



Planning and Transportation Committee

Date: TUESDAY, 20 JULY 2021

Time: 10.30 am

Venue: INFORMAL VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)

Members:	Deputy Alastair Moss (Chair)	Deputy Jamie Ingham Clark
	Oliver Sells QC (Deputy Chairman)	Shravan Joshi
	Randall Anderson	Alderman Alastair King
	Douglas Barrow	Alderwoman Susan Langley
	Peter Bennett	Oliver Lodge
	Mark Bostock	Natasha Maria Cabrera Lloyd-Owen
	Deputy Keith Bottomley	Alderman Bronek Masojada
	Thomas Clementi	Andrew Mayer
	Deputy Peter Dunphy	Deputy Brian Mooney (Chief Commoner)
	John Edwards	Deputy Barbara Newman
	Sophie Anne Fernandes	Graham Packham
	John Fletcher	Susan Pearson
	Marianne Fredericks	Judith Pleasance
	Tracey Graham	Deputy Henry Pollard
	Graeme Harrower	James de Sausmarez
	Sheriff Christopher Hayward	William Upton QC
	Christopher Hill	Alderman Sir David Wootton
	Deputy Tom Hoffman	

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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/D9HpT0VbeUE>

This meeting will be a virtual meeting and therefore will not take place in a physical location. Any views reached by the Committee today will have to be considered by the Assistant Town Clerk or the Comptroller and City Solicitor after the meeting in accordance with the Court of Common Council's COVID Approval Procedure who will make a formal decision having considered all relevant matters. This process reflects the current position in respect of the holding of formal Local Authority meetings and the Court of Common Council's decision of 15th April 2021 to continue with virtual meetings and take formal decisions through a delegation to the Town Clerk and other officers nominated by him after the informal meeting has taken place and the will of the Committee is known in open

session. Details of all decisions taken under the COVID Approval Procedure will be available online via the City Corporation's webpages.

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. **MINUTES**
To agree the public minutes and summary of the informal, hybrid meeting held on 29 June 2021.

For Decision
(Pages 7 - 36)
4. **SHORT STAY PUBLIC CYCLE PARKING IN THE CITY**
Report of the Interim Director of the Built Environment and Director of Planning and Development.

For Decision
(Pages 37 - 46)
5. **GATEWAY 3/4 - DOMINANT HOUSE FOOTBRIDGE FUTURE OPTIONS**
Report of the Director of the Built Environment.

For Decision
(Pages 47 - 78)
6. **LOCAL IMPLEMENTATION PLAN FUNDED SCHEMES 2021/22**
Report of the Director of the Built Environment.

For Decision
(Pages 79 - 88)
7. **CONFIRMATION OF THE NON-IMMEDIATE ARTICLE 4 DIRECTION TO REMOVE PERMITTED DEVELOPMENT RIGHTS FOR THE CHANGE OF USE OF OFFICES (CLASS E(G)(I)) TO RESIDENTIAL (CLASS C3)**
Report of the Director of the Built Environment.

For Decision
(Pages 89 - 104)

8. **SUPPORTING THE RECOVERY OF THE HOSPITALITY SECTOR: AL FRESCO EATING AND DRINKING POLICY UPDATE, OFF-SALE AND TEMPORARY EVENT NOTICE EASEMENTS**
Report of the Director of Markets and Consumer Protection.
- For Decision**
(Pages 105 - 132)
9. **RECOVERY TASKFORCE – UPDATE**
Report of the Director of Innovation and Growth.
- For Information**
(Pages 133 - 140)
10. **REVENUE OUTTURN 2020/21**
Joint report of the Chamberlain, the Director of the Built Environment, the Director of Open Spaces and the City Surveyor.
- For Information**
(Pages 141 - 154)
11. **DEPARTMENT OF THE BUILT ENVIRONMENT BUSINESS PLAN PROGRESS REPORT Q4 21/22**
Report of the Director of the Built Environment.
- For Information**
(Pages 155 - 162)
12. **TRANSPORT STRATEGY: 2020/21 PROGRESS UPDATE AND 2021/22 - 2023/24 DELIVERY PLAN**
Report of the Director of the Built Environment.
- For Information**
(Pages 163 - 192)
13. **CITY LIGHTING STRATEGY – UPDATE**
Report of the Director of the Built Environment.
- For Information**
(Pages 193 - 202)
14. **DISTRICT SURVEYORS ANNUAL REPORT 2020/21**
Report of the District Surveyor & Environmental Resilience Director.
- For Information**
(Pages 203 - 212)

15. **AIR QUALITY ANNUAL STATUS REPORT FOR 2020**
Report of the Director of Markets and Consumer Protection.
- For Information**
(Pages 213 - 232)
16. **OUTSTANDING ACTIONS**
Report of the Town Clerk.
- For Information**
(Pages 233 - 238)
17. **PUBLIC LIFT REPORT**
Report of the City Surveyor.
- For Information**
(Pages 239 - 242)
18. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND
DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.
- For Information**
(Pages 243 - 258)
19. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT
ENVIRONMENT**
Report of the Chief Planning Officer and Development Director.
- For Information**
(Pages 259 - 264)
20. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
21. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
22. **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

23. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the hybrid meeting held informally on 29 June 2021.

For Decision
(Pages 265 - 266)

24. **GATEWAY 5 PLANNING & REGULATORY SERVICES CASEWORK
MANAGEMENT SYSTEM (PRSCMS) PROJECT**

Joint report of the Director of the Built Environment and the Director of Markets and Consumer Protection.

For Decision
(Pages 267 - 286)

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

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

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 29 June 2021

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Deputy Alastair Moss (Chair)
Oliver Sells QC (Deputy Chairman)
Randall Anderson
Douglas Barrow
Peter Bennett
Mark Bostock
Deputy Keith Bottomley
John Edwards
Sophie Anne Fernandes
John Fletcher
Marianne Fredericks
Graeme Harrower

Deputy Jamie Ingham Clark
Shravan Joshi
Alderman Alastair King
Andrew Mayer
Deputy Brian Mooney (Chief Commoner)
Deputy Barbara Newman
Graham Packham
Susan Pearson
Judith Pleasance
Deputy Henry Pollard
Alderman Sir David Wootton

Officers:

Angela Roach	- Assistant Town Clerk
Gemma Stokley	- Town Clerk's Department
Rhiannon Leary	- Town Clerk's Department
Jayne Moore	- Town Clerk's Department
Ben Dunleavy	- Town Clerk's Department
Shani Annand-Baron	- Media Officer
Bukola Soyombo	- Technology Support Partner
Fleur Francis	- Comptroller and City Solicitor's Department
Alison Bunn	- City Surveyor's Department
Gwyn Richards	- Chief Planning Officer and Development Director
Neel Devlia	- Department of the Built Environment
Elisabeth Hannah	- Department of the Built Environment
Gordon Roy	- Department of the Built Environment
David Horkan	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Bhakti Depala	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Toni Bright	- Department of the Built Environment
Gemma Delves	- Department of the Built Environment
James Gibson	- Department of the Built Environment
Maureen Joyce	- Department of the Built Environment
Kerstin Kane	- Department of the Built Environment

Janet Laban	- Department of the Built Environment
Kieran Mackay	- Department of the Built Environment
Emmanuel Ojugo	- Department of the Built Environment
Joanna Parker	- Department of the Built Environment
Jake Tibbetts	- Open Spaces Department
Robin Whitehouse	- Department of Markets and Consumer Protection

Also Present:

Ann Holmes – Common Councillor

David Bass – resident – speaking in opposition to the application

Adam Hogg – Chair of the Barbican Association – speaking in opposition to the application

Stefan Astley – RWDI, on behalf of the applicant

Martha Alker – Townshend Landscape Architects, on behalf of the applicant

Roaa Babiker – Sweco, on behalf of the applicant

Piers Blewitt – Great Portland Estates, on behalf of the applicant

Artur Carulla – Allies and Morrison, on behalf of the applicant

Janine Cole - Great Portland Estates, on behalf of the applicant

Helen Hare - Great Portland Estates, on behalf of the applicant

Lance Harris – Anstey Horne, on behalf of the applicant

Simon Holmes - Anstey Horne, on behalf of the applicant

Matthew Mapp – Sweco, on behalf of the applicant

Miguel Peixoto – Allies and Morrison, on behalf of the applicant

Ed Shearer – Arup, on behalf of the applicant

Tom Sweetman – DP9, on behalf of the applicant

Meg Swift – TPP Consulting, on behalf of the applicant

Ben Toseland – Tavernor Consultancy Architecture and Heritage, on behalf of the applicant

Robert Tavernor – Tavernor Consultancy Architecture and Heritage, on behalf of the applicant

Luke Tatton – Concilio, on behalf of the applicant

Miles Wilkinson - Great Portland Estates, on behalf of the applicant

Mike Worthington – DP9, on behalf of the applicant

Introductions

The Town Clerk opened the meeting by introducing herself.

A roll call of Members present was undertaken.

The Town Clerk highlighted that the meeting was being recorded as well as live streamed and would be made available on the City Corporation's YouTube page for a period of time after the meeting had concluded. With this in mind, it was confirmed that participants in the meeting had all individually agreed and given their consent to being recorded and that all personal data would be processed in accordance with the Data Protection Act 2018. The Town Clerk highlighted that, for further information on this, viewers could contact the City Corporation using the details provided on the public webpages.

The Town Clerk also reminded Members, and any members of the public observing the meeting on-line, that this was an informal meeting and that any views reached by the Committee today would therefore have to be considered by the Director of Markets and Consumer Protection or those deputising for him after the meeting in accordance with the Court of Common Council's COVID Approval Procedure and that they would make a formal decision having considered all relevant matters. The Town Clerk highlighted that this process reflected the current position in respect of the holding of formal Local Authority meetings and the Court of Common Council's decision of 15th April 2021 to continue with virtual meetings and take formal decisions through a delegation to the Town Clerk and other officers nominated by him after the informal meeting has taken place and the will of the Committee was known in open session. Details of all decisions taken under the COVID Approval Procedure would be available online via the City Corporation's webpages.

1. **APOLOGIES**

Apologies for absence were received from Deputy Peter Dunphy, Sheriff Christopher Hayward, Deputy Tom Hoffman, Alderwoman Susan Langley, Natasha Lloyd-Owen, Oliver Lodge, Alderman Bronek Masojada, James de Sausmarez and William Upton.

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 summary of the meeting held virtually on 8 June 2021 and approved them as a correct record.

MATTERS ARISING

Panel Arrangements – Wider Consultation (page 28) – In response to a question requesting an update on this, the Chair confirmed that discussions were still ongoing in this regard.

4. **CITY TOWER AND CITY PLACE HOUSE, 40-55 BASINGHALL STREET LONDON EC2V**

The Committee considered a report of the Chief Planning Officer and Development Director regarding City Tower and City Place House, 40-55 Basinghall Street London EC2V – specifically demolition of the existing building at 55 Basinghall Street (known as City Place House) and the erection of a thirteen storey Class E building for commercial, business and service use with Class E retail use at ground floor level with works to include partial removal, realignment and reinstatement of the Basinghall Highwalk*; partial demolition, reconfiguration and refurbishment of the basement, lower ground, ground and mezzanine floors of 40 Basinghall Street (known as City Tower) for Class E commercial, business and service and retail use works to include the provision of a new lift and staircase between street and Highwalk level and reconfiguration and re landscaping of the existing first floor terrace area; formation of a new pedestrian route between London Wall and Basinghall

Street; hard and soft landscaping works including alterations to and within the public highway; other works incidental to the proposed development (49,119 sq. m).

The Town Clerk introduced the item, highlighting that Members had also received a virtual site visit clip as well as an addendum, published and circulated yesterday.

Officers presented the application and began by making a point of clarification with regard to paragraph 249 of the report which implied that passive ventilation was not being proposed on pollution grounds which was not strictly correct. Passive ventilation was not being proposed as, in order for the office building to obtain the proposed sustainability credentials, it needed to operate as a sealed unit. Officers went on to provide a brief summary of the proposal and the main issues. Members were shown a site location plan with Officers clarifying that the application site was made up of City Place House (a late 1980s/early 1990s office building), the bridge link across Basinghall Street which links City Place House with the Grade II listed 65-65A Basinghall Street and also included City Tower, mainly its podium levels and podium level terrace as well as the City owned Brewer's Hall Gardens.

The Committee were shown existing images of the site, with Officers commenting that City Place House currently lacked active frontage when viewed from London Wall with the colonnade over London Wall creating quite a dark and enclosed environment for pedestrians. Integral to the building at first-floor level was also a pedestrian walkway which took pedestrians from ground-floor level on London Wall up to the City Tower podium. With regard to the City Tower podium level terrace, Officers noted that the space was somewhat dominated by the large roof lights serving space in the adjacent two office buildings. Members were informed that, as part of the proposal, City Place House would be demolished and replaced with a new thirteen storey office building which would have an element of flexible retail, café and gym use at ground floor-level. The podium of City Tower and its terrace would be reconfigured which would enable a new pedestrian route to be formed linking London Wall and Basinghall Street at ground-floor level. The Basinghall Street bridge link would be removed, and a new walkway link would be created linking the Guildhall plaza through to the bridge link over London Wall. Brewer's Hall Gardens would be improved with the applicant providing £200,000 through the Section 106 agreement for the City to re-landscape this area.

Officers referred Members to the representations received concerning the demolition of City Place House from a circular economy perspective, with many questioning why the building could not be refurbished and reused. Officers clarified that the applicant had undertaken detailed analysis of the refurbishment options and had concluded that limitations with the existing steel structure, foundations and the set back in the elevations would mean that typical approaches to providing modern, sought-after office floor space would be inefficient and carbon intensive and that mechanical and electrical services had come to the end of their life. It was reported that the design of the new building would embody circular economy principles through measures such as

priority, flexibility and adaptability and identifying options for the re-use of materials and designing for disassembly.

Officers went on to look at the proposal in more detail, beginning with the existing basement level where a lot of the space was currently taken up with carparking. As part of this proposal, this would be removed and long-stay cycle parking (which was policy compliant) and associated facilities would be provided. It was noted that the long-stay cycle parking provided for City Tower (220 spaces) would be well in excess of policy standards (77 spaces). A connection to Citigen was also proposed at this level. The existing lower ground floor plan depicted more space dedicated to car parking, with the proposal including more long stay cycle parking and associated facilities as well as short stay cycle parking for City Tower and an accessible car parking space. The existing ground floor plan showed that, together, City Place House and City Tower created quite a significant urban block. As part of the proposed layout, the public realm would be significantly increased and improved with the lower floors of the building set back when compared with the existing building line which would create wider footways. The reconfiguration of the City Tower podium would also enable the formation of a new pedestrian route between London Wall and Basinghall Street which would measure up to 6m in places. From this route, there would also be a new, accessible link (both a lift and a staircase) which would take pedestrians from ground floor level up to the City Tower terrace. It was noted that greening and landscaping was proposed around the ground floor of the building and that, in order to enable the construction of the new building, three trees on Basinghall Street would need to be removed and these would be replaced with three new trees in addition to six trees to be planted along the new pedestrian route. Short stay cycle parking would be provided around the perimeter of the building at a policy compliant level which would be a significant achievement. The new pedestrian route would be activated by new retail in the podium and on the ground floor of City Place House and new office entrances would also activate the area and enable the office space to be used flexibly. In terms of servicing, it was reported that the new office building would be serviced off Basinghall Street as City Place House was at present with servicing for City Tower remaining as existing. However, as part of the proposal, a consolidated arrangement was proposed which would result in a reduction of approximately 30 vehicle trips per day to and from the site.

In order to rationalise the boundary line, Officers highlighted that a small area of highway would need to be stopped-up. This would, however, be offset by the dedication of public highway of greater provision. Members were shown plans depicting this element of the proposal.

With regard to Brewer's Hall Garden, Officers commented that this was not a particularly inviting environment at present and an artistic impression depicting the type of improvements that could be achieved with the developer's Section 106 contributions were shared.

The existing first floor plan depicted the existing walkway route as well as the City Tower podium. It was highlighted that the first-floor walkway route was

currently quite dark and enclosed. As part of the proposal, the podium space would be consolidated, the existing roof lights removed and a new garden area with greening, seating and exercise equipment would be created. Members were informed that the details of this would be secured by condition. A dynamic new bridge link was also proposed. This would narrow between the podium and the new office building before splaying out to a joined portal with the listed building. Details of the junction with the listed building would also be required by condition.

An existing typical upper floor plan was shared with the Committee alongside a proposed typical floor plan for the office space. It was reported that high quality office space, arranged around a central core with terrace areas was proposed with a Wellness agenda embedded into the design of the building. As part of the commercial offer of the site, some affordable workspace would also be provided in City Tower which was very much welcomed as part of the post-COVID recovery and could be made available quite soon should consent be granted today. Members were also shown a proposed roof plan showing the green roof areas, the lower terrace and plant areas.

Officers shared images of the various elevations of the site (both existing and proposed). It was reported that the proposed office building would be approximately 11 metres higher than the existing roof plant level of City Place House and it was noted that some concerns had been expressed around this height increase, particularly with respect to daylight and sunlight impacts on neighbouring residential occupiers. Members were informed that the applicant had carried out the necessary daylight and sunlight tests to relevant rooms and windows in surrounding residential buildings, including Roman House, Andrewes House and Willoughby House. It was reported that the proposed building would be largely BRE compliant with the exception of two living rooms in Andrewes House which would experience a minor diminishment to their daylight distribution level. As set out in the Committee papers, it was the view of Officers that the daylight levels to these rooms would not be reduced to unacceptable levels as there would be no breach of BSE, with the breach only marginally below the 0.8 BRE guideline. It was also noted that, as part of the height increase, some wind mitigation would be required to some of the seating at Aldermanbury Square which would take the form of some additional landscaping to offer more shelter to those seated here. Also as a result of the height increase, there was a very slight breach of LVMF view 8A1 – an image of this was shared with Officers commenting that the breach was so minor that it would not affect the viewers ability to appreciate St Paul's Cathedral from Westminster Pier.

Officers then ran through various views of the building which showed that the proposed building would sit quite comfortably within the context of the scale of the surrounding commercial developments when looking west along London Wall. The proposed view from Aldermanbury Square depicted the proposed façade system made up of a curtain wall system of glazing and steel frame with shading elements. Officers reported that the sustainability credentials of the building were excellent and that it would achieve BREEAM 'excellent' with an aspiration to achieve 'outstanding' , with notably a 50% reduction in carbon

emissions, putting the building at the forefront of City schemes considered by this Committee this year. The proposed view of London Wall looking east depicted the upper floors of the building overhanging the footways with Officers highlighting that the same would apply along Basinghall Street and that this would provide shelter with dynamic columns supporting the upper levels. In terms of wider views, Officers underlined that careful consideration had been given to the impact on the setting of the Grade I listed Guildhall and the Guildhall Conservation Area. It was reported that the building would be visible in the backdrop to the Guildhall in the view from Cheapside/Queen Street and from King Street but it was considered that this would result in less than substantial harm to the setting and to the Conservation Area. It was considered that this less than substantial harm would be outweighed by the public benefits of the proposal, particularly the public realm improvements and new pedestrian route. It was noted that, as you moved nearer to the Guildhall along King Street, views of the building would diminish.

Officers went on to share some computer generated images of the proposal, depicting the entrance to City Place House from Basinghall Street which demonstrated that the bridge link would be similar in appearance to the link over London Wall Place, provided as part of the London Wall Place development and, from this view, the soffits of the building would be quite clearly visible. As part of the cultural plan for the site, the applicant had agreed to commission an artist to design the soffits and this would be secured through the Section 106 agreement. The proposed view along London Wall showed the new upper level route and new pedestrian link, the activation to the ground floor level via retail offerings, glazing and internal and external lighting, details of which would be required by the conditions to prevent excessive light spillage.

In summary, Officers stated that this site was in a key City location, in close proximity to Moorgate Crossrail station and on the periphery of the Culture Mile. It was felt that the proposal would transform the area through enhancements to the public realm, the provision of new, vibrant and accessible pedestrian routes and high-quality architecture. An uplift in office space of approximately 15,000 square meters would be delivered which would meet City needs as it could be used flexibly by a range of occupants. The provision of affordable workspace was also to be welcomed as part of the post-COVID recovery. The scheme had excellent sustainability credentials, most notably the 50% reduction in carbon emissions, putting it at the forefront of City schemes considered by this Committee to date this year. Policy compliant short stay cycle parking would be provided – something that was not always achievable with City schemes and the consolidated servicing arrangements proposed would significantly reduce vehicle trips to and from the site. Whilst there would be some less than substantial harm to the Guildhall and the Guildhall Conservation Area, this would be offset by the public benefits of the scheme. For these reasons, Officers recommended that planning permission and listed building consent were granted.

The Town Clerk introduced two speakers registered in objection to the applications – David Bass and Adam Hogg.

Mr Bass began by stating that he had the highest regard for the architects who had designed this scheme. Secondly, he recognised that the City did need to adapt and change to retain a pre-eminence. Thirdly, he recognised that the proposal made many improvements over the existing building, particularly in terms of street level links and public space. Mr Bass went on to refer to the proposed increase of 11m in height on the highest part of the existing building which was not currently visible at podium and highwalk level. He reported, however, that the north elevation, which would be visible to residents in Roman House in the Barbican, would actually witness a 17.64m increase in height on the existing building, with part of the elevation that was closest to residents being 18.6m higher, due to the proposed erection of a 4.7m high wall around the plant room at the north-west corner of the building. The Officer presentation depicted this jump in height with the design and access statements containing 368 images. However, just one of these 368 images showed the proposal from the viewpoint of the residential population – the image from the high walk in front of Roman House. Mr Bass, however, went on to suggest that this image was problematic and that the before and after (existing and proposed) shots were not comparable with the viewpoint seemingly dropped in the proposed view. Mr Bass stressed that views from this perspective had not been further investigated/generated for what was clearly a large proposal, with the NPPF recommending that developers should involve the local community with such proposals from an early stage. He reported that, at a webinar held in late November 2020, residents had been told that there had, quite rightly, been 18 months of consultation with the City of London and that the architect had already been involved in the proposal for four years. Residents were informed in late November that the application was due to be submitted in January 2021 which seemed to be very last minute and meant that any residential input in terms of design would need to be processed over the Christmas holiday period. Although the application submission was slightly delayed, Mr Bass remarked that there had been no changes made as a result of this consultation with residents, leading him to describe the process as more of a notification given that there were leading questions asked with multiple choice responses and no measurements provided (only storey heights). Mr Bass compared the lack of images of the proposed building from the north and its impact on residents with the large number of images depicting its impact on the Guildhall from various viewpoints. Mr Bass commented that the effect of the proposal on the sustainability of residential properties in terms of blocking light rendered it very objectionable. Mr Bass referred to the London Wall Place development which had been worked up regular meetings between the architects, the developer and residents and questioned why the same approach had not been taken here.

Adam Hogg clarified that he was speaking as Chair of the Barbican Association and on behalf of those residents directly affected by this application. In general, these residents were objecting on three particular counts - the first being the impact on the City's Climate Action Strategy with proposals to demolish a building which was approximately 30 years old. Mr Hogg stressed that this could not be environmentally sound and also questioned whether the proposed building could also be expected to last for just 30 years. Mr Hogg noted that the applicant also referred to the whole life carbon assessment but was not specific

as to how this fitted in with the City's Climate Action Strategy. He referred to the 50% reduction in carbon emissions but questioned how this was calculated and whether this was a total also including embedded carbon in the existing building as well as future refurbishments which were likely to occur in the lifetime of the new building. Secondly, objections were around the increase in height of the building. Residents had noted that this did not appear to be in line with what the Local Plan stated but that Officers were recommending the proposal for approval regardless of this. The Officer statement on this and 'cumulative impact' appeared to state that, if existing buildings were higher, then it was acceptable for proposed developments to 'catch up' which seemed to render the Local Plan meaningless. Finally, Mr Hogg commented on the loss of public amenity and referred to City residents being encircled by ever taller buildings. He stated that he did not believe that this should be permitted to continue, particularly in view of the uncertainty in terms of demand for office space that the City faced at present. Mr Hogg concluded by stating that, whilst this was not an unattractive building, it was a large development with a threatening presence when viewed from the perspective of residents from the north.

The Chair thanked both speakers for their contributions and invited any questions that members of the Committee may have of them.

A Member questioned Mr Bass further on what he believed was problematic with the image of the development from the north. The Member commented that he had reviewed this image and that it clearly showed the proposed change in height. Mr Bass explained that the proposed view from here depicted City Tower in the background and that, where it met the vertical of London Wall Place, appeared to be a whole floor lower than in the equivalent view depicting the existing situation. Mr Bass felt that if the true effect of the proposal were to be shown, the top of this building would not be visible as it would rise beyond the top of the image. Given that this was the only image of the building seen from the point of view of residents of Roman House, Mr Bass stated that this seemed to be an unreliable image on which to make a judgement. Mr Bass also remarked that there were no views of the proposal shown from the perspective of the Barbican from either a high or low flat.

Another Member commented that the hedge in the foreground of the image referred to by Mr Bass demonstrated that the proposed and existing views were taken from different spots. Mr Bass reiterated that the image of the proposed development depicted here was not correct or reliable and required scrutiny. He also expressed concern that residents were not able to see any of these images in the short consultation period offered.

A Member asked the speakers to elaborate further on what they considered to be a lack of consultation and engagement with residents and questioned when they were first informed about the application. She also questioned what comments and proposals had been put forward by residents that had not resulted in any amendments to the scheme. Mr Bass confirmed that the public consultation had begun on 25 November 2020 and ran until 14 December 2020, with the online consultation commencing on 30 November and a webinar held on 10 December 2020. Mr Bass stated that he understood that, due to a

delivery error, Roman House residents were not informed of this until 18 December 2020 and therefore missed the opportunity to attend the webinar. By contrast, on 5 April 2019, the first of ten pre-application meetings with the City of London Corporation was held. In summary, any meaningful consultation with residents effectively lasted for just two weeks at the end of last year. The application was originally scheduled to be submitted in January 2021 but was actually submitted in March 2021, with no changes made in response to the concerns of residents. Mr Bass acknowledged that some of these concerns were listed in the Statement of Community Involvement supplied by Concilio, however, there were other concerns that had not made it on to this statement – for instance, the concern that, in order to judge the effect of the building on people's homes, some kind of long section which cut through the proposal would be required. It was recognised that the Design and Access Statement did state the misgivings about the consultation process but Concilio's report did not refer to this. By contract, Mr Bass commented that London Wall Place had had extensive dialogue between a representative panel from the Barbican, the architects and the developers and the results were recognised as superb. With regard to this development, residents were of the view that the consultation process was simply a rubber stamp operation. The Member asked Mr Hogg if he had anything further to add in response to this. Mr Hogg stated that he had nothing further to add except to say that, on this occasion, residents felt that they had been told what would happen rather than being asked to genuinely feed into the plans.

The Town Clerk then introduced four speakers registered to speak in support of the applications – Mr Piers Blewitt of Great Portland Estates, Mr Matthew Mapp, Ms Janine Cole and Mr Artur Carulla.

Mr Blewitt introduced himself as Development Manager for this project with Great Portland Estates (GPE). Mr Blewitt provided some background on the company and highlighted that their most recent large-scale project in the City had been the development of 12 Fetter Lane at the junction of New Fetter Lane and Fetter Lane. He added that, in the West End, they had been responsible for Crossrail over station development and the creation of a new public square north of Oxford Street and therefore had both the experience and the resources to undertake this development. Mr Blewitt went on to state that it was somewhat depressing to have reached the conclusion that City Place House was now at the end of its useful life, however this did provide an opportunity to provide a much better building that would stand the test of time. It was reported that a huge range of refurbishment options had been considered, from minor, light-touch refurbishments to large-scale extensions but it had been concluded that the building could not viably be adapted and extended. It was confirmed that, since 2019, the developers had been working with City Planning Officers on the new scheme presented today. Working with the architect, GPE had a strong track record of delivering high-quality architecture and public realm throughout central London. In spite of the pandemic, Mr Blewitt reported that demand for office space was good, but that demand was for high quality space in terms of design, layout and flexibility with good local amenities and, of course, with the greatest and strongest sustainability credentials. In addition to viewing the building from an occupiers perspective, the public realm benefits

had already been outlined to Members with the design allowing for the widening of the pavements at London Hall and Basinghall Street and a new pedestrian route linking the two. New, flexible retail units which were much needed in this part of the City would also be introduced and a new staircase and lift would provide access up onto the City Walkway from that new pedestrian route. It was underlined that none of this would have been deliverable without the refurbishment. Mr Blewitt also referred to the contribution to Brewer's Hall Gardens and, perhaps most importantly, the provision of 12 affordable workspaces which the developer was proposing to offer at an earlier stage next year within City Tower, should consent be granted.

Ms Cole introduced herself as Sustainability and Social Impact Director for GPE and underlined that it was therefore her role to ensure that their Corporate Sustainability Strategy was embedded in all that they did. Members were informed that the four pillars of GPE's approach were to become carbon net zero by 2030, to design climate change resilient and adaptable spaces, to create a lasting positive social impact in communities and to put health and wellbeing front and centre. Ms Cole confirmed that, from the outset the sustainability question and GPE's corporate commitment had been at the heart of the design with a strong focus on carbon reduction, maximising the longevity and adaptability of the building and the public realm, creating social value and the consideration of health and wellbeing, not only for the building occupiers but also for its neighbours and the wider community. Ms Cole introduced Mr Mapp who would speak more on how this commitment to sustainability in its broader sense had translated into the building design.

Mr Mapp confirmed that it was these four pillars that had underwritten the sustainability strategy and helped to define the approach to this development, however, the need for the development to respond to the wider context was also recognised, in particular the City's Climate Action Strategy, the new City Plan and Environmental Policy. The approach to this development therefore placed this life cycle thinking at the very core. Mr Mapp confirmed that there was a particular way to design for low carbon development and this did not involve starting with a new development and trying to make the existing building fit with your narrative. It involved undertaking detailed and comprehensive studies to exhaust all of the options for re-use prior to deciding to progress a new build development. He stressed that there was no better example of this than today's proposal which had investigated numerous re-use and refurbishment options since 2013, worked its way down from full re-use to partial, elemental reuse, always considering the broadest range of factors related to viability. Mr Mapp stated that the decision to demolish and rebuild centred on when the carbon emissions would actually be paid for, enhancing future adaptability and enhancing longevity of the building. Any new build development therefore needed to express those sustainability credentials in the strongest possible terms and Mr Mapp reported that the developer's whole life carbon approach gave equal weight to operational and embodied emissions and setting targets in line with the most onerous industry benchmarks. It was also highlighted that the planting and water strategy showed strong alignment with policy and that all of this was underwritten by holistic sustainability certifications such as BREEAM and WELL. Mr Mapp shared information on

carbon targets with the Committee, showing how, even at baseline stage, the development would perform better than the industry typical benchmarks and showing how these targets would take it some way beyond this to deliver a future-proof development that was really fit for a low-carbon future for the City. It was reported that the proposal also showed excellent performance against the stages of the Mayor's energy hierarchy, exceeding the London Plan 'Lean' target through its approach to fabric first design, achieving 40% reduction at 'Clean' stage and 50% under 'Green'. Further voluntary commitments also showed how the proposal went beyond this to achieve operational net zero carbon for the development.

Mr Mapp went on to state that a significant part of the proposal was the Energy Strategy and that, after reducing demand in the first instance through a strong approach to fabric first, there would be 100% electric on-site HVAC which realised the long-term decarbonisation through a decarbonising grid. The development would connect to the E-On district heating network and would also provide a PV array to offset grid electricity consumption. It was reported that the holistic sustainability certification centred around BREEAM and WELL and this provided a framework for delivering holistic sustainability, with the development targeting a BREEAM 'excellent' rating with an aspiration to achieve 'outstanding', but also using the WELL process which allowed well-being considerations to be embedded into the design of this space and to promote initiatives to really support the well-being of people, occupiers and the supply chain partners. Finally, Mr Mapp commented that the significant enhancements and improvements to the public realm and the urban landscape would help support the developer's sustainability pillars by really enhancing that social value and connectivity of the site as a whole, providing those spaces and places that really support the development's well-being narrative.

Mr Carulla introduced himself as a partner of the architects involved in the project since 2013 and offered Members a succinct summary of the proposals. In summary, this was about a site at the centre of the City, situated between St Paul's, the Culture Mile and the City Cluster and surrounded by a very rich mix of building forms and characters with great connections to public transport and within site of the new Crossrail station. Mr Carulla reported that, sadly, the existing building was obsolete and stubbornly defied refurbishment, despite architects spending over two years looking at a wide range of upgrades. It had been concluded that it was neither economically viable nor environmentally sustainable in terms of resources and carbon emissions to deliver a compromised product with a limited life. This led to the production of a clear vision for redevelopment for a substantial, Grade A office building that was economically viable and offered exemplary environmental design achieving net zero operational carbon and a social contribution in the form of a comprehensive enhancement of public realm. At ground floor level, the footprint of the building would contract, delivering a new route between Basinghall Street and London Wall. This would be a natural line for pedestrians to follow in the morning, afternoon and evening. However, the development would not only deliver new public realm but would also improve existing public realm by widening pavements, improving landscaping and creating more pleasant microclimatic conditions. Mobilisation would also be increased, with the urban

greening factor increasing threefold. The project would completely transform its surrounding area with a double-height colonnade, active frontage and a wide range of ground floor uses. Above ground, the City walkway was also to be extended with a more intuitive and direct connection to the Guildhall, an improved relationship with the gardens of the City Tower podium and the provision of new stair and lift access.

Mr Carulla shared various images of the proposal with the Committee and commented on the generous, robust and flexible office space that would be provided around a central core to maintain light and views around the building's entire perimeter. It was reported that the resulting massing would be broken down into four quartiles by a series of recessed balconies which would also provide amenity space to each office floor above level three. Mr Carulla commented that this was an example of external form and internal logic working together. A larger amenity space would also be provided at roof level for informal social activity, corporate events and evening yoga classes. Members were informed that a lot of thought had also gone into the building envelope to provide an attractive appearance with minimum embodied energy and optimum solar performance. It was reported that the developer had reduced the amount of glass used to just 55% of the façade and had designed a delicate brise soleil punctuated by coloured petals that would open up towards the top of the building where more solar protection would be required. As had already been reported, the building would achieve top marks on a wide range of environmental accreditations and would exceed operational and embedded carbon benchmarks. Altogether, the proposal presented today was a thorough response to the developer's original vision.

The Chair thanked all of the speakers for their contributions and invited any questions that members of the Committee may have of them.

A Member asked what the expected life of the new building would be and questioned how flexible it would be should it require redevelopment in the future. He also sought further detail around why the existing building could not be refurbished and, on the re-use, and recycling of materials during construction of the new building. Mr Mapp responded to state that the life of the proposed development would be extended and that there was no reason why it could not have a 100-120 year life given that flexibility and the ability to adapt the spaces in the future was inherent to its overall design. Mr Mapp reminded Members that the building that was currently on this site could well have been built in the 1800s in terms of its sustainability and flexibility for the future. In terms of the re-cyclability of materials, it was reported that the demolition audit categorically listed and quantified all of the materials within the existing building and how these could be re-used in a hierarchical approach in terms of whether they could be re-used on site in situ or be retained on site and recycled in the location. If neither of these were possible, developers would look at where these materials could go in terms of processors, who would be dealing with it and how – looking at full traceability of recycling.

With regard to the potential to refurbish the existing building, it was reported that, in the 1980s when the existing building had been constructed, the

industry was unfortunately not thinking carefully about future flexibility. Members were told that this particular building was an unusually extreme example of the absence of forethought in terms of design as it was a very unique/bespoke structure. The existing building cantilevered over the London Wall walkway and then turned back into a sawtooth arrangement on the façade along London Wall. The upper levels stepped back twice again with all of these geometrical features of the building meaning that they had to be supported on transfer systems meaning that if the loading here were to be increased, even slightly, the systems would very quickly become overloaded. Small additions or amendments to the space which would normally be the typical approach to teasing new use out of an old building would quickly trigger disproportionate levels of strengthening requirements and mean tearing open very large concrete floorplates at the upper and mid-levels and increasing the steel strength and the stability system right down to the foundations of the building – and all of this in return for very little gain. After several years of studies, the developer had concluded that the building needed to be redeveloped, demolished and rebuilt. Next, consideration had been given to re-using the basement and foundations but, unfortunately, the existing building was peculiar at every level and the foundations which were enormous in terms of volumes of material were also not particularly strong. Strengthening these foundations would also involve an enormous amount of demolition. It was reported that there were hundreds of piles under this site, all of which were concealed beneath 2 metres of reinforced concrete. This proposal would involve new foundations which could be re-used and be flexible for future modifications to the building or indeed a future redevelopment. New, ‘raft’ foundations would also sit horizontally across the entire site. Members were informed that the developers could not demonstrate that reusing the foundations would be any more carbon efficient than demolishing them and putting in this new raft foundation. These new foundations would grant an extra 60 - 120 years design life as opposed to a strengthened foundation which would only offer an additional 30 years. A raft foundation would be inherently flexible for a number of configurations of a new building above it.

A Member returned to the issue of the images of the existing building and proposed development taken from the viewpoint of residents of Roman House, commenting that one seemed to have been taken at a further distance away than the other and asked for greater clarity on this as, at present, it looked as if the image of the proposed development was intended to make the building appear smaller. The Member went on to refer to the LVMF transgression and the effect on Guildhall, both of which could be addressed by building a slightly shorter building. He questioned whether this had been considered. Finally, he questioned whether the width of the proposed highwalk was at least equal to the width of the highwalk through London Wall Place. The developer responded to state that the LVMF issue raised was distinct to that of the Guildhall spire. It was highlighted that the building was in the shadow of 21 Moorfields and the conclusion reached and agreed with the City’s planning officers was that, because the proposed building would not be seen, the technical breach was an acceptable breach and one that the GLA had agreed with. In terms of the Guildhall spire, the approach taken here to provide the neutral backdrop was for a single architectural piece to be behind the spire. It was noted that one of

the concerns raised by officers had been around night-time light spill and the developer had therefore proposed a series of vertical louvres to overcome this. With regard to the highwalk, it was confirmed that sections of this would be a little narrower whilst others would be a little wider. The applicant went on to acknowledge how important the highwalk was to Barbican residents and emphasised that, by providing the new pedestrian link between London Hall and Basinghall Street, it was felt that the majority of pedestrians who might have used the highwalk would now use this new route. If the new highwalk was at all narrower in places it would therefore not be impactful on pedestrian comfort levels.

Another Member spoke to acknowledge that the intended design life of the proposed building was between 60-100 years. He noted that the developer had put a lot of emphasis on the new pedestrian route and questioned whether any pedestrian modelling had been undertaken and, if so, the result of this. The developer confirmed that pedestrian flow models had been produced and that these had been submitted alongside the application and showed where there were desire lines. The developer recognised that the existing building, in conjunction with City Tower was a very solid, unwelcoming structure on the south side of London Wall and also commented that, with the opening of the Elizabeth Line, forecasts suggested that there would be increased pedestrian flows coming from Moorgate Station. This and the need to provide space for people to disperse from the station had been one of the key points raised by officers at the early design stage. Members were informed that the application and design responded to the results of the pedestrian modelling.

A Member spoke further on concerns in the local area as to the proposed height of the building and questioned how this building would fit in with neighbouring buildings. The developer reported that buildings to the west at 5 Aldermanbury Square, to the north at London Wall Place and the north east at Moore House were all taller than the proposed development and that the building would remain lower than the building immediately to the east of it. To the south, buildings dropped down in scale as one approached the North Wing of the Guildhall and the Guildhall itself. The development would by no means be the tallest building in the area as it was managed by the very narrow LVMF such that it would not affect the surrounding buildings – a cap that other buildings in the vicinity did not necessarily have. It was confirmed that views depicting how the proposed development would sit in its broader context had been produced as part of the townscape assessment and the specialist report and Members were shown the relevant images.

Another Member thanked the applicant for their explanations as to why the building could not be refurbished but stressed that they had not articulated why it was necessary to extend its height to such a degree, particularly given that it was this which impacted upon residents, the conservation area and protected views. The Member also questioned the consultation process and why the applicant had not engaged with residents at an earlier stage in the same way that the developers for London Wall Place had done. In terms of health and wellbeing, the Member remarked that this was not relevant to occupiers of the building only but also to the surrounding community – something which Health

Impact Assessments were intended to address. With regard to proposals to extend the height of the building, the developer reported that this was necessary in order to provide a scheme that was financially viable and to be able to afford the package of benefits that the scheme proposed. To replace the building and then lose a certain amount of space with the provision of the new pedestrian route and make significant alterations to the tower (including the removal of all of the car parking spaces in the basement and the replacement of these with enhanced cycle parking and shower facilities) came at a cost. To counter this the building would need to be of a certain size. The scale and the articulation of the architecture was, however, intended to be appropriate for the area in which it sits.

In terms of consultation, the developer commented that this was an extraordinary period of time due to the pandemic but underlined that they had undertaken consultation and had contacted the residents of Roman House through Concilio once it was apparent that they had not received the intended flyers promoting the webinar. The residents were offered a further session. The developer did recognise that more consultation would have been advantageous but was of the view that the design worked up here and the package that the proposal comprised was suitable for the area and acknowledged that some favourable comments on the architecture had been received from Barbican residents, including those speaking today. Members were assured that the developer did take consultation seriously and would normally have held a public exhibition that would have ran for 2-3 days. However, this had not been possible due to factors beyond their control and they had therefore responded as best as they could in more challenging circumstances. In terms of the community offer, the developer responded to recognise that there would be an impact when redevelopment took place and to state that they were aware that the bridge link over London Wall would be temporarily closed and the need to get this reopened as quickly as possible. It was reported that the construction work would be undertaken by a tier one contractor to ensure the highest standards.

The Townscape Consultant for the development mentioned that the Officer presentation very reasonably drew on a range of documents including the design and access statement produced by the architects as well as the townscape and heritage assessment. The images called into question by the speaker today were from the design and access statement and were not therefore verified, accurate images but illustrative images which the architects had produced in house. The images that could be relied upon for accuracy and direct comparison with other building were those produced by Millerhare for the townscape document. In terms of the views that had been selected for the technical THVIA, it was reported that these were arrived at through a process where Millerhare created a 'viewship' that looked at the impact of the building in surrounding areas. Views that had an impact, particularly on heritage assets, were then selected and assessed accurately. It was noted that it was not unusual for a document to not record images from purely residential apartments or space but only from publicly accessible spaces where the majority of people could appreciate or experience the building.

Seeing no further questions of the applicant team, the Chair asked that Members now move to the debate and any outstanding questions they may have of officers.

A Member spoke to remark that he felt that this application was typical of the applications that this Committee received due to the number of planning policies it contravened. First, a substantial office building completed less than 30 years ago was to be demolished and replaced with an even more substantial office building when all indications were that less and not more office space would be needed in the City post COVID. Second, the increased height and massing of the proposed building would have an overbearing effect on the City's largest residential estate to the north, the office buildings and squares to the south and the Grade I listed Guildhall itself. Third, the building to be replaced had a postmodern design which was of its time but contributed to the architectural history of the City whilst the new building had a design that did not, by its architects own admission, reflect any style. It would therefore, in his view, be another functional and dull addition to the City's skyline. The Member went on to state that, unlike other authorities, the Corporation did not have a design panel. He also felt that the Officer's report that guides this Committee in making its decision was also typical because he felt that it attempted to excuse or distract from the application's shortcomings and stated that 'despite the short-term uncertainty about the pace and scale of future growth in the City following the immediate impact of COVID-19, the longer-term geographical, economic and social fundamentals underpinning demand remained in place'. The Member, however, felt that the evidence was to the contrary with the applicants stating that it was confident that it could fill this new, larger building as they believed that there would be a flight to quality. Whilst this may prove to be true, it was noted that those fleeing to quality would be leaving behind empty office space which could eventually lead to a City with a few, modern, oversized office blocks that were fully occupied and a lot of older ones that were empty – something that would be the responsibility of the City's Planning Committee. The Member felt that this Committee should be focusing on the refurbishment and repurposing of existing buildings and not approving new, larger ones. The Member went on to state that he felt that the Officers report grossly exaggerated the 'public benefit', especially by praising the increased 'permeability of the site' given that the site was already permeable at first-floor level and would remain so. Making it permeable at ground-floor level would simply save pedestrians wanting to cross the road at this point a little time in walking around the corner or up the stairs. The claim that this trivial benefit and some token greening would outweigh the serious shortcomings of this application was not, to his mind, rational.

The same Member went on to raise a point of order, stating that, when carrying out a land registry search on this property, he had discovered that the owner of the freehold was the City Of London Corporation meaning that, if this application were to be approved, the Corporation would benefit financially via an increase in the value of its freehold in a new and larger building. The Member remarked that the City's Planning Protocol required not only that Members took particular care in deciding an application in which the Corporation had an ownership interest, but also that they 'preserve public trust

in integrity and fairness of the planning system'. The Member noted that two Members present today also sat on the Corporation's Property Board and stated that he did not feel that public trust could be achieved if members who were responsible for maximising the value of the Corporation's property participated in granting planning permission which would increase said value. In addition, the applicant had undertaken to pay £200,000 to the Corporation's Open Spaces Department to improve the greening in Brewer's Hall Gardens if planning permission were granted. He added that, public trust could not be gained if the Deputy Chairman of this Committee, who was also Chair of the Corporation's Open Spaces Committee, participated in granting planning permission that would provide cash to the department supervised by the Committee which he chaired. The Member clarified that he was not suggesting that ownership was a material planning consideration but stressed that the Corporation's ownership of the freehold was relevant not to the application but to the process of dealing with it and particularly to the Protocol's requirement that Members achieve public trust. He added that he was also not suggesting that the affected Members had a pecuniary interest in the application, but he highlighted again the Protocol's requirement that Members achieve public trust. The Member concluded by proposing that the Chair now give each of the affected Members an opportunity to recuse themselves from further participation in this application. In response to this invitation, the Chair stated that it was his ruling that all matters of Protocol and procedure were above board and had been adhered to.

Another Member spoke to underline that residents did not have viewing rights and that, as a City resident himself, he had recently experienced a loss of the view of St Paul's colonnade following the construction of the hotel at Creed Street in Ludgate Square. The Member went on to speak on outside exercise equipment and conveyed his enthusiasm for this. He also touched upon the City highwalk which Members had been told was used by less than 100 people per hour. He felt that this needed to be addressed so that this space could be maximised. He suggested signage for the podium from Aldersgate Street as a minimum to help draw people up to this space and this large open space and that applications such as this should be seen as an opportunity to improve this.

Another Member spoke of the view of the Guildhall from Kings Street and referred to what he viewed as the cynicism of this application which suggested that this project would entirely transform the entire surrounding area. He underlined that he did not feel that this was true given that it left in place what he felt was one of the ugliest 1960s buildings in the City in the form of City Tower. He argued that City Tower required top to bottom refurbishment much more so than its neighbouring building. With regard to the view of the Guildhall from Kings Street, the Member stated that he was not at all comfortable with what he saw as the destruction of /harm caused here. He stressed that this was an historic view that greeted everyone arriving for a State Banquet or any other important occasion at the Guildhall. The Member questioned by how much and how it would be possible for the developer to conceivably lower the height of the proposed development in order to maintain the current view of the Guildhall from this vantage point and eliminate this degree of harm.

The Chief Planning Officer responded to this last point to explain that the scheme presented to Members today had already been quite significantly reduced in height as part of very early pre-application discussions to address this view. Whilst the proposed development would still result in a degree of harm here as set out within the report, this was considered to be offset by the wider public benefits of this scheme. The Chief Planning Officer went on to state that this was informally referred to a processional route and underlined that this was a dynamic view with an existing building already visible in the backdrop to the Guildhall from further south with this being concealed from view as one moved along Kings Street. He stressed that, at some point, any additional increase in height from this development would be visible in this kinetic view, hence the three viewpoints provided within the presentation. He added that he felt that the benefit of this scheme is that it would provide a one-dimensional backdrop to the flesh of the Guildhall as opposed to the rather busy backdrop which existed at present. He also underlined that the existing building was also already visible here.

A Member stated that, as an architect and City resident who knew this area well, she found this application disturbing and added that she felt that it was environmentally irresponsible to demolish a building that was completed less than 30 years ago. She felt that the need to do this seemed to be the wish to extend upwards which, according to the applicant's own admission, was due to financial viability. She stressed that financial viability was not a planning consideration. She went on to remark that City Tower was built in 1964 and that, nearly 50 years later, was creatively repurposed in 2013 with its structure retained and a fine example of what was possible in terms of the reuse of buildings. The Member noted that the application made much of the need for an active frontage to the new building and permeability but noted that its north face was on London Wall, a busy, four lane carriageway where there were no pedestrians because it was not on a desire line and was polluted by traffic fumes. The Member commented that, in her opinion, a marginally widened pavement here would serve little useful purpose and that the desire line created to justify the opening between the buildings was not there as she felt that there was no need or desire to cross the road at this point. She highlighted that the pedestrian footbridge had been narrowed because the footfall was so small. Non-office uses at ground-floor level would, she felt, have no anchor to attract anyone but the office staff to the area given that there was already a better retail offer available at Cheapside and Moorgate nearby. The Member highlighted that Aldermanbury Square was a pleasant place to sit, yet the report stated that it would require wind mitigation measures even in summer for it to continue to be so because of the height and form of the new building. The Member commented that whilst the post-modern design of the existing building was not to everyone's taste, it did have some fine detailing and respected its surrounding buildings with the use of setbacks. By contrast, the building proposed would, in her view, create a canyon block which would overhang the street and have a bland, flat look relieved only by the balconies. She also commented that if the trees proposed for these balconies were as prolific as they appeared then they would block any views from the interior of the building. The Member went on to state that it was also disappointing that, linking with the beautiful, sinuous planted highwalk from London Wall Place, the new proposed

bridge over Basinghall Street would be narrow and industrial looking with no elegance. In short, the Member described this application as containing a lot of features that looked good – but only if you did not interrogate them and served to cover the harm that this development would do to the City environmentally and architecturally and mar existing views of the Guildhall.

Another Member referred to the letter received from Heritage England dated 29 April and included within the supplementary agenda pack and noted that they suggested that the City Corporation should seek the views of its specialist conservation advisors. She therefore questioned whether this had happened, who these specialist advisors were and what their comments had been. The Chief Planning Officer responded to report that the Corporation was fortunate to have one of the most widely respected and highly qualified Conservation Officers, Conservation Team and Historic Environment Team in London, many of whom had over 30 years of experience in dealing with sensitive conservation matters. He stressed that this was widely discussed within this team and the result was that there was a level of harm identified to the Guildhall as set out within the report.

In response to an additional point raised by the Member, the Chief Planning Officer confirmed that he had also been a conservation and design officer previously and that the Conservation Officer was also present today to respond to any questions of detail. The Member questioned what was meant by 'less than substantial harm' in relation to Grade I listed buildings and how this was balanced against public benefits which, in this case, were presented as being the new pedestrian route, pavement widenings, some potential additional planting, funding for improvements to the garden at Brewers Hall and the new retail offerings. The Chief Planning Officer explained that the term 'less than substantial harm' came from the NPPF and was a means of being able to understand the proportional impact of a proposal on the significance of a building. Officers felt that the proportional impact of this development on the backdrop of the Guildhall was at the lower end of less than substantial harm. This triggered requirements under paragraph 196 of the NPPF which outlined the need to balance the wider public benefit of a scheme proportionally against the degree of harm. This assessment was set out within the report. He recognised that some may disagree with the weight afforded to the public benefits but underlined that 'less than substantial harm' to these heritage assets was considered to be outweighed by the major planning public benefits of the scheme.

