Baynard	5 Pemberton Row London EC4A 3BA	The replacement of existing front steps	Approved 23.07.2020	Mr Andrew Weisz
20/00304/MDC Castle Baynard	Blackfriars Bridge London EC4	Submission of details of the scope of a trial area of lighting installation and test; and a Construction Logistics and Environmental Management Plan pursuant to conditions 2, 3 and 12 of planning permission dated 7th September 2018 (18/00455/FULEIA).	Approved 09.07.2020	Illuminated River Foundation
20/00334/LDC Castle Baynard	Blackfriars Bridge London EC4	Submission of details of electrical cabling and equipment pursuant to condition 2 of listed building consent 19/01254/LBC dated 21st April 2020.	Approved 02.07.2020	Illuminated River Foundation

20/00335/MDC Castle Baynard	Blackfriars Bridge London EC4	Submission of details of electrical cabling and equipment pursuant to condition 11 of planning permission 18/00455/FULEIA dated 7th September 2018.	Approved 02.07.2020	Illuminated River Foundation
20/00352/LBC Castle Baynard	5 Pemberton Row London EC4A 3BA	Replacement and Repair to External Brickwork	Approved 02.07.2020	Mr Andrew Weisz
20/00394/FULL Castle Baynard	St Paul's Cathedral St Paul's Churchyard London EC4M 8AD	Application under S.73 of the Town and Country Planning Act to vary condition 1 of planning permission 18/01116/FULL dated 19/12/2018 to extend the time limit for the removal of the temporary ramp until 30.06.2021.	Approved 21.07.2020	
20/00397/FULL Castle Baynard	Building E New Street Square London EC4A 3BF	Installation of a set of louvres, incorporating a louvred access door, in lieu of an existing window.	Approved 13.08.2020	
20/00404/FULL Castle Baynard	St Paul's Cathedral St Paul's Churchyard London EC4M 8AD	Application under S.73 of the Town and Country Planning Act to vary condition 1 of planning permission 19/01023/FULL dated 21/11/19 to extend the time limit for the removal of the temporary works until 30.06.2021.	Approved 21.07.2020	
20/00415/TTT Castle Baynard	Tideway Working Area Blackfriars Bridge Foreshore Victoria Embankment	Partial discharge of schedule 3 requirements relating to the appearance of hoarding pursuant to BLABF1 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 21.07.2020	

	London EC4Y 0DR			
20/00444/MDC Castle Baynard	10 Godliman Street London EC4V 5AJ	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 5 of planning permission dated 26.05.2020 (Application number: 20/00068/FULL).	Approved 14.07.2020	
20/00486/PODC Cheap	Dauntsey House 4B Frederick's Place London EC2R 8AB	Submission of the Highways Schedule of Condition survey pursuant to Schedule 3 Paragraph 6.1 of the Section 106 Agreement dated 14 May 2020 (Planning Application Reference 17/01057/FULMAJ).	Approved 21.07.2020	The Mercers' Company
20/00513/MDC Cheap	4A & 4B Frederick's Place London EC2R 8AB	Submission of details of archaeological evaluation pursuant to condition 11 of planning permission dated 14 May 2020 (application number 17/01057/FULMAJ).	Approved 21.07.2020	The Mercers' Company
18/00318/MDC Coleman Street	67 - 71 Moorgate & 34 London Wall London EC2R 6BH	Details of shopfronts and hotel entrances pursuant to conditions 5(d) and 5(e) of planning permission (application no. 14/00518/FULL) and conditions 2(d) and 2(e) of listed building consent (application no. 14/00519/LBC) both dated 1st May 2015.	Approved 30.06.2020	Floral Properties Limited
19/00481/MDC Coleman Street	55 Moorgate London EC2R 6BH	Details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of	Approved 21.07.2020	Bluebutton Properties UK Ltd

		light fittings, cable runs and other necessary apparatus pursuant to condition 17 of planning permission 18/01345/FULL dated 26.02.2019.		
20/00066/MDC Coleman Street	120 Moorgate London EC2M 6UR	Submission of a lighting strategy pursuant to condition 22 of planning permission dated 7th May 2019 (18/01352/FULL).	Approved 07.07.2020	120 Moorgate Luxembourg Sarl
20/00104/PODC Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Submission of energy statement and assessment of the carbon dioxide emissions of the completed development pursuant to Schedule 3 Paragraph 10 of the Section 106 Agreement dated 14 February 2017 (Planning Application Reference 15/01312/FULMAJ).	Approved 18.08.2020	Thor Limited
20/00286/LBC Coleman Street	Salisbury House 29 Finsbury Circus London EC2M 5SQ	Replacement of internal doors and installation of internal glazed wall screens throughout the building.	Approved 07.07.2020	Workspace Group PLC
20/00366/FULL Coleman Street	Retail Unit 7 1 Ropemaker Street London EC2Y 9AW	Change of use of ground floor lobby and basement from nightclub (sui generis) to flexible medical clinic/gym use (sui generis) and associated works, including relocating the entrance door (1,235sq.m).	Approved 30.06.2020	Wavegrange Ltd
20/00378/FULL Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	Replacement of six condensers at sixth floor roof level.	Approved 11.08.2020	7 Moorgate SARL