A Member referred to the image of the proposed development also depicting the location of Roman House, Willoughby House and Andrewes House. He stated that he continued to find the daylight/sunlight analysis very difficult to follow and understand and stated that he felt that others also experienced similar difficulty here. He stressed that adding a further 11 metres to the height of the building would affect existing dwellings and open spaces. Officers had highlighted the benefits and robustness of using radiance studies to assess the impact of developments on daylight and sunlight where there was a genuine concern around this. He questioned why radiance studies had not therefore been used in this instance to assess the impact in terms of daylight and

sunlight loss on Andrewes House, Willoughby House and Roman House. He added that he felt that this was particularly relevant here given the proximity of the proposed development to the City's major residential area. Secondly, the Member stated that he did not see any reference to the impact of the proposed development on open space within the report. He felt that the increased height of this development to the south of Salters' Garden as well as the garden between the two London Wall Place buildings would have a serious impact and stressed that the City's Biodiversity Action Plan commented on the need to assess the overshadowing of green areas, private balconies and window boxes. The Chief Planning Officer responded to state that, as Members were aware, the Corporation were very much at the forefront of microclimatic modelling and had introduced a thermal comfort modelling which involved assessing a combination of wind, temperature, humidity and sunlight throughout the year to look at the holistic impact of a development on the public realm. He therefore stressed that this assessment could not have been carried out in a more thorough way. Finally, with regard to radiance studies, Members were informed that Officers were developing a more formal guidance on this and that they did ask developers to include radiance studies as an additional tool to enhance their assessments but only in instances where the impact was so major, adverse that Officers required a closer level of interrogation. On the basis of the daylight and Sunlight assessment undertaken for this project, this was not considered to be necessary.

The Member responded to express surprise that, given the importance of the residential area of the Barbican and Roman House and its proximity to this development that there had been no attempt to undertake radiance studies to understand the real impact of the increased height of this building to the properties concerned. Secondly, he asked again why there had been no assessment of the overshadowing effect of this new building on the green areas to the north of London Wall. The Chief Planning Officer stated that the Member was correct in the sense that the overshadowing of these spaces was not covered in a specific assessment but as stated, the overall microclimatic assessment of sun and wind had been very thorough.

Another Member spoke again to ask the Chair to give a reason for why he had stated that the Protocol had been complied with given that a test of the Protocol was public trust and it had been proven that the public, through the petition, did not have trust and that members of the Property and Investment Board voting on permissions. The Chair responded to say that he had already answered this question quite categorically and reiterated that all procedures and policies had been followed.

A Member spoke for a third time to note that the applicant had agreed the increased height of the development with Officers and questioned why these Officers had not pushed back on this given the resulting harm on the Guildhall, the overshadowing of various open spaces and the impact on residents in terms of daylight and sunlight. The Member emphasised that she did not believe that the public benefits were benefits which justified this impact. She added that she had concerns around the public consultation which, by the applicant's own admission, was lacking and suggested that this application

should therefore be sent back. She felt that this was a missed opportunity in terms of redeveloping the whole site and delivering genuine public benefits. She concluded by stating that it was chilling to think that even the Guildhall's own Great Hall was not sacrosanct and safe from over-development.

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.

The Committee then proceeded to vote on the recommendations before them within this 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 – 15 Votes
OPPOSED – 4 Votes.
There were two abstentions.

RESOLVED – That:

- (1) Planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:
 - (a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been received.
- (2) That, the Committee agree in principle that the land affected by the building which are currently public highway and land over which the public have right of access may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council.
- (3) That Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.
- (4) The Mayor of London be given 14 days to decide whether or not to direct the council to refuse planning permission (under Article 5 1)(a) of the Town and Country Planning (Mayor of London) Order 2008).
- (5) Delegate authority to the Comptroller and City Solicitor and Planning and Development Director to negotiate a City walkway agreement for the proposed City walkway.

- (6) That the accompanying application for listed building consent is granted (ref. 21/00201/LBC).

4a. **LBC - 65-65A BASINGHALL STREET LONDON EC2V 5DZ**

The Committee considered a report of the Chief Planning Officer and Development Director concerning 65-65A Basinghall Street London EC2V 5DZ – specifically alteration of 65/65a Basinghall Street to allow for the removal of the existing walkway bridge over Basinghall Street and the installation of a new City Walkway bridge to be delivered as part of the redevelopment of 55 Basinghall/40 Basinghall Street (associated reference 21/00116/FULMAJ).

RESOLVED – That listed building consent be granted for the above proposal in accordance with the details set out in the attached schedule.

5. **PROTECT DUTY CONSULTATION RESPONSE**

The Committee considered a report of the Town Clerk and Chief Executive regarding the Protect Duty Consultation Response.

Officers highlighted that this report covered the Corporation's response to the Home Office consultation on the Protect Duty which was the potential to create or clarify the duty of public bodies and venue operators to protect the public in publicly accessible, crowded spaces. Officers stated that they believed the City Corporation was well placed to respond to this consultation, given the lessons that it had learned through various incidents over the past four years. Members were informed that, generally speaking, reports on security matters were considered in non-public session but this was a public consultation. The request outlined within the report was to delegate the final sign off to the Chairman and Deputy Chairman of both this and the Policy and Resources Committee. It was highlighted that this had already been approved by Policy earlier this month.

RESOLVED – That Members:

- Note the consultation objectives and City Corporation responses outlined in this report;
- Delegate the detailed consultation response to the Comptroller and City Solicitor in consultation with the Chairmen and Deputy Chairmen of the Policy & Resources and Planning & Transportation Committees.

6. **HEALTH IMPACT ASSESSMENT GUIDANCE NOTE**

The Committee considered a report of the Director of the Built Environment presenting for approval a guidance note advising developers how to carry out Health Impact Assessments on developments with planning applications.

Officers introduced the report by highlighting that an important step forward had been made by London Plan and also the latest version of the City Plan to introduce this requirement that developers should submit Health Impact Assessments when submitting planning applications. This item elaborated on this policy commitment and set out within a guidance note the detailed nature in which they ought to submit these. Officers went on to highlight that this was a

proportionate response and that, whilst developers were required to submit an assessment, the degree of detail required was proportionate to the complexity of the case. A table within the report set out how developers could either submit a desktop assessment, a more elaborate, rapid assessment or a yet more elaborate full assessment. Officers explained that the thresholds set out within this table were indicative and that it was likely that, if a case were small but complex, developers would still be required to submit a more complex Health Impact Assessment. Finally, Officers stated that the list on page 241 of the agenda pack referred to the Building Research Establishment methodology but it was recognised that there were other methodologies such as the WELL standard and it was therefore felt that these should not be excluded should developers wish to use these. Officers therefore undertook to add a row to this checklist to encourage developers to use other methodologies besides BREEAM if they so wished.

A Member noted that the checklist included a question as to whether the proposal improved indoor/outdoor sports facilities which he welcomed but he stated that he was of the view that he felt that the Health Impact Assessment should go further and specify that these sports facilities should be made public.

Another Member commented on the document's reference to canteen facilities with healthy food options but underlined that these could encourage staff to eat at their desks and not leave the office meaning that they got less exercise and also resulting in a loss of custom for local retailers and a loss of vibrancy at street level. In response to this, Officers suggested that they add a sentence to stress that the encouragement for canteen facilities which encourage healthy lifestyles. The Member went on to question the view on office developments not providing canteen facilities which would be a means of encouraging staff out of the office to use local sandwich bars and eat outdoors for example. Officers took this point and underlined that this process was all about encouraging healthy lifestyles and behaviours.

A Member reported that the Health and Wellbeing Board had already had the benefit of reviewing a draft of this document and questioned whether it would now return to this forum for final sign off. The Board had recommended that the London Borough of Hackney also be asked to comment on this, and the Members questioned whether this had happened to date. She went on to seek greater clarity on the need for 'HIA's to include a recommendation to carry out future monitoring of the health impacts that result from the development proposal, so that corrective action could be taken to address any unforeseen impacts'. She questioned how this would be enforced and monitored – whether a developer would be asked to reinvest if their health benefits did not come to fruition for example. She stated that this was a very open-ended statement at present. Officers reported that, at this stage, there was no enforcement or monitoring mechanism in place and that this was the first stage in a policy innovation process in encouraging developers to address this issue through the planning application process. If they did address it through the planning application process and then constructed the scheme as proposed, this would lead to health benefits. This was therefore felt to be a positive step forward which would lead to healthier lifestyles within the City. With regard to

consultation with Hackney, the Officer undertook to respond to the Member directly on this matter outside of the meeting. The Member responded to state that if the purpose of this was to deliver real change and health benefits then this monitoring and enforcement would really need to be cemented in going forward. The Chair agreed with this point and asked that Officers now give some further thought to this and how this sentence might be strengthened prior to finalising the document. The Member thanked Officers for this but underlined that additional resources would also need to be identified for this purpose.

Another Member questioned whether an outturn report of sorts could be considered as part of the monitoring process and the responsibilities of developers. He went on to speak on wider engagement and questioned whether there was a guidance note on how this should be undertaken given that this Committee were frequently hearing applicants criticised for failing to have done this sufficiently. He went on to state that he could see no reason why the City could not also develop its own guidance on this. The Chair recognised that the Member was making a wider point here and asked Officers to circulate a note to the Committee regarding the Statement of Community Involvement and other matters in terms of the Engagement Strategy.

RESOLVED – That Members approve the Health Impact Assessment Guidance Note (Appendix 1) subject to the inclusion of the points discussed above.

7. BIODIVERSITY ACTION PLAN CONSULTATION RESPONSE AND ADOPTION REPORT

The Committee considered a report of the Director of Open Spaces setting out the response to the consultation carried out on the Draft City of London Biodiversity Action Plan (BAP) 2021-2026.

Officers reported that the City of London's BAP aimed to ensure that the City met its obligations towards the protection and enhancement of biodiversity and provided a strategic focus to ensure that biodiversity was considered during decision-making processes. It also provided a framework to ensure that all legislative requirements were met at a local level. It was noted that, in March 2021, this Committee were presented with the then draft BAP for 2021-26 and that draft was then subject to a public consultation process. Appendix A of the report contained a consultation statement setting out the results of that consultation as well as the changes that had been made to the BAP as a result. Responses to the public on the individual points that they had raised were also detailed.

Members were informed that, should the BAP be approved, Officers would develop a final document with photographs and illustrations to accompany the agreed text which would then be launched later in the year.

Members requested that the Golden Lane Estate and the Barbican also be included within this plan given that both had valuable green assets. Officers confirmed that the Plan applied to the whole of the Square Mile.

RESOLVED – That Members of the Planning and Transportation Committee recommend for onward approval to the Open Spaces and City Gardens Committee the text of the final draft Biodiversity Action Plan 2021/2026 for adoption.

8. **RIVERSIDE STRATEGY FOR PUBLIC CONSULTATION**

The Committee discussed a report of the Environmental Resilience Director concerning the Riverside Strategy for Public Consultation.

Officers introduced the report by stressing that whilst this was not part of the City's Climate Action Strategy it was intended to work alongside it to create a working, accessible riverside. It was underlined that the strategy was the first of its kind for any riverside local authority.

A Member remarked that the Thames Estuary Partnership (TEP), of which the City Corporation were partners, had developed a range of schemes to soften the edges of the estuary for the benefit of marine life, including methods of adding biodiversity to flood barriers. He commented that the simplest method to enliven a vertical wall was to fix large wood shelves at different elevations between high and low tide, with the shelves designed to catch river water with each tide and be rapidly colonised by marine growth. He underlined that it was essentially analogous to a terrestrial green wall, but with the absence of any maintenance or irrigation. The Member suggested that the Blackfriars Tideway riverside walls would, for example, benefit from ledge marine growth such as this. Officers confirmed that increasing biodiversity along the river was one of the City Corporation's key objectives. They stressed that this document was only draft at this point in time and that they would therefore be happy to work with the Member to ensure that the wording around this was correct and that an increase in biodiversity along the river was genuinely achieved.

A Member spoke to emphasise that this really needed to have wide consultation to ensure maximum input and a document that was fit for purpose. The Member suggested that details on who was to be consulted and how would be useful. Officers underlined that they intended to put the draft document on the City's website for consultation and that they would be happy to provide Members with a full list of consultees outside of the meeting. They underlined that the document would go out to the majority of river users that Officers had been liaising with.

RESOLVED – That Members:

- Agree that the Riverside Strategy continue to be progressed by the City Corporation and,
- Endorse the draft Riverside Strategy to be sent out for public consultation for 6 weeks, subject to following up on the points above.

9. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - QUARTERLY REPORT**

The Committee received a report of the Director of the Built Environment considering the risks managed by the Department of the Built Environment that fall within the remit of the Planning and Transportation Committee.

A Member commented that risk DBE-02 seemed to have been at the same level for some time now although there was a desire to reduce the impact with a target date of December 2020. Officers undertook to respond directly to the Member on this point.

The Chair highlighted the importance of the CR-20 Road Safety Risk and the work being undertaken around mitigating this as set out within the report.

RESOLVED – That Members 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.

10. STREETS AND WALKWAYS SUB-COMMITTEE - PUBLIC MINUTES

The Committee received the draft public minutes of the Streets and Walkways Sub-Committee meeting held virtually on 29 April 2021.

A Member sought clarity around the Museum of London gyratory project which seemed to have been renamed as the St Paul's gyratory project and questioned whether this was included in the brief for the London Wall/Bastion House Master Plan work. The Chair requested that Officers respond directly to the Member on this matter.

RECEIVED.

11. OUTSTANDING ACTIONS

The Committee received a report of the Town Clerk setting out their list of outstanding actions.

The Chief Planning Officer and Development Director reported that the Barbican and Golden Lane Conservation Area SPD would now be submitted to this Committee in September 2021 as the consultation period had now been extended from 9 July – 30 July 2021.

RESOLVED – That Members note the report.

12. PUBLIC LIFT REPORT

The Committee received a public lift report of the City Surveyor for the period 22/05/2021 – 10/06/2021.

A Member underlined with concern the number of hours that the various lifts had been out of action during this period.

RESOLVED - That Members note the report.

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

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

RESOLVED - That the report be noted.

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

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

RESOLVED - That Members note the report.

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

Taller Buildings and Efficient Use of Land

A Member asked a question of the Chief Planning Officer and Development Director noting that, as a planning authority, this Committee naturally focused on the issue of natural resources and materials, particularly the re-use and recycling of building materials and whole-life carbon minimisation. He went on to question, however, use of land, noting that taller buildings such as those on the Barbican estate used scarce amounts of land more effectively and efficiently which was also a benefit. The Member questioned whether, as a Planning Committee, it was valid to consider this as a factor which could be balanced against the drawbacks of taller buildings.

The Chief Planning Officer and Development Director stated that he felt that this could be taken into consideration by Members and that locating high density development in one place which was well served by public transport was, for example, a very sustainable use of precious urban land.

Riverside Walkway around Queenhithe

A Member requested an update on the completion of the riverside walkway at Queenhithe either to him personally or to the next meeting of this Committee. Officers undertook to provide this.

16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
Kay English – City of London Corporation Traffic Manager

The Chair, on behalf of the Committee, congratulated Kay English on her recent award of the British Empire medal in the Queen's birthday honours. He underlined that the richly deserved award was presented for services to transport management, including work done during the COVID-19 pandemic. The Chair outlined that Kay had had a 44 year career in the public sector to date including spells with the City of Westminster, the Royal Borough of Kensington

& Chelsea, the London Borough of Lambeth and now almost 12 years with the City of London Corporation.

The Deputy Chair added that he was filled with admiration for Kay and other officers who, like her, had remained on the front line during this pandemic and continued to undertake their duties and underlined that she was a sterling example of dedication to public service.

17. EXCLUSION OF THE PUBLIC

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

<u>Item No(s)</u>	<u>Paragraph No(s)</u>
18	3
19-20	-

18. NON-PUBLIC MINUTES

The Committee considered the non-public minutes of the meeting held virtually on 8 June 2021 and approved them as a correct record.

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

A Member raised a question regarding suicide prevention.

20. 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 1.25 pm

Chair

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

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Committee(s)	Dated:
Planning and Transportation	20th July 2021
Subject: Short stay public cycle parking in the City	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	2, 4, 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Joint Report of: Interim Director of the Built Environment and Director of Planning and Development	For Decision
Report author: Samantha Tharme and Lucy Foreman	

Summary

On 30th March 2021 members of the Planning and Transportation committee considered a paper 'Short stay cycle parking in the City of London'. Members requested further details on the measures set out in the report to mitigate the short fall in visitor cycle parking within the curtilage of buildings by adding more parking in public locations. The measures being: ringfenced financial contributions from developers; commercially provided cycle hubs; use of City of London car parks and further on-street parking locations. This report contains more information on plans and progress for each of those and a recommendation to enable officers to secure developer contributions where appropriate.

The new Planning Obligation, Supplementary Planning Document states 'a particular concern is the need to make sufficient provision for active travel, including long and short stay cycle parking, within the development site, in line with London Plan and City Plan requirements. In exceptional circumstances a financial contribution may be accepted to make up for a shortfall in short stay cycle parking' – this will be policy from October 2021. It is therefore proposed that, in appropriate circumstances, officers negotiate a developer contribution for short stay cycle parking within the S106 agreement, in line with the new policy wording. Short stay parking is generally considered that suitable for visitors to a site, employee parking is usually catered for within buildings and the standards for this are currently being met (Table 1, Appendix 2).

The Planning Obligation, Supplementary Planning Document does not set out the type of circumstances that can be considered to be exceptional; and the purpose of this report is not to write planning policy. In most situations, officers would be unlikely to treat favourably the securing of a contribution in lieu of on-site visitor parking. Exceptional circumstances should only apply if officers are unable to secure adequate on-site visitor parking through negotiation. However, each application will need to be considered on its merits. It should be noted that if officers are enabled to take a firm stand on this matter, applicants are often able to identify space within their site.

Recommendation(s)

Members are requested to:

- Delegate authority to officers to negotiate financial contributions for short stay cycle parking stands to be placed on the highway, when appropriate.
- Delegate authority to officers to investigate, design and install cycle parking infrastructure in appropriate locations, when funding is made available from developers under S106 contributions.

Main Report

Background

1. On 30th March 2021 members of the Planning and Transportation committee considered a paper 'Short stay cycle parking in the City of London'. Members requested further details on the measures set out in the report.

Current Position

2. As requested by members, existing on street cycle parking is shown in Appendix 1. As noted in the report on 30th March, there is currently a projected short fall in the number of short stay / visitor parking associated with new developments of 727 spaces (for permissions granted between 1st January 2020 and 15th February 2021), as in Table 3 of the 30th March report and included in Appendix 2 of this report.

Additional Measures for increased public cycle parking

3. In exceptional circumstances, when it is mutually agreed that developments cannot provide short stay cycle parking in line with the London Plan standards within their development, other options to provide short stay cycle parking will be explored. The alternative options are set out below:

Financial contributions from developers

4. The new Planning Obligation, Supplementary Planning Document states 'a particular concern is the need to make sufficient provision for active travel, including long and short stay cycle parking, within the development site, in line with London Plan and City Plan requirements. In exceptional circumstances a financial contribution may be accepted to make up for a shortfall in short stay cycle parking' – this will be policy from October 2021.
5. It is proposed that in appropriate circumstances officers negotiate a developer contribution for short stay cycle parking within the S106 agreement, in line with the new policy wording. This is also in line with the London Plan which states 'Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking'. Removal of on-street parking would need to be assessed for implications on other street users and revenue. Other areas of carriageway not currently used for

parking and that do not impact safe motor traffic movement may be identified as locations for cycle parking.

6. Whilst each application will be considered on its merits the justification of exceptional circumstances should normally be taken to mean that the nature of development cannot accommodate conveniently located space for visitor cycle parking internally, such as small-scale refurbishments or changes of use.
7. Major developments should meet the short stay cycle parking requirements within their site. Officers will not accept a financial contribution where short stay cycle parking requirements have not been factored into the design of major development proposals at the earliest stage.

Cycle parking hubs

8. We are working with the development industry to explore the potential to re-use vacant retail units as short-term public cycle parking hubs (for example <https://www.carnaby.co.uk/bike-hub/> and St Saviour's Walk, Ealing).
9. Discussions have taken place with City Surveyors, the City Property Association and the City's Business Improvement Districts to understand the challenges and opportunities of this approach. A few locations are under consideration and will be taken forward if agreement can be reached.

City of London Car Parks

10. There are currently 400 spaces in the City of London car parks which are undercover and relatively secure as car parks are staffed 24 hours. The quality and amount of parking space was reviewed and either upgraded or added to as a response to the Covid-19 pandemic and anticipating additional cycling numbers when people return to the office.
11. Whilst there is a reasonable amount of cycle parking the awareness of this is poor and the City Transportation team is working on additional signing to and within the car parks and promotion online and through appropriate networks. We aim to have additional signing in place by the end of 2021.
12. We are also in discussion with some commercial providers who supply secure cycle parking under a membership scheme. Should there be sufficient demand we can offer some underground car park space for rental by these commercial providers.

On-street cycle parking

13. There are currently approximately 2700 on-street cycle parking spaces. The locations of which are shown in Appendix 1. A further 276 temporary cycle parking spaces were added as a response to the Covid-19 pandemic.
14. It has been recommended that a proportion of these temporary spaces will be made permanent under delegated powers for those sites not occupying car parking spaces. The remaining sites will be kept under review as the return to work continues. Surveys are planned later in 2021. It should be noted that some of these temporary spaces occupy car parking space which has implications for other street users as income and therefore may not be suitable to retain for cycle parking.
15. City Transportation are currently conducting an exercise to identify additional parking spaces for personal cycles, dockless hire cycles and e-scooters. The

aim is to increase personal cycle parking spaces by at least an additional 250 spaces, and dockless cycle parking and e-scooter spaces by 150 spaces each. These will be identified by Autumn 2021; implementation will be phased.

Data collection

16. We plan to carry out cycle parking occupancy surveys in the Autumn 2021 and Spring 2022, providing the return to the office has stabilised. This will determine whether any further temporary spaces can and should be made permanent and to identify whether any additional parking is required beyond the 250 planned

Corporate & Strategic Implications

Strategic implications

17. This proposal supports the emerging Local Plan requirements under a new Planning Obligation, Supplementary Planning Document, which states ‘a particular concern is the need to make sufficient provision for active travel, including long and short stay cycle parking, within the development site, in line with London Plan and City Plan requirements. Transport Strategy Proposals 25 and 26 as adopted, are for the installation of further cycle parking, including that from new developments.

Financial implications

18. This proposal seeks to support financial contributions to enable provision of public cycle parking at no additional cost to the City of London.

Resource implications

19. This proposal seeks to meet the costs of officer time where required to provide additional public cycle parking associated with planning applications.

Legal implications

20. The proposal will be in line with legal requirements for Section 106 agreements set out in the community Infrastructure Levy Regulations 2010. This regulation provides that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
21. A Section 106 contribution paid in connection with a development as a result of a deficit in on site short stay cycle parking, must be spent in accordance with the agreement itself and for the purpose for which it was taken.

Equalities implications

22. An Equalities Impact Assessment was completed for the additional parking spaces installed during 2020. A further EQIA will be completed for any

additional spaces as described in this report. Equalities implications are also considered as part of the assessment of a planning application

Climate implications

23. Provision of cycle parking to enable more people to cycle to the City supports the Climate Action Strategy.

Security implications

24. None

Risk implications

25. There are reputational risks to the City if it fails to secure sufficient parking in line with its own and London Plan guidance.

Conclusion

26. It is recommended that permission is given to secure contributions to on-street cycle parking from developers. This will only be in the exceptional circumstances set out in the report and will not become an easy option for developers looking to export cycle parking onto the highway to achieve policy compliance, rather than find space within their development curtilage.

27. It should be noted that the City Transportation team is actively working on identifying new locations for on-street cycle parking in line with the Transport Strategy. An allocated fund to implement these as set out in this report would aid that. Provision of cycle parking supports the objectives of the City's Climate Action Strategy and the Transport Strategy

Appendices

Appendix 1 – Map of on street cycle parking in the City

Appendix 2 - Table 1 Local Plan Standards and Cycle parking secured; Table 2 of installed cycle parking

Background Reports

'Short stay cycle parking in the City of London' Planning & Transportation agenda item 6 30th March 2021. ([link](#))

Report author

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Appendix 1 – Map of on street cycle parking in the City

Appendix 2 -

London Plan cycle parking standards and Public cycle parking installed up to March 2021.

Table 1:

Number of long stay and short stay cycle parking spaces secured through developments, compared to the London Plan requirements (between 1 st January 2020 and 31 st December 2020)

	London Plan requirements	Actual secured cycle parking	Total
Long stay cycle parking	4937	5112	+175
Short stay cycle parking	1294	567	-727

Table 2: .

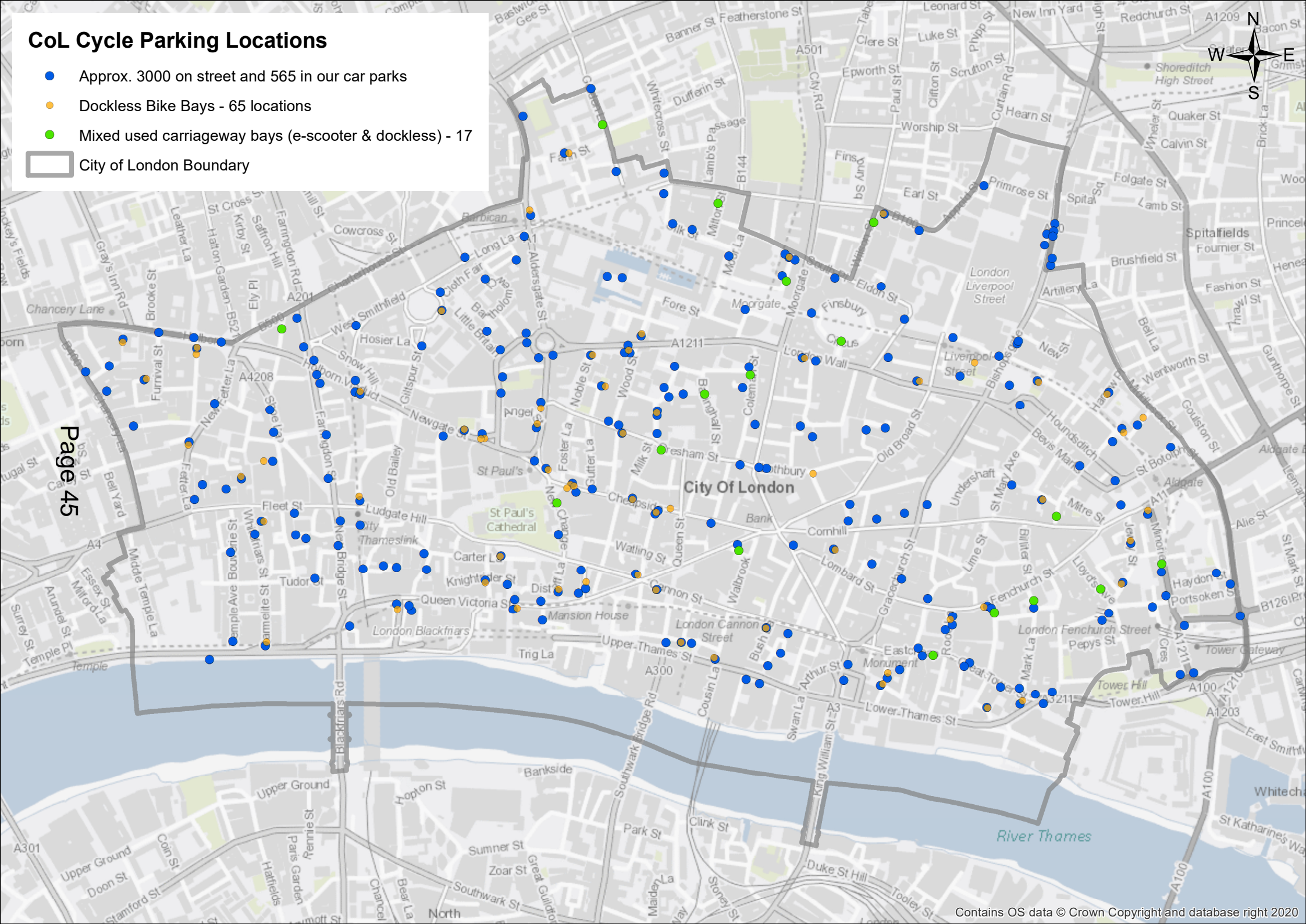
Public cycle parking installed up to March 2021.

Public cycle parking spaces on our streets	2720
Public cycle parking spaces in our car parks	385
Temporary Covid-19 cycle parking spaces on our streets (Nov 2020)	280
Additional cycle parking spaces in our car parks (Nov 2020)	180
Total	3565

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CoL Cycle Parking Locations

- Approx. 3000 on street and 565 in our car parks
 - Dockless Bike Bays - 65 locations
 - Mixed used carriageway bays (e-scooter & dockless) - 17
- City of London Boundary



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Agenda Item 5

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Committees: Projects Sub <i>[for decision]</i> Planning & Transportation Committee <i>[for decision]</i>	Dates: 23 July 2021 20 July 2021
Subject: Dominant House Footbridge Future Options Unique Project Identifier: 11788	Gateway 3/4: Options Appraisal (Light)
Report of: Director of the Built Environment Report Author: Trina deSilva	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: Repair fault on City Walkway footbridge over highway which has led to spalling on footbridge support.</p> <p>RAG Status: Amber on project vision, due to delays as part of Fundamental Review. RAG status not previously reported at Committee.</p> <p>Risk Status: Green when last reported to committee (G1/G2 report).</p> <p>Total Estimated Cost of Project (excluding risk): £340,864</p> <p>Change in Total Estimated Cost of Project (excluding risk): The agreed capital bid was £1,025,000. The estimated project costs have been reduced by -£684,136. This is because the methods proposed for repair of the footbridge are less intrusive than originally estimated. It is proposed that a lift is not installed at the footbridge.</p> <p>Spend to Date: £45,029</p> <p>Costed Risk Provision Utilised: <i>none requested</i></p> <p>Slippage: <i>Project had been on hold as part of the Fundamental Review.</i></p>
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2. Next steps and requested decisions	<p>Next Gateway: <i>Gateway 5: Authority to Start Work</i></p> <p>Next Steps: <i>Design, specification and tender of works</i></p> <p>Requested Decisions:</p> <ol style="list-style-type: none">Option 2 (concrete and joint repairs) is approvedApprove the revised total estimated cost of the project at £340,864 (excluding risk);Approve budget to proceed to the next gateway (£18,000)																
3. Resource requirements to reach next Gateway	<p><i>For recommended option 2:</i></p> <table><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Consultants Fees</td><td>Prepare specification and tender documents</td><td>Parking reserve</td><td>15,000</td></tr><tr><td>Staff Costs</td><td>Prepare, issue and mark tender</td><td>Parking Reserve</td><td>3,000</td></tr><tr><td>Total</td><td></td><td></td><td>18,000</td></tr></table> <p>Costed Risk Provision requested for this Gateway: none</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Consultants Fees	Prepare specification and tender documents	Parking reserve	15,000	Staff Costs	Prepare, issue and mark tender	Parking Reserve	3,000	Total			18,000
Item	Reason	Funds/ Source of Funding	Cost (£)														
Consultants Fees	Prepare specification and tender documents	Parking reserve	15,000														
Staff Costs	Prepare, issue and mark tender	Parking Reserve	3,000														
Total			18,000														
4. Overview of project options	<ol style="list-style-type: none"><i>Demolish the footbridge</i><i>Localised repair of the fault which is causing the spalling, and repair of bridge movement joints. This would stop the concrete spalling, by allowing better movement between the bridge and its supports and preventing water ingress through the area of the fault. This should be carried out as soon as possible to prevent further spalling from the structure.</i><i>Localised repair as above, to also include installation of a lift to enable step free access. Installing step free access would be a significant project in its own right – almost the same price as just completing the repairs in Option 2, and significantly riskier. The step free option recommended by our consultants would remove the existing staircase –</i>																

	<p><i>so the bridge would need to close whenever the lift is out of use. The lack of a step free option would have adverse impacts for people unable to use stairs. However, this would be outweighed by the adverse impacts arising from introduction of the step free option, including impacts on access to the bridge for people with visual impairments who may be less readily able to use at grade crossing options. Introduction of step-free access would mean the footbridge will need to be closed periodically whenever the lift needs inspection or work, and will also be closed if any incident takes the lift out of service. The bridge is quite long and the south end is not visible from the north end, so it will be quite a long way back for anyone who gets to the south end to find the lift out of service. Alternative designs that preserve the existing staircase may be possible but would require costly alterations to the existing structure and traffic island. Planning permission would be necessary to add the lift shaft/additional walkway needed for step free access. An alternative step free crossing will be provided in the Queensbridge House Hotel development (50m east of Dominant House Footbridge). Adverse impacts of omitting the step free option could also be mitigated by providing signs to the alternative crossings with these works. The designs considered are discussed further and illustrated in the Equalities Analysis in Appendix 3.</i></p>
4. Recommended option	<p><i>Option 2 is recommended (localised repair).</i></p>
5. Risk	<p><i>Risks with the recommended option are:</i></p> <ul style="list-style-type: none"> <i>• Obtaining lane closures as required</i> <i>• Work disturbs nearby residences</i> <p>Further information available in the Risk Register (Appendix 2) and Options Appraisal.</p>
6. Procurement approach	<p><i>It is proposed to use the Highway Structures term consultants, Arcadis, to complete the design. Tenders will then be sought either through the existing Measured Term Contract, an Intermediate Framework or by requesting quotations from three contractors.</i></p>

Appendices

Appendix 1 – Project Coversheet

Appendix 2 – Risk Register

Appendix 3 – Equalities Analysis

Appendix 4 – Budgets

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Contact

Report Author	Trina deSilva
Email Address	trina.desilva@cityoflondon.gov.uk
Telephone Number	020 7332 3049

Options Appraisal Matrix

Option Summary	Option 1	Option 2	Option 3
1. Brief description of option	Demolish the footbridge	Remove and replace concrete with high chloride levels in the area of the spalling. Rebuild stair downstand and joint above crosshead (bridge support). Repair bridge joints to stop leaking.	As option 2, with the addition of a lift (and possibly new length of walkway) for step free access.
2. Scope and exclusions	The scope would be the demolition of the footbridge. Foundations (below 1.2m) could be left in place.	Concrete with high chloride levels in other parts of the bridge would be left in place. There is no suggestion of corrosion in other areas of the bridge, and repair to the bridge joints will prevent further increases in chloride levels.	As with option 2.
Project Planning			
3. Programme and key dates	Estimated duration: 5 weekend closures. Best time for closures is to be confirmed with TfL.	Estimated duration: 9 weeks Best time for closures is to be confirmed with TfL.	Estimated duration: 26 weeks Best time for closures is to be confirmed with TfL.
4. Risk implications	Overall risk: Low Main Risks: Obtaining lane closures Out of hours work will be restricted because of the nearby residences.	Overall Risk: Low Main Risks: Obtaining lane closures Noisy out of hours work unlikely to be permitted because of nearby residences.	Overall Risk: High Main Risks: Planning permission for the new structure (lift shaft, additional walkway etc) required

Option Summary	Option 1	Option 2	Option 3
	<p>Agreement with Senator House to undertake the work.</p> <p>Objections from local residents or commuters to the plans.</p> <p>The connection between the footbridge and Senator House is not clear, severing this connection may require additional works and making good the building façade.</p>	<p>Sufficient protection for encapsulation/propping from traffic on Upper Thames St.</p> <p>The Risk Register is included in (Appendix 2).</p>	<p>Obtaining lane closures</p> <p>Noisy out of hours work unlikely to be permitted because of nearby residences.</p> <p>Services may need to be relocated around lift pit/new walkway supports</p> <p>Piled foundations shown on the as built drawings may be in the way of the lift pit/new walkway supports.</p> <p>Recommended locations for installation of a lift (options 1 and 1b in the appendix to the Equality Analysis) would mean there would be no stairs to access the south side of the bridge. This worsens access for everyone, as the bridge will be closed whenever the lift is out of service.</p> <p>If the bridge is busy, there will be waits to come down in the lift, as there won't be an option to take the stairs.</p> <p>If the stairs were left in place and a lift provided via a new length of elevated walkway (option 1a on the plan in the appendix), the walkway will need to be designed to resist traffic impact loading. The bridge crosshead may not be strong enough to support these</p>

Option Summary	Option 1	Option 2	Option 3
			loads. Additional barriers would need to be installed on the traffic island to protect the columns from traffic impact.
5. Stakeholders and consultees	Transport for London St James Properties (managing agents for Globe View Properties) City of London: Traffic Management and Environmental Health teams Local residents and businesses Senator House (particularly for Option 1 as a licence for the work will need to be agreed and the work is likely to include alterations to the building facade)		
6. Benefits of option	No further maintenance obligations. Cheapest option long term.	No further risk of spalling concrete. Transport asset remains in place. Cheaper in the short and long term than option 3.	No further risk of spalling concrete. Step free access.
7. Disbenefits of option	Very disruptive to local community. Removal of an asset to pedestrians locally.	Disruptive to local community.	Disruptive to local community. Risk that bridge closes every time the lift is out of use.
Resource Implications			
8. Total estimated cost	£302,462 excluding risk	£340,864 excluding risk.	£899,634 excluding risk.

Option Summary	Option 1	Option 2	Option 3																
	There could be increases to this from the cost of repairs to the façade at Senator House. At the moment, we don't have any information on the connection between the bridge and Senator House.	This doesn't include any provision if lane closures are not obtained in the required timescales. Clarification on risks will be provided in the next report to Members.	Risks not included in this budget are: potential break out of pilecaps and strengthening of the bridge crosshead.																
9. Funding strategy	Parking Reserve. A bid has also been made for funds from Transport for London (through the London Bridge Engineering Group). If successful, this will reduce the funds required from the Parking Reserve. An update will be provided on the bid in the next report to committees.																		
10. Investment appraisal	Not applicable.																		
11. Estimated capital value/return	Not applicable.																		
12. Ongoing revenue implications	No maintenance costs will be incurred.	No increase on current maintenance funds is anticipated from these works. Maintenance costs for the remaining design life of the footbridge are £677,000, at today's prices. <table><tr><td>Item</td><td>Cost (£k)</td></tr><tr><td>Inspections</td><td>82</td></tr><tr><td>Repairs and refurb</td><td>595</td></tr><tr><td>Total</td><td>677</td></tr></table>	Item	Cost (£k)	Inspections	82	Repairs and refurb	595	Total	677	Significant additional maintenance costs will be incurred. Maintenance costs for the remaining design life of the footbridge are £2,559,000, at today's prices. This is the costs from Option 2 plus the additional maintenance costs outlined below: <table><tr><td>Item</td><td>Cost (£k)</td></tr><tr><td>Contract Servicing</td><td>546</td></tr><tr><td>Refurb and renewal</td><td>1,336</td></tr><tr><td>Total</td><td>1,882</td></tr></table>	Item	Cost (£k)	Contract Servicing	546	Refurb and renewal	1,336	Total	1,882
Item	Cost (£k)																		
Inspections	82																		
Repairs and refurb	595																		
Total	677																		
Item	Cost (£k)																		
Contract Servicing	546																		
Refurb and renewal	1,336																		
Total	1,882																		

Option Summary	Option 1	Option 2	Option 3
13. Affordability	Not applicable.		
14. Legal implications	<i>An agreement would need to be made with Senator House for the removal of the footbridge. Work will likely be needed repair the façade of the building once the footbridge is removed.</i>	None	None
15. Corporate property implications	<i>An agreement would need to be made with Senator House for the removal of the footbridge. Work will likely be needed repair the façade of the building once the footbridge is removed.</i>	This project aligns with the Corporate Property Asset Management Strategy 2020-2025 to ensure that operational assets are maintained in good, safe and statutory compliant condition	This project aligns with the Corporate Property Asset Management Strategy 2020-2025 to ensure that operational assets are maintained in good, safe and statutory compliant condition
16. Traffic implications	It is envisaged that the work would be carried out in five stages, with partial closures of the road below for each stage.	A lane closure would be needed for the duration of the work.	A lane closure would be needed for the duration of the work.
17. Sustainability and energy implications	Demolition would remove a transport asset, which is mostly still in good working order.	This option allows for continued use of the structure, the majority of which is still in working order.	This option allows for continued use of the structure, the majority of which is still in working order. There will be more materials and energy used in the work to install the lift.
18. IS implications	N/A	N/A	N/A

Option Summary	Option 1	Option 2	Option 3
19. Equality Impact Assessment (please see Appendix)	This would remove a transport asset, but Thames Court Footbridge is located just 70m to the east, and there are grade crossings at Queen St Place, 180m to the east.	This option results in no change to the current situation.	This option would improve accessibility by providing step-free access. Drawbacks are that the bridge will need to be closed whenever the lift is not working, and that there will be delays if there is a crowd waiting to descend on the south side of the bridge, as everyone will have to use the lift.
20. Data Protection Impact Assessment	N/A	N/A	N/A
21. Recommendation	Not recommended	Recommended	Not recommended

Appendix 1 – Project Coversheet

<p>[1] Ownership & Status</p> <p>UPI: 11788</p> <p>Core Project Name: Dominant House Footbridge Future Options</p> <p>Programme Affiliation (if applicable): none</p> <p>Project Manager: Trina deSilva</p> <p>Definition of need: Repair fault which has led to spalling on footbridge support</p> <p>Key measures of success: No further spalling of concrete</p> <p>Expected timeframe for the project delivery: original completion expected January 2019. Project put on hold as part of Fundamental Review. Completion now expected December 2022.</p> <p>Key Milestones: G3/4 July 2021 <i>July 2021 Gateway 3/4</i> <i>Dec 2021 Gateway 5</i> <i>Dec 2022 Completion</i></p> <p>Are we on track for completing the project against the expected timeframe for project delivery? Y</p> <p>Has this project generated public or media impact and response which the City of London has needed to manage or is managing? no</p>
<p>[2] Finance and Costed Risk</p> <p>Headline Financial, Scope and Design Changes:</p> <div> <p>‘Project Proposal’ G1/2 report (approved by Projects Sub Committee 31/01/2017):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £1,078,000 • Resources to reach next Gateway (excluding risk): £33,000 • Spend to date: none • Costed Risk Against the Project: none • CRP Requested: none • CRP Drawn Down: none • Estimated Programme Dates: completion January 2019 </div> <div> <p>‘Issues Report’ (as approved by Projects Sub Committee 16/05/2018)</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): no change reported • Resources to reach next Gateway (excluding risk): £54,257 • Spend to date: £24,410 • Costed Risk Against the Project: none • CRP Requested: none • CRP Drawn Down: none </div>

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<ul style="list-style-type: none"> • Estimated Programme Dates: no change reported <p>High chloride levels were discovered in the bridge. Further concrete tests were required to determine the extent of the high chloride levels.</p>
<p>Project put on hold due to Fundamental review</p>
<p>'Options Appraisal and Design' G3-4 report (as approved by PSC xx/yy/zz):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): • Resources to reach next Gateway (excluding risk) • Spend to date: • Costed Risk Against the Project: • CRP Requested: • CRP Drawn Down: • Estimated Programme Dates: <p><i>Scope/Design Change and Impact:</i></p>
<p>'Authority to start Work' G5 report (as approved by PSC xx/yy/zz):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): • Resources to reach next Gateway (excluding risk) • Spend to date: • Costed Risk Against the Project: • CRP Requested: • CRP Drawn Down: • Estimated Programme Dates: <p><i>Scope/Design Change and Impact:</i></p>
<p>Total anticipated on-going commitment post-delivery [£]:</p>

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Appendix 2 – Risk Register

City of London: Projects Procedure Corporate Risks Register

Project Name:		Dominant House Footbridge Options		PM's overall risk rating:	Medium	CRP requested this gateway	£	-	Average unmitigated risk	8.0		Open Risks	5	
Unique project identifier:		PV12345		Total estimated cost (exc risk):	£	324,664	Total CRP used to date	£	-	Average mitigated	3.4		Closed Risks	0

General risk classification											Mitigation actions							CRP used to date		Use of CRP		Ownership & Action				Comment(s)
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score			Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues				
R1	5	(1) Compliance/Regulatory	Delay in obtaining lane closures	TfL may restrict when lane closures may be obtained	Possible	Major	12	£20 000 00	N	B – Fairly Confident	Early talks with TfL minimise the road space needed minimise the programme as far as possible	£0 00	Unlikely	Major	£20 000 00	8	£0 00		18/05/2021	DBE	T deSilva					
R2	5	(5) H&S/Wellbeing	Accident affects the works	Possibility of a vehicle hitting part of the works Could cause damage to the driver/passengers as well as to our works/workers	Unlikely	Major	8	£100 000 00	N	C – Uncomfortable	Lane closure adjacent to works contractor to install protection to props/scaffolding used for works	£0 00	Unlikely	Minor	£0 00	2	£0 00		18/05/2021	DBE	T deSilva					
R3	5	(5) H&S/Wellbeing	Works cause injury to passersby	Injury to passersby from the works	Unlikely	Serious	4	£1 000 00	N	C – Uncomfortable	Ensure adequate signage close access to any areas below works at a high level	£0 00	Rare	Minor	£0 00	1	£0 00		18/05/2021	DBE	T deSilva					
R4	5	(3) Reputation	Neighbour objections cause delay to the works	Residences are likely to be disturbed by noisy and dusty works	Likely	Serious	8	£50 000 00	N	C – Uncomfortable	Keep neighbours aware of the works Stick to agreed working hours plan and agree in advance what works can be done out of hours	£0 00	Rare	Serious	£50 000 00	2	£0 00		18/05/2021	DBE	T deSilva					
R5	5	(5) H&S/Wellbeing	Collision between vehicle and bridge columns	Failure of bridge column resulting from impact from vehicle	Unlikely	Major	8	£3 000 000 00	N	D – Very Uncomfortable	The likelihood of this happening is very low Document the factors contributing to this risk look at e.g. installation of barriers	£15 000 00	Unlikely	Serious	£3 000 000 00	4	£0 00		09/06/2021	DBE	T deSilva					
R6								£0 00				£0 00			£0 00		£0 00									
R7								£0 00				£0 00			£0 00		£0 00									
R8								£0 00				£0 00			£0 00		£0 00									
R9								£0 00				£0 00			£0 00		£0 00									
R10								£0 00				£0 00			£0 00		£0 00									
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Appendix 3 – Equalities Analysis

EQUALITY ANALYSIS (EA) TEMPLATE

Decision *Repair or Remove the Dominant House Footbridge? If Repair, then install lift?*

Date 11.05.2021

What is the Public Sector Equality Duty (PSED)? [Double click here for more information / Hide](#)

What is an Equality Analysis (EA)? [Double click here for more information / Hide](#)

How to demonstrate compliance [Double click here for more information / Hide](#)

Deciding what needs to be assessed [Double click here for more information / Hide](#)

Role of the assessor [Double click here for more information / Hide](#)

How to carry out an Equality Analysis (EA) [Double click here for more information / Hide](#)

The Proposal

Assessor name: Trina de Silva
Contact details: 020 7332 3049

1. What is the Proposal?

Dominant House Footbridge:

Option 1 remove footbridge

Option 2 repair footbridge

Option 3 repair footbridge and install lift

2. What are the recommendations?

Option 2: Repair footbridge

3. Who is affected by the Proposal? *Identify the main groups most likely to be directly or indirectly affected by the recommendations.*

Alternatives to the recommended option could affect visually impaired and/or less mobile pedestrians.

Age Double click here to add impact / Hide

Check box if NOT applicable ☒

Disability Double click here to add impact / Hide

Check box if NOT applicable ☐

Key borough statistics:

Day-to-day activities can be limited by disability or long term illness - In the City of London as a whole, 89% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited. Extract from summary of the [2011 Census relating to resident population health for the City of London can be found on our website](#).

The 2011 Census identified that for the City of London's population:

- 4.4% (328) had a disability that limited their day-to-day activities a lot
- 7.1% (520) had a disability that limited their day-to-day activities a little.

Source: 2011 Census: [Long-term health problem or disability, local authorities in England and Wales](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Disability

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

No data relating to the usage by visually impaired or less mobile pedestrians is available.

Disability

What is the proposal's impact on the equalities aims? Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact**

Option 1: Removal of the footbridge could negatively impact on visually impaired pedestrians, who may prefer to use a footbridge rather than the at grade crossing.

Option 2: Repair of the fault would not change the situation.

Option 3: Installation of step free access would improve accessibility for pedestrians

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Option 1:

Removal of the footbridge would negatively impact on visually impaired pedestrians, who may prefer to use a footbridge rather than the at grade crossing. However, Thames Court Footbridge is 70m to the east, and an at grade crossing is available at Queen St Place, 180m to the east.

Pedestrian surveys on these three crossings in 2008 found that Dominant House Footbridge carried 9% of the crossings, Thames Court carried 8% and 83% of pedestrians crossed at Queen St Place.

Arcadis updated this survey in 2017. The numbers of pedestrians using the crossings had doubled. Thames Court Footbridge was closed at the time, but the split was 7% of pedestrians using Dominant House Footbridge and 93% using the crossings at Queen St Place. There were 1522 pedestrians in total using Dominant St Footbridge between 0700 and 1900 that day.

It should be noted that Dominant House footbridge doesn't provide any access to the north side of Upper Thames St, but lands at Queen Victoria St. This may be a reason it isn't used as much as the other crossings in the area.

Option 3:

If the bridge is repaired, the opportunity could be taken (if funds are made available) to install a lift at the southern end of the bridge.

Arcadis have explored options to create step free access at Dominant House Footbridge. Drawings of the options are attached to this report. The options are:

1. Elevator:

- 1 Elevator and walkway replace existing stairs
- 1a Walkway installed alongside existing stairs, with elevator at the end
- 1b Elevator replaces existing staircase
- 1c Elevator installed on west side of the bridge

2. Inclined elevator

3. Escalator

4. Inclined moving walkway

Disability

Arcadis recommended design 1 or 1b. Both these options would mean the removal of stairs, so the only access to the bridge from the south side would be by lift. This will worsen access for all bridge users as it will mean occasional (and unexpected) closures of the footbridge, and delays in the event of crowds on the bridge. During any breakdown or maintenance of the lift, the bridge would be unusable. Pedestrians cannot see the far end of the bridge when they start walking on it, it is likely that any closure of the bridge will be cause for letters of complaint from pedestrians from the north side who are nearly across the bridge before they realise they'll have to retrace their steps. In the event of crowds on the bridge (e.g. if there is a race or event on Upper Thames St), there will be delays for people to descend the south side of the bridge, as the only method will be by lift.

Design 1a is possible, but the walkway needed would oversail Upper Thames St. It would need to be designed for vehicle impact loading, and this may also require strengthening to the bridge crosshead which will support the walkway. Vehicle barriers should also be installed between the lift landing point and Upper Thames St carriageway. It is doubtful that there is enough space to install barriers here.

Design 1c would require a new layout of the traffic island and High Timber St, as well as modifications to the bridge landing point above.

The inclined elevator (option 2) has the same disadvantage as the recommended options – if it isn't working the bridge is unusable. In addition, it would require more excavation in the traffic island, bringing a higher risk of service diversions being necessary.

Designs 3 and 4 (the escalator and inclined moving walkway) don't provide DDA compliant access to wheelchair users.

Again, it should be noted that Dominant House Footbridge doesn't provide any access to the north side of Upper Thames St, so a lift in this location will not help pedestrians cross the road. In addition, the planning permission for the new Queensbridge House Hotel (50m to the east of Dominant House Footbridge) requires an accessible crossing of Upper Thames St to be provided within the Hotel.

My recommendation would be not to install a lift in this location, because:

- Dominant House Footbridge is only used lightly in comparison to the other crossing points very close by, its use decreased over the 10 years between the pedestrian studies, even though Thames Court Footbridge was closed at the time of the second survey.

- There will be a step free crossing when the Queensbridge House Hotel is complete (50m away)

- There is currently an at grade crossing nearby at Queen St Place (180m)

- Signs can be provided to the nearby step-free crossing

- Installing a lift would mean removal of the stairs at the south end of the bridge. It is not acceptable to have the bridge only accessible by powered means, as any time the lift is out of use, the bridge would have to close. In the event of crowds on the bridge, having only a lift to access to the south side would result in delays to descend from the footbridge.

- Installing a lift is a significant capital and ongoing expense (whole life costing up to 2100 shows this to be approaching 4 times the cost of repairing the joint without installing a lift)

- Installing a lift would put significant additional risk on the project

I acknowledge that this recommendation will have adverse equality impacts for people who cannot access the walkway without a lift, but this is outweighed by the other public benefits of a more robust crossing (not subject to temporary closures or delays in the event of a crowd), and a solution which can be implemented more quickly.

The adverse impacts are mitigated by other nearby high level and at grade crossings and signs to an alternative crossing can be provided in further mitigation

Pregnancy and Maternity [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Race [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Religion or Belief [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Sex [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Sexual Orientation and Gender Reassignment [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Marriage and Civil Partnership [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Additional Impacts on Advancing Equality & Fostering Good Relations [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☐

This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the protected characteristics covered by these aims.

In addition to the sources of information highlighted above – you may also want to consider using:

- Equality monitoring data in relation to take-up and satisfaction of the service

- Equality related employment data where relevant
- Generic or targeted consultation results or research that is available locally, London-wide or nationally
- Complaints and feedback from different groups.

[Double click here to show borough wide statistics / hide statistics](#)

Additional Impacts on Advancing Equality & Fostering Good Relations

Additional Equalities Data (Service level or Corporate)

I have not been able to obtain any data on visually impaired or disabled pedestrians in this area. As far as I am aware the City has not had complaints about the lack of step free access in this area.

Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

No.

What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? Provide details of how effective the mitigation will be and how it will be monitored.

No.

Conclusion and Reporting Guidance

Set out your conclusions below using the EA of the protected characteristics and submit to your Director for approval.

If you have identified any negative impacts, please attach your action plan to the EA which addresses any negative impacts identified when submitting for approval.

If you have identified any positive impacts for any equality groups, please explain how these are in line with the equality aims.

Review your EA and action plan as necessary through the development and at the end of your proposal/project and beyond.

Retain your EA as it may be requested by Members or as an FOI request. As a minimum, refer to any completed EA in background papers on reports, but also include any appropriate references to the EA in the body of the report or as an appendix.

This analysis has concluded that...

Option 1

Removal of the footbridge would negatively impact on any visually impaired pedestrians who are used to this footbridge, who may prefer to use a footbridge rather than the at grade crossing. However, the Thames Court footbridge is just 70m away.

Option 2

Results in no change from the current situation. There is no discrimination or adverse impact from these works, although the opportunity to install step free access at Dominant House will be missed.

Option 3

A lift could be installed to enable step free access. However this will mean that the bridge will be closed to all pedestrians when the lift is out of use. There is an at grade crossing at Queen St Place, 180m away, and a step free crossing will be installed at Queensbridge House, 50m from this footbridge. No complaints have been made to the city about the lack of a lift in this location.

Option 2 is recommended.

Outcome of analysis - check the one that applies

☐ Outcome 1

No change required where the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

☐ Outcome 2

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustments will remove the barriers identified?

☒ **Outcome 3**

Continue despite having identified some potential adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should in line with the duty have 'due regard'. For the most important relevant policies, compelling reasons will be needed.

☐ **Outcome 4**

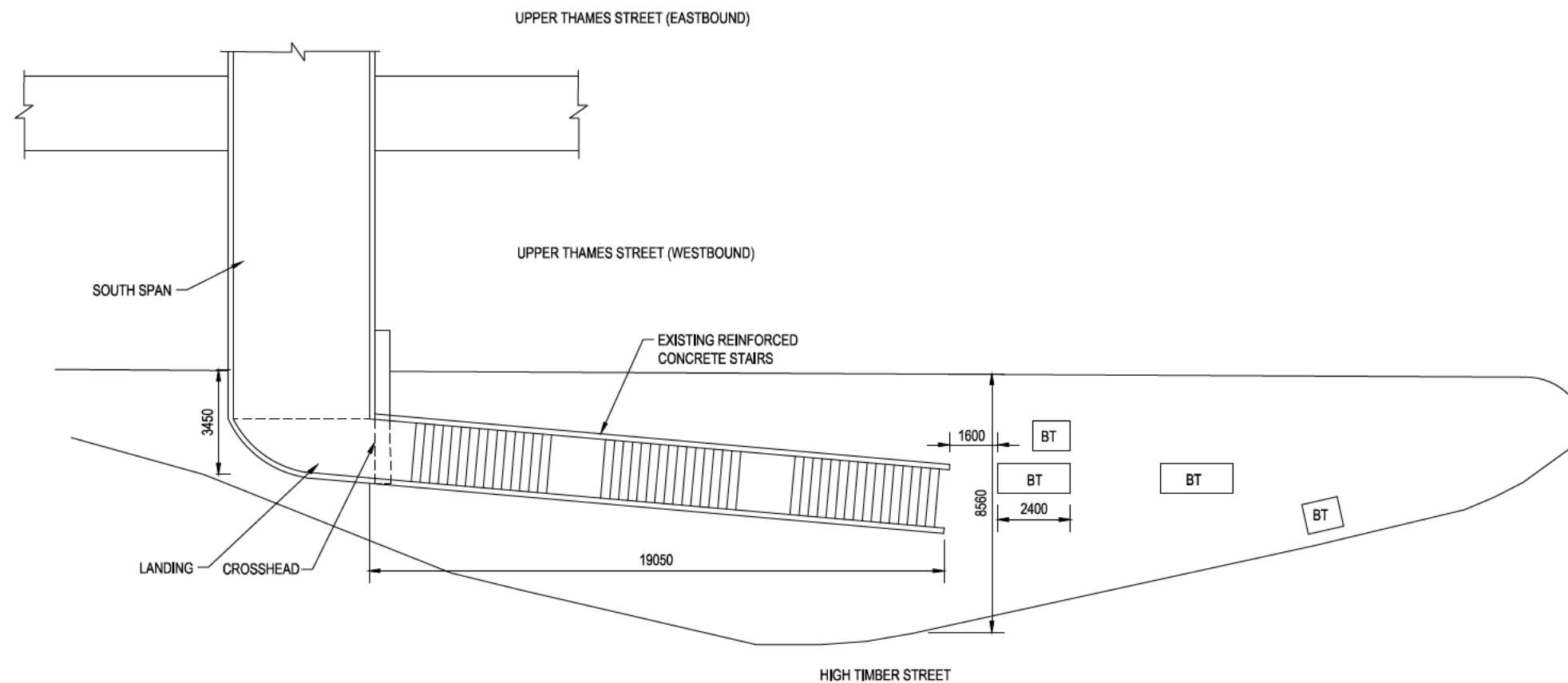
Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Director:



Name: Gordon Roy

Date: 6.07.201



Technical drawing of a stepped embankment cross-section. The drawing shows a profile with three distinct steps. The horizontal dimensions (top and bottom) are as follows:

- Top horizontal dimensions: 5100, 4500, 1800, 4500, 1800, 4800.
- Bottom horizontal dimensions: 6300, 6300, 5700.

The vertical dimensions are:

- First step height: 2400.
- Second step height: 2400.
- Third step height: 2550.

The embankment is shown with a stepped slope on the right side. The base of the embankment is indicated by dashed lines, suggesting a foundation or ground level.

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NOTES:



CITY
OF
LONDON

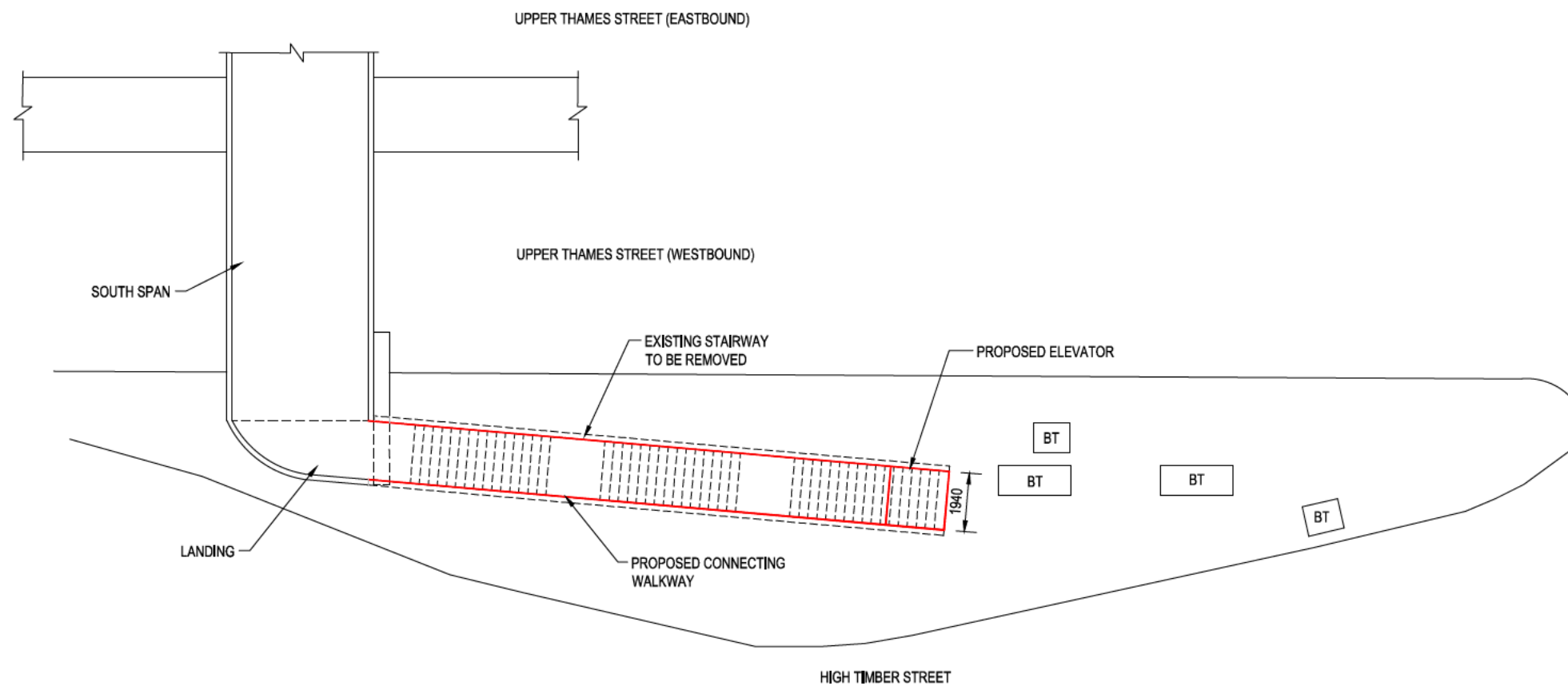
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Approved	G. LAMBERT	Date 17/08/2017	Signed
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Original Size:	A3	Grid:	-
Suitability Code:	S2	Project Number:	UA006406

DOMINANT HOUSE
FOOTBRIDGE

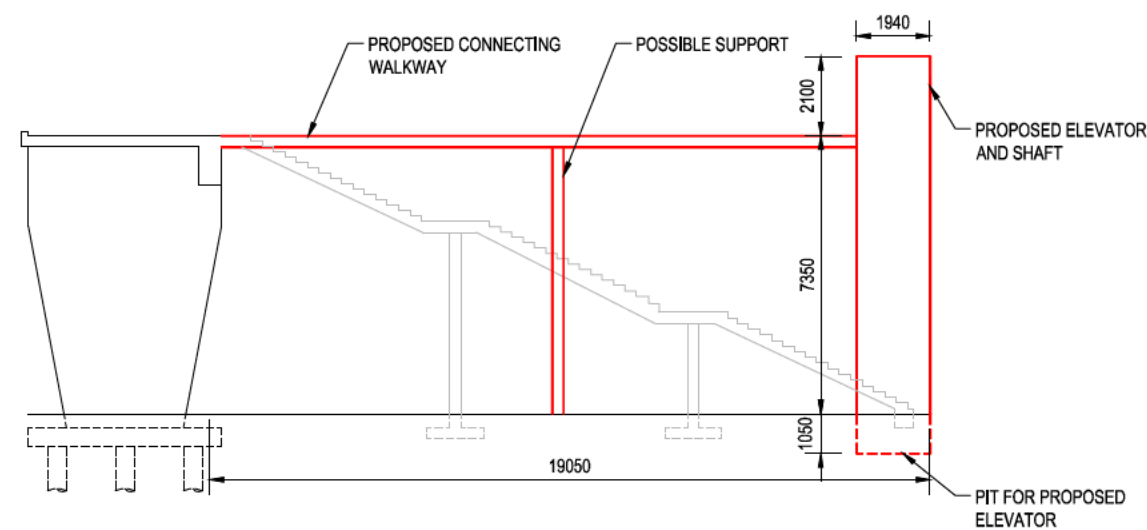
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Drawing Number: UA006406-58-ARC-XX-XX-DR-CB-0002	Revision: P01
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PROPOSED LAYOUT
SCALE - 200



ELEVATION
SCALE - 200



TYPICAL EXAMPLE OF ELEVATOR AND
CONNECTING WALKWAY

NOTES:

Client



CITY SURVEYOR'S DEPARTMENT
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City Surveyor
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Suitability Code:	S2	Project Number:	UA006406		

PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

TITLE:

OPTION 1
ELEVATOR



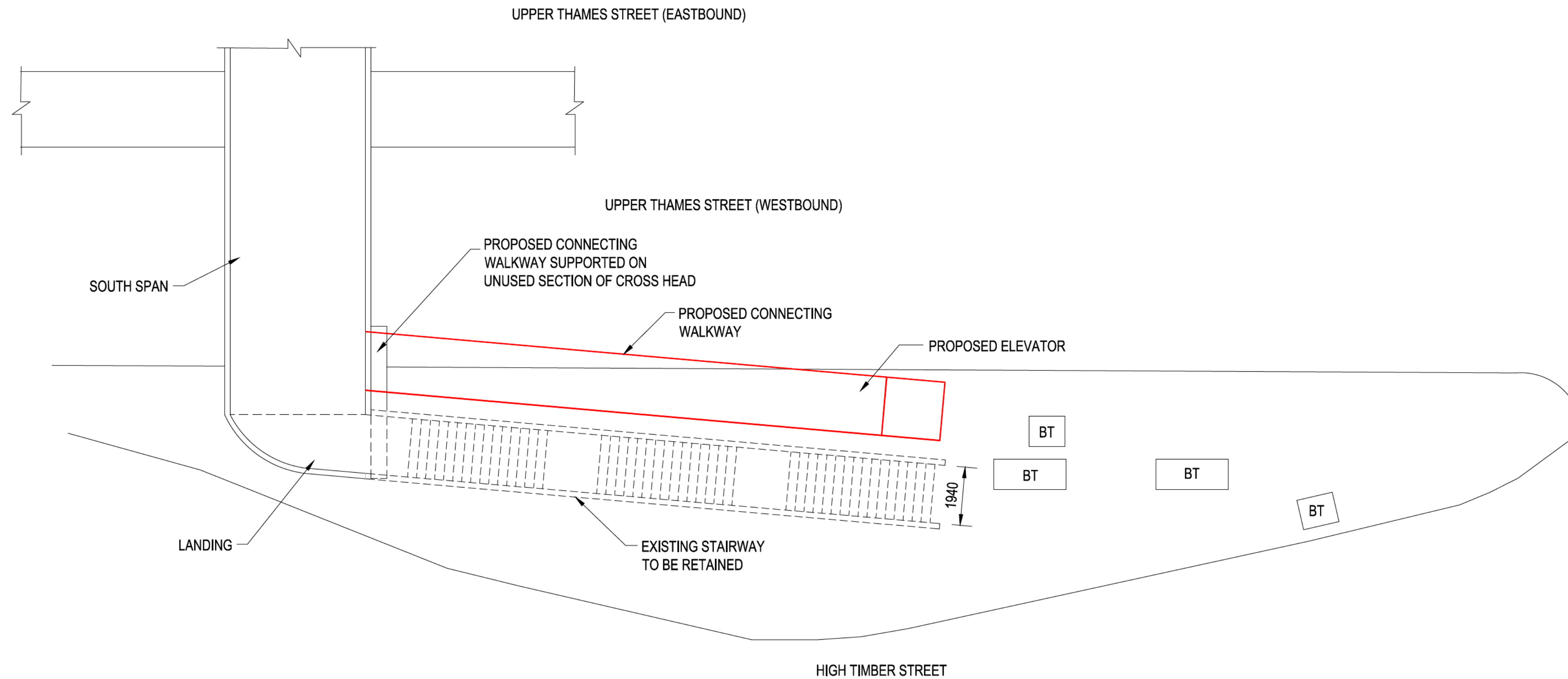
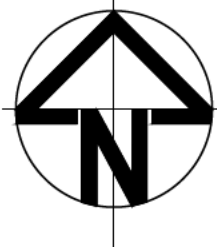
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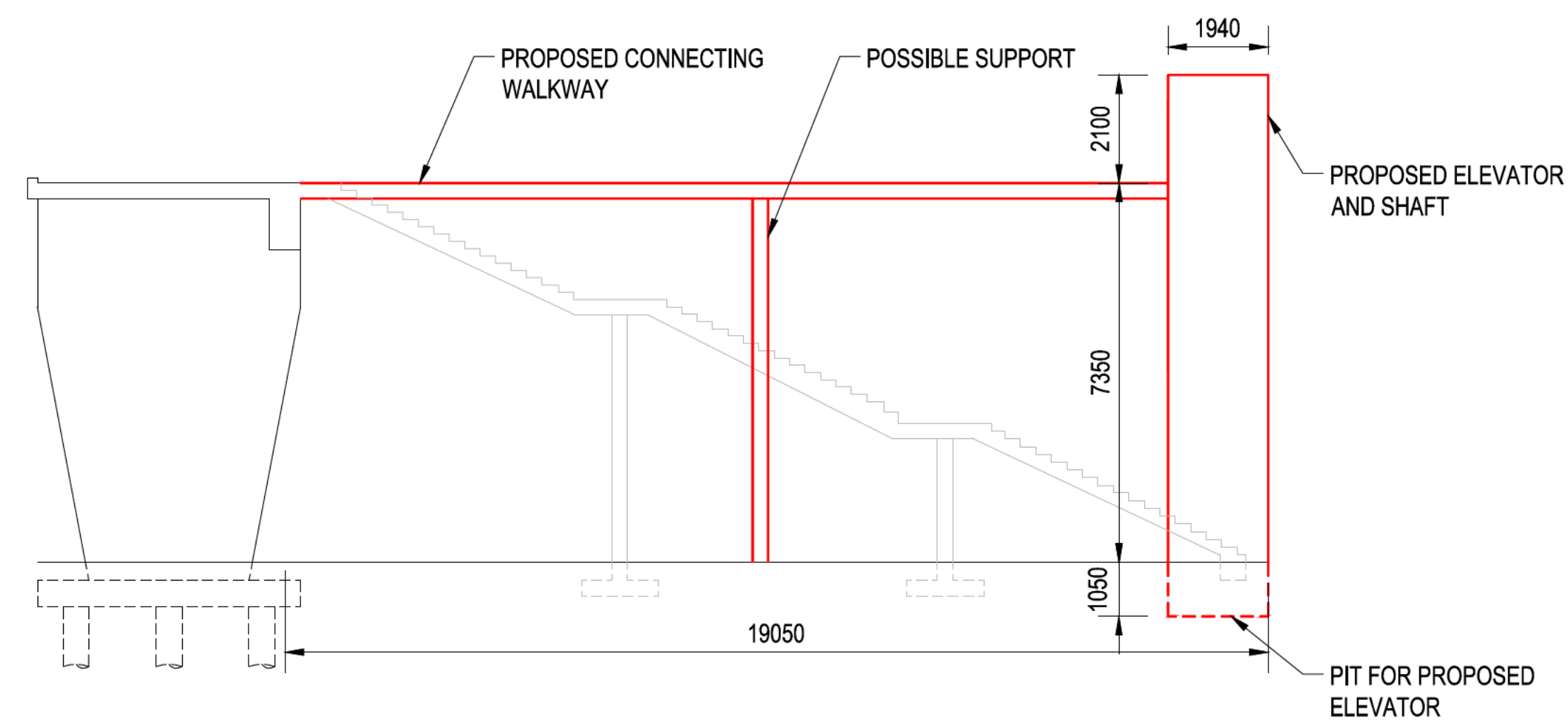
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Revision:
P01

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P01	17/08/2017	ISSUED FOR INFORMATION	PN	RW	GL



PROPOSED LAYOUT
SCALE - 200



ELEVATION
SCALE - 200



TYPICAL EXAMPLE OF ELEVATOR AND
CONNECTING WALKWAY

Rev	Date	Description	Drawn	Check	Approv
P02	30/11/2017	ISSUED FOR INFORMATION	MS	RW	GL
P01	17/08/2017	ISSUED FOR INFORMATION	PN	RW	GL

NOTES:

Client



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Original Size:	A3	Grid:	-
Suitability Code:	S2	Project Number:	UA006406

PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

TITLE:

OPTION 1A
ELEVATOR WITH WALK WAY
(EXISTING STAIRS RETAINED)



Design & Consultancy
for natural and
built assets

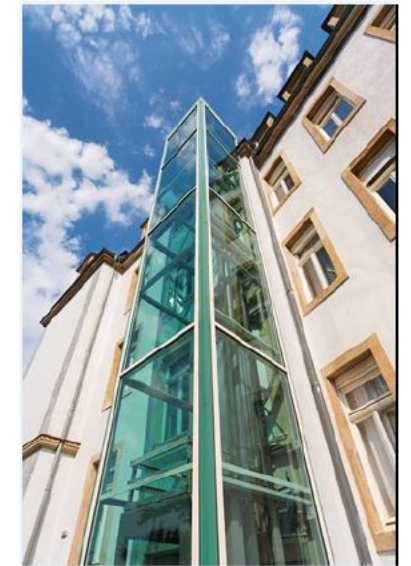
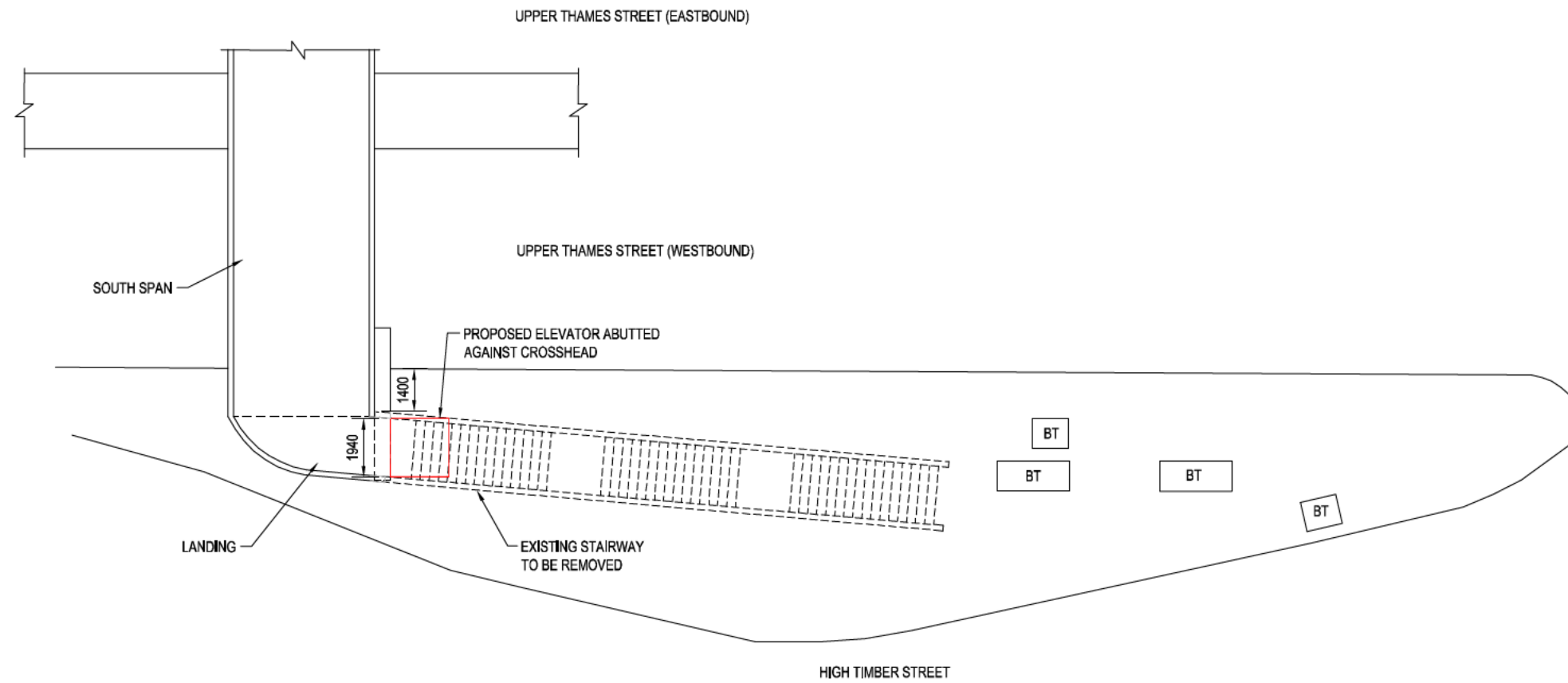
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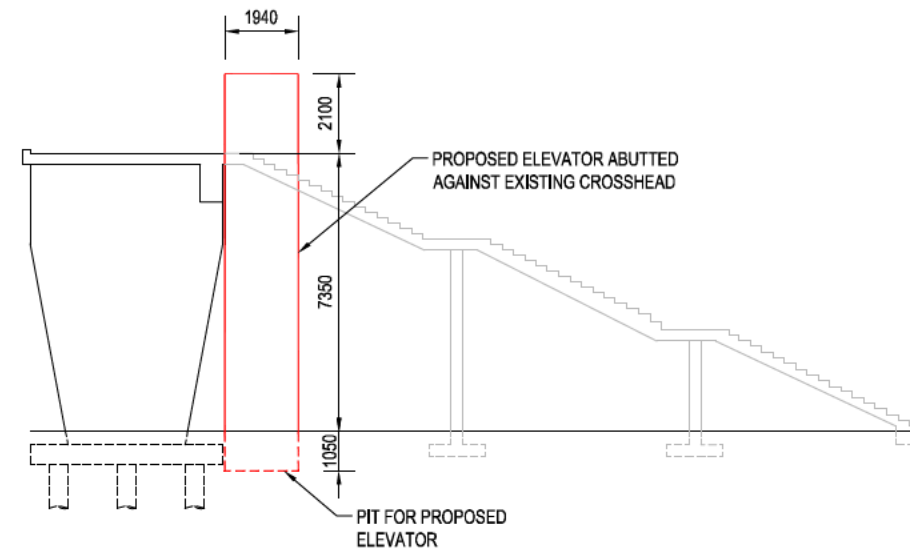
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Revision:
P02



TYPICAL EXAMPLE OF ELEVATOR

PROPOSED LAYOUT
SCALE - 200



ELEVATION
SCALE - 200

NOTES:

Rev	Date	Description	Drawn	Check	Approv
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Scale:	AS SHOWN	Datum:			
Original Size:	A3	Grid:			
Suitability Code:	S2	Project Number:	UA006406		

PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

TITLE:

OPTION 1B
ELEVATOR ONLY
(STAIRS REMOVED)



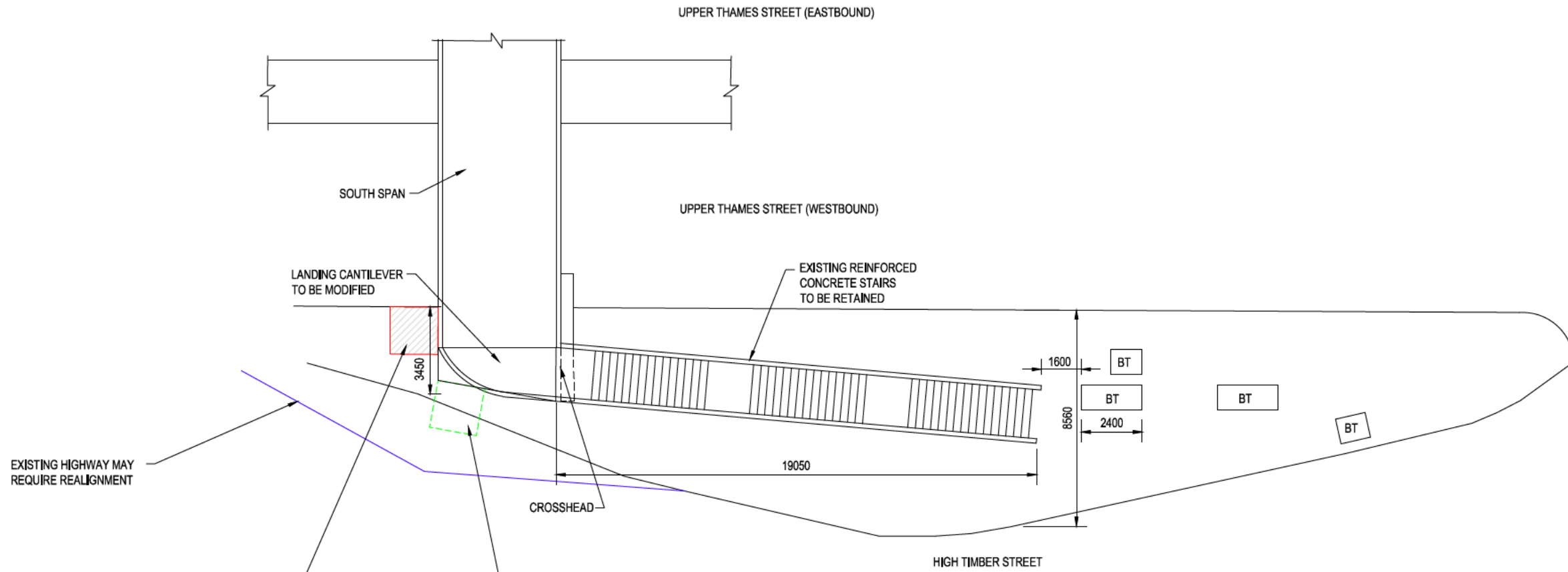
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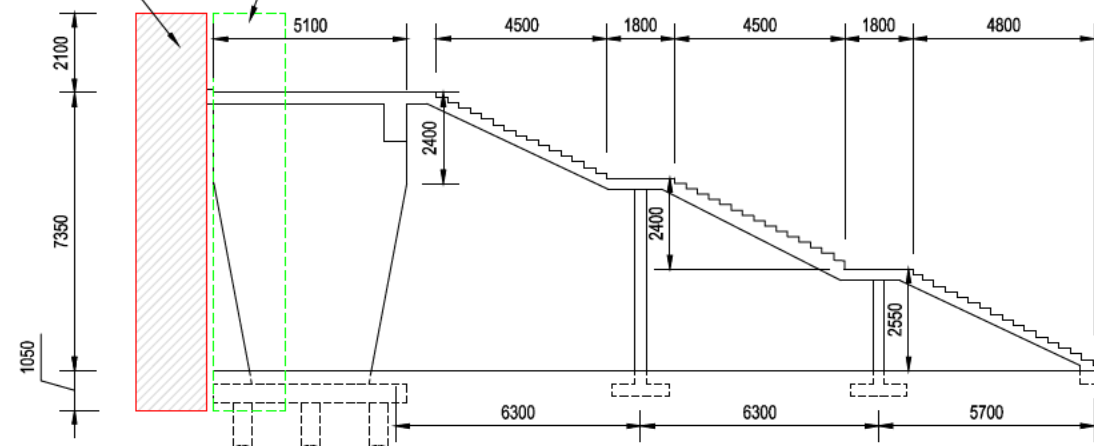
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Revision:
P01



PLAN OF FOOTBRIDGE
SCALE - 200



ELEVATION
SCALE - 200

NOTES:

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P02	30/11/2017	ISSUED FOR INFORMATION	MS	RW	GL
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PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

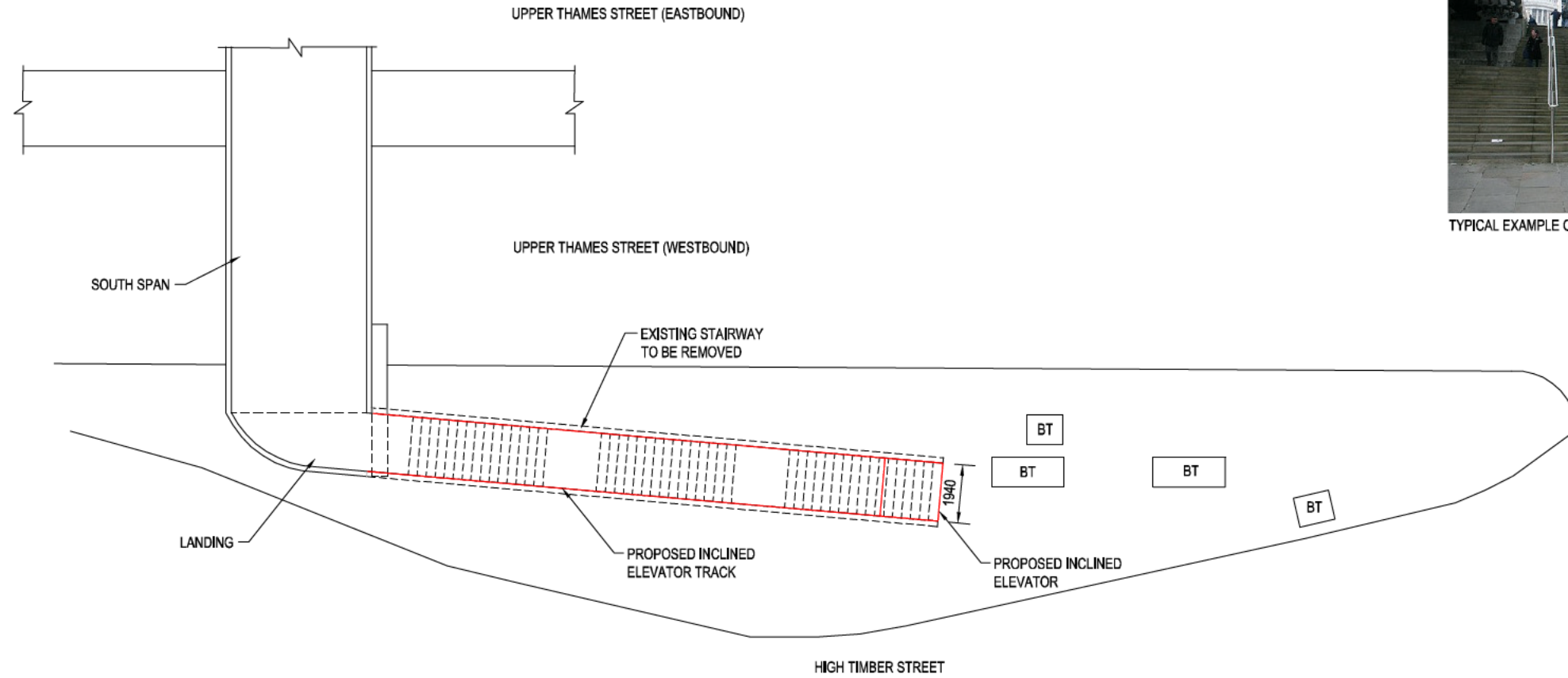
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OPTION 1C
ELEVATOR LOCATED ON WEST SIDE
(EXISTING STAIRS RETAINED)



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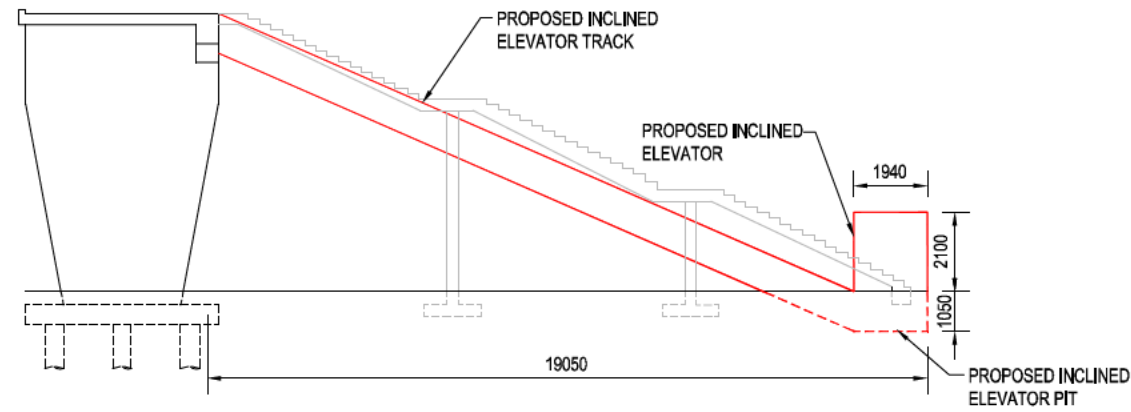
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UA006406-58-ARC-XX-XX-DR-CB-0006

Revision:
P02



TYPICAL EXAMPLE OF AN INCLINED ELEVATOR

PROPOSED LAYOUT
SCALE - 200



ELEVATION
SCALE - 200

Rev	Date	Description	Drawn	Check	Approv
P02	30/11/2017	ISSUED FOR INFORMATION	MS	RW	GL
P01	17/08/2017	ISSUED FOR INFORMATION	PN	RW	GL

NOTES:

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PROJECT:

**DOMINANT HOUSE
FOOTBRIDGE**

TITLE:

**OPTION 2
INCLINED ELEVATOR**

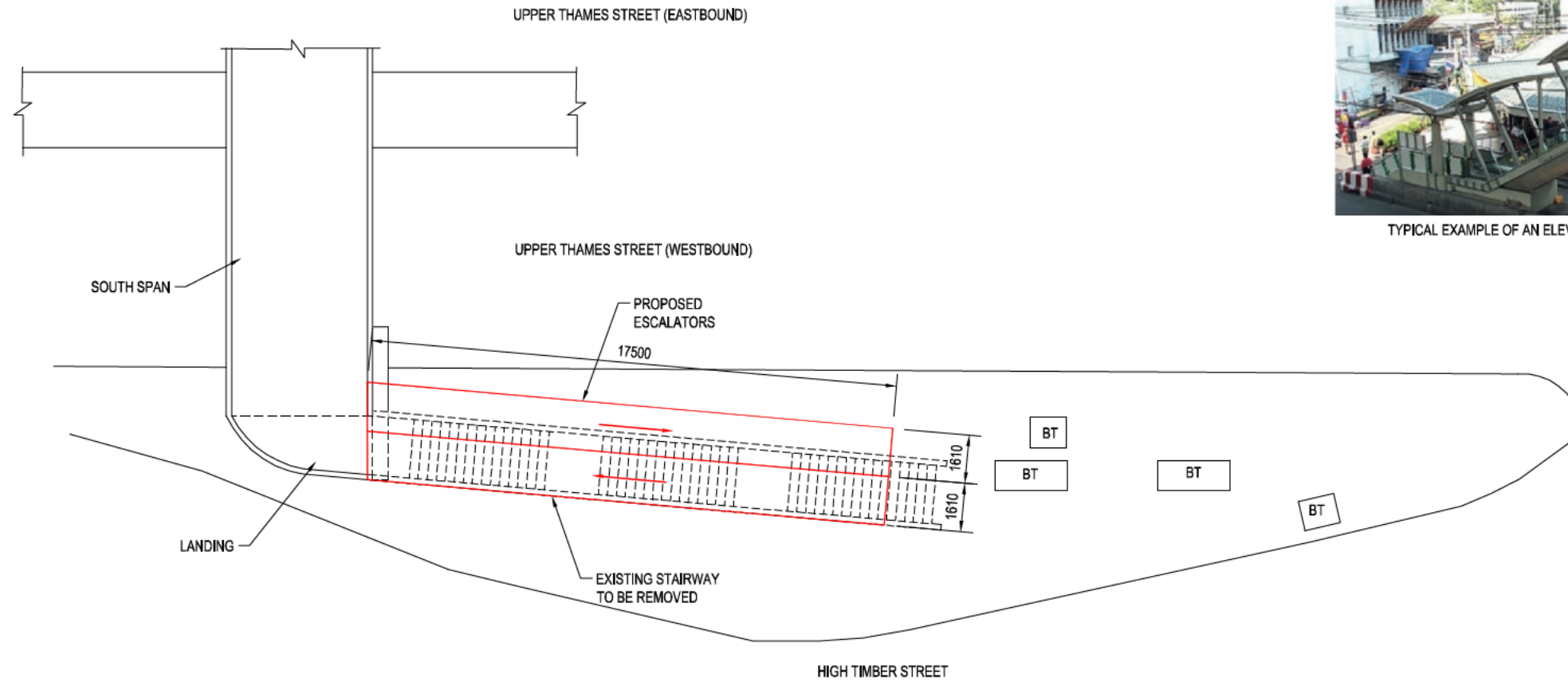


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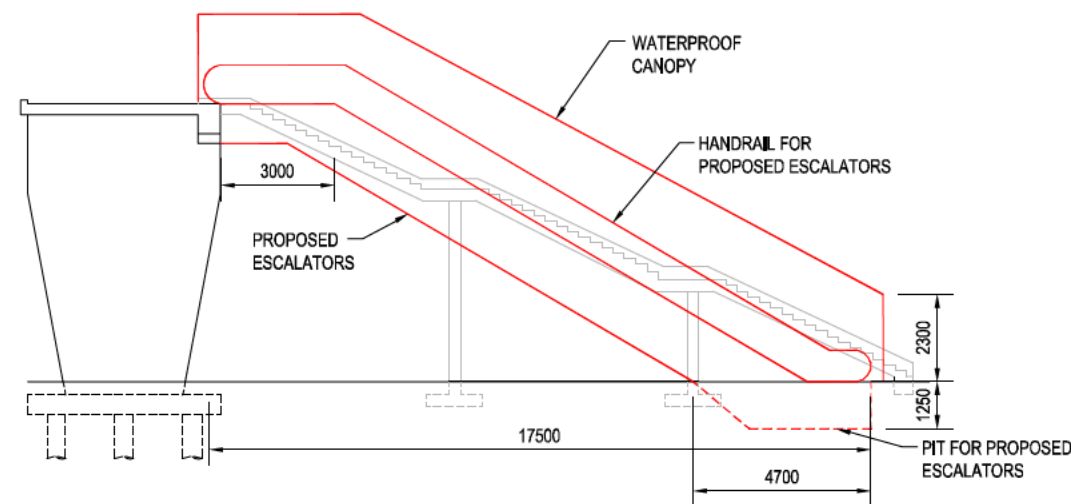
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Revision:
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TYPICAL EXAMPLE OF AN ELEVATOR

PROPOSED LAYOUT
SCALE - 200



ELEVATION
SCALE - 200

NOTES:

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P02	30/11/2017	ISSUED FOR INFORMATION	MS	RW	GL
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PROJECT:

DOMINANT HOUSE
FOOTBRIDGE

TITLE:

OPTION 3
ESCALATOR

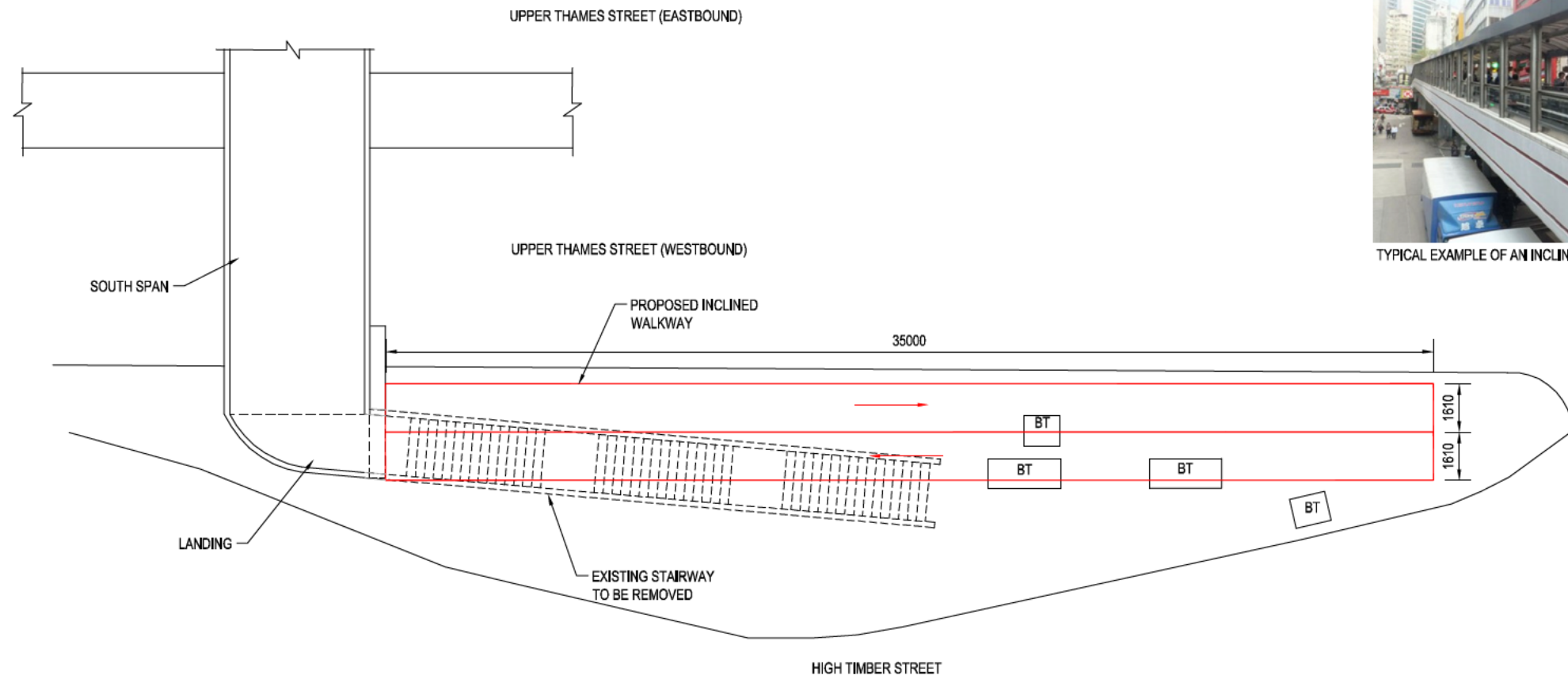


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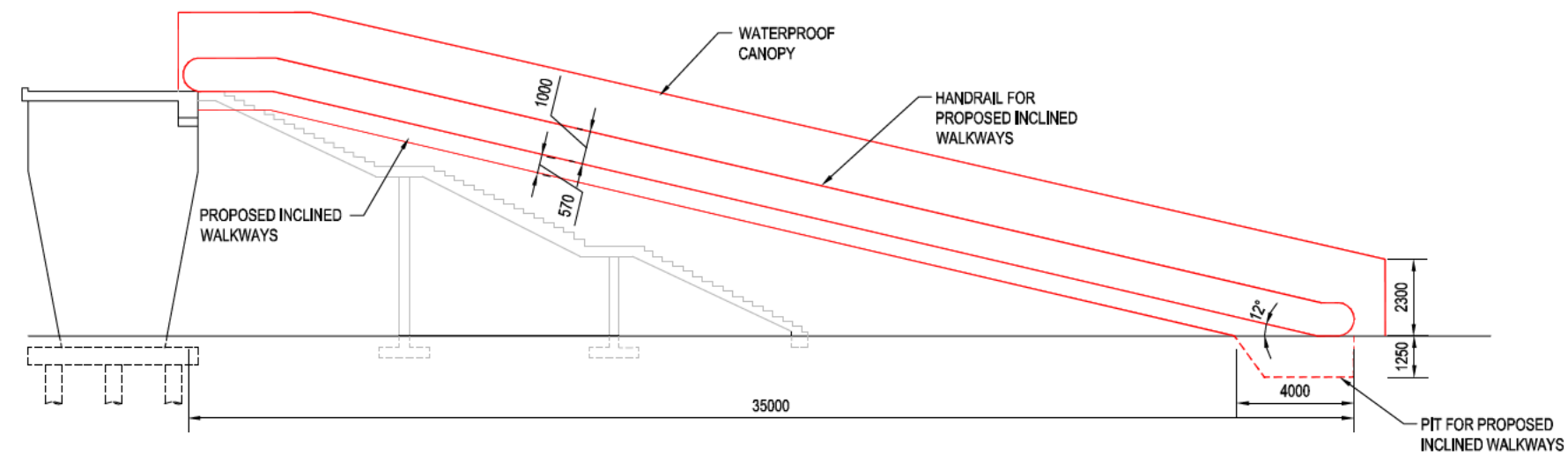
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Revision:
P02



PROPOSED LAYOUT

SCALE - 200



ELEVATION

SCALE - 200



TYPICAL EXAMPLE OF AN INCLINED WALKWAY

NOTES:

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Checked	R. WILLIAMS	Date	17/08/2017	Signed	
Approved	G. LAMBERT	Date	17/08/2017	Signed	
Scale:	AS SHOWN	Datum:			
Original Size:	A3	Grid:			
Suitability Code:	S2	Project Number:	UA006406		

PROJECT:

DOMINANT HOUSE FOOTBRIDGE

TITLE:

OPTION 4 INCLINED WALKWAY



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Revision:
P02

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Appendix 4 – Budgets

Table 1: Expenditure to date - Dominant Hse Footbridge Future - 16800370			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
DBE Structures Staff	3,500	3,500	-
Consultant Fees	25,000	23,590	1,410
Structural Fees	9,757	7,185	2,572
Traffic Management	16,000	10,754	5,246
TOTAL	54,257	45,029	9,228

Table 2: Revised Budget to reach next Gateway			
Description	Approved Budget (£)	Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)
DBE Structures Staff	3,500	3,000	6,500
Consultant Fees	25,000	15,000	40,000
Structural Fees	9,757	-	9,757
Traffic Management	16,000	-	16,000
TOTAL	54,257	18,000	72,257

Table 3: Funding Source	
Funding Source	Amount (£)
OSPR	72,257
TOTAL	72,257

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Committee(s)	Dated:
Planning and Transportation Resources Allocation Sub Committee	20 July 2021 Urgency July 2021
Subject: Local Implementation Plan funded schemes 2021/22	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9, 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	Transport for London
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Director of the Built Environment	For DECISION
Report author: Samantha Tharme	

Summary

This report covers the provision of Transport for London (TfL) Local Implementation Plan (LIP) funding to the City of London Corporation for the year 2021/22.