20/00379/LBC Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	Replacement of six condensers at sixth floor roof level.	Approved 11.08.2020	7 Moorgate SARL
20/00385/FULL Coleman Street	3 Moorgate Place London EC2R 6EA	Creation of roof terrace, installation of timber deck, planters and balustrade, creation of new access, alterations to existing opening at 7th floor level.	Approved 13.08.2020	Intertrade Associates Ltd
20/00386/MDC Coleman Street	55 Moorgate London EC2R 6PA	Details of the land between the existing building lines and the face of the new building pursuant to condition 24 of planning permission 18/01345/FULL dated 26.02.2019.	Approved 11.08.2020	E Gatemoor Trustees I Limited And Gatemoor
20/00406/ADVT Coleman Street	City Point 1 Ropemaker Street London EC2Y 9AW	Installation and display of (i) one non-illuminated fascia sign measuring 2m wide by 0.42m high at a height of 2.565m above ground floor level; (ii) one internally illuminated hanging sign measuring 6.8m wide by 0.641m high at a height of 4.605m above ground floor level.	Approved 28.07.2020	Wavegrange Limited
20/00407/LBC Coleman Street	16-18 Finsbury Circus London EC2M 7EB	Refurbishment of Ground (part), 1st and 6th floor office accommodation and toilet facilities, including renewal of ceilings, floor and decorative finishes and renewal of Mechanical and Electrical Services within the office.	Approved 16.07.2020	Reef Investment GmbH, C/O DWS Grundbesitz GmbH
20/00435/DPAR Coleman Street	Moorgate Hall 143 - 171 Moorgate London EC2M 6XQ	Application under Schedule 2, Part 16, Class A of the Town and Country Planning (General Permitted Development) Order 2015 as to whether	Prior Approval Given 28.07.2020	Telefonica (UK) Ltd

		prior approval is required for the installation of rooftop electronic communications base station and associated works at roof level.		
20/00455/MDC Cordwainer	1 Bow Churchyard London EC4M 9DQ	Submission of details of the modifications to the main entrance on the north elevation pursuant to condition 3 (b) of planning permission 19/00944/FULL dated 12.12.19.	Approved 04.08.2020	Aviva Life & Pensions UK Limited
20/00354/LBC Cripplegate	123 Cromwell Tower Barbican London EC2Y 8DD	Internal Refurbishments including removal and installation of internal walls and doors installation of new doors and suspended ceilings	Approved 14.07.2020	Mr Richard Hollis
20/00399/LBC Cripplegate	Barbican Arts And Conference Centre Silk Street London EC2Y 8DS	Internal alteration to foyer area for environmental control improvement and maintenance work, maintenance work to the auditorium with replacement of existing seats.	Approved 28.07.2020	Barbican Centre
20/00479/LBC Cripplegate	Guildhall School of Music And Drama Silk Street London EC2Y 8DT	Installation of new fire detection and alarm system together with public address system.	Approved 11.08.2020	Guildhall School of Music And Drama
20/00468/LBC Cripplegate	19 Andrewes House Barbican London EC2Y 8AX	Kitchen alteration, including the extension of an internal partition and addition of a cupboard to replace the original kitchen doorway.	Approved 04.08.2020	Mr Gareth Owen
19/00926/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 &	Details of plant and ductwork to serve the retail uses within Phase 3 of the development pursuant to	Approved 16.07.2020	Barts Square First Ltd

	57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	condition 29(j) of planning permission 16/00165/FULMAJ dated 16 March 2017.		
19/01260/MDC Farringdon Within	Little Britain London EC1A 7BE	Submission of details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level (in part) pursuant to condition 29 (i) of planning permission 16/00165/FULMAJ dated 16.03.17.	Approved 09.07.2020	Barts Square First Limited
20/00046/NMA Farringdon Within	15 Old Bailey London EC4M 7EF	Non-material amendment under Section 96A of the Town and Country Planning Act (as amended) to planning permission dated 27.09.2018 (18/00124/FULL) and as amended by a non-material amendment dated 25.02.2020 (20/00132/NMA) to allow for the reconfiguration of the internal layouts (includes increasing the number of bedrooms from 93 to 102 therefore amending condition 14 of the permission) and alterations to the elevations to reinstate two historic windows to the 6th floor mansard roof.	Approved 09.07.2020	OB Capital Ltd