TfL funding has been severely constrained over the last and current financial years, and funding has been released on short timescales. TfL have acknowledged the difficulty of planning and programming to short timescales. TfL funding is ringfenced to projects and schemes agreed in the LIP. Given the short timescale from TfL in April and the small amount of funding the decision was made at Director level to allocate to projects in progress already in the LIP programme, otherwise funding would have been lost.

In April TfL released funding for 6 weeks to the end of May 2021. This was allocated to:

- Puddle Dock pedestrian scheme - £41,000
- Healthy Streets minor schemes - £38,000
- Lunchtime Streets/Reopening activities - £9,995

In June 2021 TfL invited requests for the 6 months to December 2021. In line with TfL guidance on their priorities we have submitted additional requests against the following programmes :

- Streetspace Schemes (covid-19 response) temporary to permanent - £47,000
- Corridors and Neighbourhoods - £302,300
- Liveable Neighbourhoods programme - £651,000
- Central London Cycling Grid programme - £60,000

Additional funding includes the Mayor's Air Quality Fund (MAQF) which has been confirmed as available for 2021/22 and funding requested for Principal Road Renewal.

These projects will help deliver the City Corporation's Transport Strategy. Further funding may become available for the LIP programmes later in 2021/22 and will be dependent of TfL financial position.

Recommendation

Members are asked to:

- Approve the allocations up to the maximum set out in table 1, for the year 2021/22.
- Delegate authority to the Director of the Built Environment 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 to allocate any additional funds which are made available by TfL in 2021/22 financial year.
- Delegate authority to the Director of the Built Environment to reallocate the TfL grant between the approved LIP schemes should that be necessary during 2021/22 up to a maximum of £150,000.

Main Report

Background

1. Under Section 159 of the Greater London Authority Act 1999, TfL is empowered to provide grants to London boroughs and the City for the provision of safe, efficient and economically viable transportation facilities and (or) services to, from or within Greater London. In May 2019 the 3 year Local Implementation Plan for the City was submitted to TfL and approved.
2. In April 2020 Transport for London were required to pause all 2020/21 funding, in order to prioritise spend on emergency Covid-19 response measures. Funding for financial year 2021/22 would usually be approved by TfL in January 2021 and an Annual Spending Submission was submitted in November 2020. Owing to the ongoing funding uncertainty for TfL the November Annual Spending Submission was not approved for this financial year.

Current Position

3. In April 2021 TfL allocated a fixed amount of funding which had to be spent by the end of May 2021. This was allocated to the following:
 - Puddle Dock pedestrian scheme (corridors neighbourhoods), - £41,000
 - Healthy Streets minor schemes (corridors neighbourhoods) - £38,000
 - Lunchtime Streets/Reopening activities (local transport fund) - £9,995.
4. Puddle Dock has now been completed and a number of Healthy Streets elements were completed (Gresham Street/Wood Street, Creechurch Lane/Leadenhall St)

further detail on these is in the Transport Strategy Annual Report to this Committee. Work on lunchtime streets activities for the summer period has commenced.

5. In June 2021 TfL invited requests for the 6 months to December 2021. The guidance on these requests was that spending would be allocated against 3 priorities. Guidance also stated that schemes which could be completed in 2021 would take preference and all schemes should be in line with Annual Spending Submission. TfL have indicated that the funds awarded to December 2021 should be spent by that date. This is as far as they are able to commit at present given the constraints on their funding from the Department for Transport. For discretionary schemes which essentially have a longer programme, authorities were asked to indicate spend for Q4 2021/22 should further funding become available.
6. In line with the guidance a request was submitted in June, for:
 - Streetspace Schemes (covid-19 response) temporary to permanent £47,000
 - Corridors and Neighbourhoods £302,300
 - Liveable Neighbourhoods programme £651,000
 - Central London Cycling Grid programme £60,000
7. Table 1 shows the proposed allocations as submitted to TfL in June 2021 (incorporating the funding agreed in April 2021). Table 1 also includes:
 - funding requested for Principal Road Renewal £230,000.
 - funding already secured under the Mayor's Air Quality Fund £150,000
8. We anticipate a decision from TfL on the allocation of funds in July. Given the TfL financial constraints we might not get all the amount requested, therefore we are requesting members to allow spend up to the amount indicated in table 1 and table 2. The funding awarded in April 2021 is secure as already agreed against those projects.
9. Appendix 3 contains the Draft Annual Spending Submission (ASS) for 2021/22, which was submitted in November 2020 as TfL requested. Note that there are a number of revisions in the revised submission in June 2021, given the new guidance from TfL on their funding priorities.

Table 1: Transport for London Grants confirmed and requested for FY 2021/22	
	Amount (£)
London Streetspace Programme - Cycling	47,000
Corridor, Neighbourhoods & Supporting Measures	381,300
Local Transport Funding	9,995
Liveable Neighbourhoods	651,000
Central London Cycling Grid	60,000
Principal Road Renewal	230,000
Mayors Air Quality Fund	180,000
TOTAL	1,559,295

10. Alternative funding sources have been identified for some projects, as reported to Planning & Transportation committee on the 15th December 2020. All other LIP funded projects and activities are paused pending further decisions for TfL.

Corporate & Strategic Implications

11. 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.
12. Delivery of the Transport Strategy also helps mitigate corporate risks CR20 – Road Safety and CR21 – Air Quality.
13. Schemes within the Healthy Streets schemes are prioritised to help deliver the Climate Action Strategy.

Conclusion

14. It is requested that the spending plan is approved. A decision on the amount of the allocation is anticipated mid-July. Members are asked to approve the allocation up to the maximum in the submission given the requirement to complete spending by December 2021. Where appropriate project spending is also subject to the usual Gateway reporting approvals process. Should further funds become available it is requested that these allocations are decided under delegated authority as the amount is not anticipated to exceed the usual LIP allocation.

Appendix 1. Table 2: June 2021 revision Annual Spending Submission (ASS) for 2021/22.

Appendix 2: LIP scheme descriptions

Appendix 3: November 2020 Draft Annual Spending Submission (ASS) for 2021/22

Report author

Samantha Tharme Transport Planner, Department of the Built Environment.

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Appendix 1.

Table 2: Annual Spending Submission (ASS) for 2021/22 (revised June 2021)	
	Amount submitted to TfL (£)
London Streetspace Programme - Cycling	
Covid-19 Transport response: Bevis Marks & Queen Victoria Street	32,000
Covid-19 Transport response: Cycle parking	15,000
Sub Total	47,000
Corridor, Neighbourhoods & Supporting Measures	
Puddle Dock Improvements	41,000
Healthy Streets minor schemes	212,300
Kerbside Review: Road hierarchy	88,000
Lunchtime Streets & Road Danger Reduction campaigns, behaviour change and community engagement	40,000
Sub total	381,300
Local Transport Funding	
Lunchtime Streets	9,995
Sub total	9,995
Liveable Neighbourhoods	
City Cluster Scheme - Leadenhall Street	446,000
City Cluster Scheme - St Mary Axe	205,000
Sub Total	651,000
Central London Cycling Grid	
City Cycleways Programme - Phase 2	30,000
City Cycleways Programme - Phase 3	30,000
Sub Total	60,000
Principal Road Renewal	230,000
Mayors Air Quality Fund - for zero emission schemes	150,000
Mayors Air Quality Fund - lunchtime streets and campaigns	30,000
GRAND TOTAL	1,559,295

Appendix 2: LIP scheme descriptions

Streetspace Schemes (covid-19 response) temporary to permanent.

- **Covid-19 Transport response: Bevis Marks & Queen Victoria Street**
Upgrade temporary scheme to an experimental scheme. The locations form parts of the City's proposed cycleway routes. For QVS a retention of existing wands (until a more comprehensive scheme is progressed). For Bevis Marks, replacing the barriers with wands and create a safer link between Bishopsgate and Aldgate Square. Delivery. will complete by Dec 2021
- **Covid-19 Transport response: Cycle parking**
This would upgrade the temporary bolt-down cycle parking racks, introduced through the Streetspace programme with permanent racks. Will complete by Dec 2021

Cycle Network programmes

- **Cycleways Phase 2 – Monument to Sun St**
- **Cycleways Phase 3 – Aldgate to Blackfriars**
Route Development Plan is in progress, with initial TfL Cycle Programme Sponsor approval. Work this year will cover further design and public consultation of the cycleway proposals.

Eastern City Cluster - Liveable Neighbourhoods

- **Leadenhall Street**
Design for Phase 1 (July to November) - Proposed Experimental Traffic Order for Point Closer including setting out monitoring strategy and baseline data collection, modelling for TMAN approvals.
Implementation Costs (Dec - March) - for footway widening, camera installation, signage and extensive comms activity
- **St Mary Axe**
Proposal for timed access restriction on St Marys Axe - requires re-engagement with stakeholders, and potential further Committee approvals. Less funding will be required if this is reactivation of previous proposal. Would be proposing to implement at same time as Leadenhall Street proposals.

Corridors and Neighbourhoods

- **Puddle Dock**
Improvements to footway and junction to improve connections for people walking. Links with TfL scheme. Completed April 2021.
- **Healthy Streets Minor schemes**
Healthy Streets minor schemes programme for 2021/22. A series of small scale works, such as raised carriageway, kerb build-outs, to improve the quality of the walking environment and reduce road danger at targeted points.

- **Lunchtime Streets + Road Danger Reduction campaigns**

This programme includes Road Danger Reduction campaigns, car free days, and Lunchtime streets equipment and activity. There is a focus around making the return to work in the city more attractive and safer.

Appendix 3: November 2020 Draft Annual Spending Submission (ASS) for 2021/22

Draft Annual Spending Submission (ASS) for 2021/22 (November 2020)		
Local Transport Fund (LTF)		
City Cluster and Barbican & Golden Lane	traffic reduction and air quality	50
City wide 15 mph	scheme development & implementation	100
Corridors Neighbourhoods and Supporting Measures		
City wide 15 mph	education and enforcement	50
Healthy Streets minor schemes	small scheme improvements to streets and footways	350
Puddle Dock - pedestrian safety and route severance scheme	provision of safe crossing and footway connections	30
Mansion House Station environs public realm	walking and public realm improvements	50
100 Minorities Public realm	walking and public realm improvements	50
Road Danger Reduction campaigns, behaviour change and community engagement	behaviour change to support schemes	50
Lunchtime Streets and car-free day	car free temporary closures to demonstrate benefits of reallocation of space- removing traffic allowing more pedestrian streets	40
		(MAQF) 30
Strategic Transport development	transport strategy review consultation, engagement and monitoring	120
Liveable Neighbourhoods		
City Cluster - streets for people	traffic restrictions and improved public realm to provide more space for people walking and cycling; and improve quality of space with more greenery	200
Central London Cycle Grid		
Cycle programme	Cycle network improvements Previous year allocation*	0

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Committee(s): Planning & Transportation Committee	Dated: 20/07/2021
Subject: Confirmation of the Non-Immediate Article 4 Direction to remove permitted development rights for the change of use of offices (Class E(g)(i)) to residential (Class C3)	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	2,4,7,10
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£0
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Department of the Built Environment	

Summary

On 12 May 2021, the Planning & Transportation Committee approved the making of a non-immediate Article 4 Direction to remove permitted development rights for the change of use of offices (Use Class E(g)(i)) to residential (Use Class C3). The Article 4 Direction was sealed on 13 May 2021 and formal notice of the Direction was given, including to the Secretary of State, and consultation on the making of the Direction took place for a period of 6 weeks between 17 May 2021 and 25 June 2021. Ten responses were received, with seven expressing support for the proposed Article 4 Direction and three responses indicating no comment. The Secretary of State requested additional information to support the proposed Direction to inform his decision on whether to direct the City Corporation. On 1 July 2021, the Secretary of State announced changes to national policy on Article 4 Directions through a Written Ministerial Statement. These changes emphasise the need for Article 4 Directions to be based on robust evidence and apply to the smallest geographical area possible. Further evidence has been provided to the Secretary of State to support the City's Article 4, but no further comment on the Article 4 Direction has been received from the Secretary of State.

In the absence of objection to the Article 4 Direction or further direction from the Secretary of State, in accordance with the requirements of the General Permitted Development (England) Order 2015, the Committee is now asked to approve the confirmation of the non-immediate Article 4 Direction, which will come into force on 1 August 2022.

Recommendation(s)

Members are recommended to:

- Agree that it is expedient that some of the new permitted development described in class MA should not be carried out unless permission is granted by the City Corporation.
- Approve the confirmation of the non-immediate Article 4 Direction made on 13 May 2021 and coming into force on 1 August 2022 for the whole of the City of London, removing permitted development rights granted by Class MA, Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021 for the change of use of a building or any land within its curtilage from offices (Use Class E(g)(i)) to residential (Use Class C3).
- Authorise officers to take all necessary steps to give effect to the decision including publicising confirmation of the Article 4 Direction in accordance with statutory requirements.

Main Report

Background

1. The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021 has introduced a new class of permitted development, Class MA, which will come into effect from 1 August 2021, under which development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (Commercial, Business and Service) to a use falling within Class C3 (Residential) is permitted development and not subject to the requirement for planning permission. To ensure that the City Corporation can retain planning control over the change of use of buildings from offices to residential, the Planning & Transportation Committee on 12 May 2021 authorised the making of a non-immediate Article 4 Direction to remove the national permitted development right within the City. The Direction was made on 13 May 2021 and, subject to confirmation, will come into force on 1 August 2022. As a non-immediate Direction with 12 months notice prior to it coming into force, there will be no entitlement for landowners or developers to seek compensation from the City Corporation for the loss of national permitted development rights. The existing City of London Article 4 Direction removing office to residential permitted development rights will remain in force until 31 July 2022.

Current Position

2. In accordance with the provisions of Schedule 3 to the Town and Country Planning (General Permitted Development) (England) Order 2015, formal notice of the making of the Article 4 Direction, specifying the intended coming into force date as 1 August 2022, was given (including by local advertisement and display of notices) and comments sought through public consultation, which ran from 17 May 2021 until 25 June 2021. A copy of the Direction and notice was sent to the

Secretary of State. Notice was also published on the City Corporation's website. Ten responses were received during the public consultation and these are set out in Appendix 1 to this report. Seven of the respondents supported the making of the Direction, with the Mayor of London and the City Property Association expressing their strong support. Three responses noted the consultation but made no specific comment.

3. It was considered impracticable to individually notify owners and occupiers of affected properties and land throughout the City, due to the large numbers involved, the multiple-occupancy nature of many buildings, and the resulting inability to identify leaseholders and occupants. However, there is a requirement to individually notify statutory consultees and the Crown Estate where they are owners or occupiers of any land within the area to which the Direction relates. Many of these statutory consultees are also consultees for planning purposes and were consulted by notification through the City Corporation's standard planning policy consultation database. A small number of additional statutory consultee have been separately notified. No responses from these additional consultees had been received prior to drafting of this report. Any comments received before the date of the Committee will be reported verbally at the Committee meeting on 20 July 2021.
4. The Ministry of Housing, Communities and Local Government (MHCLG) wrote to the City Corporation indicating that the Secretary of State was considering whether there is cause for him to use his powers of intervention, whether the Direction fulfils national policy set out in Paragraph 53 of the National Planning Policy Framework on the use of article 4 directions and whether it is in accordance with guidance on the use of article 4 directions as set out in National Planning Practice Guidance. MHCLG invited the City Corporation to provide further supporting evidence in support of the Direction. Further supporting information on the extent of the Direction and the specific support for the Article 4 Direction in the London Plan 2021 was provided.
5. On 1 July 2021, the Secretary of State announced changes to national policy on the making of Article 4 Directions through a Written Ministerial Statement. These changes came into effect on the publication of the Statement. The Statement indicates that use of Article 4 Directions should:
 - where they relate to change from non-residential use to residential use, be limited to situations where an Article 4 direction is necessary to avoid wholly unacceptable adverse impacts;
 - in other cases, be limited to situations where an Article 4 direction is necessary to protect local amenity or the well-being of the area;
 - in all cases, be based on robust evidence, and apply to the smallest geographical area possible.
6. The Statement indicates that article 4 directions that cover the entirety of a local authority area are unlikely to be supported.
7. Officers are in touch with MHCLG officials on the impact of this new policy on the City Corporation's Article 4 Direction. If further comment or direction from the

Secretary of State is received prior to the Committee, then officers will report this and any potential implications verbally to the Committee. In the meantime, in the absence of a direction from the Secretary of State to amend the Article 4 Direction, officers recommend that the Committee proceed with the confirmation of the Article 4 Direction, as set out in this report.

Proposals

8. An Article 4 Direction cannot come into force on the date specified in the notice unless it has been confirmed by the local planning authority. Following consultation, the Planning & Transportation Committee is required to take into account any representations received when deciding whether or not to confirm the Direction. As no objections or requests for amendment to the Article 4 Direction have been received, and the strong justification for making the City-wide Direction set out in the report to Committee on 12 May 2021 remains valid, it is recommended that the Committee approves the confirmation of the Direction made on 13 May 2021. A copy of the Direction to be confirmed is attached as Appendix 2 to this report.
9. As soon as practicable after the Direction has been confirmed, the City Corporation is required to give notice of the confirmation and the date on which the Article 4 Direction will come into force. This will be done through:
 - Giving notice of the Direction by local advertisement in at least one newspaper in the area and displaying site notices at no fewer than 2 locations for a period of not less than 6 weeks.
 - Serving individual notices where the owner or occupier is a statutory undertaker or the Crown.
 - Sending a copy of the Direction as confirmed to the Secretary of State.
 - Notice will also be given on the City Corporation's website in accordance with best practice.
10. Individual notification to owners and occupiers of affected properties and land throughout the City is considered impracticable due to the large numbers involved, the multiple-occupancy nature of many buildings, and the resulting inability to identify all leaseholders and occupants.
11. Members should note that, under the provisions of the GPDO, the Secretary of State can make a direction cancelling or modifying the Article 4 Direction at any time before or after its confirmation by the City Corporation. As set out in paragraphs 4 to 7, although the Secretary of State has asked for further supporting information, he has not indicated any intention to modify or cancel the Direction.

Corporate & Strategic Implications

Strategic implications

12. The making of an Article 4 Direction is in line with the City of London Local Plan 2015, the draft City Plan 2036 and the London Plan 2021, which seek to maintain the City's role as a strategically important, globally orientated financial and business centre. The Direction accords with the Vision and Strategic Aims of the

Corporate Plan which seek to support and promote the City as the world's leading financial and professional services centre

Financial implications

13. The confirmation of the non-immediate Article 4 Direction, as set out above, would mean that compensation for the removal of permitted development rights would not be payable.

Resource implications

14. There are no resource implications, the required officer time can be provided within existing resources and Local Risk budgets.

Legal implications

15. The Article 4 Direction would remove permitted development rights in the City of London for the change of use from offices to residential. The Comptroller and City Solicitor has been consulted on this report.

Risk implications

16. There are no risk implications.

Equalities implications

17. An Equality Analysis Test of Relevance screening has been undertaken which has concluded that no group with protected characteristics will be negatively impacted by this proposal.

Climate implications

18. There are no implications for the Climate Action Strategy.

Security implications

19. There are no security implications.

Conclusion

20. At its meeting on 12 May 2021, the Planning & Transportation Committee agreed to the making of a non-immediate Article 4 Direction to remove national permitted development rights for the change of use of offices (Use Class E(g)(i)) to residential (Use Class C3). Formal notification of the Direction and consultation has been undertaken in accordance with legislative requirements. No objections or requests for amendment to the Direction have been received through the consultation and no direction to amend the Direction has been received from the Secretary of State. The Committee is now being asked to approve the confirmation of the Direction. As soon as practicable after confirmation of the Direction, notice of confirmation must be given as set out above and the Direction itself will come into force on 1 August 2022.

Appendices

- Appendix 1 – Responses to consultation on the making of the Article 4 Direction
- Appendix 2 – Article 4 Direction and map showing extent of the Direction

Background Papers

Report to the Planning & Transportation Committee, 12/05/2021: Approval of a Non-Immediate Article 4 Direction to remove permitted development rights for the change of use of offices (Class E(g)(i)) to residential (Class C3).

Peter Shadbolt

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Article 4 Direction: Consultation Summary June 2021

Comment Number	Respondent Organisation	Comment	CoL Response
1	The Coal Authority	the City of London area lies outside the defined coalfield and therefore the Coal Authority has no specific comments to make on your Local Plans / SPDs etc	Noted
2	Natural England	Natural England have no comments to make on this consultation	Noted
3	Elizabeth Wrigley	<p>Article 4 freezing office capacity?</p> <p>I think the Article 4 is good and not unexpected. However during the pandemic we did debate the fate of London's larger stores and came up with ideas for layering uses such as ground for trading, first for making, second for living, upper and roof for growing.</p> <p>It would be truly wonderful to see more sensible uses on ground floors than the interminable small chain format stores and gyms. Something like Chicago's permeability at ground level from inside to outside would be a fantastic addition to London. They have wonderful lobbies with small shops, coffee houses, indoor courtyards to just sit in, bookshops, etc. as well as people making leather goods etc. Small, high value stores sit in these spaces too, such as you find in hotel complexes in Mumbai.</p> <p>But it would need some active curating and encouragement from the City. What do you think?</p>	<p>Support noted.</p> <p>Wider comments are a matter for planning policy. The Article 4 would allow the LPA to more effectively manage changes of use, allowing a more beneficial mix where appropriate.</p>
4	Thames Water	<p>Thames Water is the statutory water and sewerage undertaker for City of London. As such they are a "specific consultation body" in accordance with the Town & Country Planning (Local Planning) Regulations 2012. Thank you for consulting Thames Water on the above proposed Article 4 Directions.</p> <p>Thames Water support the proposed Article 4 Directions. The change of use of E(g)(i) office uses to C3 residential can have a significant impact on the timing and volume of flows going into the sewer network and as such changes of use of this nature have the potential to result in adverse impacts elsewhere in the network potentially resulting in sewer flooding unless appropriate upgrades are delivered where there are capacity concerns.</p>	Support noted.

		The Article 4 Directions would ensure that planning permission is required. Prior to applying for planning permission developers of any proposals for change of use are encouraged to discuss their proposals with Thames Water at the earliest opportunity so that the impacts on the network can be understood and arrangements made to ensure that any necessary upgrades to the network are delivered.	
5	Theatres Trust	<p>Thank you for consulting the Theatres Trust on the above Article 4 direction which is seeking to remove permitted development rights for conversion from offices to residential following recent changes to the Use Class Order. The Trust supports this Article 4 direction.</p> <p>The need for this Article 4 direction to help maintain the City's supply of office accommodation as a strategic function of international significance is clearly set out within the accompanying Cabinet paper. There has been an existing Article 4 direction in place, just as there has been within surrounding local authority areas in and around the CAZ.</p> <p>From the Trust's perspective we are concerned about the potentially negative impact this form of permitted development may have on theatres and other cultural facilities where neighbouring buildings are converted. There are a few theatres within the City with signs of provision increasing, as noted within paragraph 10 of the evidence document. These contribute to London's overall cultural and tourist offer and should be protected. Therefore, we welcome this Article 4 direction and look forward to further communication as it moves towards confirmation and taking effect.</p>	Support noted
6	Transport for London	<p>Thank you for giving TfL the opportunity to comment on the City of London's Article 4 Direction to remove permitted development rights for change of use from office (Class E(g)(i) to residential (Class C3). TfL understands that this proposal is a continuation of the existing Article 4 Direction which has been in force since 31 May 2019.</p> <p>TfL is supportive of the proposals from a transport perspective, as we equally recognise the City's unique characteristics as a world-leading business hub, which underpins the UK economy. The exceptional level of transport capacity and connectivity in the City is optimised to support office development with high office-based trip rates. Protecting office space in the City supports London Plan policy T1 (b), which states: "All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes".</p>	Support noted

		<p>We are pleased that the supporting evidence to the Article 4 Direction refers to the City's role as a highly sustainable employment location, benefitting from an advanced transport network which enables over 90% of workers to travel by walking, cycling and public transport. Promoting a sustainable mode shift is key to the Mayor's Transport Strategy, which aims for at least 95% of journeys in central London to be made by walking, cycling and public transport by 2041.</p> <p>In the case of a large-scale office to residential conversion, this hyperconnectivity would be under-utilised, and the efforts to support office development through sustainable transport would be wasted. Therefore, TfL agrees that any such development proposal must be considered on a case by case basis, with careful analysis of individual applications to determine whether an office to residential change of use would be acceptable. In making such decisions, consideration should be given to the City's strategic function, physical design and transport connectivity which all focus around offices. In the context of the City, housing quality may be a key concern with office to residential conversions, due to density and design considerations.</p> <p>Additionally, the Direction complies with Policy SD5 (e) of the London Plan, which states the Mayor's support for removing office to residential permitted development rights across the whole of the CAZ, due to its strategic functions.</p> <p>To conclude, TfL is supportive of the City's Article 4 Direction due to the high provision of sustainable transport, which is optimised to support office development. Protecting office space, and considering any residential conversions on a case-by-case basis, supports Policy T1 of the London Plan and the Mayor's Transport Strategy. Additionally, this Direction is in clear compliance with London Plan policy SD5.</p>	
7	Historic England	As the Government's statutory adviser, Historic England is keen to ensure that conservation and enhancement of the historic environment is taken fully into account at all stages and levels of the planning process. Historic England supports the proposed direction, which we consider will allow suitable assessment of the contribution of office buildings through the planning process to the character and vitality of the areas of the borough in question. We note that much City is covered by conservation area designation, while there is also a highly	Support noted.

		significant concentration of listed buildings in the area. As a result, we consider that supporting mixed uses here is likely to benefit the continued sustainability and identity of the area and hence its heritage significance.	
8	City Property Association	<p>We write to formally support the making of a non-immediate Article 4 Direction for the whole of the City of London, removing permitted development rights granted by Class MA, Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021 for the change of use of a building or any land within its curtilage from offices (Use Class E(g)(i)) to residential (Use Class C3).</p> <p>We understand that it is proposed that the Direction will come into force on 1 August 2022, which is the day immediately following the date on which the City of London Corporation's current Article 4 Direction will lapse. Without the approval of the Article 4 Direction, the subject of this consultation, the CPA considers that the uncontrolled loss of offices would threaten harm to the City's position as a global commercial centre, potentially resulting in a significant loss of offices in the Square Mile.</p> <p>The CPA shares the concerns outlined in the Supporting Evidence accompanying the consultation, and agrees that the uncontrolled introduction of housing in the City would be liable to undermine the strength of the commercial environment, and as a result would seriously damage the ability of the City of London to continue to operate and evolve as an international centre for tech, innovation and financial and professional services – for the benefit of London and the country. The importance of the Square Mile, its ability to remain commercially competitive and to deliver significant commercial floorspace, is crucial following the UK's departure from the European Union.</p> <p>Within the City of London, the CPA recognise that the City Corporation has long sought to ensure that residential accommodation is located in specific clusters. This careful balancing and control of land uses within the Square Mile has traditionally been achieved via planning control, and it is considered that this continued control is required to sustain and enhance the City's critical role both for London at a regional level and for the whole of the UK. The CPA consider the City Corporation's policy approach to residential has been successful, such that it has seen the growth of a small residential population without compromising its ability</p>	Support noted

		<p>to also deliver the substantial commercial development which forms the core of the Square Mile. The uncontrolled conversion of office buildings to residential use, should, in the CPA's view, be avoided.</p> <p>The CPA considers that such loss of offices would impact on the potential for business development, and the potential to accommodate new jobs; and in addition, the uncontrolled spread of housing across the City into commercial areas could impact on the 24 hour operations of many existing City businesses and frustrate future commercial development. The direct loss of employment floorspace, is likely to lead to the permanent loss of the associated jobs, both direct and indirect, and linked expenditure and would also detract from the City's world-class economic, social, cultural and leisure role - including its attraction as a place for new businesses to open and for workers, visitors, and tourists to come.</p> <p>The CPA agrees with the Supporting Evidence that the loss of local planning control over the change of use of offices to residential could impact on the beneficial cluster of offices in the City of London, disproportionately impacting the supply of smaller offices suitable for SMEs and start-ups, and result in the introduction of residential uses into commercial areas, potentially impacting on the 24-hour nature of much of the City and resulting in a poor residential environment. Creating new residential accommodation in otherwise commercial areas often leads to the creation of additional constraints on future commercial uses nearby, due to the need to protect residential amenity and the potential sensitivity of residential occupiers. This would further worsen the health and vitality of the Square Mile, at a time when many retail and hospitality businesses are struggling following the impact of the Coronavirus pandemic.</p> <p>In conclusion, the CPA fully supports the making of a non-immediate Article 4 Direction, which the CPA considers is vital to the continued success and growth of the City of London.</p>	
9	Port of London Authority	<p>Thank you for consulting the Port of London Authority (PLA) on the City of London's consultation on the introduction of a Non-Immediate Article 4 Direction to ensure the continuation of the removal of national permitted development rights for the change of use of offices to residential. I have now had the opportunity to review the consultation documents and can confirm that the PLA has no comments to make.</p>	Noted

10	Mayor of London	<p>The Mayor strongly supports the introduction of this Article 4 Direction. The 2021 London Plan policies SD5 (Offices, other strategic functions and residential development in the CAZ) and E1 (Offices) encourage boroughs to introduce Article 4 Directions to remove office to residential permitted development rights, as part of a co-ordinated approach across the whole of the CAZ, to safeguard its role as a nationally significant office location.</p> <p>The City of London is recognised in the 2021 London Plan as a nationally important location for globally-oriented financial and business services. It plays a vital economic role in the agglomeration of office functions in the CAZ. It is estimated that the output of the CAZ, Northern Isle of Dogs (NIOD) and a 1km fringe around them stood at just under £228bn in 2017, accounting for nearly 53 per cent of London's output and just under 13 per cent of UK output. The CAZ and NIOD together contain more than 1.3 million office jobs. The ten CAZ boroughs (incorporating much of London's nationally significant office space) contained more than 20 million sq.m. of office floorspace in 2019/20. This equates to more than three quarters of London's total office stock and approximately one fifth of the total in England & Wales.</p> <p>The City's proposed Article 4 Direction to permanently remove office to residential permitted development rights from 1 August 2022 will help to safeguard the future sustainability of the CAZ and its role as nationally significant office location. It will support the contribution of this area to the London economy and employment and the prosperity of the whole UK nation.</p> <p>The Mayor is currently updating the strategic evidence to support London borough Article 4 Directions (commercial to residential permitted development) and intends to publish this evidence as soon as possible.</p>	Support noted.
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**TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT)
(ENGLAND) ORDER 2015**

DIRECTION MADE UNDER ARTICLE 4(1) TO WHICH ARTICLE 3 APPLIES

WHEREAS the City of London Corporation being the appropriate local planning authority ("the Council") within the meaning of article 4(5) of the Town and Country Planning (General Permitted Development) (England) Order 2015, is satisfied that it is expedient that development of the description set out in the First Schedule below should not be carried out on the land shown edged red on the attached plan, unless planning permission is granted on an application made under Part III of the Town and Country Planning Act 1990 (as amended).

NOW THEREFORE the said Council in pursuance of the power conferred on them by article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 hereby directs that the permission granted by Article 3 of the said Order shall not apply to development specified in the First Schedule below in respect of the land described in the Second Schedule and shown edged red on the attached plan.

FIRST SCHEDULE

Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E(g)(i) (offices) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) to a use falling within Class C3 (dwellinghouses) of that Schedule, being development comprised within Class MA of Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and not being development comprised within any other Class.

SECOND SCHEDULE

All land within the City of London.

This Direction will come into force on 1 August 2022 if confirmed.

Made under the Common Seal of the Mayor and Commonalty and Citizens of the City of London this 13th day of May 2021

The Common Seal of THE MAYOR AND
COMMONALTY AND CITIZENS OF THE
CITY OF LONDON was hereunto

affixed in the presence of:

..... [REDACTED]

Authorised Officer

Confirmed under the Common Seal of the Mayor and Commonalty and Citizens of the City of London this day of 2021

The Common Seal of THE MAYOR AND
COMMONALTY AND CITIZENS OF THE
CITY OF LONDON was hereunto

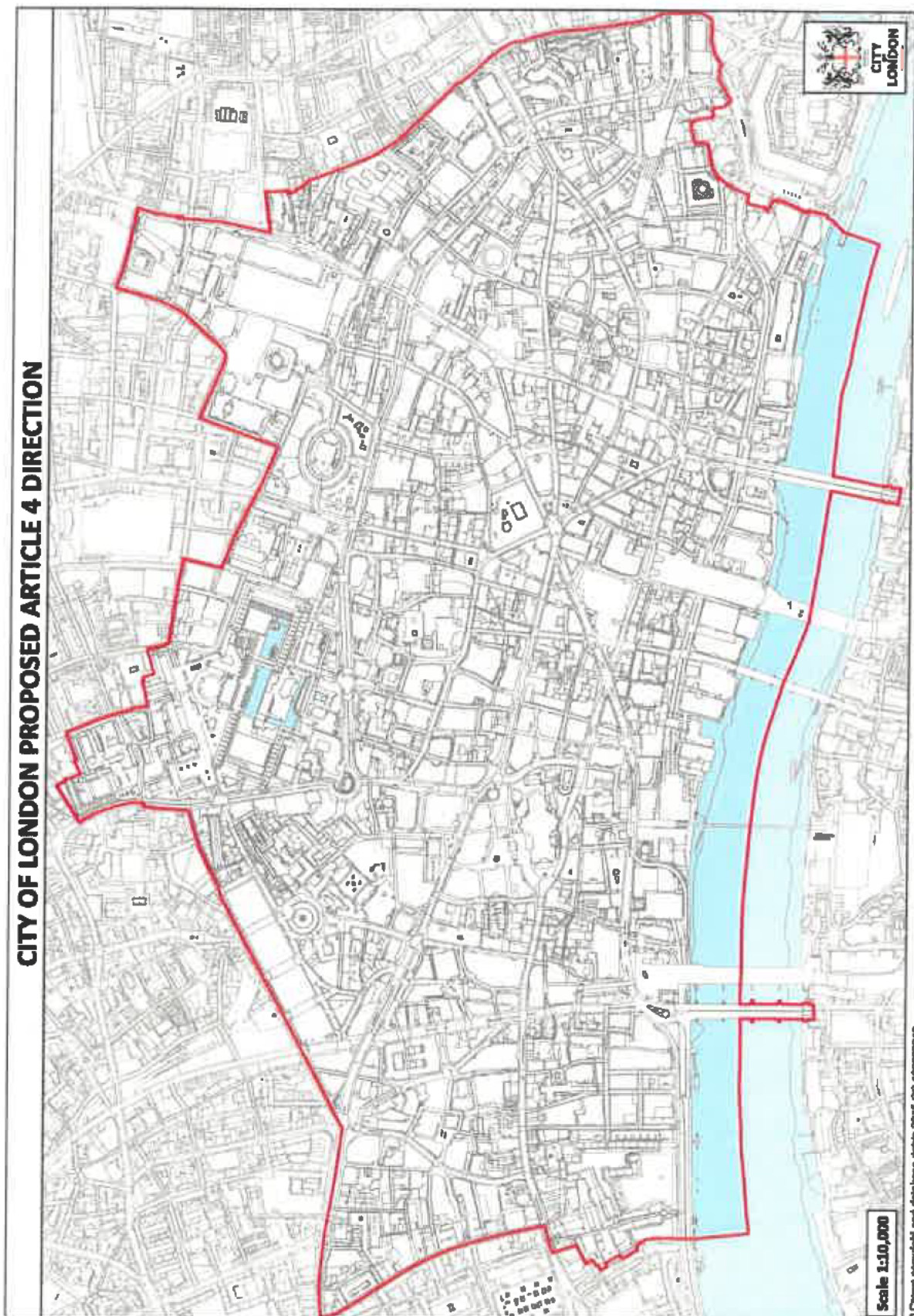
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Authorised Officer



CITY OF LONDON PROPOSED ARTICLE 4 DIRECTION



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Committee(s) Planning & Transportation Committee Licensing Committee	Dated: 20 July 2021 14 July 2021
Subject: Supporting the Recovery of the Hospitality Sector: Al Fresco Eating and Drinking Policy Update, Off-Sale and Temporary Event Notice easements.	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 2, 4, 5
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Jon Averbs, Director of Markets and Consumer Protection	Planning & Transportation: For Decision Licensing: For Information
Report authors: Aggie Minas – Licensing Officer	

Summary

To support the hospitality sectors recovery and to allow the businesses to operate whilst managing the risks arising from the COVID-19 pandemic the Business and Planning Act 2020 (the Act) was given Royal Assent on 22 July 2020. The Act initially relaxed licensing and planning laws until 30 September 2021 by (a) making it easier for the hospitality sector to obtain permissions to seat and serve customers outdoors, creating a fast-track pavement licence application process and (b) enabling automatic extension of alcohol off-sales to premises that already had permission for on-sales. Through the Business and Planning Act 2020 (Pavement Licences) (Coronavirus) (Amendment) Regulations 2021 (the B&P amendment regulations) the government has now extended these temporary provisions until 30 September 2022.

The City of London Alfresco Eating and Drinking Policy (the Policy) sets out the City Corporation's strategy aimed at facilitating the pavement licence application process whilst maintaining public safety during the COVID-19 pandemic and beyond. The policy has been amended to incorporate the provisions of the B&P amendment regulations. The amendments have been highlighted in the attached policy for ease of reference.

This report provides a summary of pavement licences currently granted and outlines proposals to facilitate the pavement licence application process until 30 September 2022.

Recommendation(s)

Members are asked to:

1. Agree the streamlined reapplication process as outlined in paragraph 8 of this report.
2. Agree the pavement licence duration period as outlined in paragraph 10(a) of this report.
3. Agree a zero fee for all pavement licence applications as outlined in paragraph 10(b) of this report.
4. Agree the strengthened requirement to comply with the new national Counter Terrorism Protective Security Pavement Licence guidance in para 10(c) of this report.

Main Report

Background: Business and Planning Act 2020

1. The Business and Planning Act 2020 (the Act) was given Royal Assent on 22 July 2020. The Act introduced a new temporary pavement licence application process making it easier for premises serving food and drink to apply for permission to place furniture on the highway for the purposes of seating and serving customers outdoors.
2. The temporary provisions in the Act for pavement licensing were set to expire on 30 September 2021. However, through the B&P amendment regulations, these provisions have been extended until 30 September 2022.
3. The new provisions only apply to applications made on or after the B&P amendment regulations come into force (date to be confirmed by government). This means that any applications submitted before the effective date will only be valid until 30 September 2021 and those premises will need to reapply to maintain their pavement licence beyond that date. There is no automatic extension.
4. The revised Alfresco Eating and Drinking Policy (the Policy) is shown at Appendix 1, defines the application and determination process, the licence fee, duration, conditions and enforcement options where necessary.
5. The Policy currently states that a licence issued by the City Corporation will last for a period of 6 months with the potential to re-apply if safe and appropriate to do so. The 6-month period was set to enable the City Corporation to monitor pedestrian/footfall numbers, temporary highway changes and the aggregate number of pavement licences in any given area.
6. The Act allows the local authority to set a fee up to a maximum of £100. In doing everything possible to assist businesses bounce back from the pandemic, the City Corporation set the fee at zero.

Current Position

7. Since August 2020, the City Corporation has received 168 applications of which 97 have been first grants and 39 have been renewals. 21 applications

have been refused due to police, counter terrorist or public objections and 11 have been invalidated. There are currently 87 live licences all of which are expected to reapply using the extended provisions.

Proposals

The B&P Amendment Regulations

8. Processing the applications is time consuming and in order to streamline the reapplication process, the City Corporation will invite those business that currently benefit from a pavement licence to confirm by way of email that they propose to reapply on the same terms as before, capturing the mandatory requirements of the Act. Statutory consultation with stakeholders will remain the same and all comments will be considered as part of the decision-making process. This proposal is reflected in paragraph 3.2.1 of the revised policy.
9. Any new applications will continue to be submitted via the existing on-line portal.
10. In order to continue to facilitate hospitality sector business recovery in the square mile and to ensure public safety, it is proposed that the City Corporation:
 - a. issues any new licences until 30 September 2022 when the extended temporary provisions expire. This is with the proviso that a licence may be revised or revoked dependant on pedestrian footfall changes in the City and the aggregate number of pavement licences in any given area. In order to ensure the safety of residents, workers and visitors as people return to the Square Mile, all licences will be subject to regular monitoring by the City Corporation's enforcement officers. This proposal is reflected in paragraph 1.11 of the revised policy.
 - b. extends the zero fee to all applications received for the duration of the temporary provisions for pavement licensing.
 - c. Strengthen the requirement for licensees to consider counter terror vulnerabilities in the premises risk assessment and require that the new national guidance 'Counter Terrorism Protective Security Pavement Licence Conditions' is complied with in relation to CCTV systems and ACT (Action Counters Terrorism) training. This proposal is reflected in paragraph 7.3 of the revised policy.

Licensing Act 2003

11. The Alcohol Licensing (Coronavirus) (Regulatory Easements) (Amendment) Regulations 2021 (the Licensing amendment regulations) extend the temporary modifications to the Licensing Act 2003 until 30 September 2022. The modifications relate to the automatic extension of off-sales to premises that currently only permit on-sales, and for those that have existing off-sales permission with conditions, to have those conditions temporarily disapplied.

12. This is relevant to the City's street space as it could potentially mean more vertical drinking on the highway once hospitality restrictions are lifted and no longer require alcohol to be served to persons seated on the premises.
13. The Licensing amendment regulations further amend the Licensing Act 2003 by increasing the number of Temporary Event Notices (TENs) that may be given by a premises from 15 to 20 in any calendar year for the years 2022 and 2023 and the total number of days permitted by those TENs from 21 to 26 in any calendar year.

Corporate & Strategic Implications

14. The proposals within this report will help to meet four of the overriding aims contained within the Corporate Plan 2018-23 namely to: make people safe and feel safe, people enjoy good health and wellbeing, communities are cohesive and have the facilities they need, businesses are trusted and socially and environmentally responsible.

Financial Implications

15. Based on 168 pavement licence applications received since August 2020, 11 of which were invalidated, the remaining 157 applications would have generated an income of £15,700 if the maximum fee of £100 had been charged. The City Corporation has estimated a cost of £180 to process the applications meaning a net cost of £28,260 to the authority so far.
16. It is anticipated that all 87 live licences will be applied for again upon expiry. The estimated cost of processing a second application is £140 per application so the net cost to the authority for those will be £12,180.
17. Many of the City Corporation's tables and chairs licences have been replaced by pavement licences and this will mean a loss of income on the tables and chairs budget. At present, only 73 of the original 138 tables and chairs licences have been reinstated. It is difficult to gauge the financial implications on the tables and chairs income as many hospitality venues in the square mile still remain closed and despite the forthcoming easing of restrictions on 19 July 2021, they may not reopen until such time that footfall in the City increases to make business viable for them. With the temporary provisions for pavement licences extended until 30 September 2022, businesses are more likely to opt for the free pavement licence as opposed to reinstating their tables and chairs licence when they reopen.

Conclusion

The City's Al Fresco Eating and Drinking Policy has been refreshed to further support the recovery of the hospitality sector and facilitate City businesses to operate safely whilst managing the risks arising from the COVID-19 pandemic.

Appendices

Appendix 1

Al Fresco Eating and Drinking (Business and Planning Act 2020) Policy – July 2021 version

Background Papers

Planning and Transportation Report 14 July 2020

Business and Planning Act 2020.

The Business and Planning Act 2020 (Pavement Licences) (Coronavirus) (Amendment) Regulations 2021

The Alcohol Licensing (Coronavirus) (Regulatory Easements) (Amendment) Regulations 2021

COUNTER TERRORISM PROTECTIVE SECURITY Pavement Licenses (CT) Conditions, available at:

<https://www.cpni.gov.uk/system/files/documents/5c/8e/2021%20Pavement%20Licenses%20%20Licensing%20CT%20inserts%20National%20-%200.2%20.pdf>

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City of London

Reopening the hospitality sector:

Alfresco eating and drinking under the
Business and Planning Act 2020

July 2021



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Introduction

The Covid-19 pandemic has affected businesses across the economy, particularly the hospitality sector, causing many of them to cease trading for several months while others have had to significantly modify their operations.

On 25 June 2020, the Government announced urgent relaxations to licensing and planning laws to support the hospitality sector. The new Business and Planning Act 2020 (the Act) introduces significant changes designed to help food and alcohol licensed premises survive and then bounce-back from the pandemic lockdown by removing short term obstacles that could get in their way.

As lockdown restrictions are lifted but social distancing guidelines remain in place, the Act makes it easier for premises serving food and drink such as bars, restaurants, cafes and pubs, to seat and serve customers outdoors through temporary changes to licensing and planning procedures. Initially, the temporary measures to boost the economy were set to expire at the end of September 2021. **The government has now extended these provisions until 30 September 2022.**

The measures in the Act include a temporary fast-track process for these businesses to obtain permission, in the form of a 'pavement licence', from the City of London Corporation (the City Corporation) for the placement of furniture such as tables and chairs on the pavement adjacent to their premises. This will enable them to maximise their capacity whilst adhering to social distancing guidelines.

The Act also modifies the provisions of the Licensing Act 2003 to automatically vary most premises licences with alcohol on-sales to allow for off-sales.

As the economy starts to re-open, the City Corporation welcomes the Act and acknowledges the importance of helping businesses adjust to new ways of working and to succeed in new and challenging conditions over the coming months. Public safety remains at the heart of the City Corporation's consideration and it has adopted measures to provide safer spaces for people walking and cycling, and queuing outside shops and offices to socially distance whilst balancing that with the need to support businesses in their return to work.

The City Corporation has adopted five principles which it will apply in considering applications under the new Act:

- To put safety first
- To recognise the need to nurture a thriving economy in the City
- No privatisation of public space
- Having regard to space required to queue outside premises
- Having regard to new or existing public seating nearby

"The resumption of outdoor dining is a welcome shift, but it is vital that the return of social spaces continues to be safe for all workers, residents and visitors to the City. We are ready to support the safe, sustainable and gradual return of people to the City, as it again becomes the thriving world-class centre for business" Alistair Moss, Chairman of Planning and Transportation Committee

"A world-class hospitality offering is a fundamental and increasingly important element of the Square Mile. We know that the outdoors is playing a leading role in the 'new normal' so it is vital that The City Corporation has shown tremendous initiative by adopting these changes early so we are prepared to welcome people and businesses as soon as it is safe for them to return"

Sophie Fernandes, Chairman of Licensing Committee

Part A: Pavement Licensing

Section 1

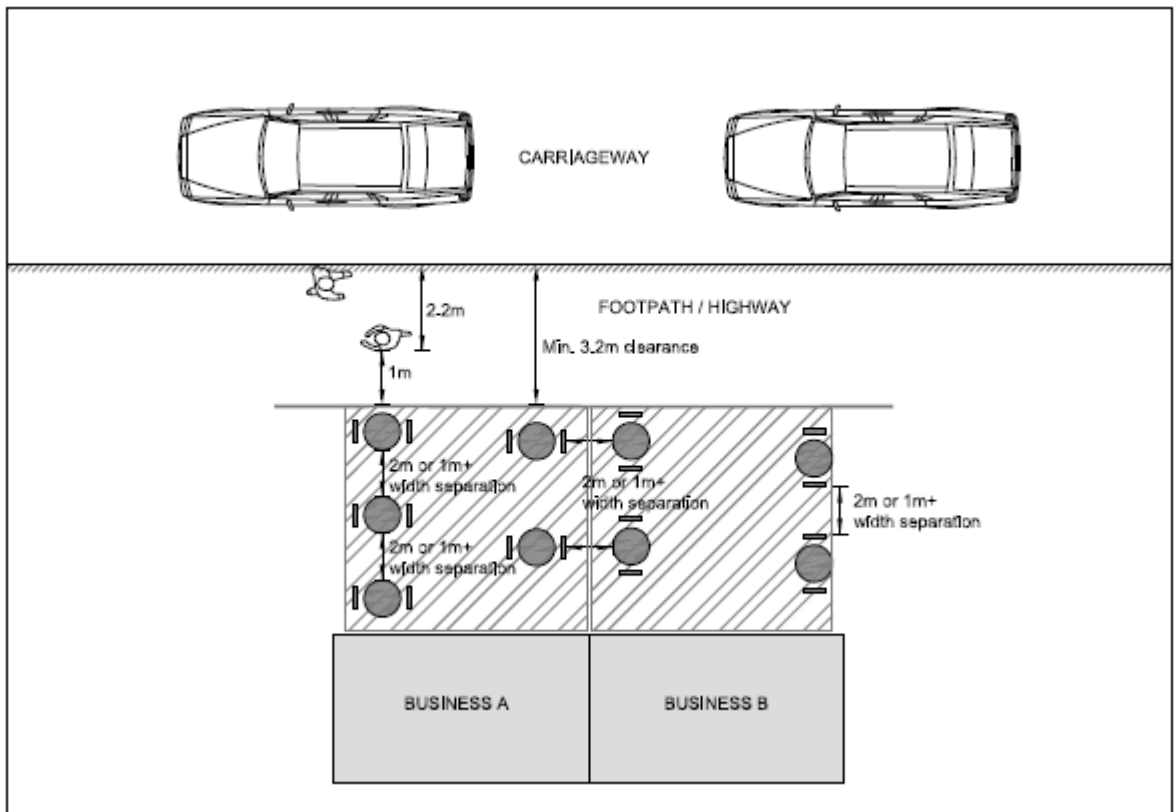
1. Scope for pavement licensing in the City of London

- 1.1. There will be an increased demand for outside space by businesses wanting to place tables and chairs on the highway and this must be balanced with the need to enable social distancing for pedestrians.
- 1.2. The City Corporation will support businesses in their Covid-19 recovery as much as it can to ensure that they reopen in a safe manner as soon as possible.
- 1.3. Balanced with that, the City Corporation must provide residents, workers and visitors to the City with a safe and comfortable environment when travelling into and within the Square Mile, particularly when travelling on foot, by bike and on public transport whilst social distancing measures are still in place.
- 1.4. With a unique street layout, often comprising of narrow lanes following their original medieval design, surrounded by large high-rise buildings and with high volumes of pedestrians, the Square Mile faces a number of challenges which are not present in other areas of London.
- 1.5. In considering whether to issue a pavement licence, the City Corporation will have in mind environmental and public safety considerations, together with other relevant policies including the five key principles agreed at Planning and Transportation Committee on 23 June 2020:
 - i) To put safety first
 - ii) To recognise the need to nurture a thriving economy in our City
 - iii) No privatisation of public space
 - iv) Having regard for space required to queue outside premises
 - v) Having regard to new or existing public seating nearby
- 1.6. When considering whether to grant a pavement licence, the City Corporation will, having regard to those five principles, assess a variety of factors including
 - a) Public health and safety including compliance with current social distancing guidelines, crowd management, queue management, proximity to existing public seating or new public seating areas provided as part of the COVID-19 recovery programme, queues likely to be forming from nearby businesses
 - b) Public amenity including the potential to create nuisance to neighbouring occupiers by generating anti-social behaviour and litter
 - c) Accessibility including the width of the highway, the needs of disabled people, pedestrian footfall, especially at peak times, suitable access to all members of the public using the highway, the presence of existing street furniture, the number of other permissions issued for areas in or near the proposed permitted area
 - d) Policy changes brought in during the pandemic that particularly affect pedestrian and traffic movement

- e) The potential to safely reallocate carriageway to provide space for tables and chairs that are privately managed but clearly signed as available for public use
- 1.7. Hours of Operation: Under this fast track process, the City Corporation will only consider applications for pavement licences between the hours of 07:00 and 23:00 except in exceptional circumstances. This is to minimise the potential for crime and disorder and public nuisance.
- 1.8. Unobstructed footway width:
- 1.8.1. The City Corporation has determined through its Tables and Chairs Policy that a minimum width of 2.2 metres must be maintained on all footways for pedestrian use. This means that where a business occupies pavement space with furniture, there must be a minimum of 2.2 metres of unobstructed space between the edge of the furniture and the edge of the pavement or to the edge of another obstruction (e.g. bike rack). This is without taking social distancing requirements into account.
 - 1.8.2. Since March 2020, footfall in the City of London has been well below its usual level of circa 0.5 million workers daily, with many city-based office staff still working from home.
 - 1.8.3. Whilst footfall in the City of London remains low and subject to social distancing easements, it is possible to consider pavement licence applications in lower footfall areas where a minimum width of only 2.2 metres is maintained. Each application will be considered on its own merits.
 - 1.8.4. In some areas where footfall is generally higher, for example around London Underground and National Railway station entry/exit points, an unobstructed footway of more than 2.2 metres may be required. This is in order to allow pedestrians to social distance if required and to prevent footways from becoming congested. In these instances, a clear footway width of 3.2 metres may be required. Each application will be considered on its own merits.
 - 1.8.5. As footfall in the City of London returns to normal, footways may become congested and it may become difficult to achieve social distancing if required between pedestrians and those seated without people having to walk on the kerb line. In these instances, a clear footway width of 3.2 metres may be required for pedestrian use. This will enable the 2.2 metre width for pedestrians plus a 1 metre distance between pedestrians and people seated at tables and chairs outside the premises. Each application will be considered on its own merits.
 - 1.8.6. Where a pavement licence has been granted with a minimum 2.2 metre of unobstructed footway and there is evidence of congestion on that footway to the detriment of pedestrian health and safety, the City Corporation may require that some or all of the furniture is removed from the pavement to facilitate the safe flow of pedestrians.

1.9. **City Streets:** Many City streets are too narrow to accommodate pavement licences whilst meeting the minimum restrictions set out in paragraph 1.8 above.

1.10. Applications should only be made in respect of City streets which are wide enough to accommodate furniture and maintain a minimum of 2.2 metre width (or 3.2 metre width where necessary) for pedestrians passing in either direction. This illustration sets out the City Corporation's requirements:



1.11. Duration of licence

- a) The statutory provisions for pavement licensing were set to expire on 30 September 2021 but the government has since extended this provision until 30 September 2022. Premises that currently benefit with a pavement licence expiring on 30 September 2021 must reapply for a new licence. Licences are not automatically extended.
- b) New pavement licences will be issued for the full term until 30 September 2022 unless (i) a shorter period is specified on the application or (ii) there are unique grounds on the merits of an individual application to issue it for a shorter period.
- c) Notwithstanding the statutory requirement to issue a licence for a minimum of 3 months, any application received after 16 June 2022 will only have a licence granted until 30 September 2022.
- d) The City's streets are undertaking a period of change in terms of both pedestrian numbers and temporary changes to the highway to deliver the City Corporation's Covid-19 transport recovery plan. In order to ensure the

safety of residents, workers and visitors as people return to the Square Mile, all licences will be subject to regular monitoring by the City Corporation's enforcement officers. A licence may be revised or revoked dependant on pedestrian footfall changes in the City and the aggregate number of pavement licences in any given area. Powers to amend/revoke a licence are set out in Section 6 below.

- e) There will be no charge for a reapplication.

Section 2

2. Pavement Licence: Definitions

- 2.1. **Pavement licence:** A pavement licence is a licence granted by the City Corporation, or deemed to have been granted, which allows the licence-holder to place removable furniture on part of a relevant highway adjacent to the premises in relation to which the application was made. A licence permits the holder to use furniture placed on the highway to sell or serve food or drink and/or allow it to be used by persons for consumption of food or drink supplied from, or in connection with the use of the premises.
 - 2.2. **Eligible persons / businesses:** A person (includes a body corporate) who uses or proposes to use any premises (a) as a public house, wine bar or other drinking establishment, or (b) for the sale of food or drink for consumption on or off the premises can apply for a licence. Eligible businesses include public houses, cafes, bars, restaurants, snack bars, coffee shops, and ice cream parlours.
 - 2.3. **Eligible locations:** Licences can only be granted in respect of highways listed in Part 7A of the Highways Act 1980. Generally, these are footpaths restricted to pedestrians or are roads and places to which vehicle access is restricted or prohibited. In the City of London this includes the footpaths, certain carriageways and city walkways. Highways maintained by Network Rail or over Crown land are exempt so a licence cannot be granted.
 - 2.4. **Furniture:** Furniture which may be used is:
 - a) counters or stalls for selling or serving food or drink;
 - b) tables, counters or shelves on which food or drink can be placed;
 - c) chairs, benches* or other forms of seating that meet accessibility standards; * **benches generally do not meet accessibility standards and permission for these will likely not be granted by the City Corporation.**
 - d) umbrellas, barriers*, heaters** and other articles used in connection with the outdoor consumption of food or drink;
- * **Barriers** - it is the City Corporation's policy not to permit barriers as they provide additional obstructions in our narrow streets. However, barriers may be considered where they provide mitigation from vehicle attack.

**** Heaters** - in order to support the hospitality sector during the winter months, the City Corporation will allow patio heaters from October 2020 through to March 2021. For environmental reasons, it is preferable to use zero / low carbon emitting electric heaters although gas heaters will be permitted if there is no easy electric supply to the pavement licensed area. Where it is proposed to use patio heaters, a risk assessment must be submitted with the application.

The furniture must be removable, which in principle means it is not a permanent fixed structure, is able to be moved easily and stored away every evening.

2.5. Other consents (food and alcohol) / Planning Permission / Street Trading

2.5.1. Other consents: The grant of a pavement licence only permits the placing of furniture on the highway. Other regulatory frameworks still apply; food businesses must be registered with the City Corporation and alcohol sales must only be made in accordance with a premises licence granted under the Licensing Act 2003. A sale of alcohol may only be made within the area defined in the plan attached to an alcohol premises licence and does not extend to the area covered by a pavement licence.

2.5.2. Planning Permission: A pavement licence when granted, or deemed to be granted, benefits the licence holder with deemed planning permission to use the land for anything done pursuant to the licence whilst the licence is valid.

2.5.3. Street Trading: Anything done by the licence holder under the terms of a pavement licence will not be street trading for the purpose of the City of London (Various Powers) Act 1987 as amended by the City of London (Various Powers) Act 2013.

Section 3

3. Pavement Licence: Application Process

3.1. Existing Tables and Chairs licence or pending application

3.1.1. Existing licence: During the lockdown period, the City Corporation suspended all existing tables and chairs licences granted under Part 7A of the Highways Act 1980. These licences will only be reinstated where it is safe to do so taking into account environmental and public safety considerations together with other relevant policies including the City Corporation's 5 key principles. If an application for a pavement licence is made and subsequently granted, the tables and chairs licence will have no effect whilst the pavement licence is in force.

3.1.2. Pending application: If an application for a tables and chairs licence under the Highways Act 1980 has already been made but not determined, the applicant may proceed with that application which will be determined taking into account environmental and public safety considerations together with other relevant policies including the City Corporation's 5 key principles. However, an applicant may opt to make a fresh application for a

pavement licence under the new process. If an application for a pavement licence is submitted, the application for a tables and chairs licence is treated as withdrawn. If a fee has been paid in connection with that application, no further fee is payable in connection with the application for a pavement licence.

3.2. Submission of an application for pavement licence

3.2.1. Premises that currently benefit with a pavement licence:

(a) In order to streamline the process for premises that currently benefit with a pavement licence, the City Corporation will invite those business to confirm by way of email that they propose to reapply on the same terms as before, capturing the mandatory requirements of the Business and Planning Act 2020

(b) Statutory consultation with stakeholders will remain the same and all comments will be considered in the decision-making process.

3.2.2. Premises that do not have a current pavement licence:

An application for a pavement licence must be made to the City Corporation using our online platform at www.cityoflondon.gov.uk . The following information will be collected as part of the application:

- a) Applicant details including name and address
- b) Business premises details including trading name, address and type of business use
- c) Details of the area of highway to be used by the business
- d) A location plan of the premises with the proposed area of highway to be used shown by a red line, so the application site can be clearly identified, together with:
 - The positions and number of proposed tables and chairs, together with any other furniture to be placed on the highway
 - The plan does not have to be to scale but it must include clear measurements of, for example, furniture, pathway width/length, building width and any other fixed item in the proposed area **and should indicate distance between furniture in accordance with the relevant COVID-19 risk assessment for the business. Please see illustration in paragraph 1.10 above.**
 - Fire exits of premises as well as those of neighbouring properties if affected by the area of highway to be used.
- e) Description of and photos or brochure images showing the proposed type of furniture and information on potential siting of it within the area applied;
- f) Proposed hours of highway use for the placing of furniture

- g) Evidence that the applicant has met the requirement to give notice of the application (for example photographs of the notice outside the premises and of the notice itself);
- h) A declaration that the applicant has a current certificate of public liability insurance against the insured's legal liability for death of or bodily injury to or disease contracted by a third party and/or loss of or damage to a third party properly arising out of or in the course of or in connection with the carrying out of the insured's business at the application premises and pavement licence site:
 - Inclusion of an indemnity to Principals Clause operative at the request of the insured.
 - A minimum limited of indemnity for any one occurrence of £5,000,000.00
- i) **There will be no fee charged for pavement licence applications in the City of London.**

An application will only be deemed valid when submitted in the correct manner as set out above, with all sections of the form completed and it is submitted with all required documents and a fee if applicable.

3.3. Consultation

3.3.1. The applicant is encouraged to talk to neighbouring businesses and occupiers prior to applying to the local authority, and so take any issues around noise, and nuisance into consideration as part of the proposal

3.3.2. A public consultation period of 7 days will commence the day after a **valid application** is made to the City Corporation. Bank holidays, Christmas day and Good Friday will not be counted as part of the 7 days. The consultation will consist of the following:

- The City Corporation will publish the application on its website for the duration of the 7-day consultation period. The last date for representations will be made clear and representations will not be accepted after this date.
- The applicant must fix a notice of the application to the premises so that it is readily visible and can be read easily by members of the public for the duration of the 7-day consultation period. A template is attached as Appendix C. **The applicant must email the City Corporation evidence that the notice has been fixed.**
- In addition to the statutory consultation with the Highways Authority (where the authority is not the City Corporation), the following will also be consulted: City of London Police, City of London Pollution Control Team, City of London Commercial Environmental Health Team, Access

Team, City Surveyors, Street Environment Team, Planning & Transportation Team

- Applications will also be added to the licensing application bulletin email for wider distribution.

During the consultation period, representations relating to the application may be made by any person. The City Corporation must take into account any representations received during the public consultation period when determining the application.

Section 4

4. Pavement Licence: Determination

4.1. In determining an application for a pavement licence, the City Corporation will take into consideration a range of factors including the criteria set out in Section 1 and the conditions set out in Section 5. A site assessment may be carried out by an authorised officer to ensure that no obstruction to the highway would be caused by licensing the proposed site.

4.2. Any representations made during the consultation period will be taken into consideration. Representations that do not relate directly to the granting of a pavement licence may be given less weight when determining an application. Representations received outside the consultation period will be disregarded.

4.3. The City Corporation may

- a) grant the licence in respect of any or all of the purposes specified in the application,
- b) grant the licence for some or all of the part of the highway specified in the application, or
- c) reject the application.

Any licence granted will be subject to the City Corporation's published standard conditions.

4.4. The City Corporation must determine an application within a 7-day determination period. Decisions will be communicated to the applicant by way of email before the determination period ends.

4.5. If the City Corporation does not determine an application by the end of the 7-day determination period, the licence is deemed to be granted by the City Corporation.

4.6. Any pavement licences granted by the City Corporation will be valid for a period of 6 months subject to no licence extending beyond 30 September 2021. Any pavement licence deemed to be granted will be valid for one year commencing the day after the determination period ends and subject to no licence extending beyond 30 September 2021.

- 4.7. A person may apply for further pavement licences in respect of the same premises, provided that the determination period for any previous application made has ended.
- 4.8. A licence holder may surrender a pavement licence at any time by email notification to the City Corporation at licensing@cityoflondon.gov.uk . If a fee has been paid for the licence, there will be no refund of the fee where a licence is surrendered.
- 4.9. The City Corporation will reject a pavement licence where the site is deemed unsuitable or unsafe having applied the criteria set out in Section 1, the conditions in Section 5 cannot be met, or if representations are made which raise issues that cannot be mitigated by way of conditions. If a fee has been paid, it will not be refunded where an application is rejected. There is no statutory right of appeal against a decision to reject an application. If an applicant is aggrieved by a decision to reject an application for a pavement licence, they can make a complaint to the Director of Port Health and Public Protection at licensing@cityoflondon.gov.uk setting out clear reasons for the complaint. The Director will consider the complaint within 14 days. Alternatively, an applicant may wish to make an application for a tables and chairs licence under Part 7A of the Highways Act 1980 which includes an arbitration process for contested applications.

Section 5

5. Pavement Licence: Conditions

- 5.1. All conditions set out in this section will apply to any pavement licence granted or deemed to have been granted by the City Corporation.
- 5.2. The City Corporation may impose additional conditions to a pavement licence as it considers reasonable and appropriate to a particular case, with the exception of licences deemed to be granted which are subject only to conditions published before the application was made.
- 5.3. **City of London Standard Conditions:** The City Corporation's standard conditions applicable to all pavement licences granted or deemed granted are attached as Appendix A.
- 5.4. **Default Conditions as set out Section 3(6) and 5(4) of the Act:** The default 'no obstruction' and 'smoke-free seating' condition is set out in Appendix B.
- 5.5. **National Conditions as provided by the Secretary of State:** The Secretary of State, in exercise of his powers under [clause 5(6)] of the Business and Planning Act 2020, may make provisions for national conditions by way of regulation.

Section 6

6. Pavement Licence: Enforcement/Revocation

- 6.1. If the licence-holder breaches any condition of a pavement licence the City Corporation may:

- a) Serve a notice on the licence holder requiring measures to be taken to remedy the breach as specified within the notice and within a specified time scale. If the licence holder fails to comply with the notice, the City Corporation may take the steps itself and recover the costs of doing so from the licence holder

- b) Revoke the licence (whether or not a remediation notice has been issued)

6.2. The City Corporation may also revoke the licence where:

- a) There are risks to public health or safety – for example by encouraging users to breach government guidance on social distancing by placing tables and chairs too close together;
- b) there is anti-social behaviour or public nuisance – for example, the use is increasing the amount of noise generated and litter is not being cleaned up;
- c) the highway is being obstructed (other than by anything permitted by the licence);
- d) it comes to light that the applicant provided false or misleading statements in their application; or
- e) the licence holder did not comply with the requirement to affix the notice to notify the public for the relevant period.

Section 7

7. Other considerations: Counter Terrorism Advice

7.1. Greater use of open spaces through alfresco eating and drinking increases the public's vulnerability to terrorist attacks. There is no specific information or intelligence to suggest that any particular premises in the City of London are under any immediate threat from a terrorist attack, however the threat to the UK from terrorism is currently assessed as SUBSTANTIAL, and this means an attack is likely.

7.2. Each application for a pavement licence will be referred to a City of London Police Counter Terrorism Security Advisor (CTSA). Each application will be considered on its own merits and the advice of the CTSA will be passed on to the licence holder for action. If a licence holder fails to comply with CTSA advice, a remediation notice may be served on the licence holder or the licence may be revoked if it is in the public interest to do so. Where an objection is raised by the CTSA the application will be refused.

7.3. Where a licence is granted, licence holders will need to carefully consider the increased vulnerabilities to their customers. The security of those customers must not be overlooked and **must** be covered in the licence holder's risk assessment. Details of what to include in a terrorist threat risk assessment are included in but not limited to those set out in Appendix D. **In particular, licensees will be expected to comply with requirements 5 and 6 of the risk assessment (CCTV systems and ACT (Action Counters Terrorism) training) as set out in the new national guidance 'Counter Terrorism Protective Security Pavement Licence Conditions'. Failure to comply may result in a remedial notice being served on a licence holder or ultimately, revocation of the pavement licence.**

Part B: Alcohol Licensing

Section 8

8. Automatic Off-Sales Extension

- 8.1. The Business and Planning Act 2020 (the Act) modifies the provisions in the Licensing Act 2003 to provide automatic extensions to the terms of premises licences with alcohol on-sales to allow for off-sales (subject to exemptions in paragraph 7.9 below). It is a temporary measure to boost the economy, with provisions lasting until the 30 September 2022.
- 8.2. The measures make it possible for licensed premises that have only an on-sales licence to sell alcohol for consumption off the premises. This allows businesses to trade whilst keeping social distancing measures in place inside.
- 8.3. The measures also make it possible for licensed premises that have off-sales with certain restrictions to sell alcohol without those restrictions applied.
- 8.4. There is no need for an application to be made and no fee to be paid.
- 8.5. **Premises with alcohol licences that currently only permit on-sales:**
- (a) Licensees who have a premises licence that only permits on-sales automatically benefit with off-sales permission during the same hours permitted for on-sales or until 11pm, whichever is earlier. Off-sales are permitted in open containers and allow deliveries of alcohol to residential or work buildings. If longer hours are required for off-sales (than the on-sales or 11pm), an application to vary the licence must be made in accordance with Section 34 of the Licensing Act 2003.
 - (b) Licensees who have a premises licence that permits on-sales with an outdoor area such as beer garden or terrace within their 'red line drawing' with time restrictions on use of the outdoor areas will only be permitted new off-sales at times when they would be permitted on-sales within their outdoor area.
- 8.6. **Premises with alcohol licences that currently permit on-sales and off-sales with restrictions:**

Licensees who have a premises licence that permits on-sales and off sales with certain restrictions will have those restrictions automatically suspended. There are three types of restrictions (conditions) that are suspended:

- a) Restrictions on times for off-sales. Off-sales can now mirror the times for on-sales or 11pm or the closure time of an outdoor area, whichever is earlier. This would apply, for example, if the times of off-sales in an outdoor area which is outside the 'red line drawing', hence "off" the premises, is limited by condition, and more restrictive than the hours for sales inside the premises.
- b) Restrictions on selling alcohol for off-sales in an open container. Open containers are now automatically permitted, and any condition requiring off sales to be in sealed containers only is disapplied.

- c) Restrictions on deliveries to the door (of office or residential properties). Home (office) deliveries are now automatically permitted, without any additional conditions.

All other restrictions on a premises licence still apply, including restrictions on using outdoor areas that form part of the premises or restrictions on off-sales that do not relate to hours, sealed containers or deliveries.

8.7. Premises with alcohol licences that currently permit on-sales and off-sales without restrictions

These licences are unaffected

- 8.8. Exemptions to the automatic extension of off-sales:** Licensees who have had an application for an off-sales permission refused or had their off-sales permission excluded by variation or at review within the last three years, will be excluded from this automatic licence extension. This is a safeguard to ensure that where it has recently been decided that the licensee should not have the permission, they do not receive it through the Business and Planning Act 2020. If those premises want to benefit from off-sales, or have off-sales without restriction, they must apply to vary their premises licence in accordance with Section 34 of the Licensing Act 2003.

Section 9

9. Review Procedures

- 9.1. If any premises cause particular problems in operating under the automatic extension of off-sales, then any responsible authority (the Police, Environmental Health, Licensing Authority, Trading Standards and others) can apply to the City Corporation for a review of the new automatic off-sales permission. The review application must be based on one or more of the four licensing objectives. The review application works in a similar way to the existing summary review application, so it is a fast-track review application. The Licensing Authority has the power to consider it quickly, and apply interim steps, within 48 hours, just like a regular summary review.
- 9.2. In considering such a review, the Licensing Authority can only take into account the automatic extension for off-sales itself, and whether that should be removed. The licence cannot be revoked under this procedure
- 9.3. The Licensing Authority can remove the automatic right to have off-sales, or can reimpose conditions, such as time limits in beer gardens, or restrictions on home deliveries, in the off-sales review. The licensing authority can apply interim steps without the licence holder being present, but the licensee has the right to be heard to review interim steps, and there is a mandatory fully review hearing 28 days after the off-sales review application by the responsible authority. At this full review, only the off-sales provision may be considered and not the rest of the licence.
- 9.4. A licence holder has a right of appeal against a decision to remove the automatic extension of off-sales to a Magistrates Court.

Section 10

10. City of London: Managing Outside drinking

10.1. With the temporary relaxation of licensing and planning laws until 30 September 2022, more pubs, bars, restaurants and cafes in the City of London will take advantage of being able to serve customers outdoors. As a result, there is the potential for an increase in noise and anti-social behaviour. It is essential that licence holders have provisions in place to manage their outside drinking and eating areas in order to lessen the impact on neighbouring residents and other businesses.

10.2. Licence holders are responsible for managing their customers consuming alcohol outside their premises. It is good practice to have a documented policy on managing outside drinking to include but not limited to:

- a) **Social distancing:** The government has produced guidelines to assist businesses in returning to work during the COVID-19 pandemic. The guidelines are constantly evolving and changing and licence holders are responsible for keeping risk assessments up to date to ensure the safety of their customers.
- b) **Noise from patrons:** Customers smoking, eating and drinking in outdoor areas including the public highway should be monitored by staff to prevent public nuisance. Licence holders should display prominent signs asking customer to be respectful of neighbouring property owners and to keep noise to a minimum.
- c) **Obstruction:** Customers must not be allowed to obstruct the highway or the doorways of neighbouring residential, commercial or office premises. Customers queueing to enter premises must be managed to prevent any such obstruction. Customers must not be permitted to congregate on the carriageway causing obstruction to vehicular traffic. Pedestrians must have unobstructed access to the highway and should not be forced to step into the road to pass by.
- d) **Customer safety:** Licence holders may wish to use toughened or polycarbonate glass in outside areas. Staff should monitor outside areas and collect empty glassware regularly. Spillages and or broken glass must be swept away immediately.
- e) **Litter:** Outside areas should be monitored regularly by staff and any litter generated by customers including food wrappers and cigarette butts should be cleaned up regularly and at the end of each evening.
- f) **Theft of personal belongings:** With more customers using external areas, there is more potential for opportunist theft of personal belongings. Licence holders may wish to use chelsea hooks on external furniture, display external signage warning customers of the risk of bag thefts and pick-pocketing. Staff monitoring outside areas should be vigilant at all times and remind customers to look after their personal belongings.

Appendix A

City of London Pavement Licence Standard Conditions

These standard conditions are made pursuant to Section 5(2) of the Business and Planning Act 2020. To the extent that these conditions do not prevent the obstructions specified in section 3(6) of the Act, a pavement licence is granted or deemed to be granted subject to the statutory no-obstruction and smoke-free seating condition.

The term 'furniture' used hereinafter means counters or stalls for selling or serving food or drink; tables, counters or shelves on which food or drink can be placed; chairs or other forms of seating; umbrellas, heaters and other articles such as parasols or planters used in connection with the outdoor consumption of food or drink.

1. This licence must be displayed in a prominent position during any period that furniture is placed on the highway.
2. The placing of furniture and seating of customers should comply with government Covid-19 Secure Guidelines and the licence holder must have an appropriate risk assessment in place for their business operation
3. This licence only permits the area of the highway (the authorised area) and the items of furniture specified on the licence to be used. All furniture is to remain within the authorised area whilst it is in use on the highway.
4. All customers in the authorised area must be seated at all times save for access to and egress from the seating area.
5. The furniture must be removed from the authorised area by the licence holder by 23:00 unless otherwise specified on the licence, or at any time when requested to do so by an officer of the City Corporation or City of London Police. The furniture must be stored off the highway every evening.
6. Furniture must not be placed in any position where it will obstruct a designated fire escape route.
7. The authorised area must be supervised at all times whilst the licence is in use. The licence holder must ensure there are sufficient staff to supervise and control the authorised area to:
 - a. deter and prevent noise nuisance and/or antisocial behaviour
 - b. ensure the safety of customers and staff in line with the Covid-19 risk assessment
 - c. ensure that the area is kept clean, tidy and free of litter
 - d. ensure that the area is swept and/or gritted in order to prevent slipping in adverse weather conditions
 - e. ensure that food and drink is be cleared from unoccupied tables as soon as possible
8. The licence holder must clean the authorised area regularly to prevent staining by anything done pursuant to the licence.

9. The licence holder shall be liable for any damage to the authorised area which the City Corporation considers reasonably attributable to anything done pursuant to the licence and shall reimburse the costs of the City Corporation or its Agents in repairing the same.
10. The licence holder shall be liable for and shall indemnify the City Corporation, their Servants and Agents against:-
 - a) any expense, liability, loss, claim or proceedings whatsoever arising under statute or at common law in respect of personal injury to or the death of any person whomsoever, and
 - b) any expense, liability, loss, claim or proceedings in respect of any injury, loss or damage whatsoever to any person whomsoever or to any property real or personal, arising from the use of the Public Footway for the permitted purpose.

Without limiting the obligation hereunder, the licensee will effect insurance against the matters referred to in this condition to the satisfaction of the Chamberlain of London and will produce to the Chamberlain the policies of insurance so effected and the current premium renewal receipts relative thereto at such times as the Chamberlain shall reasonably require.

11. No advertising material may be attached to, or form part of, any of the furniture.
12. No supplemental lighting may be used in connection with the furniture.

Appendix B

Pavement Licence: Default No Obstruction Condition

Anything done by the licence-holder pursuant to the holder, or any activity of other persons which is enabled by the licence, must not have one of the specified statutory effects debarring grant of the licence, namely the effect of:

- (a) preventing traffic, other than vehicular traffic, from
 - (i) entering the relevant highway at a place where such traffic could otherwise enter it (ignoring any pedestrian planning order or traffic order made in relation to the highway),
 - (ii) passing along the relevant highway, or
 - (iii) having normal access to premises adjoining the relevant highway,
- (b) preventing any use of vehicles which is permitted by a pedestrian planning order or which is not prohibited by a traffic order,
- (c) preventing statutory undertakers having access to any apparatus of theirs under, in, on or over the highway, or
- (d) preventing the operator of an electronic communications code network having access to any electronic communications apparatus kept installed for the purposes of that network under, in, on or over the highway.

Pavement Licence: Default Smoke-free Seating condition

Where the furniture on the relevant highway consists of seating for use by persons for the purpose of consuming food or drink, the licence-holder must make reasonable provision for seating where smoking is not permitted.

Appendix C

PUBLIC NOTICE

**Business and Planning Act 2020
Application for a Pavement Licence**

I/We (*name of applicant*), _____

do hereby give notice that on (*date of application*) _____

have applied to the City Corporation for a 'Pavement Licence' at:

(*postal address of premises*)

known as (*trading name of premises*)

The application is for: (*brief description of application eg. outdoor seating to the front of the premises for serving food and drink*)

A copy of my application and associated documents including plan and details of furniture can be viewed on the City Corporation's website at www.cityoflondon.gov.uk. Any person wishing to make representations to this application may do so by email at: licensing@cityoflondon.gov.uk

by: (*date*) _____

(*this must be 7 days from the date of the application not including bank holidays*)

Signed

Dated

Appendix D

Counter Terrorism Advice for Risk Assessment

As part of a terrorist threat risk assessment in relation to use of outdoor public space for eating and drinking a licensee should consider the following:

1. The safe access/egress of your customers and of those within nearby premises. Allowances should be made for the rapid dispersal of people in the event of an emergency/incident. Tables and chairs or other furniture should NOT impede this.
2. If the premises become busy creating a queue outside, this must not conflict with customers using the tables and chairs or the adjoining pedestrian footpath. There should be clear guidance provided by the staff to direct patrons accordingly, away from the road scene. The staff should be prepared for such an event.
3. Adequate street lighting should illuminate the deployment of tables and chairs.
4. The licensee should liaise with neighbouring properties so they can consider their evacuation procedures accordingly and avoid any conflict and capitalise on shared benefits.
5. You should incorporate using your own CCTV system to cover the pavement licensed area. CCTV is an important integrated tool in the deliverance of a safe environment, free from crime and violence. The use of CCTV will enable staff/security to react and deal with potential incidents as well as providing tangible evidence that can be used in a court of law to bring offenders to justice.

The Pavement License holder will need to ensure that existing CCTV systems are correctly working, are compliant with the Data Protection Act 1998, Information Commissioners requirements and any other local CCTV Code of Conduct produced by the Police or Local Authority. Imagery must be retained for at least 28 days and images produced to a Police Officer or Local Authority Enforcement Officer upon reasonable request. Faults which render the CCTV system or parts of it inoperable should normally be rectified within 24 hours.

6. The pavement licence holder will need to ensure that the management team of the business to which the pavement licence is attached; register and successfully complete the nationally recognised counter terrorism training product referred to as ACT E Learning within 10 days of the notification of the grant of the Pavement License OR can demonstrate that the ACT E Learning product has successfully been completed within the preceding 12 months and that all staff employed by OR at the premises complete the ACT E Learning within a reasonable period not exceeding 3 months from the notification of the grant of the Pavement License. (ACT E Learning certificates are provided on successful on-line completion.)ACT E-learning can be accessed at:

<https://www.gov.uk/government/news/act-awareness-elearning>.

And also at <https://ct.highfieldelearning.com/>

Further information on free training and awareness can be obtained via contact with the local Counter Terrorism Security Advisors who can be contacted on the following email: CTSA@city-of-london.pnn.police.uk

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Committee(s): Policy & Resources Committee – For Information	Date(s): 8 July 2021
Planning & Transportation Committee – For Information	20 July 2021
Subject: Recovery Taskforce – Update	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	2, 5, 6, 7, 8, 9 and 10
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Damian Nussbaum, Director of Innovation & Growth	For Information
Report author: Giles French, External Affairs Director, Innovation & Growth	

Summary

This is an update of the implementation of the recommendations of the Recovery Taskforce report, *Square Mile: Future City*, published in April 2021. The Recovery Taskforce was initiated by Members of the Policy & Resources Committee and the Planning & Transport Committee in November 2020, to recommend the actions to be taken to ensure the medium-term economic recovery of the City of London.

Members of the Policy & Resources Committee and the Planning & Transportation Committee will receive quarterly updates on the implementation plan for the rest of 2021.

Recommendation(s)

Members are asked to note the progress made on the implementation of the recommendations of the Recovery Taskforce report, *Square Mile: Future City*.

Main Report

Background

1. The Recovery Taskforce (RTF) was commissioned by the Policy & Resources Committee and the Planning & Transportation Committee in November 2020. Its task was to identify objectives and actions to ensure the Square Mile remains internationally competitive and locally vibrant. The mission of the RTF is to ensure the Square Mile is the world’s most innovative, inclusive and sustainable business ecosystem, an attractive place to work, live and visit.

2. The Policy and Resources Committee and the Planning & Transportation Committee received a report in April 2021 detailing the RTF's recommendations. The *Square Mile: Future City* report was published on 27 April 2021.
3. The project has been led by a small core team from Innovation & Growth (IG), Department of the Built Environment (DBE), Cultural Services, Corporate Strategy & Performance, and Chamberlain's.
4. Following the appointment of the new Deputy Town Clerk & Chief Executive, he will now assume SRO responsibilities for the project.
5. The Recovery Taskforce has built on existing work from the City Corporation including the Culture and Commerce Task Force; the Climate Action Strategy; the draft City Plan 2036; the Transport Strategy and the report *London Recharged*, published in October 2020. The RTF focuses on three dimensions:
 - i. World-class business ecosystem (i.e. thriving businesses with innovation and growth opportunities)
 - ii. Vibrant offer (leisure offer, i.e. retail, hospitality, culture, tourism and recreation)
 - iii. Outstanding environments (i.e. the right workspaces, environment, and infrastructure)
6. For each of the three dimensions we identified six 'Big Moves' to guide our priorities:
 - a. World-Class business ecosystem:
 - i. Enable high-potential businesses to start, adapt and grow
 - ii. Open London's opportunities to everyone
 - iii. Curate thriving innovation ecosystems in strategic sectors
 - b. Vibrant Offer:
 - i. Create and sustain a vibrant and engaging City offer
 - c. Outstanding Environments:
 - i. Shape the future City
 - ii. Provide world-class streets and public spaces
7. The recommendations of the RTF are not an exhaustive list of all actions being taken by the City Corporation to ensure the continued attractiveness of the Square Mile. They are the priority actions required to deliver the vision and attract and retain the talented people we want to work in the City.
8. This report is to update Members on the progress made since the report was launched.

Current Position

World Class Business Ecosystem

9. Innovation & Growth (IG) have held initial discussions with several curators of innovation hubs who may wish to establish or grow their operations within the

Square Mile. The proposals include hubs focused on sustainability and tech innovation. The proposals need further development, but there is the potential to match the providers with property in the City.

10. The inaugural socio-economic diversity taskforce meeting, attended by newly appointed taskforce members, took place on Monday 10 May. The taskforce seeks to improve socio-economic diversity at senior levels in UK Financial and Professional Services. The Chair of the taskforce, Catherine McGuinness hosted and speakers included Commissioning Ministers John Glen, Economic Secretary to the Treasury and Lord Grimstone, Minister for Investment, alongside taskforce Co-Chairs; Alderman Vincent Keaveny, Sandra Wallace (Social Mobility Commission) and Andy Haldane (Bank of England).
11. The taskforce approved the roadmaps for the three respective workstreams (1) Industry consultation, 2) Development of peer network/membership body for financial services focussed on progression and 3) Productivity analysis and next steps for activation.
12. We will be working to encourage employers to collect and share workforce data on socio-economic background (working with Social Mobility Commission). Collecting data is often a challenging process but it is important to track success.
13. Three core asks of people and organisations: Inform - Shape the outputs of the taskforce i.e. share data, contribute to the industry consultation, Influence - raise awareness for the need of greater socio-economic diversity internally and externally, and Improve – Set a baseline, develop a plan for improvement.
14. The City Corporation and the Financial Conduct Authority recently signed an agreement to collaborate on a second phase of the Digital Sandbox. This second phase will see a programme of activity over 12 months that is aimed at spurring tech development and supporting the UK's position as a global hub for innovation. The Digital Sandbox is a virtual eco-system where technology companies can develop and pilot products that are in response to market led problem statements, with the help of tools such as synthetic data and collaboration spaces. It also provides an ecosystem where these participants can receive targeted support from across financial and professional services, regulators, data providers and the investment community. A launch event will be hosted in July to provide further details and a timeline of activity.

Vibrant Offer

15. Across all areas of the Vibrant Offer dimension, projects are moving at pace with marketing to domestic visitors taking centre stage (this group being the only legitimate target to which a return to the City may be promoted at the time of writing). This includes significant coverage of City based tourism product featured in London & Partners Let's Do London and Central London Alliance's #LondonLoveAffair campaigns (both with a CAZ focus) and in Visit Britain's national campaign Escape the Everyday.

16. In addition, your Cultural and Visitor Development Team ran a Magic and Kiss FM radio campaign to drive City footfall from 17 May to 7 June; a JC Decaux poster campaign across bus stops in zones 2 to 6 (31 May to 17 June) and, most notably, launched Picture the City on 12 May – a photography competition encouraging Londoners to photograph the City with 1,080 submissions to date (with 11 days to go) and a reach running into hundreds of thousands.
17. In addition, a River Marketing Alliance with Visit Greenwich and South Bank Employers Group has been brokered to drive visits through river travel at destinations; and England Originals – a major US-targeted campaign funded by VisitEngland pre-Covid and which promotes historic cities across England – has been switched to focus on domestic audiences.
18. An agency to deliver the major campaign driving a worker return (funded by your Covid Recovery Fund) is currently being procured with an appointment expected in early July.
19. In terms of cultural activations, your Outdoor Arts Programme (OAP) launched on Sunday 13 June with a major event on Tower Bridge. Inside Out – a co-commission with the GLA and the cultural launch of the Euros 2021 (postponed from 2020) – saw portraits of Londoners pasted across the road of the bridge. The portraits celebrated London's diverse communities (noting inclusion is a recurrent theme of the Vibrant Offer dimension and of the many events yet to be delivered across summer as part of the OAP).
20. Following this, a two-week Summer in Aldgate exhibition was launched on 25 June, bringing together large-scale lanterns, creative window displays, artworks, film, sound pieces and photos that have emerged during the pandemic to over 25 local sites.
21. In addition, a major new street art activation programme funded by Bloomberg with GLA support has also been secured. Asphalt Art will be activated in key retail areas, at gateways into the City and/or around visitor attractions. London artists will be featured in order to support local creatives.
22. Under the commitment to deliver leisure sector support, your Culture and Commerce Taskforce has developed its action plan, the details of which are the subject of another paper at your meeting today. This highlights the emerging proposal for an early activation strategy for some of the non-operational vacant office space at Smithfield and a partnership between British Land (at Broadgate) and the New Diorama Theatre which was announced last month. The partnership delivers NDT Broadgate – one of the biggest rehearsal complexes in London with 29 rehearsal spaces, meeting rooms, design studios and communal areas. Facilities will be free of charge for artists with an anticipated footfall of over 80,000 creatives over the one year it is operational. The City Corporation is supporting.
23. Also supporting this theme, your Small Business Research + Enterprise Centre (formerly the City Business Library) and Corporate Strategy Team are developing an SME Strategy, the vision of which has been sent to stakeholders for review

and comment. A final draft strategy will be presented to Members towards the end of September 2021.

Outstanding Environment

24. Activities under the Outstanding Environment workstream are being delivered across a range of services including Planning, City Transportation, City Public Realm, Open Spaces and the City Property Advisory Team. An Outstanding Environment Delivery Group has been established to coordinate activity and identify opportunities for collaboration.
25. While pre-dating the publication of *Square Mile: Future City* recent planning decisions highlight the potential to secure innovative and sustainable development that provides new public and community facilities, including resolution to grant permission for:
- a. A BREEAM Outstanding office and retail development at 55 Gracechurch Street. The proposal would deliver new public pedestrian routes, a new free public garden terrace with an elevated walkway.
 - b. A BREEAM Outstanding office and retail development at 70 Gracechurch Street. The proposal would deliver an increase in public realm, new pedestrian routes, a free public winter garden at high level.
 - c. A BREEAM Outstanding office and retail development at 2-3 Finsbury Avenue. The proposal would deliver a new Learning Hub which would provide a resource for the wider local community for education, training, skills and culture.
26. A cross-service officer working group has been established to prepare the Culture Supplementary Planning Document (SPD) and work has commenced on scoping and researching the SPD. It is envisaged that a draft of the SPD will be written over the summer and taken to the Planning & Transportation Committee for approval in the autumn before being issued for public consultation.
27. We are continuing to work with the City Corporation's wireless concession partner, Cornerstone, with technology partner Freshwave to develop new 4G/5G shared infrastructure that can be utilised by all four mobile network operators to support existing 4G and new 5G network coverage across the Square Mile. The proposed solution will ensure the City has comprehensive 5G mobile connectivity, while reducing pressure on the use of street space.
28. The Streets & Walkways Sub Committee recently gave approval for a trial of the infrastructure to be undertaken in ten locations along Queen Victoria Street. Preparations are underway to install the infrastructure which includes equipment cabinets alongside cells mounted on our street columns. The pilot will run to November, which if successful will see full deployment across the Square Mile in 200 plus locations by the end of 2022.

29. The Biodiversity Action Plan's public consultation has just been completed, the response to the consultation and final draft is being prepared to be presented to Committees. The final launch date is still to be confirmed.
30. Finsbury Circus Gardens is at RIBA Stage 3: Overall layout of the gardens have been signed off at Stage 2. During stage 3 the team is looking at design in detail against engineering analysis, cost plan and preparing outline specification. We have held several pre-app planning meetings and looking to submit a planning application July/ August 2021. We have also appointed an engagement consultant so that we start public consultation
31. A 4-year Cool Streets and Greening programme was approved in May. The programme aims to reduce the impact of climate change and support the wider aims of the Climate Action Strategy. Work is progressing with City wide surveys being carried out and pilot projects identified to deliver resilient and sustainable outdoor spaces and sustainable drainage measures including raingardens, permeable paving, green walls, climate resilient and sustainable planting.
32. Gateway 4 approval has been secured for the Wellbeing and Climate Change Resilience element of the City Cluster programme. This includes seven projects to be delivered over the next three years. These will deliver much needed greenery and high-quality outdoor spaces for people to enjoy and meet demand for additional greening and welcoming public spaces.#
33. Work continues on All Change at Bank, including a public consultation that received over 3600 responses. The consultation feedback will be analysed over the summer and reported to the Streets & Walkways Sub Committee in September.
34. A new Pedestrian Priority Programme has been established to support delivery of the Climate Action Strategy and Transport Strategy. The first phase of this programme will focus on reviewing the temporary Covid-19 transport measures to assess the potential to retain changes (on an experimental basis in the first instance) and accelerate delivery. Temporary changes may also be retained through the cycling and City Cluster programmes.

Corporate & Strategic Implications –

35. Strategic Implications - The RTF is focused on delivering the [Corporation Plan \(2018-23\)](#) ambition of having a vibrant and thriving City. Specifically, it aims to impact the following corporate outcomes:
 - Outcome 3: People have equal opportunities to enrich their lives and reach their full potential.
 - Outcome 5. Businesses are trusted and socially and environmentally responsible.
 - Outcome 6. We have the world's best legal and regulatory framework and access to global markets.
 - Outcome 7. We are a global hub for innovation in finance and professional services, commerce and culture.

- Outcome 8. We have access to the skills and talent we need.
 - Outcome 9. We are digitally and physically well-connected and responsive.
 - Outcome 10. We inspire enterprise, excellence, creativity and collaboration.
36. Resource and financial implications – The RTF has been designed to be delivered within existing resources. However, some potential parts may require additional funding if they go ahead, including promotional activities, events and marketing. Consideration may need to be given to the terms in which commercial workspace is offered to potential occupiers.
37. Legal Implications – No legal implications have been identified.
38. Risk Implications – No risk implications of the RTF project. Risk is if no action is taken and the City fails to remain an attractive place for workers, residents and visitors.
39. Equalities Implications – No equalities risks have been identified in relation to the recommendations in this report. A major strand of work of the RTF will be to widen access to the City.
40. Analysis of responses to the public survey shows that female workers (especially female City Corporation workers) and persons of minority religions and BAME groups were intending the most significant shift to working fewer days in the Square Mile. If this were to happen, it would have a negative impact on the diversity of people in the Square Mile. This could impact negatively on career progression within these groups and on diversity of the talent pipeline. As stated in paragraph 12, these insights will be used to inform the implementation of the RTF's recommendations.
41. Climate Implications – The RTF is fully in line with the City Corporation's Climate Action Strategy and provides an additional catalyst to progress this programme of work.
42. Security Implications – No new security implications identified by the RTF. We will continue to work with the City of London Police to ensure safety and security as people return to the Square Mile.

Giles French

External Affairs Director, Innovation & Growth

E: giles.french@cityoflondon.gov.uk

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Committee(s)	Dated:
Planning & Transportation Committee	20 th July 2021
Subject: Revenue Outturn 2020/21	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	N/A
Does this proposal require extra revenue and/or capital spending?	N/A
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Chamberlain Director of Built Environment Director of Open Spaces The City Surveyor	For Information
Report author: Dipti Patel, Chamberlain's Department	

Summary

This report compares the revenue outturn for the services overseen by your Committee in 2020/21 with the final budget for the year. Overall total net expenditure across all risks during the year was £20.154m, whereas the total budget was £20.692m, representing an underspend of £538,000 as set out below.

Summary Comparison of 2020/21 Revenue Outturn with Final Agreed Budget				
	Original Budget	Final Budget	Revenue Outturn	Variation Better/ (Worse)
	£'000	£'000	£'000	£'000
Direct Net Expenditure				
Director of Built Environment	(3,843)	(4,703)	(4,427)	276
Director of Open Spaces	(1,806)	(1,814)	(1,813)	1
The City Surveyor	(1,360)	(1,096)	(607)	489
Total Direct Net Expenditure	(7,009)	(7,613)	(6,847)	766
Capital & Support Services	(12,373)	(13,079)	(13,307)	(228)
Overall Total	(19,382)	(20,692)	(20,154)	538

Chief Officers have submitted requests to carry forward underspendings and these will be considered by the Chamberlain in consultation with Chairman and Deputy Chairman of the Resource Allocation Sub Cttee.

Recommendation(s)

Members are asked to:

- Note the report and the carry forward of local risk underspending to 2021/22

Main Report

Revenue Outturn for 2020/21

- Actual net expenditure across all risks for your Committee's services during 2020/21 totalled £20.154m, an underspend of £538,000 compared to the final budget of £20.692m. A summary comparison with the final budget for the year is tabulated below. In this and subsequent tables, expenditure and adverse variances are presented in brackets. Only significant variances (generally those greater than £50,000) have been commented on.

Table 1 - Summary Comparison of 2020/21 Revenue Outturn with Final Budget				
	Original Budget £'000	Final Budget £'000	Revenue Outturn £'000	Variation Better/ (Worse) £'000
Local Risk				
Director of Built Environment	(11,538)	(12,185)	(11,926)	259
Director of Open Spaces	(1,806)	(1,814)	(1,813)	1
The City Surveyor	(245)	(301)	(187)	114
Total Local Risk	(13,589)	(14,300)	(13,926)	374
Central Risk - Director of DBE	7,695	7,482	7,499	17
Cyclical Works Programme	(1,115)	(795)	(420)	375
Capital and Support Services	(12,373)	(13,079)	(13,307)	(228)
Overall Total	(19,382)	(20,692)	(20,154)	538

2. The most significant local risk variations comprise:

- **Director of Built Environment £259,000 underspend:**

- (i) **On Street Parking underspend £780,000** - staff vacancies and recruitment freeze £182,000, reduced repairs & maintenance contract costs £71,000 and reduction in variable enforcement contract costs due to effects of COVID-19 lockdown £524,000.
- (ii) **Town Planning underspend £739,000** – staff vacancies and recruitment freeze £371,000 and additional income from Planning fees and Planning Performance Agreements £349,000.
- (iii) **Highways underspend £226,000** – staff vacancies and recruitment freeze £187,000, reduced spend on repairs & maintenance works £175,000, and reduced electricity costs £96,000. This was partly offset by decrease in staff cost recovery income from capital projects £182,000 due to vacancies and shortfall in admin fee from reduced level of recoverable works £50,000.
- (iv) **Road Safety underspend £164,000** – staff vacancies and freeze on recruitment £93,000, plus reduced spend on Road Safety Traffic Management works £68,000.
- (v) **Committee Contingency underspend £120,000** – net increase in budget due to COVID-19 re-budgeting adjustment for lost income agreed by RASC which was not allocated to individual services but held centrally to offset overspends across the Department.
- (vi) **Structural Maintenance underspend £77,000** – highway structures breakdown maintenance works not required £57,000 and reduced inspection contract costs due to COVID-19 restrictions £34,000. These were partly offset by shortfalls in Approvals in Principal income £16,000.
- (vii) **Directorate underspend £70,000** – staff vacancies and freeze on recruitment.
- (viii) **Transportation Planning underspend £45,000** - staff vacancies and recruitment freeze £457,000, reduced internal legal fee costs £45,000 and other running cost savings £44,000. This was largely offset by decrease in staff cost recovery income from capital projects £501,000 due to staff vacancies.
- (ix) **Off Street Parking overspend £937,000** – shortfall in car park fee income £1,182,000 due to COVID restrictions. This was partly offset by savings due to reduced activity in SABA contractor costs £161,000, salary underspends £51,000 and reduced electricity costs £41,000.
- (x) **Traffic Management overspend £643,000** – shortfall in road closure, hoarding& scaffolding licences and road permitting fees income £619,000

due to COVID restrictions, plus increase in advertising costs £93,000 due to changes in supplier as a result of the lockdown. This was partly offset by savings on the Lord Mayor's show not going ahead £52,000 and other running cost savings £17,000.

(xi) **Building Control overspend £257,000** – shortfall in Building Regulation Fee income and income from Approvals in Principal £329,000 due to a downturn in the development and construction industry due to the COVID-19 pandemic. This was partly offset by salary underspends due to staff vacancies and freeze on recruitment £59,000, plus reduced spend on other running costs £13,000

(xii) **Drains & Sewers overspend £151,000** – shortfall as a result of reduced pipe subways openings and admin fee income due to the lockdown £211,000. This was partly offset by reduced overtime spend £40,000 and other running cost savings £20,000.

- **The City Surveyor £114,000 underspend:**

- (i) **Highways underspend £83,000** - mainly due to reduced requirement for works due to COVID-19.

- (ii) **Town Planning underspend £19,000** - due to works to blue plaques and related items not progressed in 2020/21 due to contractual changes as a result of COVID-19.

3. Director of Built Environment central risk underspend of £17,000 comprises of the following most significant variations:

- (i) **On Street Parking overspend £741,000** – decrease in parking meter, suspensions and PCN income plus increase in the bad debt provision. This has been off-set by a reduced transfer of funding to the Parking Reserve Account, reduced net local risk operating costs and other central risk underspends.

- (ii) **Highways overspend £194,000** – reduced draw down from the Parking Reserve Account due to reduced repair & maintenance works carried out.

- (iii) **Off-Street Parking underspend £654,000** – increased transfer from the Parking Reserve Account as a result of an overall increase in local risk operating costs caused mainly by reduced parking income.

- (iv) **Town Planning underspend £237,000** – increase in planning application fee and planning performance agreement income.

4. The Cyclical Works Programme (CWP) underspend of £375,000 was mainly due to Shoe Lane Bridge parapet paint work not undertaken in 2020/21, works relating to resurfacing and line marking at Minories Car Park, entrance/exit gates replacement at Tower Hill Car Park and ventilation/ extract systems works at Baynard House Car park all being deferred to 2021/22 following CASC approval. The CWP does not form part of the City Surveyor's local risk budget and any variances will be carried over to 2021/22. This is a three-year rolling programme reported to the Corporate Asset Sub Committee (CASC) quarterly, where the City Surveyor will report on financial performance and also phasing of the projects. Under the governance of the programme, variances on budgets are adjusted for the life of the programme to allow for the completion of projects which span multiple financial years
5. The £228,000 overspend on capital and support services is mainly due to changes in the cost re-allocation of central support services due to increase in usage of IT Services.
6. Appendix A and B provides a more detailed comparison of the local and central risk outturn against the final budget, including explanation of significant variations.
7. Appendix C shows the movement from the 2020/21 original budget to the final budget.

Local Risk Carry Forward to 2020/21

8. The Director of the Built Environment has a local risk underspending of £259,000 on the activities overseen by your Committee. The Director had net local risk underspendings totalling £341,000 on activities overseen by other Committees. The Director is proposing that a total of £500,000 of his maximum eligible underspend be carried forward, of which £300,000 relates to activities overseen by your Committee for the following purposes:
 - £273,000 towards offsetting the TOM related unidentified savings until such a time the new director has plans in place to meet the £2.4m TOM savings required for 2021/22.
 - £27,000 to progress and deliver various minor changes to on-street layouts and traffic management that were not able to be progressed in 2020/21 due to the impacts caused by Covid-19.
9. The Director of Open Spaces had a local risk underspend of £1,000 on activities overseen by your Committee. The Director also had local risk underspendings totalling £1.391m on activities overseen by other Committees. The Director is proposing that £168,000 of his eligible underspend be carried forward, none of which relates to activities overseen by your Committee.