20/00201/FULL Farringdon Within	33 Black Friars Lane London EC4V 6EP	Alterations to ground floor elevations, including the removal and revised door openings, new louvred gate, new canopy, external lighting and alterations to existing glazing.	Approved 02.07.2020	E&A Securities
20/00205/ADVT Farringdon Within	25 Farringdon Street London EC4A 4AB	Installation and display of (i) one face and halo illuminated fascia sign measuring 0.381m high by 4.179m wide at a height above ground of 3.312m; (ii) one externally illuminated projecting sign measuring 0.5m high by 0.6m wide at a height above ground of 3.226m.	Approved 02.07.2020	Caffe Nero
20/00258/FULL Farringdon Within	8 - 10 Half Moon Court London EC1A 7HE	Application under S.73 of the Town and Country Planning Act 1990 (as amended) to allow variation of conditions 2 and 9 of planning permission 09/00800/FULL dated 18/02/10 to make minor material amendments to the external appearance of the building.	Approved 09.07.2020	HDG Ltd
20/00287/PODC Farringdon Within	Lindsey Street Worksite Lindsey Street London	Submission of the Delivery and Servicing Management Plan pursuant to Schedule 3 Paragraph 9.1 of the Section 106 Agreement dated 07 December 2015 (Planning Application Reference 13/00605/FULEIA).	Approved 21.07.2020	Crossrail Ltd.
20/00314/MDC Farringdon Within	Livery Hall Butchers Hall 87 - 89 Bartholome w Close	Submission of details: a) particulars and samples of the materials to be used on the external faces of the building; b) ground floor entrances and entrance	Approved 09.07.2020	Worshipful Company of Butchers

	London EC1A 7EB	canopy; c) new windows and external joinery; d) junctions with adjoining premises; e) access ramp; f) handrails and balustrades; and g) external rooftop plant / air conditioning units pursuant to condition 8 a, b, c, d, e, f and g of planning permission 19/01265/FULL dated 5 March 2020.		
20/00315/MDC Farringdon Within	16 Old Bailey London EC4M 7EG	Submission of samples and particulars of materials and details of the replacement glazing to the existing curtain walling systems on all facades (excluding Old Bailey) and the new extension on the west facade; detailed drawings of the greening of the Fleet Place facade, including details of the irrigation, containers, supporting structures, growing media, plant species and maintenance regime pursuant to condition 6(a)(part), 6(b) (part); 6(d) (part), 6(e) (part) and 6(f) (part) of planning permission dated 8th October 2018 (18/00137/FULL).	Approved 21.07.2020	Capital Treasure Investments Limited
20/00349/LDC Farringdon Within	16 Old Bailey London EC4M 7EG	Submission of samples and particulars of materials and new windows and entrances pursuant to condition 2 (a) (in part) and 2(b) (in part) of listed building consent dated 24th April 2018 (18/00154/LBC).	Approved 21.07.2020	Capital Treasure Investments Limited

20/00430/MDC Farringdon Within	160 Queen Victoria Street London EC4V 4BF	Submission of lighting details pursuant to condition 3 of planning permission 19/01291/FULL dated 12.03.2020.	Approved 20.08.2020	TS Propco Ltd
20/00431/MDC Farringdon Within	160 Queen Victoria Street London EC4V 4BF	Submission of details of balustrades and planters pursuant to condition 3 of planning permission 19/01292/FULL dated 12.03.2020.	Approved 20.08.2020	TS Propco Ltd
20/00432/MDC Farringdon Within	160 Queen Victoria Street London EC4V 4BF	Submission of details of the positioning and appearance of the balustrade pursuant to condition 2 of planning permission 20/00030/FULL dated 12.03.2020.	Approved 20.08.2020	TS Propco Ltd
20/00448/NMA Farringdon Within	160 Queen Victoria Street London EC4V 4BF	Application for non-material amendment under S96A of the Town and Country Planning Act 1990 (as amended) to amend the approved roof plan (A-0228-P01) of planning permission 19/01291/FULL dated 12.03.2020 with a new roof plan to enlarge the plant unit at roof level (boiler room).	Approved 09.07.2020	TS Propco Ltd
20/00449/NMA Farringdon Within	160 Queen Victoria Street London EC4V 4BF	Application for non-material amendment under S96A of the Town and Country Planning Act 1990 (as amended) to amend the approved roof plan (A-0227-P01) and approved building elevation plan (A-0361-P01) of planning permission 20/00030/FULL dated 12.03.2020 with a new roof plan and building elevation to remove part of the balustrade at roof level.	Approved 09.07.2020	TS Propco Ltd