Thames Bridges' Repairs Designated Fund

10. With the constitution of the BHE Board by the Court of Common Council on 15 April, the responsibility for the governance of the five Thames bridges now sits with the Bridge House Estates Board. However, narrative on performance against the BHE budget for the bridges in 2020/21 has been provided to this Committee for information only as this Committee was responsible for the budget and activity delivered in 2020/21.
11. The Bridges Repairs Designated Fund is operated to provide sufficient resources to meet the maintenance costs of the five bridges planned for the next 5 years. The higher of the next 5 years of costs or average of 5-years across the 50-year programme of works, as undertaken by the City Surveyor and the Director of the Built Environment and agreed by your Committee in January 2021, provide the total for this designated fund which forms part of the reserves stated within the audited financial statements. The breakdown is shown overleaf in Table 2.
12. The actual expenditure for 2020/21 was £5.209m against a budget of £8.819m, representing an underspend of £3.610m.

Table 2: Thames Bridges Repairs Designated Fund				
Analysis of Outturn for 2020/21				
	Original Budget £'000	Final Budget £'000	Outturn £'000	Variation Better/ (Worse) £'000
Blackfriars Bridge	(3,173)	(175)	(98)	77
Southwark Bridge	(817)	(112)	(27)	85
London Bridge	(4,268)	(3,047)	(2,501)	546
Millennium Bridge	(1,081)	(220)	(77)	143
Tower Bridge	(4,970)	(5,265)	(2,506)	2,759
Total	(14,309)	(8,819)	(5,209)	3,610

13. The main reasons for the £3.610m underspend are set out below:
 - **Tower Bridge** – underspend mainly due to delays in projects going ahead relating to HV system replacement, Hydraulic Power Pack replacement and working at height survey/work. Also, there were delays to complete monorail works due to access restrictions.

- **London Bridge** – underspend mainly as a result of unspent risk money from the Bridge waterproofing /bearing replacement works.
- **Millennium Bridge** – underspend due to the on-going maintenance of the inclinators being curtailed due to its planned removal and retention of suspension cables not required as settlement caused by Tideway was minimal.
- **Southwark Bridge** – underspend as a result of delays in Park Street strengthening works due to nearby development works.
- **Blackfriars Bridge** – underspend as a result of delays in the tender process for the bridge refurbishment project works.

14. Designated funds relevant to the BHE Bridges are now managed as follows:

- Bridges Repairs – representing funds required to maintain the bridges for the next 5 years. The balance held at each financial year-end will be adjusted in line with the maintenance reports provided by the specialist structural engineers contracted by DBE to advise on matters relating to the Bridges owned by BHE, to ensure sufficient funds have been ring-fenced for this purpose.
- Bridges Replacement – representing funds set aside for the future rebuild of the bridges, based on the present value of estimated future costs and adjusted for increases in construction costs.

15. The value of the designated funds as at 31 March 2020 was:

Bridges Repairs	£41.7m
Bridges Replacement	£158.5m

16. From 2021/22, expenditure on bridges repairs will be reported as revenue expenditure against budget throughout the year, to reflect the accounting treatment in the statutory accounts.

Corporate & Strategic Implications

Strategic implications – none.

Financial implications – none.

Resource implications – none.

Legal implications – none.

Risk implications – none.

Equalities implications – none.

Climate implications – none.

Security implications – none.

Report author

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Appendices:

Appendix A – Planning & Transportation Committee – Comparison of 2020/21 Local Risk Revenue Outturn with Final Budget

Appendix B – Planning & Transportation Committee – Comparison of 2020/21 Central Risk Revenue Outturn with Final Budget

Appendix C – Planning & Transportation Committee – Movement in 2020/21 Original Budget to Final Budget

Planning & Transportation Committee**Comparison of 2020/21 Revenue Outturn with Final Budget – Local Risk**

	Original Budget £'000	Final Budget £'000	Revenue Outturn £'000	Variation Better/ (Worse) £'000	Notes
LOCAL RISK					
Director of Built Environment					
City Fund					
Town Planning	(2,834)	(2,850)	(2,111)	739	1
Planning Obligations	0	0	0	0	
Transportation Planning	(611)	(607)	(562)	45	2
Directorate	(1,172)	(1,214)	(1,144)	70	3
Road Safety	(399)	(384)	(220)	164	4
Street Scene	(70)	(70)	(70)	0	
Building Control	(488)	(431)	(688)	(257)	5
Structural Mtce/Inspections	(513)	(520)	(443)	77	6
Highways	(3,152)	(3,124)	(2,898)	226	7
Traffic Management	1,412	1,427	784	(643)	8
Off-Street Parking	431	431	(506)	(937)	9
On-Street Parking	(3,933)	(4,207)	(3,427)	780	10
Drains & Sewers	(240)	(241)	(392)	(151)	11
Committee Contingency	306	(120)	0	120	12
Total City Fund	(11,263)	(11,910)	(11,677)	233	
Bridge House Estates					
Thames Bridges	(275)	(275)	(249)	26	
Total Director of Built Environment	(11,538)	(12,185)	(11,926)	259	
Director of Open Spaces					
Tower Bridge	(1,806)	(1,814)	(1,813)	1	
The City Surveyor*					
Town Planning	(19)	(19)	0	19	13
Highways	(106)	(152)	(69)	83	
Off-Street Parking	(120)	(130)	(118)	12	
Total City Surveyor	(245)	(301)	(187)	114	
TOTAL LOCAL RISK	(13,589)	(14,300)	(13,926)	374	

(*excludes the Cyclical Works Programme)

Reasons for significant Local Risk variations

1. **Town Planning** – underspend mainly due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £371,000, additional income from Planning Fees and Planning Performance Agreements £349,000, and reduced running costs £19,000.
2. **Transportation Planning** – underspend mainly due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £457,000, reduced internal legal fee costs £45,000 and other running cost savings £44,000. This was largely offset by decrease in staff cost recovery income from capital projects £501,000 due to vacancies.
3. **Directorate** – underspend due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £67,000.
4. **Road Safety** – underspend mainly due to reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £93,000, and reduced work costs for traffic management schemes £68,000.
5. **Building Control** – overspend due to shortfall in income for Building Regulation fees, Approvals in Principle income and fire risk assessments £329,000 mainly due to a downturn in the development and construction industry due to the COVID-19 pandemic, this has been partly offset by salary underspends £59,000 and other running cost savings £13,000.
6. **Structural Maintenance** – underspend mainly due to reduced highways structures breakdown maintenance works £57,000 and reduced inspection contract cost due to COVID-19 £34,000, this has been partly offset by shortfall in income for Approval in Principle £16,000.
7. **Highways** – underspend due to:
 - Reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £187,000.
 - Reduced repairs & maintenance works required due to the lockdown £175,000.
 - Reduced electricity costs £96,000.
 - This was partly offset by shortfall in staff cost recovery from capital projects due to vacancies £182,000 and admin fee from delayed recoverable works £50,000.
8. **Traffic Management** – overspend due to:
 - Shortfall in road closure fees, hoarding and scaffolding licences and road permitting fees due to the pandemic £619,000.
 - Increase in advertising costs due to change in supplier as result of the pandemic £93,000.
 - This was partly offset by costs not required for the Lord Mayor's Show £52,000 and other running cost savings £17,000.
9. **Off Street Parking** – overspend mainly due to shortfall in car parking fees £1,182,000 due to closure of the car parks during the lockdown. This has been partly offset by salary underspends £51,000, reduced contract management costs £161,000 and reduction in electricity costs £41,000.

10. **On Street Parking** – underspend due:

- Reduced salary costs as a result of vacancies and a freeze on recruitment due to TOM £181,000.
- Reduction in contract cost for change in Pay and Display repairs & maintenance works £71,000.
- Reduced enforcement contract costs as a result of the pandemic £456,000.
- A drop in printing and postage costs £51,000.
- Other running cost savings £21,000.

11. **Drains & Sewers** – overspend as a result of shortfall in pipe subways openings and admin fee income due to the lockdown £211,000. This was partly offset by reduced overtime spend £40,000 and other running cost savings £20,000.

12. **Contingency** - underspend of £120,000 due to net increase in budget due to COVID-19 re-budgeting adjustment for lost income agreed by RASC which was not allocated to individual services but held centrally to offset overspends across the Department.

13. **City Surveyor** - underspend of £83,000 mainly due to reduced requirement for works on Highways Structures due to the impact of COVID-19.

Planning & Transportation Committee**Comparison of 2020/21 Revenue Outturn with Final Budget – Central Risk**

	Original Budget £'000	Final Budget £'000	Revenue Outturn £'000	Variation Better/ (Worse) £'000	Notes
CENTRAL RISK					
Director of Built Environment					
City Fund					
Town Planning	660	514	751	237	14
Directorate	0	(215)	(215)	0	
Street Scene	0	(130)	(129)	1	
Highways	2,314	2,264	2,070	(194)	15
Off-Street Parking	515	564	1,218	654	16
On-Street Parking	4,253	4,599	3,858	(741)	17
Building Control	0	(37)	(37)	0	
Structural Maintenance	60	28	29	1	
Committee Contingency	(15)	(15)	0	15	
	7,787	7,572	7,545	(27)	
Bridge House Estates					
Thames Bridges	(92)	(90)	(46)	44	18
TOTAL CENTRAL RISK	7,695	7,482	7,499	17	

Reasons for significant Central Risk variations

14. **Town Planning** – underspend due to additional income from large planning applications, planning performance agreements and pre-application advice £343,000. This is offset by shortfall in Land Charges income £73,000 and pre-application advice administration costs £33,000.
15. **Highways** – overspend due to decrease in funding transfer required from the Parking Reserve Account for eligible repairs and maintenance works as these costs were lower than anticipated due to the pandemic.
16. **Off-Street Parking** – underspend due to increase in funding transfer required from the Parking Reserve Account mainly as a result of shortfall in local risk car park income.
17. **On-Street Parking** – overspend due to decrease in parking meter, suspensions and PCN income £9,203,000 and increase in bad debt provision £536,000. This has been off-set by a reduced transfer of funding to the Parking Reserve Account £7,801,000, reduced net local risk operating costs £780,000 and the balance is other central risk underspends.
18. **Bridge House Estates** – underspend on consultant fee work not required for the Thames Bridges.

Planning & Transportation Committee Analysis of Movements 2020/21 Original Budget to Final Budget

	£000
Original Local Risk Budget (incl Cyclical Works Programme)	(14,704)
Adjustments (City Fund):	
Carry-forward overspend from 2019/20	221
Allocation from central pot for contribution pay	(104)
COVID-19 re-budgeting adjustments	(310)
Central funding of apprentice posts towards the corporate target	(180)
Budget adjustment for PTO restructure costs (offset by increase in PCN income central risk) approved by RASC	(268)
Decrease in City Surveyor's repairs and maintenance costs	264
Employee DBE COVID-19 payment	(6)
Adjustments (Bridge House Estate):	
Allocation from central pot for contribution pay – Tower Bridge Operational	(3)
Employee COVID-19 payment – Tower Bridge Operational	(5)
Final Local Risk Budget	(15,095)
Original Central Risk Budget	7,695
Adjustments (City Fund):	
Budget adjustment for increase in PCN income (offset by PTO restructure costs local risk) approved by RASC	268
Budget transfer to Capital for Traffic Enforcement CCTV project	370
Transfer to/from Parking Reserve Account	(225)
Central funding of flexible retirement pension strain costs	(296)
Supplementary revenue projects adjustment for:	(180)
• Cultural Hub Public Realm Projects	
• Dominant House Footbridge Street Options	
• West Smithfield & Charter Street Bridges Remedial Works	
Budget transfer from Finance Committee for DBE Directorate costs	(152)
Adjustments (Bridge House Estate):	
Decrease in capital charges	2
Final Central Risk Budget	7,482
Original Capital & Support Services Budget	(12,373)
Adjustments (City Fund):	
Increase in capital charges for Highways Infrastructure Asset Depreciation	(705)
Increase in recharges within fund	36
Adjustments (Bridge House Estate):	
Increase in recharges across fund	(37)
Final Capital & Support Service Budget	(13,079)
TOTAL Original Approved Budget	(19,382)
Movement in Local Risk Budget	(391)
Movement in Central Risk Budget	(213)
Movement in Capital & Support Services Budget	(706)
TOTAL Final Approved Budget	(20,692)

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Committee(s)	Dated:
Planning & Transportation Committee	20 July 2021
Subject: Department of the Built Environment Business Plan Progress Report Q4 21/22	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	N/A
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Director of the Built Environment	For Information
Report author: Elisabeth Hannah	

This report sets out the progress made during Q4 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.

This is the fourth infographic update provided to this Committee, and development continues alongside work of our colleagues in Town Clerks team, and the Corporate Performance Framework.

Finance information relating to this period can be found in the Outturn Report also presented to this Committee.

Recommendation

Members are asked to:

- Note the report and appendix.

Main Report

Background

1. The 2020/21 Business Plan of the Department of the Built Environment was approved by this committee on 28 January 2020.

Current Position

2. 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.
3. Members feedback continues to shape these reports to provide valuable key strategic updates to Members.

Key Updates

4. We continue to work closely with Transport for London to support on safe travel and have seen the reopening of the Waterloo and City line.
5. The Pedestrian Priority Programme has been approved and work is underway to review on-street Covid 19 measures and explore the potential to introduce experimental schemes. These measures help mitigate Corporate risk CR20, which was reported previously and falls in the remit of this Committee.
6. An update on the departmental apprentices can be found at Appendix 2.

Covid 19

7. Throughout 20/21 the Department was represented on the Public Services Silver Group, with a remit including Planning and Construction, Highways and Transportation and Cleansing. Regular Bronze and Silver meetings continued to be held, and Members have been fully engaged with the phased work being done on the highways.
8. During this last year a number of new systems and procedures were adopted including remote CON29 local property searches, Press, Site Notices and neighbours consultation to maintain a continuous service and ensuring departmental services continued to operate as normal and maintain close liaison and co-ordination with the CPA and other key stakeholders.
9. The department is making a key contribution to the Recovery Task Force, and an officer group is collaborating to ensure that the Square Mile remains a great place to invest, work, live and visit.

Finance Implications

10. This report links to the outturn report prepared by the Chamberlain presented to this Committee on 20 July 2020.

Appendices

- Appendix 1 – Infographic
- Appendix 2 – Apprentice Update

Background Papers

DBE Business Plan 2020/21
Transport Strategy Update Q4
DBE Outturn Report 2020/21
Risk Report Q4

Elisabeth Hannah

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LLPG submissions on target
Meeting **Silver Level**



In March 2020 to Total
Office stock estimated
9.305 million sq.m
gross September 2020



City of London
Street Accessibility Standard tested
and to be finalised in 2021/22

Q1

Building Control performance



86%

- Applications
processed
within 19 days

88%

- Applications
processed
within 26 days

100%

- Completion
certificates
issued within
10 days



Waterloo and City
line reopened

Planning applications determined
within agreed timescales:



100% - Major
(Target 100%)

88% - Minor
(Target 65%)

90% - Other
(Target 75%)

GIS services at
98.3% availability



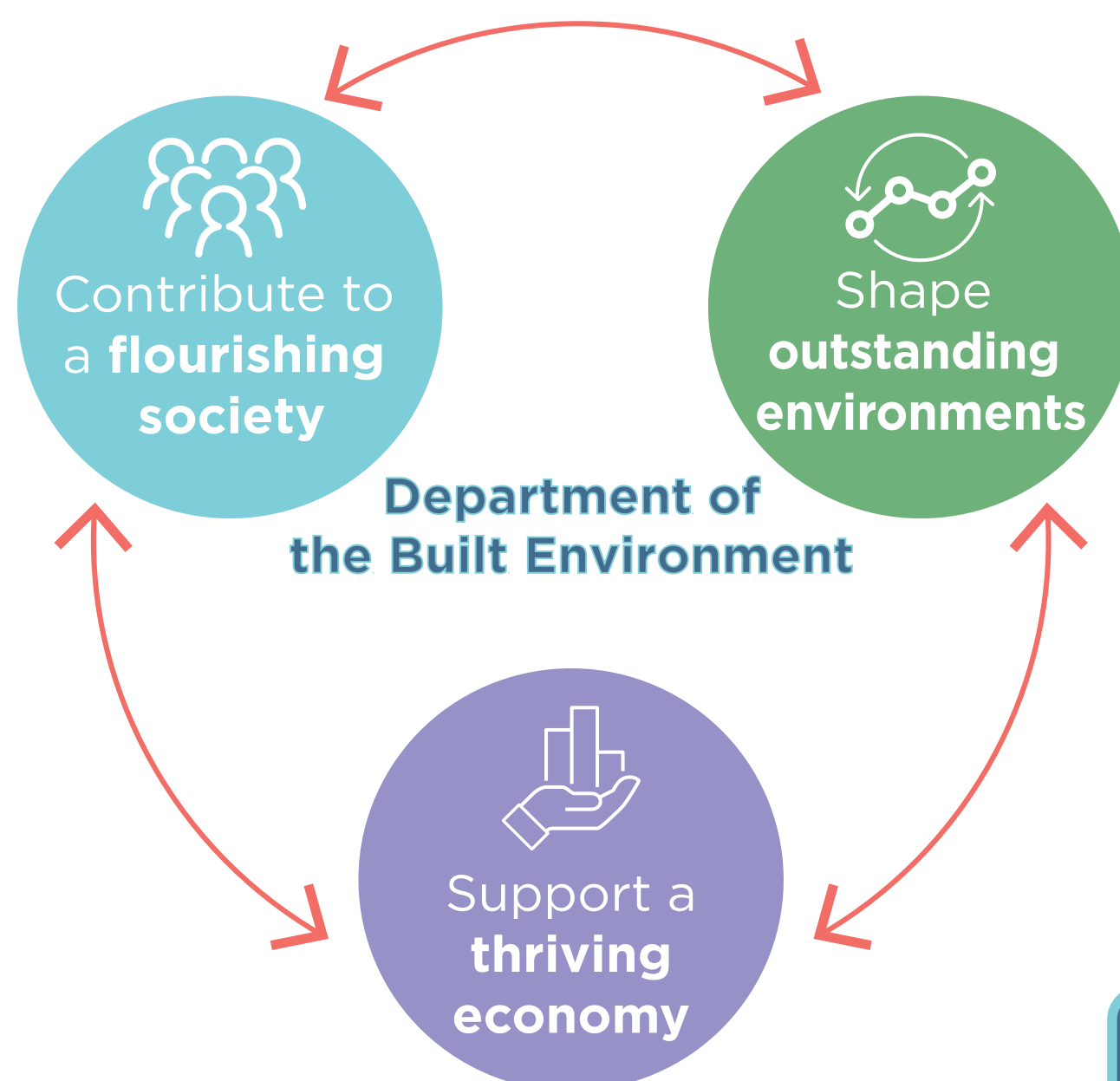
Significant increase in
Cultural Mile
social media engagement



Works completed at **55 Moorgate**
delivering increased footway
widths on Coleman Street



5G deployment pilot
completion expected
November 2021



Staff Development:

Three apprenticeships
completed with Distinction



Five new apprentices appointed



**Gateway 2 for Pedestrian
Priority Programme** approved



The City of London
finalising arrangements with
Amazon for usage of last mile
hub in London Wall Car Park

1 new tree planted at
22 Bishopsgate

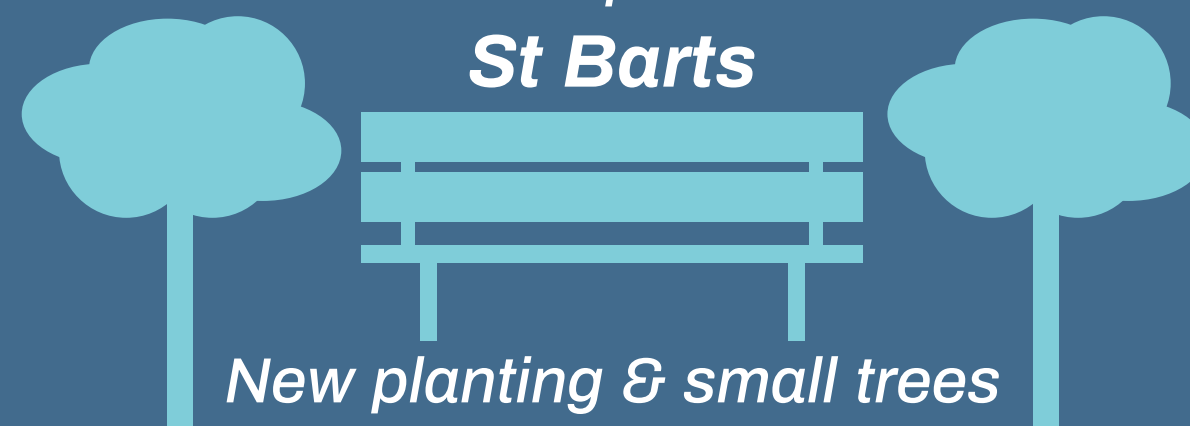


Works completed delivering
new pedestrian priority streets

CON29 property
searches returned
within
5.77 days



2 new trees and 2 planters installed at
St Barts



New planting & small trees
at **2-6 Cannon Street**

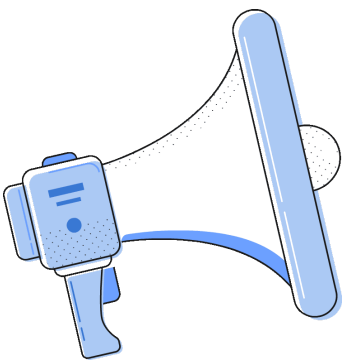
The City of London
continues to support **TFL**
messaging on safe travel



Local Plan consultation began
March 2021 and ran until May 10
An increase of **2** million metres
of additional floorspace targeted
between 2016-2036



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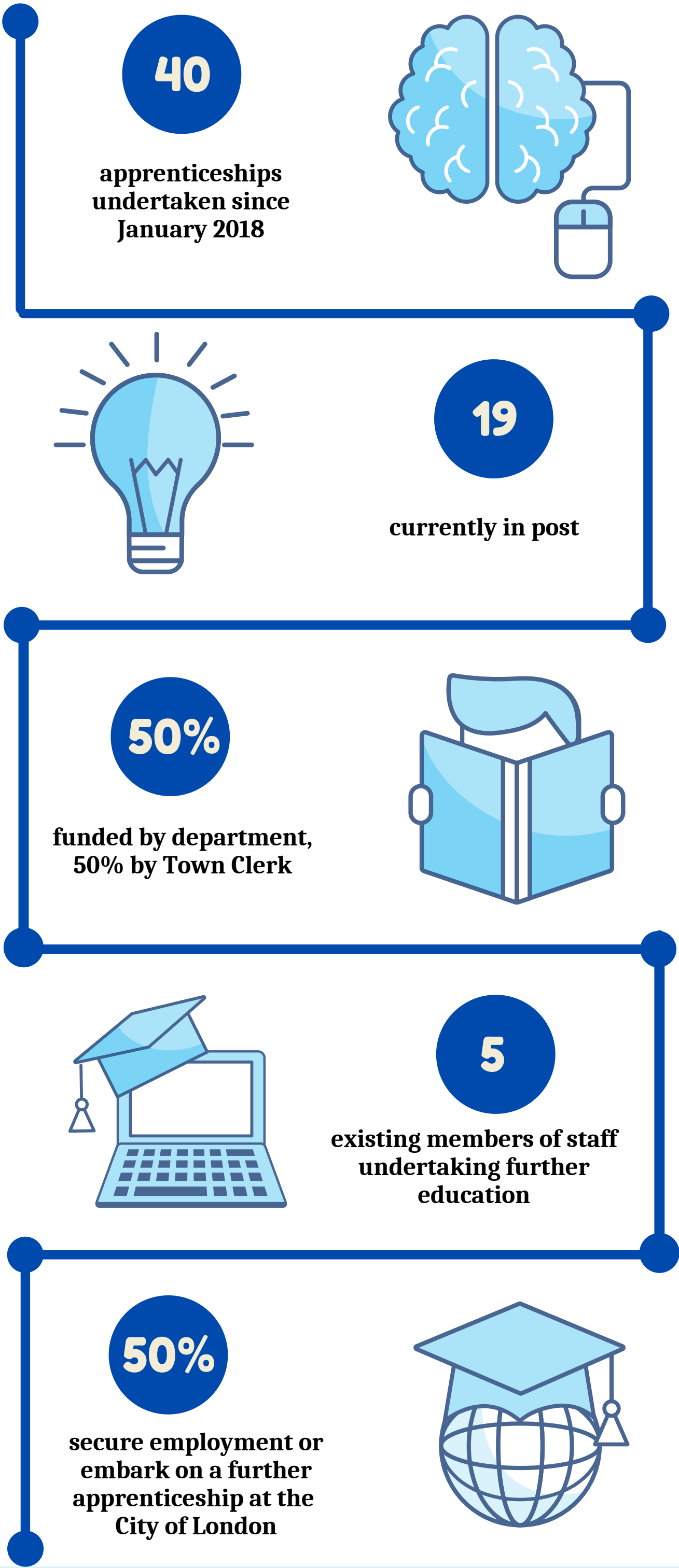


APPRENTICES IN DEPARTMENT OF THE BUILT ENVIRONMENT

Supporting the City's Apprenticeship Strategy, DBE have invested in our apprenticeship programme to address recruitment shortages as well as ensuring ensure a diverse and well skilled workforce.

Corporate Plan Outcome 3: People have equal opportunities to enrich their lives and reach their full potential

Corporate Plan Outcome 8: We have access to the skills and talent we need



Types of apprenticeships being undertaken:

Business Administration - Building Surveyor - Town Planning
Transport Planning - Civil Engineering - Customer Service
Management - Project Management

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Committee(s)	Dated:
Planning and Transportation	20th July 2021
Subject: Transport Strategy: 2020/21 progress update and 2021/22 – 2023/24 Delivery Plan	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 3, 5, 8, 9, 11 and 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Report of: Director of the Built Environment	For Information
Report author: Samantha Tharme	

Summary

The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over 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 period 2021/22 – 2023/24.

This report summarises progress with delivering the Transport Strategy in 2020/21 and sets out the Delivery Plan for 2021/22 – 2023/24. The quarterly update for the last quarter of 2020/21 is included alongside the Delivery Plan in Appendix 1.

Delivery of the Transport Strategy is progressing well, but the COVID-19 pandemic has delayed some projects as reported last year. Additionally, officer time has been diverted to the COVID-19 response, delaying some activities. Most schemes and activities have now been progressed since September 2020, midway through the financial year ending March 2021, as reported in the appendix.

Key progress in 2020/21 includes:

- City-wide installation of the Legible London maps and signage was completed, bringing the City into the pan-London scheme.
- Research and development of the City of London Streets Accessibility Standard is substantively complete with the final tool expected to be completed by mid-2021.
- Puddle Dock pedestrian scheme was substantially complete. There are further works to be completed by TfL to install a crossing on Upper Thames Street.
- Securing capital funding and developing the methodology for the Pedestrian Priority Programme. These schemes are being developed to support the targets in the Climate Action Strategy for Transport.

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

- Bank junction pavement widening work complete at the end of March 2020, with work commencing on the detailed design and options for public realm elements in preparation for public consultation in May 2021.
- Charterhouse school street restrictions were agreed and developed with the school, ready to be implemented immediately after the Easter break.
- Healthy streets minor schemes completion included Gresham Street/Wood Street, Creechurch Lane/Leadenhall St completed March 2021.
- Supporting the City of London Police's road danger reduction campaigns

The City of London Transport Strategy includes a set of key targets. These are reported on a bi-annual basis and therefore the next data collection year is Autumn 2021. Some data has been collected over the last 12 months to understand traffic and movement patterns during the pandemic, which is reported here.

The Delivery Plan for 2020/21 – 2023/24 is provided in Appendix 1. Funding from TfL was very limited during 2020/21 with most funding going to COVID-19 response measures. The TfL funding picture beyond December 2021 remains uncertain, however funding for much of the Delivery Plan, and in particular major projects, is from developer contributions and City Corporation capital allocations. The recognition of the Transport Strategy to deliver Climate Action Strategy objectives has been endorsed and priority put on schemes which will make a major contribution to this.

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 on progress in delivering the Transport Strategy in 2020/21.
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 2021/22. The updated 2021/22 – 2023/24 Delivery Plan is attached at Appendix 1; this incorporates a summary update of progress in 2022/21 for each project.
5. The Delivery Plan has been reviewed and programme adjustments made for resource and financial implications arising from the COVID-19 pandemic. This includes the implications of reductions in or changed priorities for both CoL and TfL funding.

Section 1: Transport Strategy progress in 2020/21

6. This section summarises progress in delivering the Transport Strategy in 2020/21. These activities are in addition to the delivery of the COVID-19 transport response.
7. Key progress in 2020/21 includes:
 - Shoe Lane Quarter public realm and transport improvements completed.
 - Crossrail works at Moorgate have progressed with design options for Ropemaker Street / Moorgate junction and London Wall / Moorgate junction. Progress is pending further consideration of TfL measures on Bishopsgate and other Covid-19 measures affecting the network.
 - Phase 1 Crossrail works at Liverpool Street commenced construction and are on programme with completion scheduled for end of June 2021.
 - The kerbside action plan was agreed setting out a series of activities and recommendations to improve and rationalise street use, in line with Transport Strategy objectives.
 - City-wide installation of the Legible London maps and signage was completed, bringing the City into the pan-London scheme.
 - 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. Confirmation of TfL's funding and programme for their element is still awaited.
 - Installing additional cycle parking for dockless vehicles (cycles and e-scooters).

- Working with TfL, London Councils and boroughs to respond to Department for Transport opportunity to trial e-scooters. Agreeing and developing acceptable criteria to allow participation in a pan-London trial.
 - Securing an operator for a last mile logistics hub at London Wall car park and progressing approvals for area fit out.
 - Completing interviews and assessments to develop the City of London Streets Accessibility Standard.
 - Securing capital funding and developing a prioritisation process to deliver Pedestrian Priority schemes which deliver against the Climate Action Strategy Transport priorities and commitments on carbon savings.
 - Work has commenced on the Fleet Street Healthy Streets Plan to identify traffic management and public realm options and opportunities.
 - West Smithfield Public Realm and Transport measures scheme design has progressed, with Public Realm concept design based on transport phasing, and targeted engagement with stakeholders through the latter half of the year. Transport modelling is continuing.
 - Disabled parking bay adjustments have been made to increase the space available for users, recognising the access needs for different types of vehicles, in line with guidance.
8. Key progress in 2020/21 to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:
- Bank junction pavement widening work complete at the end of March 2020, with work commencing on the detailed design and options for public realm elements progressing in preparation for public consultation in May 2021.
 - Healthy Streets minor schemes at Gresham Street/Wood Street, Creechurch Lane/Leadenhall Street completed March 2021. Prioritisation of a future work programme to prepare delivery in 2021/22 and beyond, subject to availability of funding from TfL LIP programme.
 - Work was finalised on cycle route Quietway 11 - including loading restrictions on King Street, Queen Street, Wood Street and Moor Lane, buildouts and traffic island on Wood Street, further priority changes on Silk Street and raised tables on Queen Street and Mark Lane.
 - Charterhouse school street restrictions were agreed and developed with the school, ready to be implemented immediately after the Easter break.
 - Since August, the campaigns team was able to progress training and cycle roadshows with City of London Police, including cycle security. We have had higher numbers of adult cycle training than previous years, although working over fewer months due to COVID-19 restrictions. This probably reflects the number of new cyclists as more people have chosen to cycle, as evidenced by TfL and our own data.
 - City of London Police campaigns, although we have had restricted working during the last year, we have continued good partnership work with City of London Police on other campaigns.

Monitoring data

Traffic data.

9. The City of London Transport Strategy includes a set of key targets. These are recorded on a bi-annual basis and therefore the next data collection year is Autumn 2021. Some data has been collected over the last 12 months to understand traffic and movement patterns during the pandemic, which is reported here.
10. A series of targeted traffic counts were undertaken during the pandemic. These counts collected similar data to our biannual City Streets traffic counts but from a smaller sample of survey sites. Counts included bidirectional, 24-hour data of the following modes: cars, taxis, vans, trucks, buses, coaches, waste vehicles, motorcycles, cycles and pedestrians.
11. Traffic data from October 2020 (pre-lockdown) collected at comparable sites to our 2019 biannual City Streets traffic survey found a significant decrease in traffic volumes, including:
 - a 45% decrease in 24-hour motor traffic volumes from pre-pandemic levels
 - a 16% decrease in 24-hour cyclist volumes from pre-pandemic levels
 - a 78% decrease in 24-hour pedestrian volumes from pre-pandemic levels
12. The greatest decrease in motor traffic volumes took place after 16:00 and was due to significantly reduced car, private hire, taxi and motorcycle vehicle volumes. Freight traffic volumes decreased less than the modes mentioned above, and lorry volumes remained at similar volumes compared to pre-pandemic levels.

Road Danger Reduction campaign data

13. Despite COVID-19 restrictions, approximately 6 roadshows were carried out during the Summer and Autumn which were well attended by the general public. Security cycle marking by the Police and maintenance training being particularly popular. The TfL free online cycle skills course has had a good take up, with nearly 200 registered as living in the City.

Table 1: Cycle Roadshows in partnership with City of London Police.

Activity	2020/21
Adult 1:1 cycle skill sessions delivered	65
Unique adults that received cycle training	45
Sign-ups to TfL's free online cycle skills course	196
Bike security marking by the City of London Police	316
Exchanging Places by the City of London Police	170
Bikes safety checked and tuned up by Havebike	49
Bike security marking by Havebike	9
People receiving maintenance training by Havebike	221
People receiving positioning and posture training by Havebike	45

City of London Air Quality Annual Status Report for 2020.

14. 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). It also impacts on particulate matter (PM), though to a lesser extent, as particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. The Transport Strategy outcome 'The Square Mile's air and streets are cleaner and quieter' includes proposals that are directly aimed at improving air quality. Air quality is identified as a Corporate Risk (CR21).

Nitrogen Dioxide

15. 2020 saw a large reduction in NO₂ concentrations at all sites and nearly all locations met the annual objective of 40 µg/m³ or under, many of which did so for the first time. Some sites had a reduction of NO₂ levels of over 45% from 2019.
16. Continuous roadside monitoring of NO₂ at Beech Street and Walbrook show that large drops in NO₂ were seen in March/April 2020 when the first lockdown was implemented. The low levels remained all summer, gradually increasing later in the year when traffic volumes started to return to nearer normal. There were no recordings of 1-hour periods experiencing concentrations of greater than 200 µg m⁻³ during 2020, compared to 7 instances at Beech Street and 15 instances at Walbrook during 2019.
17. The annual NO₂ concentration at Beech Street reduced by 53% from 2019 to 2020 and levels fell below the annual mean objective of 40 µg/m³ for the first time. This is due to the combined impact of the COVID-19 pandemic and the introduction of our first Zero Emissions Street.

PM10 and PM2.5

18. The particulate levels measured at the continuous monitoring sites were more varied across the year and did not experience such a significant impact as was seen with NO₂. All three continuously monitored sites did see a reduction in annual mean PM10 concentrations in 2020. The reduction in levels from 2019 was at 3µg/m³ at the Aldgate School, 4µg/m³ at Beech Street and 3µg/m³ at Walbrook Wharf. All sites now meet the annual average air quality objective (40µg/m³) and the short-term objective of not exceeding 50µg/m³ on more than 35 days in the year. Levels of PM10 at Walbrook Wharf breach the current annual average World Health Organisation Guidelines.
19. PM2.5 is measured using continuous analysers at two locations, Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. In 2020 there was a slight decrease in concentration at the roadside site (Farringdon) and levels stayed the same at the background site (The Aldgate School). Both

sites are below the annual and daily EU limit value but above World Health Organisation Guidelines.

Collision and Casualty Data

20. Prior to 2018 the number of people killed or seriously injured on the City's streets was fairly constant, at approximately 50 people a year. Higher figures for serious injuries were recorded in both 2018 and 2019, alongside reductions in the number of slight injuries. The total number of casualties for these years has remained relatively consistent with previous years. Changes to the data recording methodology used by the City of London Police in 2017 (as detailed below) may explain the increase in serious injuries and corresponding reduction in slight injuries. Significantly lower casualty figures for 2020 are likely to be a result of COVID-19 impacts on traffic levels and the number of people using the City's streets. A detailed analysis of the location and nature of collisions is being commissioned to identify further measures to reduce collisions and casualties.

Table 2: Casualty data

Year	Fatal	Serious	Slight	Total
2016	2	49	354	405
2017	2	52	312	366
2018	1	81	231	313
2019	1	75	267	343
2020	0	41	87	128

21. In October 2017, the City of London Police changed reporting practices, from using paper Stats19 forms at the accident scene that were interpreted into the CRASH injury list later by police back office staff, to using the Pronto mobile application. The change appears to impact the classification of injuries between slight and serious while not impacting the total number of accidents reported. We are working with the City of London Police to confirm this is the case. A similar pattern was observed when the Metropolitan Police changed their approach to recording casualties.

Section 2: Transport Strategy Delivery Plan 2021/22 - 2023/24

22. The updated 2021/22 to 2023/24 Delivery Plan is attached at Appendix 1.
23. Overall, the delivery plan for the next 3 years is largely unchanged from the 2020/21 Delivery Plan as many projects and activities are developed and delivered over several years. Some smaller schemes are delivered under rolling programmes (such as Healthy Streets minor schemes) which will continue into the next plan period provided funding is secured. New elements within the Plan are identified and those projects which have completed by the end of 2020/21 are highlighted.
24. Known changes to delivery dates, particularly where impacted by COVID-19, were recorded last year and have been rescheduled as necessary. Capital bids for central funding were decided in the last quarter of 2020/21. TfL funding affecting the LIP programme and the Liveable Neighbourhoods programme has not been confirmed for 2021/22. It remains uncertain how much will be available however officers continue to develop and prioritise schemes that can be delivered under these programmes. A further decision is anticipated mid-July 2021.

Delivery Plan changes to programme or major new projects/activities

25. Notable changes are described below. Detail on the impact of COVID-19 on City Transportation projects was covered in a report to the October 2020 meeting of the Streets & Walkways Sub Committee.
26. Schemes completed at the end of Delivery Plan Period 2020/21 will be removed from future reporting and transition to business as usual where appropriate:
 - Street lighting upgrade
 - Zero Emission Waste Collection - procurement of waste collection service with Zero Emission Vehicles
 - Mark Lane area – public realm and walking improvements
 - Cycle route Quietway 11 - Queen Street upgrade
 - City of London Streets Accessibility Standard (CoLSAS)
 - Disabled parking bay adjustments
 - Puddle Dock Pedestrian route safety and provision of new walking route
 - Legible London - wayfinding in line with pan London scheme.
27. Many of the temporary COVID-19 measures are being reviewed under the Pedestrian Priority Programme as set out in a report to Streets and Walkways in April 2021. Two cycle schemes introduced for COVID-19 response are also being recommended for review and potential permanent installation, subject to funding.
28. The planned cycle network improvements have been retained on this revised programme however these are still subject to TfL funding decisions anticipated in July 2021.
29. City Cluster Area Programme and the City Cluster Zero Emission Zone: This programme of work has recommenced with the two streets which had COVID-19 response measures in place being taken forward (St Mary Axe and

Leadenhall Street) now that the Healthy Streets Plan is complete. Recommendations for restrictions and traffic management measures will be developed further in 2021/22.

30. St Paul's gyratory: New proposals have emerged for the London Wall West (LWW) development now that the Centre for Music project has been stopped. It has been agreed to coordinate and develop highway change around the two developments at each end of the gyratory, LWW and 81 Newgate St and new proposals are being considered.

Corporate & Strategic Implications

31. Delivery of the Transport Strategy:

- Supports 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.
- Helps mitigate Corporate Risks CR20 – Road Safety and CR21 – Air Quality.
- Supports delivery of the City of London Climate Action Strategy.
- Supports delivery of Recovery Taskforce Outstanding Environment activities

Conclusion

32. Delivery of the Transport Strategy is progressing well, but the impacts of COVID-19 pandemic have affected the programme and still uncertainty around funding. The recognition of the Transport Strategy to deliver Climate Action Strategy and Recovery Taskforce objectives has been endorsed and priority put on schemes which will make a major contribution to this.

Appendices

- Appendix 1: 2021/22 – 2023/24 Delivery Plan and Q4 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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Appendix 1: 2021/22 – 2023/24 Delivery Plan and Q4 2020/21 - year end update

This appendix sets out the Delivery Plan for the current three-year period (2021/22 - 2023/24). The table below also includes an update on progress up to and including Q4 2020/21. Schemes which completed at the end of March 2021 have been marked in grey and will not be included for the forthcoming year.

Major Projects Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 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 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. Approval was obtained in May 2020 to proceed with 3 options into more detailed design, looking at different combinations of road closures/ further restrictions. From this, one option was approved for detailed design and public consultation. Public consultation opened on the 29 March 2021 and due to close on 10 May 2021. The scheme is progressing well through design stages with a final design (GW5) planned for completion date of October 2021. The scheme at present is on programme for 2023 completion.

Major Projects Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
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 CR20	Finsbury Circus western arm on hold due to ongoing settlement issues. Working with Crossrail Ltd. to address this. Progress has been made through the year with TfL including pedestrian modelling. Currently exploring design options for the London Wall/Moorgate junction and Ropemaker Street/Moorgate junction. It is expected that an Issues Report will be developed over the summer months for Autumn Committee.
St Paul's gyratory removal Traffic management measures to remove St Paul's gyratory system and Museum of London roundabout and associated public realm improvements.	2013/14	2025	CIL S106	13,000 - 17,000	Primary delivery of proposals 1, 2, 24, 7, 8, 20 Secondary 11, 12 Corporate Plan outcomes 1, 9 CR20	Further capital funding bid required – scheme had been put on hold pending decision on adjacent site (Museum of London). An Issue report for April Streets & Walkways to restart the project to coordinate and develop highway change around the two developments at each end of the gyratory, LWW and 81 Newgate St
Liverpool St Crossrail Integration Improvements to the public realm, and in particular the pedestrian environment, to accommodate the new	2019/20	Phase 1 2020/21, Phase 2.1 2021/22 Phase 3 2021/22	S278 S106 Crossrail	2,000 (Phase 1) +£1,400 S106 funding for	Primary delivery of proposals 1, 2, 7, 20 Secondary 47 Corporate plan outcomes 1, 9 CR20	Phase 1 – Under construction, fully funded by Crossrail in immediate area around station; progressing to programme with completion scheduled for end of June 21. Phase 2.1 – 'Quick win' local area improvements to accommodate Crossrail opening. After previous data analysis, traffic signal timings at relevant pedestrian crossings

Major Projects Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
Crossrail Station on Liverpool Street				Phase 2 and 3		are being reviewed with TfL, and plans are being progressed with footway widening. Phase 3 – Working and Steering Groups have been established to support development of a long-term vision for Liverpool Street area. This vision will identify further opportunities for to improve the experience of walking, cycling and spending time in the area and enhance transport interchange.
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 completed, May 2021. Transfer of maintenance and sign updates to Business as Usual underway
Fleet Street Area 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	S106	250	Primary delivery of proposals 1, 2, 11, 12, 20 Secondary 38 Corporate plan outcomes 1, 9 CR20	Work commenced in 2020. Work is progressing in 2021 on stakeholder engagement, to take place in the summer months. Survey currently being developed. Engagement will focus on what people want to see for the area and how it should develop.

Major Projects Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
Pedestrian Priority Programme Series of street improvements to manage pedestrian priority, including traffic access restrictions and pavement widening	2021/22	2024/25	CoL - CAS	6,000	Primary delivery of proposals 1, 2, 16, 20 Corporate plan outcomes 1, 3, 9 CR20 CR21	Work commenced in 2021 with approval on the prioritisation methodology and the nomination of year 1 streets for scheme development.
1 – 2 Broadgate Public realm improvements to accommodate new pedestrian desire lines and increased pedestrian footfall	2020/21	2023/24	S278	900	Primary delivery of proposals 2, 5, 7	Concept design proposals have been prepared with the developer. Preparatory survey work and liaison with utility companies has also been undertaken.

City Cluster Area Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
Traffic Reduction and Pedestrian Priority Programme Healthy Streets Plan St Mary Axe Pedestrian priority and traffic access restrictions Leadenhall Street Traffic access restrictions	 2019/20 2021/22 2021/22	 2021/22 2022/23 2024/25	 TfL – LIP & LN S106 CIL EU	 1000	 Primary delivery of proposals 1, 2, 11, 12, 13, 20, 29, 38, Secondary 24, 25 Corporate plan outcomes 1, 9 CR20 CR21	Work on the City Cluster Healthy Streets Plan recommenced in February 2021. The Healthy Streets Plan has now been completed and will be a Progress Report to Streets & Walkways. This sets out the feasibility of proposed traffic management measures with traffic modelling and a delivery plan setting out the approach for delivery and the phasing of implementation (with consideration of constraints from construction and new development over the next eight years). Recommendations for traffic management on Leadenhall and St Mary Axe are being taken forward for Committee decisions in July 2021.
Wellbeing and Climate Change Resilience Programme	2020/21	2024/25	S106, CIL, S278, TfL, OSPR	1500	Primary delivery of proposals 7, 8, 9, 10	Work on this programme has been progressing with good engagement with external business partnership. Seven projects have been identified and approved to be taken forward to Gateway 5. These consist of improvements to existing public spaces, the delivery of Green Streets and Climate Change resilience measures.

Activation and Engagement Programme	2020/21	2024/25	S106 (further funding TBC)	300	Primary delivery of proposal 7, 13	Large and medium scale activation programmes are being developed to be taken forward for Gateway 4 - 5 approvals
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Smithfield and Barbican Area Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 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	Primary delivery of proposal 2, 7, 12 Corporate plan outcomes 1, 9 CR20 CR21	During 2020, Public Realm concept design based on transport phasing was set out with targeted engagement with stakeholders through the latter half of the year. Transport modelling is continuing. A Statement of Significance is being drafted for the public realm. A series of experiments are being planned for the summer that will support local businesses, connected to COVID-19 recovery work being undertaken by the department. Design development is continuing and engagement is being planned.
Beech Street Transport and Public Realm Improvements air quality and public realm enhancements Incorporates Barbican and Golden Lane section of Barbican & Smithfield - Healthy Streets Plan.	2018/19	2023/24	CIL	1,700 with additional costs tbc	Primary delivery of proposals 2 11, 7, 8 Secondary 29 Corporate plan outcomes 1, 11 CR20 CR21	Zero Emission Street experimental traffic order has been in place since March 2020. The approach to the Healthy Streets Plan and public realm improvements programme is currently being reviewed in preparation of a potential capital bid. In February 2021, S&W Committee determined to continue with the experiment. The scheme continues to be monitored and enforced but measures to develop the permanent scheme are currently on hold due to a second Judicial Review.

Barbican & Golden Lane Zero Emission Zone	2020/21	2021/22	LIP	150	Primary delivery of proposals 29, 11 Secondary 38 Corporate plan outcomes 1, 11 CR21	On hold and will be reviewed once transport and air quality impacts of COVID-19 are better understood.
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Minor Schemes Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 updates
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	LIP	920 (to 2021/22) Future years tbc	Primary delivery of proposals 1, 2, 16, 20 Corporate plan outcomes 1, 3, 9 CR20	The works at Gresham Street/Old Jewry and Basinghall St were completed. Gresham Street/Wood Street, Creechurch Lane/Leadenhall St completed March 2021. Future programme is prepared with feasibility work carried out during 2020/21. Delivery of the priority schemes in 2021/22 will be dependent on funding from TfL LIP programme. Charterhouse School Street experimental access restriction was agreed in Dec 2020 for commencement in the Spring term 2021.
Puddle Dock Pedestrian route safety and provision of new walking route (further scheme elements to be delivered by TfL on TLRN)	2019/20	2021/22	LIP	385	Primary delivery of proposals 1, 2, 20 Secondary 48 Corporate plan outcomes 1, 9 CR20	Highway works commenced in early 2020 and were delayed due to COVID-19. Scheme due to complete first quarter 2021/22.
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	Work progressed on Globe View as the completion was a priority and further S106 funding was identified. Work to start on site in Sept/Oct 2021 and complete works by the end of Dec 2021.

Minor Schemes Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 updates
Disabled parking bay adjustments	2019/20	2020/21	CoL	15	Secondary support proposal 16 Corporate plan outcome 3	Project completed at the end of 2020/21.

Cycling Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
City Cycle Network Phase 1 Route 1: CS1 to Monument via Bank Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)	2019/20	2022/23	TfL	2,000-4,000	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-19 measures. Consultation anticipated in 2021/22. Overall programme delayed by at least 12 months. Investigation work on the feasibility studies for Route 1 and Route 2 has resumed. The reports with the recommended preliminary proposals is expected back from the consultants in July 2021. TfL has not yet confirmed whether funding will be available for cycling programme in 2021/22
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 completed and project now closed. Included loading restrictions on King Street, Queen Street, Wood Street and Moor Lane; Footway widening / buildouts on Wood Street north of London Wall; Traffic island on Wood St j/w Fore St; Change of Give-way priority on Silk Street j/w Moor Lane; Raised table on Queen Street j/w Skinners Lane; Raised table on Mark Lane j/w Great Tower Street; Changes to the traffic island on Mark Lane j/w Hart Street

Cycling Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
City Cycle Network Phase 1 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	Projects to commence 2021/22 subject to funding from TfL.
City Cycle Network Bevis Marks Queen Victoria Street Protected cycle lane provision	2021/22	2021/22	TfL	47	Primary delivery of proposals 1, 24, 20 Secondary 11, 12 Corporate plan outcomes 1, 9 CR20 CR21	Projects have been installed on a temporary basis as a response as part of the Covid-19 response. Subject to funding from TfL these will be reviewed to see if it is appropriate to retain and enhance.
Cycle Parking implementation of additional space for standard and dockless cycles	2020/21	2021/22	CoL	15 + external TBC	Primary delivery of proposal 25	New spaces on street were completed in November 2020, further new safe cycle parking is being installed in car parks in May and June 2021. Further work is continuing due to the expansion of dockless cycle parking and e-scooters. Additional dockless cycle bays being identified to facilitate expansion and support launch of e-scooter scheme.

Public Realm Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	Q4 update
Moor Lane – Meanwhile project followed by permanent public realm enhancements	2021/22	2022/23	S106 S278	70 (temp scheme) Further costs tbc	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	Site condition surveys in progress with expected March 2021 start for implementation and completion phase.
Barts Close public realm improvements	2017/18	2021/22	S106 S278	4,500	Primary delivery of proposals 2, 5, 7	Construction in progress, Phase 3 (last phase). Expected completion May 2021.
55 Moorgate – public realm and walking improvements	2020/21	2021/22	S106	300	Primary delivery of proposals 2, 5, 7	Substantive works have been delayed but commenced again February 2021
Creed Court – public realm improvements	2020/21	2021/22	S106/S278	750	Primary delivery of proposals 2, 5, 7	Delayed due to COVID-19, and programme dependent on the developer. Start of implementation planned for Q4 2021/22.
22 Bishopsgate public realm improvements	2020/21	2021/22	S278	1,300	Primary delivery of proposals 2, 5, 7	Works have been substantially completed during 2021/22; snagging is taking place with southernmost section of Undershaft re-

Public Realm Programme

Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	Q4 update
						scheduled to July 2021 to accommodate access to neighbouring development.
150 Bishopsgate public realm improvements	2020/21	2021/22	S278	1,300		Developer was delayed due to COVID-19, however works have progressed during the last 12 months. Work is on programme to be completed mid-2021
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 agreed. S278 scope agreed and finalised in Feb 2021. Issue report submitted to set out actions required to start on site in 2021.
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 recommenced in February 2021. Overall programme impact 6-12 month delay.
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 were progressed during 2020. Approval to start work has been given. Design details of the scheme are being finalised, including utilities for traders, with a plan to include electric charge points; and the schedule of the works.

Public Realm Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	Q4 update
Public Realm SPD and Technical Manual update	2020/21	2022/23	S106	100	Supports proposal 2	Work commenced in 2020, with internal stakeholder workshops planned for May-June 2021.

Strategic Transportation Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 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	2022/23	LIP	200	Primary delivery of proposal 20 Secondary 1, 2 Corporate Plan outcome 1 CR20	Application to DfT has been progressed although delays due to reprioritisation on COVID-19 projects. Report is awaiting final signoff internally. If approved at DfT level; implementation at the earliest would be in 2022.
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	50 for feasibility study Future years tbc	Primary delivery of proposals 38, 39, 11, Secondary 2, 29 Corporate plan outcomes 5, 9 CR20 CR21	A brief for a feasibility study has been developed and informal engagement has been undertaken with consultants. Invitation to tender is anticipated in 2021/22.
City of London Streets Accessibility Standard (CoLSAS)	2019/20	2020/21	TfL – LIP	50	Primary delivery of proposals 16, 1 Secondary 2, 11 Corporate plan outcomes 1, 3, 8	Agreed revised approach to developing standard and the design tool in response to Covid-19 impacts. The tool has been developed and tested with project engineers. Work due to complete June 2021 on the accessibility tool.

Strategic Transportation Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
CoLSAS audit and delivery plan	2021/22	2021/22	CoL Officer time	-	Primary delivery of proposals 16, 1 Secondary 2, 11 Corporate plan outcomes 1, 3, 8	Work to commence on audit of streets during 2021/22.
Sustainable Servicing Programme policy and guidance working with TfL	2019/21	2022/23	CoL officer time	-	Primary delivery proposal 39 CR21	Work rolled into 2021/22 due to partnership working with TfL and other neighbouring authorities being preferable. TfL has delayed initial guidance. Some exploratory work has commenced with researchers at UCL.
Shared use review for walking and cycling areas policy and design guide	2019/20	2021/22	CoL officer time	-	Primary delivery of proposals 2, 20, 24, 1, Corporate plan outcome 9 CR20	Identification of sites completed. Approach and criteria being developed in conjunction with Accessibility Standard. Review expected to be completed in 2020/21.
Last mile delivery hubs Two 'last mile' logistics hubs in underutilised City Corporation assets by 2022. A further three hubs by 2025	2019/20	2022/23	CoL officer time)	-	Primary delivery of proposals 38, 39, 11 Secondary 32, 2 Corporate plan outcomes 5, 9 CR20 CR21	An invitation to bid for 2000sqft at London Wall car park was released in late February 2020. with a successful contract award. On programme for operational site in London Wall by September 2021. The programme for a further two sites has been extended to extend into 2022/23 given delays in 2020 from COVID-19.

Strategic Transportation Programme						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
Kerbside Review Comprehensive review of on-street parking and loading activity	2019/20	2022/23	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 completed in August 2020. Work has commenced on the Action Plan, where there are changes are identified these are programmed to be completed by the end of 2022
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	2022/23	DfT; CoL	TBC	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 2021/22 as programmed delayed by COVID-19. Installation of EV rapid hub at Baynard House in progress with launch anticipated Sept 2021. Barbican car parks have installed new EV charge points in 2021; new charge points in further DCCS estate planned, subject to funding.

Events and Campaigns						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risk	2020/21 update
Sculpture in the City annual programme Temporary public art installations in the City Cluster area	2019/20	2022/23	CoL, S106	983 (for 2021/22)	Primary delivery of proposal 7 Corporate Plan outcomes 7, 10	Annual programme. 2020/21 postponed for earlier Spring 2021/22. Installation programme on target for Summer 2021
Lunchtime Streets City Cluster and Chancery Lane Further streets to be identified and funding beyond plan period	2019/20	Ongoing	TfL – LIP	100 (to 2021/22)	Primary delivery of proposals 6, 13 Secondary 1 Corporate plan outcome 1	During 2020/21 lunchtime streets activity was suspended due to COVID-19 and suspension of LIP funding. Plans for activity in 2021/22 are being developed with some external funding and good support from the BIDS. Additional work to support temporary closures for al fresco dining has been undertaken during 2020/21.
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	Much of this programme was placed on hold due to COVID-19 working restrictions and suspension of LIP funding. However between August and November, the team was able to progress training and cycle roadshows with City of London Police. We have had higher numbers of adult cycle training than previous years. Further contact has been maintained with partners, including City of London Police to engage City businesses and schools to take part in this cycle safety training.

Other projects						
Project description	Start date	End date	Funding sources	Total cost £,000	Transport Strategy proposals, Corporate Plan outcomes and Corporate Risks	2020/21 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	Project completed; now business as usual
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	Project completed; now business as usual

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

Committee(s) Streets & Walkways Sub Committee Port Health & Environmental Services Committee Planning & Transportation Committee	Dated: 8 July 2021 13 July 2021 20 July 2021
Subject: City Lighting Strategy - Update	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 2, 10, 11, 12
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Director of the Built Environment	For Information
Report authors: Ian Hughes, Deputy Director (Transportation & Public Realm) Clarisse Tavin, Group Manager (Public Realm)	

Summary

This report provides Members with an update on the implementation of the City's innovative Lighting Strategy from 2018 that sought to deliver a holistic and co-ordinated approach to lighting the Square Mile.

That Strategy was initially driven by the project to upgrade the City's street lighting to energy efficient LED units and to implement a new smart control system. That workstream is now coming to a close and has been highly successful, creating opportunities to use this technology to deliver wider benefits. In so doing, this approach also established new cross-departmental governance on lighting and challenged conventional thinking behind how lighting impacts the public realm.

With the City's evolving Climate Action Strategy now targeting 'net zero' for carbon emissions in the Square Mile by 2040, the focus of this collective approach will start to shift towards sustainability and the wider City stakeholder community. With that in mind, the introduction of new planning advice, a review of current regulation and the establishment of new communication channels will lead behaviour change as the City seeks to reconsider the night-time lighting of buildings in the Square Mile.

Recommendation(s)

Members are recommended to note the progress & next steps outlined in this report.

Main Report

Background

1. In early 2020, Streets & Walkways and Planning & Transportation Committees received a report updating Members on the implementation of the City's innovative Lighting Strategy, including information on the on-going rollout of LED street lighting and the next series of initiatives intended to deliver the objectives set out within that strategy.
2. Since then, Covid-19 has affected some of those initiatives but others have been able to continue, including the LED rollout which has now been completed. In addition, the City's adoption of a radical Climate Action Strategy places a new emphasis on energy & carbon emissions as the City seeks to become 'net zero' in its operations by 2027 and 'net zero' for the Square Mile by 2040.
3. This report provides the latest position, updating Members on progress despite Covid-19, and the direction the City intends to take on lighting the Square Mile going forward.

Current Position

Lighting Strategy & Street Lighting Upgrade

4. In terms of background, Members may recall from previous reports that in 2018, the City developed, consulted on and adopted an innovative Lighting Strategy for its streets. This was developed in parallel to a £4m investment to upgrade the City's street lighting inventory to more energy efficient LED units.
5. That LED programme was able to safely continue during 2020 despite Covid-19 and was substantially completed at the end of last year. Snagging has now finished, allowing a Gateway 6 Project Closure report to be submitted to Streets & Walkways & Project Sub Committees after recess.
6. Previewing some of the findings that will be included in that report, the project was completed on time & to budget and delivered the following benefits:
 - A 57% saving (2.9 Million KWh) in energy pa (compared to current year estimates without these changes)
 - A 78% saving (2,000 tonnes) of CO₂ emissions pa
 - A 20% reduction in the number of lighting assets
 - A 56% reduction in maintenance costs (compared to 2017 when the project progressed through Gateway 5)
 - The introduction of a real-time mesh-based control management system for dynamic control of the lighting as well as energy monitoring and fault reporting.
 - The establishment of different lighting profiles for different lanterns, enabling the City to move away from a 'one size fits all approach' to lighting the Square Mile.

- A softening of the 'look & feel' of the City's night-time environment by using a range of warmer colour temperatures.
7. Being able to raise & lower lighting remotely has enabled the City to work with the City Police on using lighting to help manage problem areas suffering from anti-social behaviour, whilst the use of more efficient lanterns have enabled us to reduce light spillage in areas of concern to the City's Pollution Control team.
 8. Ensuring the right type of lighting is used in the right place at the right time remains a core objective of the Lighting Strategy which has three broad themes:
 - The lighting needs for our streets & spaces
 - A focus on environmental themes & sustainability
 - The technical requirements of lighting management & control
 9. Between the Lighting Strategy and LED rollout, we have rebalanced our public realm lighting, moving away from a traffic dominated and overly lit environment, establishing a more human & less traffic dominated scale aligned to our Transport Strategy & Public Realm objectives.
 10. Being able to set individual lighting timings (when lights come on and off), lighting levels (high to low) and temperatures (warm to cold) has enabled us to explore opportunities to change the look & feel of the City at night as well as make our lighting operate more efficiently and sustainably.
 11. An example has been Peters Hill between Carter Lane and Queen Victoria St which had previously been 'over-lit' with too many lanterns producing excessive glare from bright white lights. Instead, warmer, lower lighting levels were introduced with fewer overall lanterns, some at ground level built into handrails. This served to create a calmer and more welcoming space, more in keeping with this key pedestrian route from the Millennium Bridge.

Wider Interest & Opportunities

12. Feedback from City stakeholders to the LED rollout and Lighting Strategy has been universally positive, including residents of the Barbican where a series of changes on the highwalk to refresh the night-time look and feel have been welcomed.
13. Interest from outside the City remains high with the LED project winning industry-level awards, whilst the creation of a holistic strategy continues to be recognised as innovative and ground-breaking. Both Members and officers have been invited to participate in local, national and international research groups, publications and webinars to provide more information on the Lighting Strategy, share the expertise developed to date and lead discussion about the future of street lighting.
14. Interest in how the City went about building this strategy and the opportunities it creates has been wide ranging, with the Centre for London working with the City,

GLA, Cross River Partnership, Illuminated River and other partners to advise on a pan-London approach to lighting. This research, entitled “Seeing clearly: A new vision for London’s lighting”, was published in March 2021 and attracted plenty of industry and public authority interest, influencing policy on lighting going forward.

15. At the same time, the London School of Economics was commissioned to undertake a City-based study to better understand how public realm lighting can positively impact the lives of those who live and work in the area. The study focused on the Culture Mile area, helping us understand how the area can be improved to provide a better environment for all after dark
16. The March 2020 Committee report also explained there had been international interest in the City’s approach through the Lighting Urban Community International (LUCI) association. LUCI is a network of over 70 towns & cities that share information and work together to promote light as a tool for social, cultural and economic development.
17. LUCI had approached the City to consider hosting their 2021 conference but for obvious reasons this had to be deferred. Nevertheless, the City remains an active contributor to LUCI, with officers interviewed for their recent ‘Exploring City Nightscapes’ publication which set out 12 international case studies where light plays a key role in shaping and maintaining their quality nightscape.
18. Discussions with LUCI continue about potentially hosting a future event, but this will be subject to external funding and the appetite for face to face international events post-pandemic. In the meantime, the New London Architecture have separately approached the City about hosting an exhibition in the City Centre in Autumn 2021 to showcase the good work delivered to date.
19. The City has also been asked to be a key contributor to the “ENLIGHTEN me” project, a European funded project about lighting, health and well-being. It aims to develop dedicated guidelines and recommendations for cities, along with tools for better decision making on the impact of lighting on health and wellbeing covering lighting policies, measures, technologies and interventions.
20. Finally, the previous Lighting Strategy report also noted the opportunity to progress a review of the external lighting of St Paul’s Cathedral which is historically owned, managed and maintained by the City Corporation. As DBE’s current local risk budgets are insufficient to deliver such a scheme, officers continue to investigate alternative sources of funding such as external sponsorship and / or a future CIL Neighbourhood funding application.

Lighting Board

21. From a governance perspective, one of the key outcomes of developing the Lighting Strategy was the creation of a cross-departmental Lighting Board to direct the approach being taken and to drive the Lighting Strategy forward.
22. That Board continues to meet on a quarterly basis to review issues and opportunities, and includes representation from:

- DBE's street lighting, public realm & road safety teams
- DBE's planning & development officers
- The City Police
- Licensing & Pollution Control
- Open Spaces
- Energy Management
- Community & Children's Services.

23. Moving forward, it is intended for this Lighting Board to develop & own a series of actions to ensure this initiative maintains momentum, in particular building on the work done so far to develop planning guidance for developments and to establish a clear direction under the Climate Action Strategy.

Climate Action

24. In terms of the Climate Action agenda, the City has adopted a radical new strategy which sets out how the organisation will achieve net zero, build climate resilience and champion sustainable growth, both in the UK and globally, in the next two decades.

25. By adopting this strategy, the City Corporation has committed to:

- Achieve net zero carbon emissions from our own operations by 2027
- Achieve net zero carbon emissions across our investments and supply chain by 2040
- Support the achievement of net zero for the Square Mile by 2040
- Embed climate resilience in our buildings, public spaces & infrastructure

26. In this context, the work done to deliver the Lighting Strategy and LED upgrade is perfectly aligned to this ambition, but there is clearly work to be done with all stakeholders (in the context of lighting) to achieve this goal and accelerate the transition to net zero. Targeting energy efficiency as part of a renewable energy strategy will become increasingly important, alongside embedding circular economy, climate resilience and low carbon principles into our public realm design.

27. As an example, the LED programme not just delivers benefits in terms of carbon reduction, but it also contributes towards climate resilience because LED lights produce less heat, minimising their contribution to the heat island effect. As a result, they reduce the adverse impacts on biodiversity which is under threat from climate change, plus they are more reliable in extreme temperatures which are starting to become more prevalent as our climate changes.

28. However, in terms of buildings in the City, figures from the Climate Action team suggest 44% of greenhouse gas emissions within the Square Mile come from non-domestic buildings in the baseline year (2018/19), making this a key area of focus. For existing non-domestic buildings in the square mile, the Climate Action Strategy is targeting a reduction in energy consumption of 40% between 2020

and 2030, requiring a mix of improved technical advice and communications to deliver.

Lighting from Buildings

29. The challenge of moving towards a carbon neutral City will require a response from developers and building managers in how they light their buildings, both in terms of architectural external lighting and their approach to lighting their buildings internally.
30. With this in mind, the City's Planning team will look to bring forward proposals later this year for a new Planning Advice Note that sets out best practice, challenging developments to deliver environmentally sustainable building lighting that reduces energy usage and complements the public realm.
31. In terms of background to this work, building control regulations already require energy efficient lighting controls to be in place for developments, whilst the National Planning Policy Framework (NPPF), which comprises Government planning policy for England, states that planning policies and decisions should ensure that development limits the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
32. The National Planning Practice Guidance (NPPG) provides further guidance on the policies in the NPPF, and whilst it acknowledges the wider benefits of artificial light, it suggests that it is not always necessary and has the potential to become 'light pollution' or 'obtrusive light'. It provides guidance for assessing when development might have implications for light pollution and, where implications arise, recognises the importance of getting the right light in the right place at the right time. Given change can be costly and difficult, getting the design right and setting appropriate conditions at the planning stage is essential.
33. With that in mind, the City's Local Plan (Policy DM15.7(5)) already requires that developments design internal and external lighting to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance to nature conservation. In parallel, draft City Plan 2036 Policy DE8 requires the design of new developments to incorporate measures to reduce light spillage from internal and external lighting, particularly where it would impact adversely on neighbouring occupiers, the public realm & biodiversity.
34. The aim of the new Planning Advice Note is therefore to provide clear advice regarding the expectations of Policy DM15.7 (and, after adoption of the new City Plan 2036, Policies DE8 and DE9(2) or their equivalents) and to provide technical details as to how those expectations can be met. It will also look to include appropriate guidance on lighting advertisements and signage for buildings, as well as internal & external architectural lighting. Such guidance will help make the Square Mile a safer, more sustainable, more legible place, with the needs of businesses, residents and biodiversity carefully balanced in the context of the City's Climate Action agenda.

35. In terms of enforcement against owners of buildings not meeting this criteria, the existing powers are somewhat limited within the planning process as they are linked to planning conditions for new development and cannot be imposed retrospectively on existing buildings that do not already have such conditions in place. From an environmental perspective, enforcement powers are typically focused on directed light (such as security lighting) dealt with via statutory nuisance provisions, but such limitations make it challenging for planning and enforcement authorities to control or enforce against owners of buildings with seemingly inefficient lighting management regimes.
36. The City's emerging climate action agenda is intended to 'shine a light' on inefficient practices across the wider remit of environmental sustainability, making this area ideal for the development of a wider engagement strategy as we start to set out the route towards net zero. Establishing and promoting best practice through the proposed advice note, supported by case studies aligned to the Climate Action Strategy's behaviour change awareness campaign, will complement existing planned actions to engage businesses and SMEs on this topic.
37. By comparison, driving change through additional enforcement beyond the existing planning and statutory nuisance limitations would likely require amended primary legislation based on an extensive evidence base, demonstrating that current enforcement powers are insufficient for these purposes. That would best be considered once the intended advice note has been consulted on and embedded, but an initial review of the powers currently available will still be undertaken as part of this process.

Proposals

38. There are continuing opportunities for the City Corporation to be seen to lead on this exciting & developing area of work, with the following activities planned:
- The City will seek to embed more efficient, effective and appropriate use of lighting in the next wave of public realms schemes and maintenance works going forward in the next 12 months.
 - Lighting will be one of the tools used to establish a unique 'look & feel' for the Culture Mile quarter, ensuring a night-time focus is embedded in the project from the outset, starting with a trial later this year.
 - Bespoke lighting timings and levels will continue to be used to help address localised anti-social behaviour and crime & disorder issues, including drug use and noise from late night bars at closing time.
 - As part of the move away from a 'one size fits all' approach to lighting our streets, a series of core timing profiles will be developed and implemented in the next six months to better fit the needs of the City's transport hubs, residential areas, night-time economy hotspots and our riverside & open spaces.

- Engagement will continue with the wider lighting community, across London, the UK and beyond, to share the City's best practice outcomes, continue to support technical innovation and to learn lessons from elsewhere.
- A Planning Advice Note for the management of internal & external lighting in new developments will be brought forward for consultation before the end of the year to provide greater certainty and clarity regarding compliance with Local Plan policies.
- A review of current statutory regulations and enforcement powers in relation to building owners will be conducted in parallel to the proposed planning advice.
- As part of the Climate Action Strategy, a behaviour change communications campaign will be formulated to raise awareness of lighting with building owners, managers & developers.
- Further night walks with Members will be planned from November (once the clocks go back) to help illustrate the achievements so far and the issues and challenges going forward.

Strategic Implications

39. These actions meet a series of key objectives contained within the Corporate Plan. These include:

- We will ensure people are safe & feel safe by tackling anti-social behaviour & protecting our streets & open spaces
- We will ensure people enjoy good health & wellbeing by better service design & delivery
- We will develop & trial smart innovations and improve the experience of moving through our spaces
- We will curate a vibrant, attractive & complementary blend of uses of space
- We will create & transform streets & public spaces for people to admire & enjoy
- We will champion a distinctive & high-quality residential, worker, student & visitor offer
- We will drive down the negative effects of our own activities
- We will provide environmental stewardship in use of resources
- We will influence UK and global policy to protect the environment
- We will maintain our streets & public spaces to high standards

Financial Implications

40. Full financial implications arising from the change to LED lighting will be set out in the upcoming Gateway 6 report on that project to Streets & Walkways and Project Sub Committees.

Equalities Implications

41. The impact of lighting on safety, health & wellbeing will continue to be monitored in line with the City's public sector equality duties and in accordance with the overall Lighting Strategy.

Resource & Risk Implications

42. Progression of the above actions are dependent on sufficient staff resources being available in light of the recovery from the Covid-19 pandemic and wider corporate priorities.

Security Implications

43. Liaison with the police as a key stakeholder throughout the development of the City's Lighting Strategy has ensured that any amendment to the City's lighting levels considers the issues of crime, disorder & counter terrorism.

Conclusion

44. The City's Lighting Strategy represents a genuinely innovative opportunity to create a joined up and holistic approach to managing the look & feel of the Square Mile at night. The Strategy has created the framework, and the LED project the mechanism, to deliver a step change in approach, with benefits in terms of sustainability, cultural opportunity and public realm safety.
45. With the emerging Climate Action Strategy now establishing the importance of taking steps to deliver a net zero Square Mile in the medium term, the focus of the strategy will now shift towards the question of delivering energy efficient lighting in the wider City community, as well as promote the City's best practice across London & beyond.

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Committee(s)	Dated:
Planning & Transportation	02/06/2020
Subject: District Surveyors Annual Report 2020/21	Public
Report of: Director of the Built Environment	For Information
Report author: Gordon Roy, District Surveyor & Environmental Resilience Director	

Summary

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

Recommendation(s)

Members are asked to:

- Note the report for information.

Main Report

Background

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

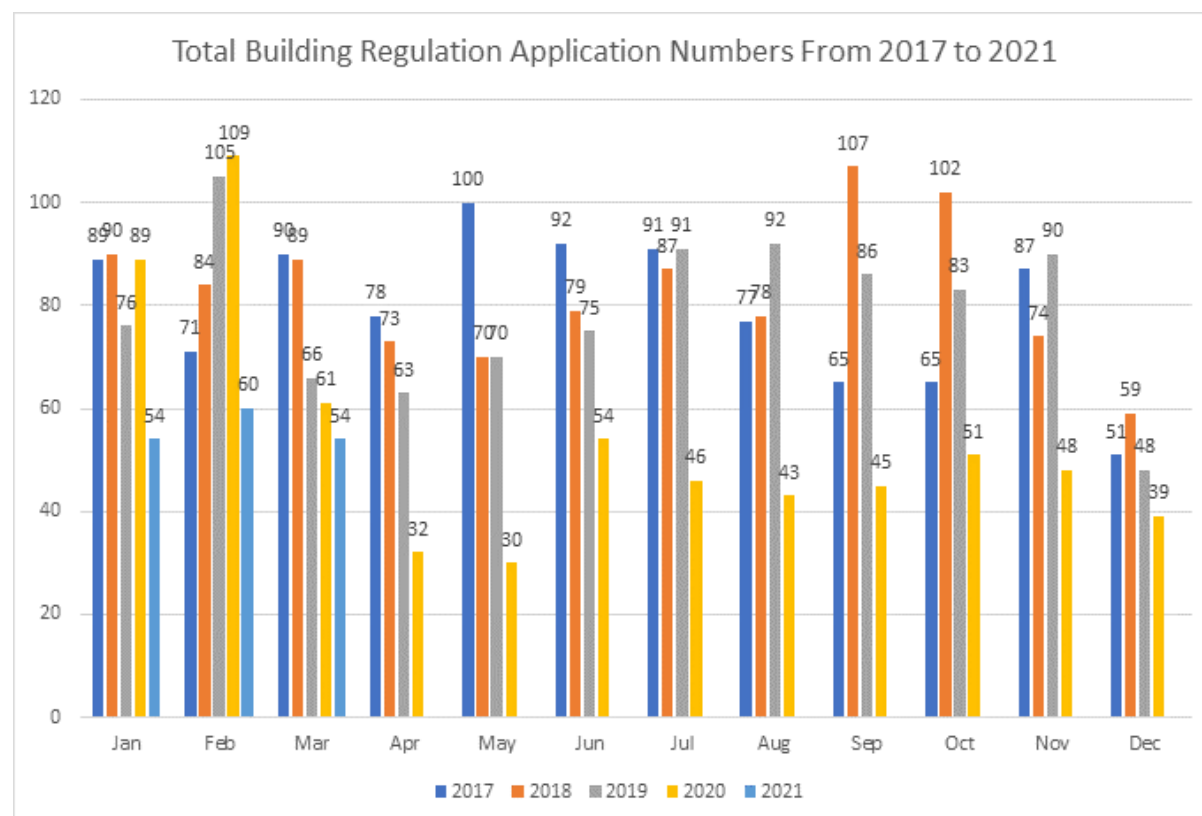
- Advice to the Community and Children's Services on Marriage Licence applications for the technical standards in relation to Health and Safety.
 - Advice to the Planning Service on major Planning Applications on the design of Sustainable drainage systems. This service was extended in April 2020, to include Fire Safety and Energy Statements, which are additional requirements for major planning applications under the Local Plan.
5. Advice and guidance on technical and procedural requirements are made freely available to other areas of the City of London Corporation and the public upon request.
 6. The Engineering Team are responsible for the structural inspection and maintenance of the City's 5 river Bridges, approximately 80 Highway Structures and a number of Statutory Reservoirs on which they have reported separately to your committee and Open Spaces Committees respectively. With the formation of the new Bridge House Estates Board from April 2021, all matters relating to the 5 City Bridges will be reported to this new Board. The Engineering Team also provide advice on major Infrastructure Projects to protect the City's interests.
 7. The Environmental Resilience Team, formed in June 2019, aims to improve the resilience of the City Corporation and the Square Mile to environmental impacts including flooding, and fulfilling the City Corporation's statutory duties as Lead Local Flood Authority under the Flood and Water Management Act 2010.

Current Position

8. As referenced earlier in the report, the Building Regulations function of the District Surveyor's Office is open to extensive competition and is affected by the fluctuating extent of building work within the City. During 2020/21 workload has also been affected severely by the Covid-19 pandemic where applications received by both the Approved Inspectors and The District Surveyors Office dropped by around 50% from previous years. The following bar chart (Table 1) shows the number of applications and Initial Notices received by the District

Surveyors Office over the year and includes previous years to demonstrate the considerable drop in applications.

Table 1



9. Applications received by the Building Control Service for 2020/21 and the resulting market share are shown in Table 2.

Table 2

Market Share					
	Yr. 2016/17	Yr. 2017/18	Yr. 2018/19	Yr. 2018/19	Yr. 2020/21
City of London Applications	216	248	244	300	158
Initial Notices Received	763	773	791	697	418
Total Number of Applications	979	1021	1035	997	576
City of London Market Share	22%	24%	24%	30%	27%

10. Market share dropped slightly from the previous year but remains within the 22-30% range.
11. A summary of the all the Building Control Service workload for 2020/21, is shown in table 3:

Table 3

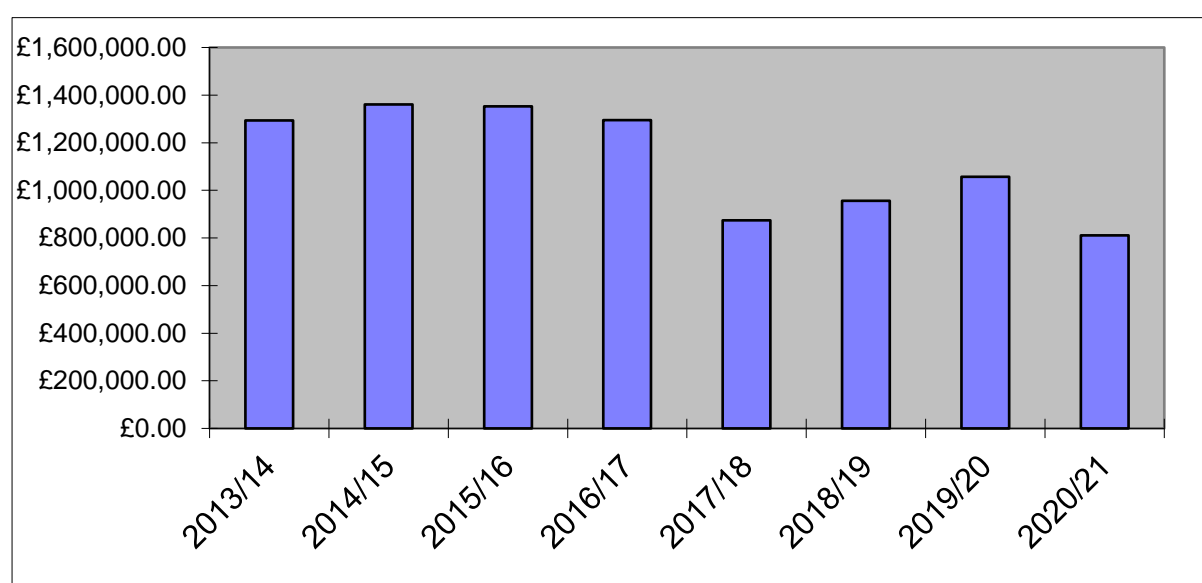
Building Control Stats					
	2016/17	2017/18	2018/19	2019/20	2020/21
Corporate Complaints	0	0	0	0	0
Jobs Commenced	224	237	205	278	151
Jobs Completed	138	188	142	186	121
Full Plans Applications Submitted	126	159	110	174	100
Building Notice Applications submitted	66	63	73	78	46
Partnership Applications	11	9	24	10	8
Regularisations	13	17	28	29	12
Cross Boundary applications	N/A	N/A	9	9	2
Total Number of Applications	216	248	244	300	158
Competent Person Notifications	333	739	827	376	554
Dangerous Structure Call Outs	32	29	33	23	12
Site Inspections	1457	1603	1537	1759	894
Income	£1,295,411	£874,660	£957,150	£1,058,245	£810,533
Market Share	22%	24%	24%	30%	27%

12. Tables 2 and 3, show the total number of Building Regulation applications dropped significantly during 2020/21. Table 1 shows the very healthy application numbers in January to March 2020, but with the Covid Pandemic starting at the end of March 2020, applications drop sharply to around 50% of their normal levels, and this has continued into the early part of 2021 also. This severe drop-in construction activity has affected the workload across the whole of the Building Control process, resulting in lower applications for other matters such as Demolition Notices, Temporary Structures, Approval in Principles and Marriage Licence inspections.
13. The Covid Pandemic in April 2020, required Building Control to stop all physical site inspections of on-going building work, with surveyors having to adopt a new remote inspection process, where photographs, Facetime, video, and similar electronic methods of completing a remote inspection, were used. While this remote method is not ideal, it allowed contractors to proceed with their works, while keeping the surveyors safe. Working with Corporate Health & Safety team,

and the Construction Leadership Council's Covid guidelines, a revised Covid-19 Risk Assessment was produced and agreed, and physical site inspections recommenced during the summer 2020, with a very strict protocol being implemented and contractors being asked to supply in advanced Covid Secure site inspection plans. The District Surveyors Office has adopted a pragmatic attitude to the Covid pandemic, and this has allowed the construction industry within the City to continue during this time.

14. As application numbers decreased in 2020/21, income also decreased. Table four shows fee generation from applications between 2013 to 2021 to use as a comparison.

Table 4



15. Income received in a year can be difficult to use as a measure of new business activity as large projects which have already started, are invoiced throughout their construction period and can disguise market activity. To analysis new business activity, applications received in a calendar year and their respective fee income is checked and the results are listed in table 5:

Table 5

Table 5 Building Control Applications 2015-2020		
Year	Number of Application	Fees Generated
2015	280	£1,210,007
2016	228	£847,099
2017	236	£778,279
2018	246	£778,279
2019	266	£1,091,256
2020	191	£810,533

16. The analysis of Table 5 suggests that new large scale construction activity during 2020/21 paused due to the pandemic, but there was a reasonable number of medium sized applications, resulting in income being at a similar level to 2017 and 2018 although application numbers were smaller.
17. Medium sized applications received included the relocation of the Museum of London to Smithfield's, the fit outs of 21 Moorfields, 74 and 84 Moorgate.
18. The number of applications and income are not the only measure of the workload for the division. Large developments have extended contract periods which spread work and fees over several years. With the fees being taken in stages the fee associated with the initial application provides a better measure of the work carried out by the office at any time. Table 5 shows fee generation from applications between 2013 to 2020.
19. Fees and charges for Building Regulation work are governed by The Building (Local Authority Charges) Regulations 2010 and the City are required to approve a Building Regulation Charges Scheme. In 2010 the charges scheme was approved and has been reviewed annually to ensure the principles of the Regulations, to ensure full cost recovery of the Building Regulation part of the service, was being maintained. The scheme was amended in 2018, and in 2020. As requested by the Committee, an annual report relating to the fees was submitted to review the current charges scheme ensuring fees are set at an appropriate rate. This report, recommended some minor changes to the scheme, for commencement from May 2021, which was agreed and has been implemented from the 4th May 2021.
20. Dangerous structure call-out inspections dropped over the last year from 23 to 12. This drop in dangerous structure reports is probably due to fewer people being in the City but will be monitored to ensure that all incidents are correctly reported. Of those dangerous structures that were reported, there were no significant incidents.
21. Over the last year, Officers have been participating in the London District Surveyors Dangerous Structures Consortium's work on procuring a new contract for a Dangerous Structure Call-out Contractor. This work has now been completed with "Wates" appointed for the next 4 years. Wates will provide this service for all London Boroughs, 24/7.
22. Other areas where Building Control services have been requested include:
 - Special and Temporary and Special Structures- 5 applications.
 - Approvals in Principal for the Engineering Team- 16 applications.
 - Marriage Act applications to carry out a technical assessment for the premises prior to a Licence being issued- 1 application.
 - Sustainable Urban Drainage System (SuDS) - providing the technical advice and assessment for major planning applications - 39 applications.
 - Demolition Notices - 2.

23. Applications for Demolition Notices, Temporary Structures, Approval in Principle applications and Marriage Licences were all significantly lower than normal as a result of the Covid-19 pandemic.
24. Only assessments for Sustainable drainage systems which are submitted as a result of a planning application, remained at a normal level, which indicates that the planning system remained active during the pandemic.

Major Projects that Completed in 2020/21

25. Construction work during 2020/21 was severely affected due to the COVID pandemic but works to a number of major buildings still completed during the year. These included:
 - Fleet Building, Farringdon Street.
 - Fit out works for 52-54 Lime Street (The Scalpel)
 - Fit out works for 60-70 St Marys Axe.
 - Fit out works for 100 Bishopsgate.
26. While the number of large projects that completed was small, construction work at 22 Bishopsgate and, 150 Bishopsgate continued and are very close to being completed. Works to 8 Bishopsgate and 40 Leadenhall commenced and are now well underway. Works to 1 Leadenhall have also been monitored with the demolition to the existing building nearing completion, with piling planned for autumn 2021. A similar situation exists for 1-2 Broadgate.

Engineering Team

27. The Engineering Team have been extremely busy with the Thames Tideway project with tunnelling now complete to the City section of the river and for the complicated float out of the new Fleet Culvert. The team have ensured this work has not affected the Bridges on behalf of Bridge House Estates.
28. The re-waterproofing of London Bridge and the associated replacement of Bridge bearings was successfully completed on time and in budget after considerable persuasion not to suspend the works when the pandemic commenced.
29. With the proposed relocation of the Museum of London to Smithfield's, the Engineering Team have been working in collaboration with the development's project team, for their contractor to waterproof a number of bridges around Smithfield and Snow Hill, as well as carrying out investigations to the bridge at Lindsey Street.
30. The team have also worked very hard to ensure the critical services of approving abnormal load routes, crane notification etc, have been continued while remote working throughout the pandemic and minimising the impact of the proposed TOM.
31. There has also been considerable input to the setting up of the new BHE Board.

Environmental Resilience Team

32. The Environmental Resilience Team has continued its leading edge work to ensure that the City is resilient to the risks we face from climate change (flooding, heat stress, water shortages, biodiversity loss, emerging pests & diseases and disruption to food and trade).
33. The team have developed the City's Local Flood Risk Management Strategy 2021–27 (adopted Feb 2022) which sets out how we will address the risks the City faces from all flooding sources, tackling the increased risk from climate change. This work has advanced in parallel with our contribution to the Environment Agency's second cycle Flood Risk Management Plan. These tasks contribute to fulfilling the City Corporation's duties as Lead Local Flood Authority for the Square Mile under the Flood and Water Management Act 2010 and the Flood Risk Regulations 2009.
34. In order to address the increased risk of flooding from the tidal Thames as a result of sea level rise, the team has progressed a pilot Riverside Strategy, part funded by the Thames Regional Flood and Coastal Committee. This strategy demonstrates how the City can adapt the riverside to cope with higher tides whilst maintaining a well-designed and accessible riverside for all. Work has included the commissioning of a drone survey of the City's riverside, desktop research, comprehensive GIS mapping and involvement in the Design in the Public Sector programme (sponsored by the Local Government Association) all of which have informed the draft strategy.
35. The Environmental Resilience Team led the inclusion of climate resilience as a key element of the Climate Action Strategy. The team worked with Buro Happold to produce a climate resilience adaptive pathways report which prioritises climate resilience actions taking account of the uncertainty of climate impacts. Implementation of this work has begun through the "Cool Streets and Greening" and "Mainstreaming Resilience" projects. We have run a series of "Climate Chats" to communicate climate change issues to a wider audience and we represent the City at regional forums addressing flood risk and climate resilience.

Staff

36. The District Surveyors Office has an overall team of 30, including 24 in the Building Control Team, 5 in the Engineering Team, and the District Surveyor post. In addition, the Environmental Resilience Team has 2 posts which have been seconded into the team, as specialists in this field. The Building Control Team has a number of officers of various seniority and specialisms to reflect the work we do. These include structural engineers, chartered surveyors, a fire

engineer, and services engineers. All members of the Engineering Team are civil engineers.

37. Over the last few years, the Building Control Team has been in transition with a number of staff members retiring. At the end of March 2021, 3 members of the team, who had a combined service to the Office in excess of 110 years, retired. Recruitment to fill these positions is extremely difficult due to the National shortage of Building Control Surveyors, competition from Approved Inspectors, and constraints due to the TOM process. However, we have been successful in appointing to one of the positions and a further recruitment advert will be published shortly.
38. Building Control in August 2019 started its first professional Building Control Apprentice, on a four-year University based training programme, with a second apprentice appointed in 2020. In March 2021 a third apprentice was appointed who will commence their University course this autumn. As recruitment to Building Control is very difficult, the Division is committed to training new and existing staff to ensure service delivery.
39. We continue to actively seek out potential clients and win new work, with discussion continuing with major developers and landowners, such as British land. Pre application agreements have been signed regarding, 2-3 Finsbury Avenue, Custom House, 81 Newgate Street, 120 Fleet Street, 55 and 70 Gracechurch Street. We also work with British Land on their framework agreement for redeveloping the whole of Broadgate. Applications for 1-2 Broadgate, and 30-34 New Bridge Street have recently been submitted. We are also providing early advice to the Courts Project team. We are optimistic for the future and continue to market the service at every opportunity.
40. The London District Surveyors Association (LDSA) represents the heads of Building Control in the 33 London authorities. The District Surveyor office continues to support the work of the LDSA and is represented on all its major committees, including its executive committee. Gordon Roy, the District Surveyor and Environmental Resilience Director has been elected as Junior Vice President in 2020. His Presidential year was due to be in 2022, but due to the Covid-19 pandemic the existing President was asked to remain for a second year, so Gordon's Presidency will now commence in 2023.
41. To help steer both the regulatory format and technical standards, staff participate in full consultation with government and have been involved with the industry committees and working parties following the Hackitt enquiry regarding fire safety. This has also required our engineers, to work with the fire engineers at Edinburgh University to examine new construction techniques particularly around the use of timber in buildings. This work continues and ensures the District Surveyors are at the forefront of the construction industry.
42. Close working with the London Fire Brigade ensures a coordinated response on fire related issues is fed back to clients, and we continue to have regular discussions with their fire engineering team.
43. Regular reviews of our workload and performance are carried out and reviewed in the light of regular customer surveys.
44. Performance standards are measured by means of Key Performance Indicators which indicated in table six, KPI's 2021.

Table 6

	LBC1	5 week apps 90% within 19 working days			LBC2	8 week apps 90% within 26 working days			LBC3	Completion Certificates Issued 85% within 10 working days		
		Apps.	Success	%		Apps.	Success	%		Final Inspections	Success	%
2020/21												
Apr		6	6	100%		7	7	100%		1	1	100%
May		1	1	100%		1	1	100%		3	3	100%
Jun		2	2	100%		2	2	100%		8	7	88%
Jul		6	6	100%		8	8	100%		12	12	100%
Aug		3	3	100%		2	1	50%		2	2	100%
Sept		2	2	100%		1	1	100%		7	7	100%
Oct		3	3	100%		1	1	100%		13	13	100%
Nov		3	3	100%		6	5	83%		18	18	100%
Dec		1	1	100%		4	3	75%		9	9	100%
Jan		0	0	100%		7	5	71%		12	12	100%
Feb		5	4	80%		8	7	88%		11	11	100%
Mar		2	2	100%		9	9	100%		16	16	100%
YEAR TOTAL		34	33	97%		56	50	89%		112	111	99%

45. The Building Control division operate a Quality Management System which was externally audited in August 2020 and received re-accreditation. This re-accreditation of the Building Control Quality Management System means that the division has been providing an accredited management system, continuously for 27 years.

46. The District Surveyor's office uses the Building Control module of CAPS Uniform software to record all applications and records. This is the same software that the Planning department use for their purposes. The use of a common system enables easy abstraction of information for building searches and shared information. The software is part of the corporate IDOX/M3 replacement programme which should be concluded shortly.

Conclusion

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

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Committees: Port Health and Environmental Services – for information Planning and Transportation – for information	Date: 13 July 2020 20 July 2020
Subject: Air Quality Annual Status Report for 2020	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	2 and 11
Does this proposal require extra revenue and/or capital spending?	N
Report of: Jon Avern, Director of Markets and Consumer Protection	For information
Report author: Ruth Calderwood, Air Quality Manager	

Summary

As part of its statutory duties for London Local Air Quality Management, the City of London Corporation is required to produce an Annual Status Report and submit the report to the Greater London Authority and the government. The report is designed to demonstrate progress with actions contained within the latest Air Quality Strategy and to present air quality monitoring data. A copy of the full report, which is produced using a prescribed template, will be made available on the Corporation web site and is available on request. A summary report containing the monitoring data, is attached to this report as Appendix 1.

Despite the impact of the COVID-19 pandemic on activity in the Square Mile during 2020, good progress was made with a wide range of actions and air quality monitoring continued throughout the year.

The City Corporation runs what is probably the densest and most comprehensive network of air quality monitoring equipment in the country. Air quality data was collected in 2020 using three nitrogen dioxide continuous analysers, three PM₁₀ analysers and two PM_{2.5} analysers. Nitrogen dioxide data was also collected at numerous sites using low cost diffusion tubes. Data from diffusion tubes is less accurate than the continuous analysers but is very useful to show long term trends and highlight hot-spot locations. The data for all sites, with a map of monitoring locations, is presented in the summary report attached as Appendix 1.

In 2020 there was a significant drop in annual average concentrations of nitrogen dioxide at roadside when compared to 2019. This was principally due to the impact of the COVID-19 pandemic. In 2020 nearly all locations met the annual objective of 40µg/m³, many of the roadside locations did so for the first time since monitoring began. Some sites had a reduction of nitrogen dioxide levels of over 45% when

compared to 2019. Of note is Beech Street, where annual average NO₂ reduced by 53% from 2019 to 2020 and levels fell below the annual mean objective of 40µg/m³ for the first time. This was due to the combined impact of the COVID-19 pandemic and the Zero Emissions Street pilot.

The impact of the COVID-19 pandemic on the level of particulate matter was less significant. This is because particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. Levels of particulate matter in the air at any given time are also strongly influenced by weather conditions. All three continuously monitored sites did however see a reduction in annual mean PM₁₀ concentrations of around 3µg/m³ in 2020, when compared to 2019. PM_{2.5} remained the same at background sites and slightly reduced at roadside

As activity returns to the Square Mile, the amount of air pollution is expected to increase. However, it is not anticipated to return to pre-2019 levels due to the wide range of action being taken to improve air quality by the City Corporation, which is supported by action taken more widely across London. This activity is being reflected in the year on year reduction in air pollution that is being measured. Action to improve air quality is contained within the City Corporation's Air Quality Strategy, which is strongly supported across the organisation by a wide range of policies and strategies. This is most notable in planning policy, the Transport Strategy and the new Climate Action Strategy.

Recommendation

Members are asked to:

- Note the contents of the Air Quality Annual Status Report for 2020

Main Report

Background

1. The City of London Corporation has a statutory duty to assist the Mayor of London and the UK government in taking action to reduce levels of air pollution so that concentrations of pollutants meet health-based limits as soon as possible. The City Corporation also has a responsibility to protect public health.
2. The City Corporation's latest Air Quality Strategy 2019 – 2024 was adopted in September 2019. It outlines actions that will be taken to fulfil the City Corporation's statutory responsibility for Local Air Quality Management, and for reducing the health impact of air pollution on residents, workers and visitors to the Square Mile.
3. The City Corporation has a statutory obligation to submit an Annual Status Report to the Mayor of London and the government. The report must outline progress towards actions within the existing Air Quality Strategy and provide the results of air quality monitoring undertaken. A copy of the full report, which is produced using a prescribed template, will be made available on the Corporation web site once all data has been fully ratified. It is also available on request. A summary report containing the air quality data is attached as Appendix 1.

Air Quality Data

4. The amount of air quality monitoring taking place in the City has increased in recent years. In 2020, data was collected using long-term continuous monitors at three nitrogen dioxide (NO₂) sites, three particulate PM₁₀ sites and two particulate PM_{2.5} sites. Data collected over the past three years for these sites is presented in Table One.
5. Nitrogen dioxide data was also collected at numerous sites using low cost diffusion tubes. Data from diffusion tubes is less accurate than from the continuous analysers but is very useful to show long term trends and highlight hot-spot locations. The data for all sites is presented in both the full report and the summary report, which is attached as Appendix 1.
6. Air quality monitoring locations are reviewed annually. As part of the ongoing maintenance and management, and to ensure resilience, one PM₁₀ analyser and two NO₂ analysers were replaced during 2020. There are five long-term diffusion tube locations which are retained each year. Other diffusion tube sites are added or removed according to the needs of research projects, planned programmes and local investigations or concerns. The summary report in Appendix 1 contains a map of monitoring locations during 2020.
7. At the time of writing this report, all data has been fully ratified except for the PM_{2.5} data for Farringdon Street and the PM₁₀ data for Beech Street. The data presented for these sites is therefore provisional and the final data set for these locations may change slightly.

Location	Pollutant	EU Limit value	WHO Guideline	Annual average 2018 ($\mu\text{g}/\text{m}^3$)	Annual average 2019 ($\mu\text{g}/\text{m}^3$)	Annual average 2020 ($\mu\text{g}/\text{m}^3$)
The Aldgate School (formerly Sir John Cass's Foundation Primary School) [background]	Nitrogen dioxide	40	40	32	33	22
	PM ₁₀	40	20	21	19	16
	PM _{2.5}	25	10	12	12	12
Upper Thames Street (roadside)	Nitrogen dioxide	40	40	87	73	45
	PM ₁₀	40	20	32	27	24
Beech Street (roadside)	Nitrogen dioxide	40	40	69	62	29
	PM ₁₀	40	20	25	22	18*
Farringdon Street (roadside)	PM _{2.5}	25	10	16	14	12*

Table One

*Data is provisional

8. Levels of nitrogen dioxide are reducing across the City. In 2020 there was a significant drop in annual average concentrations of nitrogen dioxide measured at roadside when compared to 2019. This was principally due to the impact of the COVID-19 pandemic. In 2020 nearly all locations met the annual objective of $40\mu\text{g}/\text{m}^3$, many of which did so for the first time since monitoring began. Some sites had a reduction of NO₂ levels of over 45% when compared to 2019.
9. Data collected at Beech Street and Walbrook Wharf show that large reductions in NO₂ were seen towards the end of March 2020. This coincided with the first national lockdown. The relatively low levels remained all summer, gradually increasing later in the year when traffic volumes started to increase. There were no recordings of 1-hour periods experiencing concentrations of greater than $200\mu\text{g}/\text{m}^3$ during 2020. Levels above this are considered to be hazardous to health. This compared to 7 hours at Beech Street and 15 hours at Walbrook Wharf during 2019.
10. The annual average nitrogen dioxide concentration at Beech Street reduced by 53% from 2019 to 2020 and levels fell below the annual mean objective of $40\mu\text{g}/\text{m}^3$ for the first time since monitoring began. This was due to the combined impact of the COVID-19 pandemic and the Zero Emissions Street pilot.

11. Background concentrations of nitrogen dioxide also reduced dramatically, with the analyser at the Aldgate School measuring an annual average of $22\mu\text{g}/\text{m}^3$. This was down from $33\mu\text{g}/\text{m}^3$ in 2019. This reflected a reduction in activity across the whole of London during 2020.
12. All three continuously monitored sites measured a reduction in annual mean PM_{10} concentrations in 2020, though it was not as significant as for nitrogen dioxide. This is because particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. Levels of particulate matter in the air at any given time are also strongly influenced by weather conditions. The reduction, when compared to 2019 values, was $3\mu\text{g}/\text{m}^3$ at the Aldgate School, $4\mu\text{g}/\text{m}^3$ at Beech Street and $3\mu\text{g}/\text{m}^3$ at Walbrook Wharf. All sites meet 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. However, Upper Thames Street continues to breach the current World Health Organisation Guideline for PM_{10} .
13. The concentration of $\text{PM}_{2.5}$ in Farringdon Street and the Aldgate School continue to be well below the annual average limit value, but above the current World Health Organisation guideline. There was a reduction of $2\mu\text{g}/\text{m}^3$ of $\text{PM}_{2.5}$ in Farringdon Street during 2020, however the concentration at the Aldgate School remained the same.

Progress with Actions

14. The City Corporation published a new Air Quality Strategy in 2019. The strategy details actions that are being taken to improve air quality. The Air Quality Annual Status Report includes progress with each action. Despite the impact of the COVID-19 pandemic on working practices during 2020, good progress was made with a wide range of actions. Examples are outlined below:
 - Continued to use the content of the Emission Reduction (Local Authorities in London) Private Members Bill to influence the Environment Bill
 - Jointly lead the Pan London Idling Action Project with the London Borough of Camden and delivered a very successful London wide advertising campaign comprising 4 campaign images for billboards, petrol stations and social media, a radio advert and a short video.
 - Introduced a new Penalty Charge Notice (PCN) offence for unnecessary vehicle engine idling. No PCNs were issued during 2020 due to the lack of activity in the City and requirement for social distancing
 - Undertook 40 audits of construction sites in the Square Mile to ensure compliance with emission requirements for on-site equipment
 - Worked with the Port of London Authority on a Clean Air Thames project to trial engine emission retrofit on river vessels.
 - Worked with Cross River Partnership on a Clean Air Village programme, focusing on Monument to Houndsditch. Developed an 'Air

Quality Ambassador' scheme to train individuals to run air quality sessions and events within their own community

- Partnered with Clean City Award Scheme to provide a new 'Air Quality and Climate Change' award with 20 large companies submitting applications
- Completed extensive engagement with local cargo bike companies and put together resources to encourage uptake of cargo bike services in a business supply chain
- The Beech Street zero emission street pilot went live in March 2020. Annual average nitrogen dioxide levels in Beech Street reduced from 62µg/m³ in 2019 to 29µg/m³ in 2020
- Delivered a webinar with Heart of the City, New London Architecture and Cheapside Business Alliance on 'Home Working – impact on air quality and climate emissions' with a 'Top 10 tips to reduce emissions at home'.
- Held an event at the start of 2020: *Improving Air Quality through Procurement in the Public Sector* with over 100 attendees
- Developed guidance on best practice for combustion plant and hosted two webinars to disseminate the guidance for local authorities and Facilities Managers
- Produced local air quality action plans for five City schools and four nurseries,
- Five all electric Refuse Collection Vehicles are now in use for the refuse collection contract.
- The new Corporate Courier Contract requires the use of zero emission transport for deliveries under five miles.
- Issued an environmental permit to Barts Health NHS Trust to operate the on-site energy centre
- Commenced Air Quality Citizen Science programme in the Barbican and Golden Lane areas
- Continued to promote air quality through a monthly air quality e-newsletter, Twitter and set up a new LinkedIn account to disseminate information to a wider audience

Corporate & Strategic Implications

Strategic implications

15. Air quality policy and action at the City Corporation is framed in the Air Quality Strategy 2019 – 2024. It is supported by the Climate Action Strategy, Transport Strategy, Responsible Business Strategy, Procurement Strategy and draft City Plan.
16. The work on air quality directly supports two Corporate Plan outcomes:
'People enjoy good health and wellbeing'
'We have clean air, land and water'

Financial implications

17. None.

Resource implications

18. None

Legal implications

19. None

Risk implications

20. Air quality is listed as a Corporate risk. The latest Deep Dive into the risk was presented to Audit and Risk Management Committee in January 2021.