20/00450/LDC Farringdon Within	16 Old Bailey London EC4M 7EG	Submission of particular and samples of external CCTV cameras pursuant to conditions 2 (a) (in part) of listed building consent dated 24th April 2018 (18/00154/LBC).	Approved 20.08.2020	Capital Treasure Investments Limited
20/00456/MDC Farringdon Within	16 Old Bailey London EC4M 7EG	Submission of particulars and samples of external CCTV cameras pursuant to conditions 6 (a) (in part) of planning permission dated 8th October 2018 (18/00154/LBC).	Approved 20.08.2020	Capital Treasure Investments Limited
20/00457/ADVT Farringdon Within	160 Queen Victoria Street London EC4V 4BF	Installation and display of one internally illuminated projecting sign measuring 0.45m high, 0.7m wide, at a height above ground of 2.86m.	Approved 18.08.2020	TS Propco
20/00494/MDC Farringdon Within	Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1	Submission of BREEAM Certificate pursuant to condition 11 of planning permission dated 20th January 2016 (appeal decision reference APP/K5030/A/15/3069991) .	Approved 28.07.2020	Helical
20/00519/MDC Farringdon Within	16 Old Bailey London EC4M 7EG	Submission of details of measures for structure borne sound or vibration from plant pursuant to condition 9 of planning permission dated 8th October 2018 (18/00137/FULL)	Approved 23.07.2020	Helical

19/01168/LBC Farringdon Without	St Bartholome w's Hospital Robin Brook Centre West Smithfield London EC1A 7BE	Internal refurbishment of a former lecture theatre to form a boardroom on the second floor of the building.	Approved 14.07.2020	QMUL
19/01309/FULL Farringdon Without	St Andrew Holborn London EC4A 3AF	Change of use of part of the north-western area of the churchyard for the installation of a horsebox of a maximum size 3000mm (l) x 2500mm (h) x 2000mm (w) for the sale of coffee with associated tables and chair (two tables and four chairs) for a temporary use of 6 months starting from 21 September 2020.	Approved 14.07.2020	Guild Church of St Andrew Holborn
20/00218/FULL Farringdon Without	Partners Flat 37 Fleet Street London EC4Y 1BT	Installation of patio doors to existing courtyard, infill of light well and installation of roof light at third floor level and associated internal alterations.	Approved 09.07.2020	C. Hoare .& Co
20/00219/LBC Farringdon Without	Partners Flat 37 Fleet Street London EC4Y 1BT	Installation of patio doors to existing courtyard, infill of light well, installation of roof light at third floor level and internal alterations including: (i) installation of two new internal doorways (ii) blocking up of two internal doorways (iii) removal of existing window and integral mechanical vent grille and associated internal and external alterations.	Approved 09.07.2020	C. Hoare .& Co

20/00412/MDC Farringdon Without	2 King's Bench Walk London EC4Y 7DE	Submission of details of new down pipes and hoppers including method of fixing pursuant to condition 3 of planning permission 18/00216/FULL dated 5.6.18.	Approved 16.07.2020	The Honourable Society of The Inner Temple
20/00443/LDC Farringdon Without	2 King's Bench Walk London EC4Y 7DE	Submission of details of new down pipes and hoppers including method of fixing pursuant to condition 3 of listed building consent 18/00217/LBC dated 5.6.18.	Approved 16.07.2020	The Honourable Society of The Inner Temple
20/00436/LDC Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BJ	Submission of details of new handrails, railings, balustrades, lift pits, foundations and method statement for groundworks and for the alteration and making good of historic railings and stonework pursuant to conditions 2b, 2c and 4 of planning permission 17/00940/LBC dated 22 February 2018.	Approved 04.08.2020	The Honourable Society of The Middle Temple
20/00452/MDC Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BJ	Submission of details of new handrails, railings, balustrades, lift pits, foundations and method statement for groundworks and for the alteration and making good of historic railings and stonework pursuant to conditions 2b, 2c and 4 of planning permission 17/00939/FULL dated 22 February 2018.	Approved 04.08.2020	The Honourable Society of The Middle Temple
20/00488/MDC Farringdon Without	Dickens House 15 Took's Court London EC4A 1LB	Submission of details of condenser units; the acoustic screen enclosure to the plant and urban greening pursuant to conditions 5 (a) and (b) of planning permission dated	Approved 11.08.2020	Workshop Architects Ltd

		22nd October 2019 (19/00707/FULL).		
20/00489/LDC Farringdon Without	Dickens House 15 Took's Court London EC4A 1LB	Submission of details of the acoustic screen enclosure to the plant and urban greening pursuant to Condition 2 (b) of listed building consent dated 22nd October 2019 (19/00708/LBC).	Approved 11.08.2020	Workshop Architects Ltd
20/00528/LDC Farringdon Without	1-2 Garden Court Middle Temple London EC4Y 9BL	Submission of details of the south platform lift pits, foundations and groundworks, to include a detailed design and method statement pursuant to condition 4 of planning permission 17/00940/LBC dated 22 February 2018.	Approved 06.08.2020	The Honourable Society of The Middle Temple
20/00535/MDC Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BL	Submission of details of the south platform lift pits, foundations and groundworks, to include a detailed design and method statement pursuant to condition 4 of planning permission 17/00939/FULL dated 22 February 2018.	Approved 06.08.2020	The Honourable Society of The Middle Temple
20/00114/ADVT Lime Street	Exchequer Court 33 St Mary Axe London EC3A 8AA	Installation and display of (i) one set of non-illuminated individual letters and logos at fascia band level measuring 2.54m(w) by 0.42m(h) displayed at a height of 3.35m and (ii) one internally illuminated projecting sign measuring 0.6m (w) by 0.6m (h) displayed at a height of 3.07m above ground.	Approved 30.06.2020	Pret A Manger (Europe) Limited

20/00221/ADVT Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC3V 4QT	Installation and display of: (i) one non-illuminated hoarding advertisement measuring 2.4m high by 62.98m wide; (ii) one non- illuminated hoarding advertisement measuring 2.4m high by 27.64m wide; and (iii) two non- illuminated hoarding advertisements measuring 2.4m high by 47.61m wide; associated with the development of the site.	Approved 06.08.2020	Gerald Eve LLP
20/00226/LBC Lime Street	Hasilwood House 60 - 62 Bishopsgate London EC2N 4AW	Internal alterations to Grade II listed building and installation of external flue on roof.	Approved 09.07.2020	BE Offices Ltd
20/00342/LBC Lime Street	Leadenhall Market London EC3V 1LR	Temporary strengthening of Leadenhall Market superstructure in connection with the delivery of Planning Permission reference 18/00740/FULEIA.	Approved 04.08.2020	1 Leadenhall Limited Partnership
20/00411/MDC Lime Street	22 Bishopsgate London EC2N 4BQ	Details of CHP plant, emissions and maintenance schedule pursuant to Condition 14 of planning permission 16/00849/FULEIA dated 11.09.2017	Approved 02.07.2020	22 Bishopsgate General Partner Ltd
20/00428/MDC Portsoken	Sir John Cass Foundation Primary School Duke's Place London EC3A 5DE	Details of brickwork, expansion joints, drainage and green roof pursuant to conditions 2(a), (b), (c) and 3 of planning permission and listed building consent (application nos. 20/00056/FULL and 20/00006/LBC) dated 16th April 2020.	Approved 16.07.2020	Sir John Cass's Foundation Primary School

20/00116/MDC Queenhithe	Broken Wharf House 2 Broken Wharf London	Submission of a CHP emissions test and CHP plant pursuant to condition 19 of planning permission dated 08.05.18 (17/00712/FULL).	Approved 02.07.2020	SACO
20/00236/FULL Tower	2 Seething Lane London EC3N 4AT	Installation of eight air conditioning units and an extension of the existing balustrade and planters to create an additional area of plant at roof level.	Approved 07.07.2020	Portland Property Ltd
20/00237/LBC Tower	2 Seething Lane London EC3N 4AT	Installation of eight air conditioning units and an extension of the existing balustrade and planters to create an additional area of plant at roof level.	Approved 07.07.2020	Portland Property Ltd
20/00359/FULL Tower	Basement 49 - 50 Minories London EC3N 1JJ	Change of use of the basement level and part ground floor level from betting office (Sui Generis) to a flexible use for either A1, A2, B1 or D2 use.	Approved 14.07.2020	Forth and Thames Investments Ltd
20/00377/FULL Tower	76-78 Fenchurch Street, 1-7 Northumberland Alley, 1&1A Carlisle Avenue London EC3N 2ES	Use of part lower ground and part ground floors as a gym (Class D2) in lieu of the approved retail (Class A1-A3) uses.	Approved 30.06.2020	Partners Group Fenchurch IC Limited (Guernsey)
20/00410/MDC Tower	Lloyds Chambers 1 Portsoken Street London E1 8BT	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 2 of planning permission 20/0167/FULL dated 16 April 2020.	Approved 14.07.2020	AE Portsoken Property Holdings S.A.

20/00478/MDC Tower	Lloyds Chambers 1 Portsoken Street London E1 8BT	Details of soft landscaping pursuant to condition 6 (b) of planning permission 18/01226/FULL dated 26.02.2019	Approved 11.08.2020	AE Portsoken Property Holdings S.A
20/00480/NMA Tower	Lloyds Chambers 1 Portsoken Street London E1 8BT	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 18/01226/FULL dated 26.02.2019 for the introduction of a level pathway across the vehicular loading bay entrance; extension of linear drainage channel and introduction of Yorkstone paving to pavement.	Approved 14.07.2020	AE Portsoken Property Holdings S.A
20/00453/FULL Vintry	Bracken House 1 Friday Street London EC4M 9BT	Installation of new revolving door and pass doors to the Friday Street entrance	Approved 04.08.2020	Obayashi Corporation
20/00454/LBC Vintry	Bracken House 1 Friday Street London EC4M 9BT	Installation of new revolving door and pass doors to the Friday Street entrance	Approved 04.08.2020	Obayashi Corporation
19/01154/FULL Walbrook	1-6 Lombard Street London EC3V 9AA	Installation of a free standing plant deck and acoustic louvred screen enclosure at rooftop level.	Approved 30.06.2020	Bank House Trustees C/O Canada Life Ltd
19/01155/LBC Walbrook	1-6 Lombard Street London EC3V 9AA	Installation of a free standing plant deck and acoustic louvred screen enclosure at rooftop level.	Approved 30.06.2020	Bank House Trustees C/O Canada Life Ltd

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Committee(s)	Dated:
Planning and Transportation	8 th September 2020
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment since my report to the last meeting.

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation	Applicant/ Agent
20/00475/FULL Aldersgate	200 Aldersgate Street, London, EC1A 4HD	Installation of a new pedestrian access and bridge link to the existing rear courtyard.	15/06/2020	Little Britain Holdings S.A.R.L
20/00533/FULL Billingsgate	10 Lower Thames Street, London, EC3R 6AF	Creation of new entrance to provide access to new office accommodation at basement level; installation of an external platform lift; and landscaping.	06/07/2020	Northern & Shell PLC & The Royal Society For Blind Children
20/00600/FULL Bishopsgate	9A Artillery Lane, London, E1 7LP	Mansard roof extension.	05/08/2020	Mr Sami Boulis
20/00618/FULL Bishopsgate	9 Devonshire Square, London, EC2M 4YF	Alterations to main entrance doors (ground floor); alteration to office glazing; installation of an entry point and extension of an	10/08/2020	Cogent BC

		existing vent to roof level.		
20/00619/FULL Bishopsgate	9 Devonshire Square, London, EC2M 4YF	Alterations to the office stair core glazing from tinted to clear glazing.	10/08/2020	Cogent BC
20/00602/FULL Bread Street	25 Cannon Street, London, EC4M 5TA	Application under S.73 of the Town & Country Planning Act 1990 to vary condition 22 of planning permission 18/00859/FULL dated 15.11.2018 to allow design changes to the following: 1. Roof coping height 2. Fifth floor glazing increased height 3. Stone detailing around entrance bay triple height window 4. Removal of retail doors on the Western Elevation 5. Reduction in number of retail doors on Watling and Bread Streets 6. Increased glazing height for Watling Street retail fronts 7. Retained fire escape exit 8. Glazed Fan light to Cannon Street Elevation.	30/07/2020	25 Cannon Street Limited
20/00531/FULL Broad Street	65 London Wall, London, EC2M 5TU,	Change of use of rooms 46-48 on part of the first floor from office (Class B1) to a flexible use for either office (Class B1) or medical clinic (Class D1) (67.7sq.m)	08/07/2020	Dr Kalentzi

20/00573/FULL Broad Street	41 Lothbury, London, EC2R 7HF	Installation of external lighting scheme and other associated works.	20/07/2020	Pembroke Lothbury Holdings Ltd
20/00586/FULL Castle Baynard	11 Gough Square, London, EC4A 3DE	Application under S73 of the Town & Country Planning Act 1990 to vary condition 2 of the planning permission 19/00630/FULL dated 10/10/2019 to make amendments to the proposed entrance.	24/07/2020	Flexible Office Asset Management Ltd
20/00581/FULMAJ Castle Baynard	Northcliffe House, 26-30 Tudor Street, 16-22 Bouverie Street, London, EC4Y 0AY,	External refurbishment works comprising the retention and cleaning of the existing facades, and the modification of the secondary entrance fronting Bouverie Street and Tudor Street. (ii) the extension of the building at sixth and seventh floor level to create additional B1 office floorspace (iii) Change of use from offices (Class B1) to a flexible use for either Class A1/A3/B1 at ground floor level, (iv) the provision of landscaped roof terraces at levels five, six, and seven (v) Installation of a new entrance fronting Tudor Street (vi) demolition of mansard roof of 26 Tudor Street and erection of replacement mansard roof.	12/08/2020	DWS Grundbesitz GmbH

20/00538/FULL Cheap	5 Frederick's Place, London, EC2R 8JQ	Demolition of existing building and redevelopment to provide a new building comprising basement, ground and four upper floors with enclosed rooftop plant for the purposes of storing and displaying The Mercer's Company archives. (521sq.m GEA)	07/07/2020	The Mercers' Company
20/00536/FULL Cheap	81 Newgate Street, London, EC1A 7AJ	Application for minor material amendments under Section 73 of Town and Country Planning Act 1990 (as amended) which seeks permission to amend the wording of condition 7 attached to planning permission 0288AS dated 16/07/1982.	07/07/2020	NG Devco Limited
20/00567/FULL Coleman Street	120 Moorgate, London, EC2M 6UR	Change of use of part of the upper basement level from shop (Class A1) use to gym (Class D2) use.	17/07/2020	Luxembourg Sarl
20/00425/FULL Coleman Street	The Whitbread Brewery, 52 Chiswell Street, London, EC1Y 4SA	Installation of plant enclosure and noise attenuation equipment around existing roof level plant.	11/08/2020	The Montcalm Hotel Group
20/00638/FULL Coleman Street	Salisbury House, 162 - 163 London Wall, London, EC2M 5QD	Removal of an existing single door and installation of an infill shop front panel.	17/08/2020	Pascale Founau

20/00542/FULL Cordwainer	Pickford House , 46 Bow Lane, London, EC4M 9DL	Existing 2nd floor flat roof facing Well Court converted to create an accessible roof terrace, including replacement of existing sash windows with full height casement doors and windows and new parapet screening.	10/07/2020	Hale Brown Architects
20/00545/FULL Cornhill	Jamaica Buildings , St Michael's Alley, London, EC3V 9DS	Replacement of eight existing timber casement windows at third floor level.	23/06/2020	Mr Liam Dewhurst
20/00498/FULL Cripplegate	Great Arthur House, Golden Lane Estate, London, EC1Y 0RE	Conversion of part of the ground floor to two flats, retention of the existing estate office at part ground floor level, installation of replacement windows at ground floor to match existing, and the provision of a new disabled parking space.	22/06/2020	City of London
20/00514/FULL Dowgate	Skinners' Hall, 8 Dowgate Hill, London, EC4R 2SP	Alterations to Skinners Hall including i) demolition of existing pavilion, new glazed pavilion extension, associated roof terrace works and entrance to Court Room, at first floor level; ii) new glazed plant enclosure; iii) extension and mansard to courtyard elevation to provide new accommodation at	29/06/2020	Worshipful Company of Skinners

		third floor; iii) modifications to western facade at ground and first floor levels; iv) new entrance from College Street via new opening in existing screen wall, new staircase and platform lift to new lower ground entrance; alterations to the courtyard to provide level access to Skinners Hall and vi) new handrails to existing entrances at 8 and 9 Dowgate Hill.		
20/00434/FULL Farringdon Within	25 Farringdon Street, London, EC4A 4AB	Erection of three cycle storage canopies and installation of eight Sheffield cycle stands within the existing cycle storage area at the rear of the building at ground and lower ground floor level.	16/06/2020	Brookfield Properties (UK PM) Ltd
20/00560/FULL Farringdon Within	New Bridge Street House, 30 - 34 New Bridge Street, London, EC4V 6BJ	Alteration and extension, including: (i) new and replacement windows to the east, south and west elevations at first to sixth floor levels; (ii) removal of existing rooftop plant enclosure and erection of a single storey roof extension at seventh floor level to provide office accommodation and plant room (Class B1) with private terraces at seventh	23/07/2020	The City of London Corporation

		floor and roof level; (iii) Installation of a green wall to the south elevation.		
20/00568/FULL Farringdon Within	33 - 37 Charterhouse Square, London, EC1M 6EA	Application under S.73 of the Town and Country Planning Act 1990 (as amended) to allow variation of condition 13 planning permission 19/00119/FULL dated 22/08/2019 to make minor material amendments to the external appearance at roof level including i) changes to glazing screen on the North and West elevations, ii) mesh cladding to the South elevation, iii) removal of chimneys at roof level and iv) relocation of plant equipment.	29/07/2020	Cognita Schools Ltd
20/00546/FULMAJ Farringdon Without	5 Chancery Lane, London, WC2A 1LG	Alteration and extension, including: substantial demolition of the fifth floor and full demolition of the sixth floor; alterations to the facades at fourth floor level; erection of a new three storey roof extension at fifth to seventh floor levels for office use (Class B1), with a landscaped amenity terrace and plant room at eighth floor level; and other associated works.	29/07/2020	Lee Kim Tah - Metro Jersey Limited

20/00625/FULL Langbourn	37 - 39 Lime Street, London, EC3M 7AY	The installation of: one rooftop generator, external ductwork, replacement of sixteen windows with glazed louvres at the front and rear facade and window actuators.	10/08/2020	LSE JERSEY HOLDINGS
20/00627/FULL Langbourn	40 Lime Street, London, EC3M 7AW	The installation of: one rooftop generator, external ductwork, replacement of windows with glazed louvres at the front, sides and rear facade and window actuators.	10/08/2020	LSE JERSEY HOLDINGS
20/00543/FULL Lime Street	22 - 24 Bishopsgate, London, EC2N 4BQ	The installation of fixed structures, a temporary screen and associated lighting on the level 2 terrace.	10/07/2020	22 Bishopsgate General Partner Ltd
20/00512/FULL Portsoken	Statue House, 53 - 54 Aldgate High Street, London, EC3N 1AL	Application under Section 73A of the Town and Country Planning Act 1990 to retain a new extract flue, associated fan and odour filtration equipment sited on the rear flat roof of the premises and discharging at 1st floor level.	09/07/2020	Mr Nilojan Tharmarajah
20/00557/FULL Tower	10 Trinity Square, London, EC3N 4AJ	Replacement of glazing panels with new doors at 6th floor level terrace and installation of an external staircase to provide access between the 6th floor terrace and the central tower.	15/07/2020	Bullet Investments Limited

20/00507/FULL Tower	Grange Hotel, 8 - 14 Cooper's Row, London, EC3	Installation of three awnings.	17/07/2020	Queensgate GEM LLH SPV 2 Limited
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Committee(s) Planning and Transportation Committee	Date(s): 8 September 2020
Subject: Report of Action Taken	Public
Report of: Town Clerk	For Information
Report author: Gemma Stokley, Town Clerk's Department	

Summary

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

Recommendation:

- That Members note the report.

Main Report

1. Since the last formal meeting of the Committee, approval was given by the Town Clerk, in consultation with the Chair and Deputy Chairman, for the following decisions to be made under Standing Order Nos 41(a) and (b).:

Delegated Authority – Extension of Parking Concessions for Key Workers [22 July 2020]

2. The Town Clerk approved the extension of parking concessions for key workers until 31 August 2020, noting the financial impact of this proposal. Gold group were consulted on and approved the recommended way forward which is in line with Government and London Councils guidance. The Planning and Transportation Committee were briefed on these proposals at their meeting on 14 July 2020 and agreed to delegate authority for the approval of this matter to the Town Clerk in consultation with their Chair and Deputy Chairman.

Urgency Authority – Business and Planning Act 2020 – Pavement Licences [30 July 2020]

3. The Town Clerk approved that the 3-month length of licences and current fee structure be reviewed and amended as per the negotiations between the Chairman and Deputy Chairman of Licencing and the Chair and Deputy Chairman of Planning & Transportation and that there be no fee for either initial applications for or renewal of pavement licences in an effort to support local businesses in their recovery and return to trading.
4. The Planning and Transportation Committee, as the Committee responsible for the City's highway functions, considered a report on the new Bill outlining a new 'Al Fresco' Policy aimed at facilitating the introduction of these changes at their

meeting on 14 July and agreed, amongst other things, the 3-month Pavement Licence period as outlined in paragraphs 15 and 16 of the report and a fee of £100 for a Pavement Licence application as outlined in paragraphs 17 to 18. The Licensing Committee subsequently received this same report at their meeting on 15 July 2020 for information only but expressed concerns at the decision to set the new Pavement Licence fee at £100 and for a duration of just 3 months at a time. They therefore requested that this be urgently revisited. Subsequent discussions between the Chairman and Deputy Chairman of Licensing Committee and the Chair and Deputy Chairman of Planning and Transportation Committee concluded with the suggestion that there should be no charge for either the application or renewal of any pavement licences for the financial year 2020/21, but that this should be reviewed for 2021/22.

Urgency Authority – Business and Planning Act 2020 – Delegation of Powers to the Director of Markets and Consumer Protection
[30 July 2020]

5. The Town Clerk approved that power to act be delegated to the Director of Markets and Consumer Protection, and in his absence the Port Health and Public Protection Director, in respect of the Business and Planning Act 2020, insofar as it relates to pavement licences within the City of London Corporation's areas of jurisdiction, and to authorise officers of the Department of Markets & Consumer Protection to act under the aforementioned provisions.
6. The Planning and Transportation Committee considered a report of the Director of Markets and Consumer Protection on the Business and Planning Bill 2020 at their most recent meeting on 14 July 2020 and one of the four, approved, recommendations of this report set out the need for this decision under urgency once the Bill had received Royal Assent.

Delegated Authority – 80 Fenchurch Street, Highway Declaration
[18 August 2020]

7. The Town Clerk approved the area to be declared surplus comprising 75m² (807 ft²) City Fund airspace and noted the 125 m² (1,347 ft²) City Estates airspace to be disposed of situated in Fenchurch Street and Carlisle Avenue, EC2 to enable the terms of its disposal to be approved by the Corporate Asset sub Committee.
8. At their most recent meeting, held virtually on 14 July 2020, the Planning and Transportation considered a report of the City Surveyor in respect of a delegated authority request to declare 80 Fenchurch Street EC2, including the relevant area in Carlisle Avenue, as surplus and agreed that authority be delegated to the Town Clerk, in consultation with the Chair and Deputy Chairman of the Planning and Transportation Committee to declare surplus to highway requirements the City Fund airspace, required for the development at 80 Fenchurch Street and between datum levels determined by the City Surveyor, to enable its inclusion in the lease to be granted to Partners Group, upon terms to be approved by the Corporate Asset Sub Committee, and subject to the City Corporation retaining ownership of the highway and the continuing highway functions.

Conclusion

9. Background papers for Members on the matters listed above are available from Gemma Stokley on the email address provided below.

Gemma Stokley

Town Clerk's Department

E: gemma.stokley@cityoflondon.gov.uk

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