Equalities implications

21. Action to improve air quality has a positive impact on all sections of the population. The benefit is greatest for children and the elderly as they are more susceptible to the health impacts of air pollution. There is also a positive impact on individuals whose lives are affected by asthma and other respiratory and cardiovascular conditions.

Security implications

22. None

Conclusion

23. The City Corporation has prepared its 2020 Air Quality Annual Status Report to submit the Mayor of London and government. This fulfils the City Corporation's statutory obligations for London Local Air Quality Management.

24. Despite the impact of the COVID-19 pandemic on activity in the Square Mile, good progress was made with a wide range of actions and air quality monitoring continued throughout the year.

25. The impact of the response to the COVID-19 pandemic led to a dramatic reduction in concentrations of nitrogen dioxide across the Square Mile. Levels of PM₁₀ also reduced but by a smaller amount. PM_{2.5} reduced at roadside but remained the same at background.

26. As activity returns to the Square Mile, levels of air pollution are expected to increase. However, they are not anticipated to return to pre-2019 levels due to the wide range of action being taken to improve air quality by the City Corporation and more widely across London. This activity is being reflected in the year on year reduction in air pollution that is being measured. The City Corporation's Air Quality Strategy is strongly supported across the organisation by a wide range of policies and strategies, most notably planning policy, the Transport Strategy and the new Climate Action Strategy.

Appendices

- Appendix 1 – Air Quality Annual Status Summary Report for 2020

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Appendix 1

Air Quality Annual Status Summary Report for 2020

1. Air Quality Monitoring

Nitrogen Dioxide (NO₂)

Nitrogen dioxide is measured at three locations using continuous analysers: The Aldgate School, Beech Street and Walbrook Wharf, Upper Thames Street. In 2020, nitrogen dioxide was also measured at numerous locations using low-cost diffusion tubes. Data from diffusion tubes is less accurate than the continuous analysers but the data is useful to show long term trends.

In 2020 there was a significant drop in annual average concentrations of nitrogen dioxide at roadside when compared to 2019. This was principally due to the impact of the COVID 19 pandemic. In 2020 nearly all locations met the annual objective of 40 µg/m³, many of which did so for the first time. Some sites had a reduction of NO₂ levels of over 45% when compared to 2019 levels.

Data taken from Beech Street and Walbrook Wharf show that large reductions in NO₂ were seen in March and April 2020 when the first national lockdown was implemented. The low levels remained all summer, gradually increasing later in the year when traffic volumes started to increase. There were no recordings of 1-hour periods experiencing concentrations of greater than 200µg/m³ during 2020. Levels above this are considered to be hazardous to health. This compared to 7 hours at Beech Street and 15 hours at Walbrook Wharf during 2019.

The annual NO₂ concentration at Beech Street reduced by 53% from 2019 to 2020 and levels fell below the annual mean objective of 40 µg/m³ for the first time. This is due to the combined impact of the COVID-19 pandemic and the introduction of the Zero Emissions Street pilot.

Background concentrations of nitrogen dioxide also reduced dramatically, with the analyser at the Aldgate School measuring an annual average of 22µg/m³. This was down from 33µg/m³ in 2019. This reflected a reduction in activity across the whole of London during 2020.

Small particles PM₁₀

The response to the COVID-19 pandemic did not have the same impact on PM₁₀ as was seen with NO₂. This is because particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. Levels of particulate matter in the air at any given time are also strongly influenced by weather conditions.

All three continuously monitored sites did see a reduction in annual mean PM₁₀ concentrations in 2020. The reduction in levels from 2019 was at 3µg/m³ at the Aldgate School, 4µg/m³ at Beech Street and 3µg/m³ at Walbrook Wharf. All sites now meet the annual average air quality objective (40µg/m³) and the short-term objective of not exceeding 50µg/m³ on more than 35 days in the year. Levels of PM₁₀ at Walbrook Wharf breach the current annual average World Health Organisation Guidelines.

Fine particles PM_{2.5}

PM_{2.5} is measured using continuous analysers at two locations, Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. In 2020 there was a slight decrease in concentration at the roadside site (Farringdon) and levels stayed the same at the background site (The Aldgate School). Both sites are below the annual and daily EU limit value but above World Health Organisation Guidelines.

2. Nitrogen Dioxide (NO₂)

The EU Limit Value and current World Health Organisation Guideline is an annual mean of 40µg/m³.

The data from all monitoring locations is presented in tabular form below. This is followed by graphs for sites that have data for a least 3 years to demonstrate the trend over time.

Long term continuous analysers

Site	Site type	Annual Mean (µg/m ³)						
		2014	2015	2016	2017	2018	2019	2020
The Aldgate School	Urban Background	45	42	42	38	32	33	22
Beech St	Roadside	80	89	85	80	69	62	29
Walbrook Wharf	Roadside	122	98	92	92	87	73	45

Long term diffusion tube sites

Site	Site type	Annual Mean (µg/m ³)						
		2014	2015	2016	2017	2018	2019	2020
St Bartholomews Hospital Courtyard	Urban Background	43	38	49	63	50	42	33
St. Andrew's Church, Queen Victoria St	Roadside	59	53	56	52	50	41	28
St Dunstan's Church, Fleet Street	Roadside	80	87	81	82	70	57	31
Speed House, Barbican Estate	Urban Background	34	33	35	32	31	28	19
Guinness Trust Estate, Mansell St	Roadside	59	56	51	48	46	39	35

Diffusion tube sites measuring the impact of the Bank on Safety traffic scheme

Site	Annual Mean (µg/m ³)				
	2016	2017	2018	2019	2020
Bank 1 - Cannon Street	78	65	50	40	38
Bank 2 - Queen Victoria Street	72	59	58	51	35
Bank 3 - King Street	52	52	52	47	30
Bank 4 - Corner of Poultry and QVS	71	60	63	55	35
Bank 5 - Magistrates Court	66	63	53	56	36
Bank 6 - King William Street	76	70	61	61	42
Bank 7 - Lombard and KWS	57	58	56	54	30

Bank 8 - Lombard Street	59	56	56	45	30
Bank 9 - Lombard Street and Cornhill	68	62	60	46	32
Bank 10 - Cornhill Bank Junction	71	67	66	57	31
Bank 11 - Cornhill-Royal Exchange	61	57	62	41	26
Bank 12 - Threadneedle Street	85	69	62	42	31
Bank 13 - 31 Old Broad Street	59	57	53	45	29
Bank 14 - Wormwood Street	64	61	57	49	33
Bank 15 - 3 London Wall	64	54	65	53	35
Bank 16 - 81 London Wall	60	59	62	53	38
Bank 17 - 55 Moorgate	69	66	66	52	36
Bank 18 - 85 Gresham Street	53	54	52	46	30
Bank 19 - Lothbury	45	44	45	39	24
Bank 20 - Princes Street	78	74	69	49	36
Bank 22 - Gracechurch Street /Leadenhall	-	66	62	51	34
Bank 23 - Fish Street Hill	-	66	61	43	32

Diffusion tube sites measuring the impact of the Low Emission Neighbourhood

Site	Annual Mean ($\mu\text{g}/\text{m}^3$)			
	2017	2018	2019	2020
Len 1 - Giltspur Street	53	43	38	28
Len 3 - Beech Street- Near Barbican Station	69	62	50	33
Len 4 - Aldersgate	62	57	47	41
Len 5 - Viscount Street	40	37	-	24
Len 6 - Corner of Whitecross Street / Beech Street	46	42	40	23
Len 7 - Silk Street	41	41	36	26
Len 8 - Fore Street	41	38	34	25
Len 9 - London Wall/ Brewers Hall Gardens	48	49	42	30
Len 10 - Aldermanbury	38	37	31	24
Len 15 - Fann Street	-	41	36	23
Len 16 - Moor Lane	-	39	30	25

Diffusion tube sites – other, including some schools and nurseries

Site	Annual Mean ($\mu\text{g}/\text{m}^3$)		
	2018	2019	2020
Southwark Bridge	41	35	29
London Bridge	37	35	26
Liverpool Street	71	52	38
Fenchurch Avenue	36	35	26
Fetter Lane	56	44	29

St Mary at Hill's Churchyard	33	31	21
St Pauls Cathedral	41	39	24
Whittington Gardens	42	37	26
Goodmans Yard	-	44	25
Goldman Sachs			24
Citigen			30
Hatching Dragons Nursery			22
Bright Horizons Nursery			24
St Pauls Choir School front railings			31
CoL Boys School access ramp			21

Diffusion tube sites to support the Transport Strategy

Site	Annual Mean ($\mu\text{g}/\text{m}^3$)		
	2018	2019	2020
T2 - Byward Street	67	51	35
T3 - Seething Lane	71	57	44
T4 - Crosswall	50	44	26
T5 - Minories	62	49	36
T6 - Stoney Lane	40	39	25
T7 - Heneage Lane	42	33	27
T9 - 150 Bishopsgate	74	48	36
T10 - St Mary Axe	50	42	26
T11 - Old Broad Street	40	31	26
T12 - Upper Thames Street	48	53	40
T13 - Blackfriars Bridge	62	56	41
T14 - Victoria Embankment	68	57	38
T15 - Fleet Street	62	47	36
T16 - Ludgate Hill	61	50	31
T17 - Museum of London	66	55	36
T18 - London Wall	65	52	39
T19 - West Poultry Ave	51	38	30
T20 - The Fable	58	51	38
T21 - North Old Baily	73	56	36

Diffusion tube sites to support the Beech Street Zero Emissions Street Project

Site	Annual Mean ($\mu\text{g}/\text{m}^3$)	
	2019	2020
Aldersgate Street	47	39
Bunhill Row/Chiswell Street	40	26
Moore Lane/Ropemaker Street	34	29
Moorgate	52	32
London Wall/ Moorgate	52	36
London Wall	49	34
Wood Street	29	24

PM₁₀ Data

The annual average EU limit value is 40µg/m³. The current World Health Organisation Guideline is 20µg/m³

Site	Annual Mean (µg/m ³)						
	2014	2015	2016	2017	2018	2019	2020
The Aldgate School	20	23	24	23	21	19	16
Beech St	25	28	25	23	24	22	18*
Upper Thames St	34	41	35	32	32	27	24

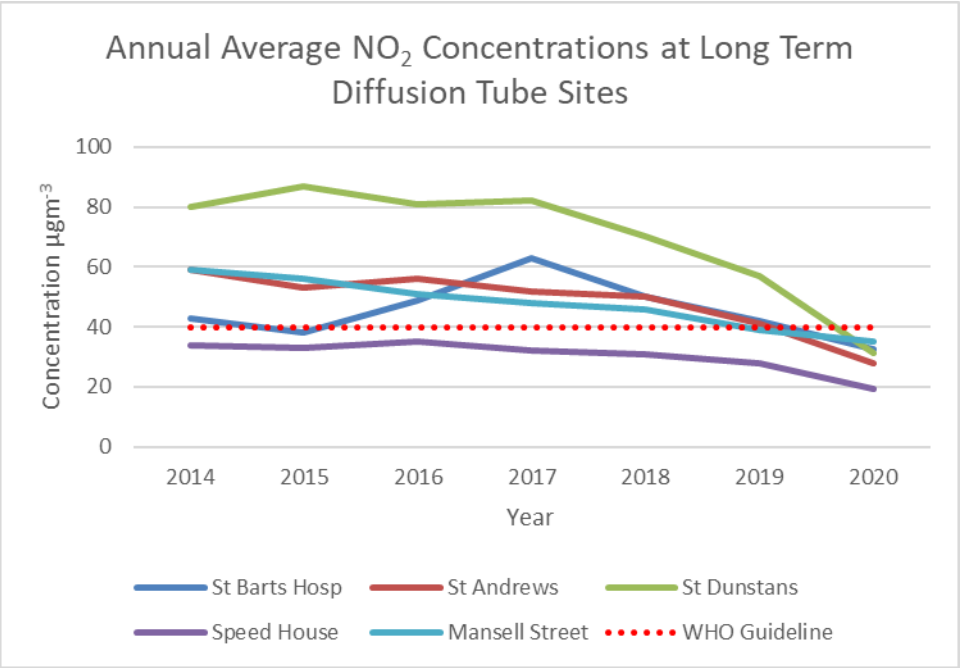
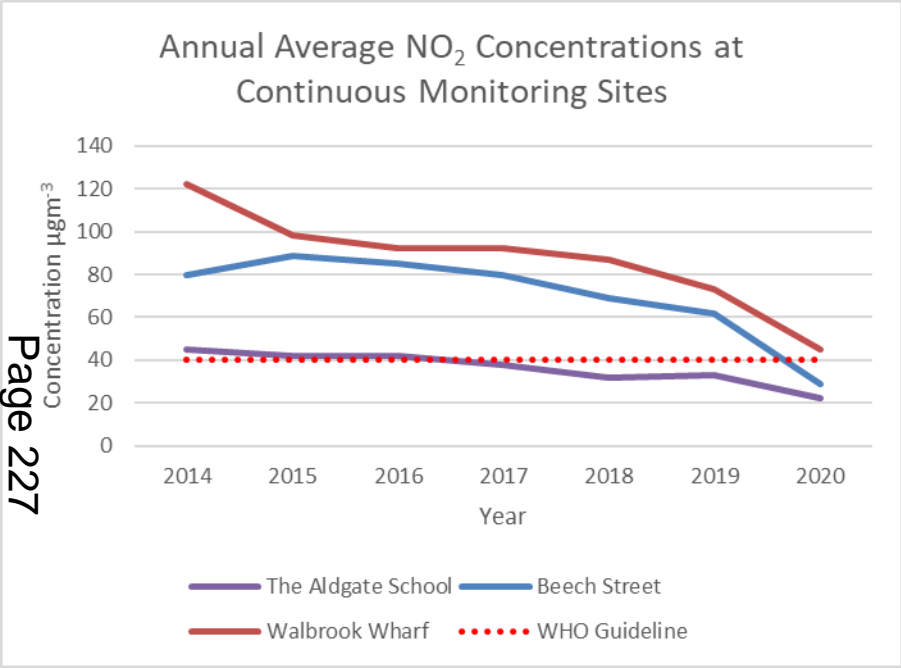
PM_{2.5} Data

The annual average EU limit value is 25µg/m³. The current World Health Organisation Guideline is 10µg/m³

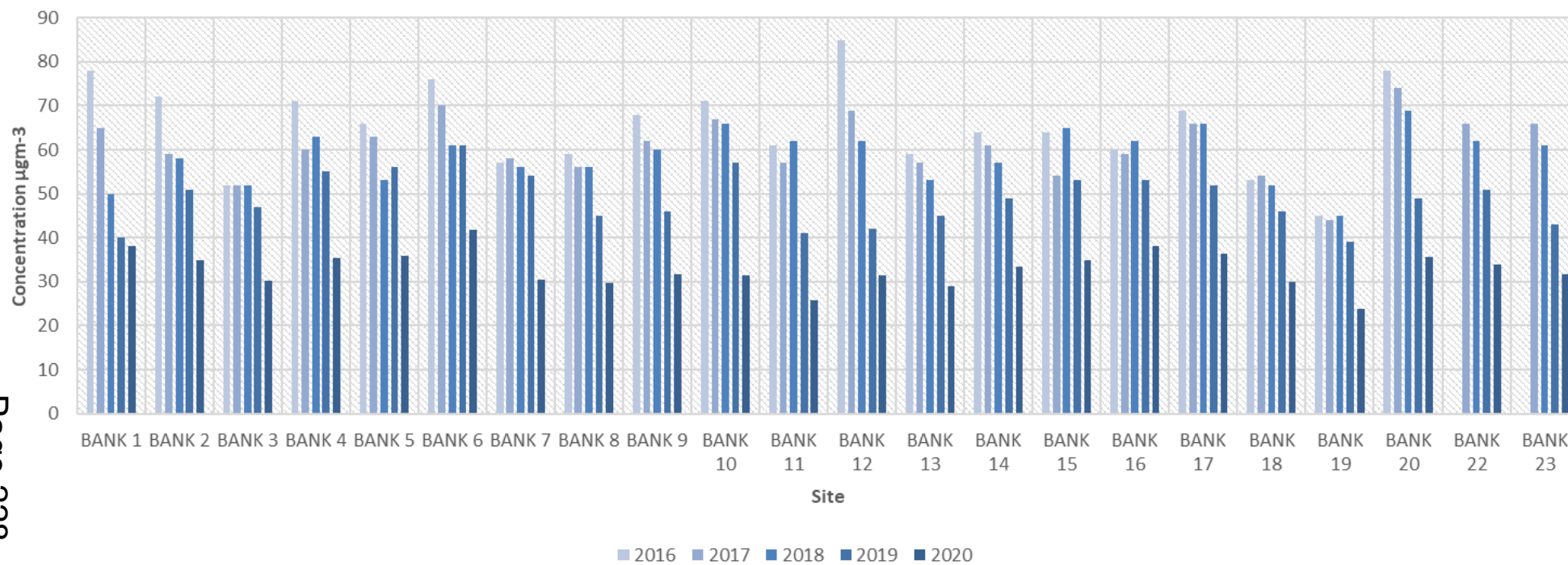
Site	Annual Mean (µg/m ³)				
	2016	2017	2018	2019	2020
Farringdon Street	16	16	16	14	12*
The Aldgate School	15	14	12	12	12

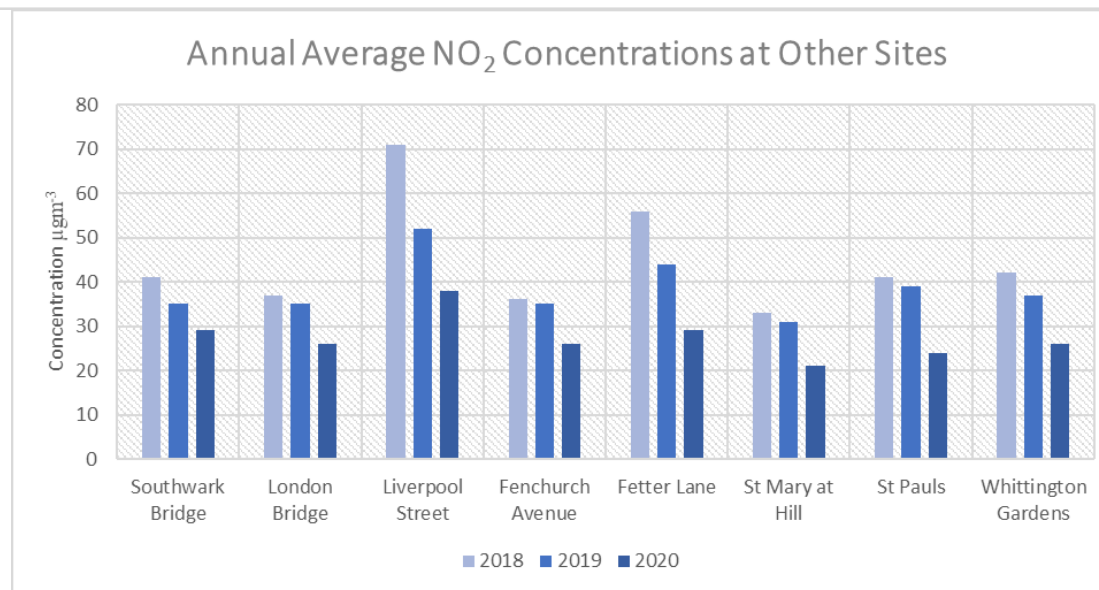
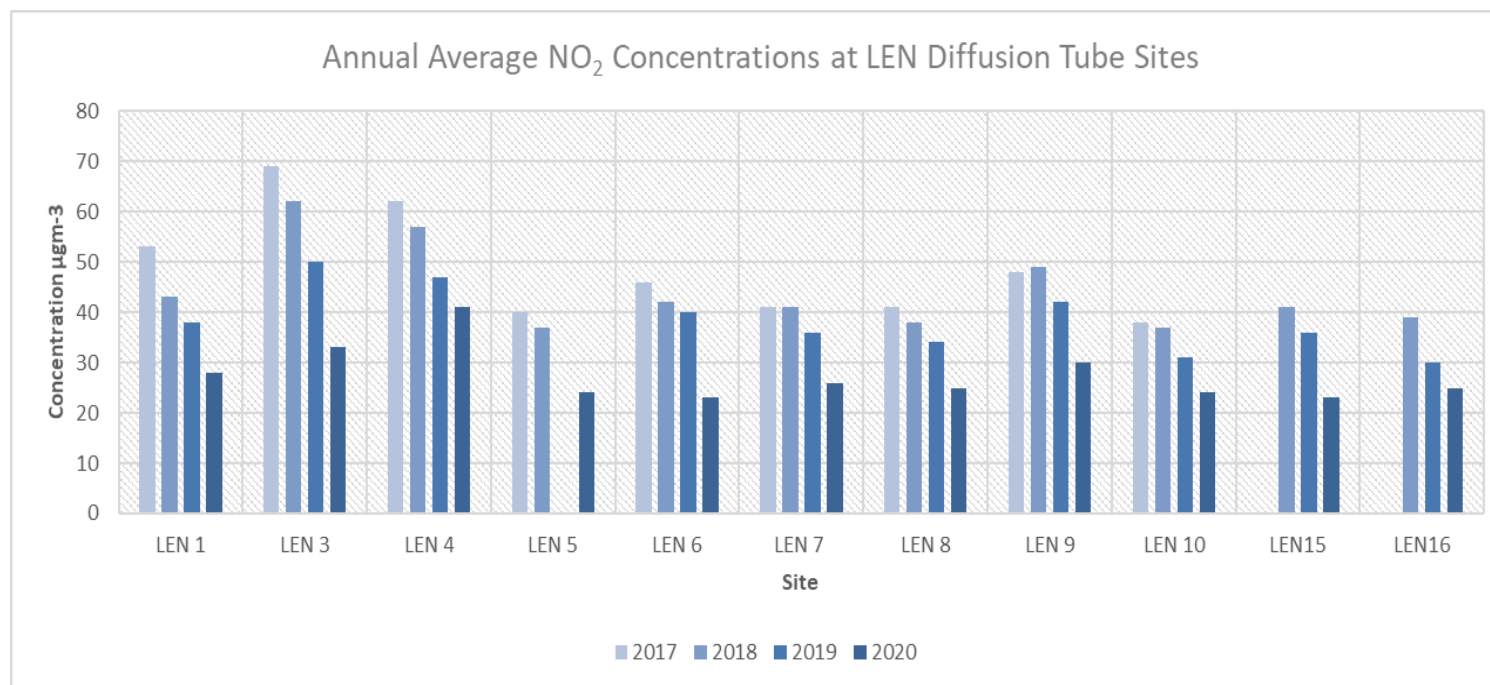
* Unratified data which may be subject to slight change

Graphs

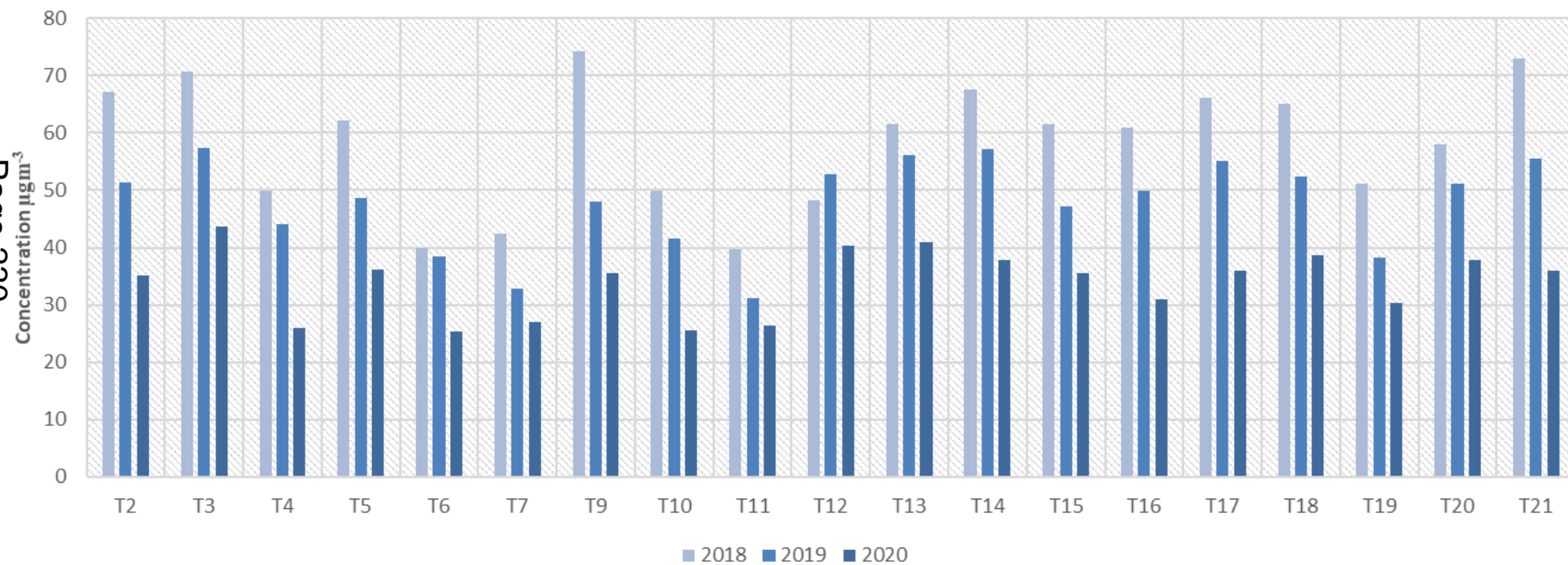


Annual Average NO₂ Concentrations at Bank Diffusion Tube Sites

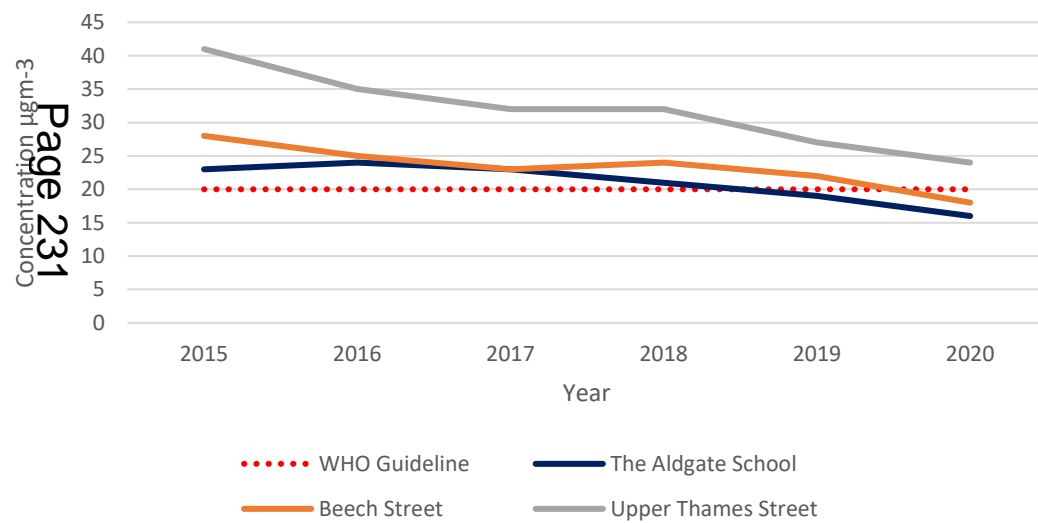




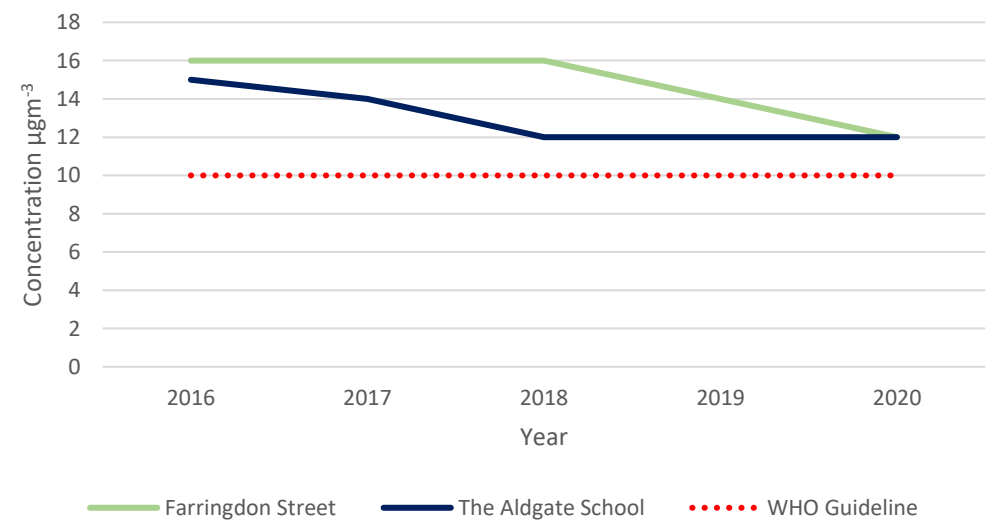
Annual Average NO₂ Concentrations at Transport Strategy Diffusion Tube Sites



Annual Average PM₁₀ Concentrations at Continuous Monitoring Sites



Annual Average PM_{2.5} Concentrations at Continuous Monitoring Sites



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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 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021	<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>	UPDATE (12 May 2021) – see action 1a)

	30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021		
1a)	5 March 2020 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021	<p style="text-align: center;"><u>Radiance Studies</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</p> <p>A Member referred to a training session that had taken place for the Committee earlier this morning, and in which a consultant had expressed a view that radiance studies were the best way for laymen to assess the impact of developments on daylight where there was a genuine concern about this issue. The consultant felt that, in appropriate cases, the applicant should be asked to provide a radiance study.</p> <p>In view of this, the Member asked Officers to undertake, when future applications were received in which daylight will be an issue, to ask the applicant to prepare a radiance study to be provided to this Committee so that Members could make an informed assessment of the issue.</p>	<p>UPDATE (12 May 2021) – The Committee received a report of the Chief Planning Officer and Development Director and Members noted the benefits and robustness of using radiance studies. Members therefore asked Officers to come back to the Committee with information around what the legal position was on the City Corporation taking this forward in terms of its own standards and methods of assessment and also on the ability of applicants to use radiance studies within their submissions. It was felt that this piece of work should be done in tandem with exploring the use of radiance studies nationally with the BRE and exploring with them precisely when new national guidance on daylight/sunlight analysis would be coming forward.</p> <p>To be completed: Further report to Committee setting out/providing updates on these points by Autumn 2021.</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 style="text-align: center;"><u>Construction Works</u></p> <p style="text-align: center;">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>UPDATE: (16 Feb 2021) – A Member chased progress on this action given the ongoing cumulative impact of construction works on residents in the City, particularly during national lockdown periods whilst they were confined to their homes. The Interim Chief Planning Officer and Development Director undertook to refocus efforts on this in the coming months with a view to reporting back to the Committee thereafter.</p>

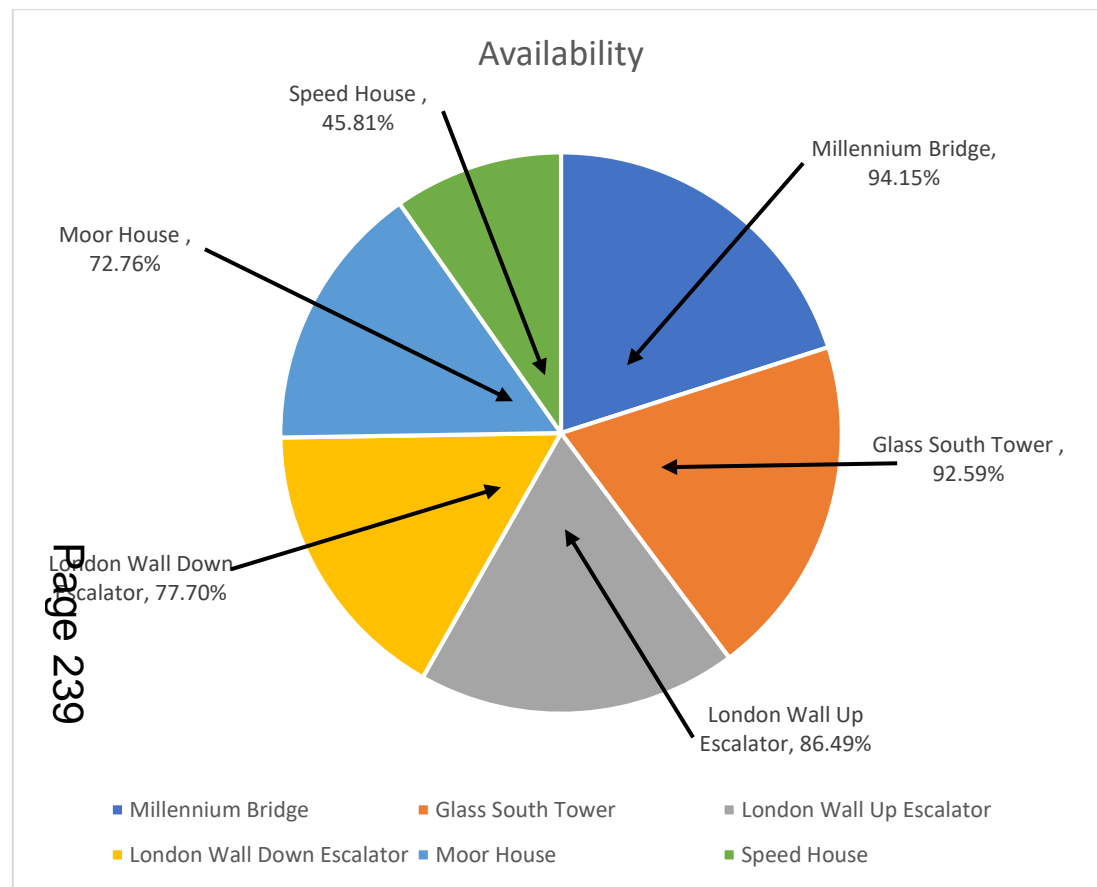
	6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021	<p>any restrictions could be placed on construction when applications 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>	<p>FURTHER UPDATE (30 March 2021): A Member reported that Officers had been in touch with her to provide further information around whether conditions could be added to the development of a site and when this commenced.</p> <p>To be completed: Summer 2021</p>
3	6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021	<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>UPDATE: (17 November 2020): Members were of the view that more formal training should be offered by the Department to any newly appointed members of the Committee in line with the principles of the Planning Protocol.</p> <p>To be completed: Training offering for new Members to be considered in early 2021 with a view to implementing this for the new municipal year.</p>

	12 May 2021 8 June 2021 29 June 2021	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.	
4	23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2021 15 Dec 2021 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021	<p><u>Barbican and Golden Lane Conservation Area SPD</u></p> <p>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>UPDATE (29 June 2021) - The Chief Planning Officer and Development Director reported that the Barbican and Golden Lane Conservation Area SPD would now be submitted to this Committee in September 2021 as the consultation period had now been extended from 9 July – 30 July 2021.</p> <p>To be completed: Amended draft document to Committee for final approval by September 2021.</p>
5	5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021	<p><u>Whole Life Carbon Guidelines</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member questioned whether consideration could be given to developing guidance on Whole Life Carbon that could be adopted as a planning advice note in the same way that guidance on Thermal Comfort had been developed.</p>	<p>UPDATE (30 March 2021): A Member noted that there were currently no training sessions planned for the Committee on the subject of Whole Life Carbon Impact and questioned whether Officers could provide an update on this as she was aware that it had been the subject of various discussions outside of meetings. The Interim Chief Planning Officer and Development Director confirmed that this was a key focus for Officers and that they were currently scoping the opportunities for training for</p>

			<p>Members around this which would be led by Kerstin Kane.</p> <p>To be completed: Training to be offered by June 2021.</p>
8.	<p>9 March 2021 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021</p>	<p><u>Short Stay Cycle Parking Solutions</u></p> <p>Chief Planning Officer and Development Director</p> <p>A Member reported that she had previously asked a question of Officers regarding short stay cycle spaces and was grateful for their response. She noted that, across applications granted over the past 12 months, the City were falling short of the London Plan requirements. The Member highlighted that Officers were now intending to bring a paper to the 30 March 2021 meeting of this Committee to look at how this deficit could be resolved.</p>	<p>UPDATE (30 March 2021): Members requested a further, more strategic report on this matter to be brought back to the Committee within the next three months. They confirmed that this should also include a map detailing where current cycle spaces were situated in the City.</p> <p>To be completed: Further report to Committee by July 2021.</p>

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PLANNING AND TRANSPORTATION COMMITTEE REPORT 12/06/2021 – 02/07/2021



Code	Name	Time OOS	Availability
0924	Duchess Walk Public Lift CL24	0 00:00	100%
0976	Pilgrim Street SC6458969	0 00:00	100%
0978	Atlantic House SC6458966	0 00:00	100%
7730	Wood Street Public Lift SC6458970	0 00:00	100%
7921	Little Britain SC6458967	0 00:00	100%
7960	London Wall West SC6458965	0 00:00	100%
7963	London Wall East SC6458964	0 00:00	100%
7964	Blackfriars Bridge SC6462771	0 00:00	100%
7997	33 King Williams Street SC6462850	0 00:00	100%
7998	Tower Place Public Lift SC6458962	0 00:00	100%
7999	Tower Place Scenic Lift SC6458963	0 00:00	100%
0929	Millennium Bridge Inclinator SC6459245	1 05:28	94.15%
0916	Glass South Tower SC6459244	1 13:22	92.59%
0945	London Wall Up Escalator SC6458959	2 20:06	86.49%
0944	London Wall Down Escalator SC6458958	4 16:24	77.70%
7740	Moor House SC6458968	5 17:18	72.76%
7345	Speed House Public Lift SC6459146	11 09:08	45.81%

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 6 public escalators/lifts that were out of service less than 95% of the time.
- The report was created on 06 July 2021 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 12/06/2021 – 02/07/2021

Location	Status as of 02/07/2021	% of time in service Between 12/06/2021 and 02/07/2021	Number of times reported Between 12/06/2021 and 02/07/2021	Period Not in Use Between 12/06/2021 and 02/07/2021	Comments Where the service is less than 95%
London Wall Down Escalator SC6458958	In service	77.70%	1	108 hours	Unfortunately, the service was suspended by members of the public pushing the emergency stop button. We continue to work with our supplier to develop better controls to stop this from happening whilst keeping the health and safety measures in place.
Moor House	In Service	72.76%	1	131 hours	Engineer attended site and found a fault with the lift controller failure, new parts required. Engineer attended site when received and returned the lift to service.
Glass South Tower - SC6459244	In Service	92.59%	1	36 hours	Engineer attended site and found a fault with the door locking mechanism, new parts required. Engineer attended site when received and returned the lift to service.
Millennium Bridge Inclinators SC6459245	In Service	94.15%	1	28 hours	Engineer attended site and found a fault with the door locking mechanism, new parts required. Engineer attended site when received and returned the lift to service.
London Wall Up Escalator SC6458959	In Service	86.49%	1	65 hours	Unfortunately, the service was suspended by members of the public pushing the emergency stop button. We continue to work with our supplier to develop better controls to stop this from happening whilst keeping the health and safety measures in place.

PLANNING AND TRANSPORTATION COMMITTEE REPORT 12/06/2021 – 02/07/2021

Speed House Public Lift SC6459146	In Service	45.81%	1	260 hours	Engineer attended site and found a fault with one of the three power phases to the lift, UKPN attendance required to rectify the problem. UKPN attended on 21 st June 2021, rectified the fault and the lift was left in service.
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Committee(s)	Dated:
Planning and Transportation	20 th July 2021
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

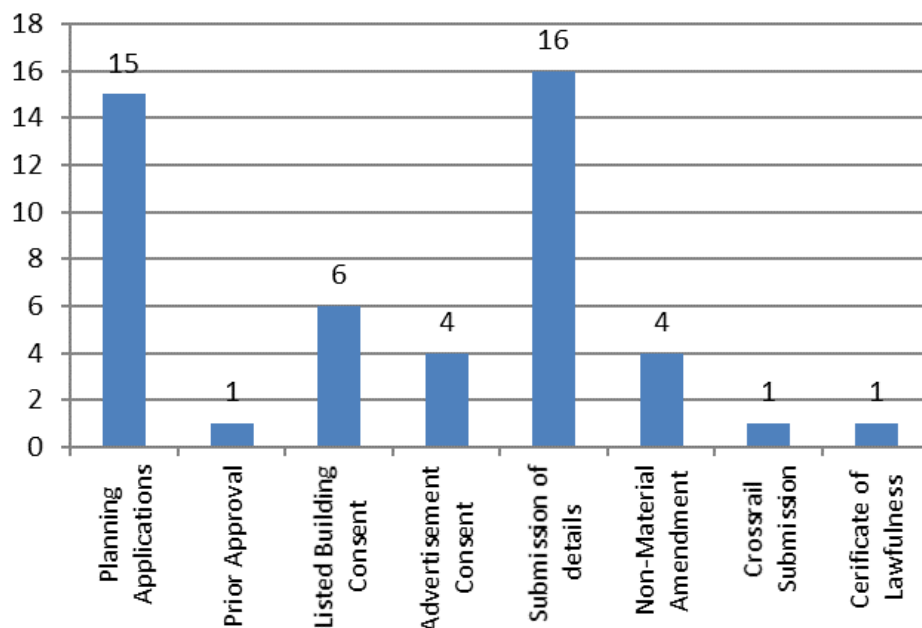
Summary

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 Forty Eight (48) matters have been dealt with under delegated powers. Six (6) relate to works to Listed Buildings, Four (4) applications for Advertisement Consent, Sixteen (16) relate to conditions of previously approved schemes, Four (4) applications for Non-Material Amendments, One (1) Crossrail Submission application, One (1) Certificate of Lawfulness application, and One (1) Determination whether prior app required.

Fifteen (15) Full applications for development have been approved including Two (2) applications for change of use.

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 Name
21/00227/LBC Aldersgate	105 Defoe House Barbican London EC2Y 8ND	Alterations to Kitchen and Bathroom layout and replacement of bedroom doors.	Approved 17.06.2021	Ms Nisse
20/00999/MDC Aldgate	Bevis Marks Synagogue Heneage Lane London EC3A 5DQ	Submission of details of a scheme of repair and conservation of plasterwork and brickwork pursuant to condition 4 (c) of listed building consent dated 7 June 2019 (19/00142/LBC).	Approved 17.06.2021	Bevis Marks Synagogue Heritage Foundation
21/00205/FULL Billingsgate	1 Great Tower Street London EC3R 5AA	Installation of a new automated entrance door and associated vestibule to the main office entry point.	Approved 22.06.2021	Rapco Nominees And Rapco Nominees No2 Ltd
21/00209/ADVT Billingsgate	1 Great Tower Street London EC3R 5AA	Display of internally illuminated building number letterings above entrance door to office reception measuring 0.5m high, 1.2m wide and a depth of 0.015m, displayed at a height of 3.1m above ground floor level.	Approved 22.06.2021	Rapco Nomineed And Rapco Nomineed No2 Ltd

21/00376/NMA Bishopsgate	150 Bishopsgate London EC2M 4AF	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission dated 30 March 2021 (21/00061/FULL) to amend the loading bay layout.	Approved 17.06.2021	DP9 Limited
21/00396/MDC Bishopsgate	186 - 190 Bishopsgate London EC2M 4NR	Submission of Construction Management Plan pursuant to Condition 2 of planning permission 19/01359/FULL dated 05.01.2021.	Approved 29.06.2021	Five Guys JV Ltd
21/00162/FULL Bread Street	Juxon House 100 St Paul's Churchyard London EC4M 8BU	External works on the north elevation comprising the installation of two air ventilation louvre grilles in existing windows on the third floor; and the construction of a new external lobby entrance facing Paternoster Lane projecting 300mm from the existing facade and associated works.	Approved 22.06.2021	Denton Associates
21/00372/FULL Bread Street	London Stock Exchange 10 Paternoster Square London EC4M 7DY	Application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 2 planning permission 20/00856/FULL dated 22 December 2020 to	Approved 01.07.2021	London Stock Exchange Group PLC

		allow alterations to increase the height of the proposed balustrade.		
20/00995/NMA Bridge And Bridge Without	4 Lovat Lane London EC3R 8DT	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 18/00811/FULL to enable alterations to the layout of the rooftop plant screen.	Approved 24.06.2021	AHS
21/00054/ADVT Bridge And Bridge Without	20 Fenchurch Street London EC3M 3BY	Installation and display of two internally illuminated fascia signs to northern elevation of Annexe Building measuring 2m high by 2m wide at a height above ground of 3.175m.	Approved 01.07.2021	20 Fenchurch Street Limited Partnership
21/00098/LBC Bridge And Bridge Without	4 Lovat Lane London EC3R 8DT	Application under section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary the approved drawings listed under condition 5 of the listed building consent 18/00812/LBC to enable alterations to the layout of the rooftop plant screen.	Approved 24.06.2021	AHS

21/00155/FULL Broad Street	Token House 14 - 18 Copthall Avenue London EC2R 7BN	External alterations to the existing building (Class E), including the part demolition of the existing roof and rear facade, and erection of a new 2 storey roof extension and extensions to the rear at floors 1-7; creation of a new accessible roof terrace and a plant enclosure at roof level; refurbishment works to the front facade including stone repair, replacement tiling, and lowering of principal entrances and other associated works; works to the north facade including introduction of new door and window at ground floor level; flexible use of part ground and part lower ground floors for either Office (Class E) or Restaurant and Cafe (Class E)/ Drinking Establishment (Sui Generis); and other associated works.	Approved 01.07.2021	Digitalis Properties
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21/00316/MDC Broad Street	Token House 14 - 18 Copthall Avenue London EC2R 7BN	Submission of Construction Management Plan pursuant to conditions 3, 4 and 5 of planning permission ref. 20/01011/FULL dated 20.04.2021 including Demolition Logistics Plan and Construction Logistics Plan.	Approved 17.06.2021	Digitalis Properties
21/00040/MDC Castle Baynard	Blackfriars Bridge London EC4	Submission of details of hours of illumination pursuant to condition 9 and an Environmental Management Strategy pursuant to condition 10 of planning permission 18/00455/FULEIA dated 7th September 2018.	Approved 29.06.2021	Illuminated River Foundation
21/00228/FULL Castle Baynard	Faraday Building 136 - 144A Queen Victoria Street London EC4V 4BU	Installation of four louvres at second floor level in place of the glazing in existing window on the eastern elevation.	Approved 01.07.2021	British Telecom PLC
21/00234/TTT Castle Baynard	Tideway Working Area Blackfriars Bridge Foreshore Victoria Embankment London EC4Y 0DR	Partial discharge of Schedule 3 requirements relating to details of the construction of the Low Level 1 Interception Chamber including removal of the Listed River wall and Service	Approved 17.06.2021	Bazalgette Tunnel Limited

		Subway and associated reinstatement pursuant to BLABF 11, 12, 13 and 24 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.		
21/00326/DPAR Castle Baynard	Salisbury Square House 8 Salisbury Square London EC4Y 8AP	Application under Schedule 2, Part 16, Class A of the Town and Country Planning (General Permitted Development) Order 2015 as to whether prior approval is required for the removal and replacement of 3 existing antennas with 6 upgraded antennas affixed to new crucifix support poles on the rooftop, the installation of 1 GPS unit affixed to an antenna support pole and ancillary development thereto.	Prior Approval Not Required 17.06.2021	Mobile Broadband Network Limited
21/00190/MDC Cheap	2 Gresham Street London EC2V 7QP	Details of roof level materials consisting of all external elements pursuant to condition 11a of planning permission 19/00772/FULL dated 05/11/19.	Approved 17.06.2021	Willmott Dixon Interiors

21/00193/MDC Cheap	Dauntsey House 4A & 4B Frederick's Place London EC2R 8AB	Submission of details of a programme of archaeological work and foundation design pursuant to condition 12 and condition 13 (in part) of planning permission granted on 14/05/2020 (application number 17/01057/FULMAJ)	Approved 24.06.2021	The Mercers' Company
21/00194/MDC Cheap	5 Frederick's Place London EC2R 8AB	Submission of details of a programme of archaeological work and foundation design pursuant to condition 6 and condition 7 (in part) of planning permission dated 22/10/2020 (application number 20/00538/FULL)	Approved 24.06.2021	The Mercers' Company
21/00304/NMA Cheap	81 Newgate Street London EC1A 7AJ	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission dated 11th September 2020 (20/00311/FULMAJ) to amend the wording of condition 52 is sought to amend the wording of condition 52 to extend the time	Approved 22.06.2021	NG Devco Limited

		period required for the replacement of trees.		
21/00308/LBC Cheap	Basement Unit 31 - 33 Foster Lane London EC2V 6HD	Installation of non-illuminated signage around railings to 31-33 Foster Lane (2no. 670 x 670mm signs); and 1no. cut out sign 400mm high to interior wall of Grade II listed building.	Approved 01.07.2021	UP Fitness
21/00408/MDC Cheap	81 Newgate Street London EC1A 7AJ	Submission of details of a programme of archaeological work pursuant to condition 14 of planning permission dated 11/09/2021 (application number 20/00311/FULMAJ)	Approved 01.07.2021	NG Devco Limited
21/00480/MDC Cheap	81 Newgate Street London EC1A 7AJ	Details of the temporary layout of cycle parking located outside the building but within the ownership boundary and on adjacent highway land pursuant to condition 17 (in part) of planning permission dated 11 September 2020 (20/00311/FULMAJ).	Approved 29.06.2021	NG Devon Limited

20/00363/PODC Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Submission of an Interim Travel Plan pursuant to Schedule 3 Paragraph 8.1 of the Section 106 Agreement dated 14 February 2017 (Planning Application Reference 15/01312/FULMAJ).	Approved 22.06.2021	Thor Limited
21/00260/FULL Coleman Street	25 Copthall Avenue London EC2R 7BP	Installation of a kitchen extract system at roof level with associated ductwork and equipment; and replacement of two existing windows at sixth floor level and installation of ventilation louvres.	Approved 01.07.2021	JMFinn
21/00329/MDC Coleman Street	120 Moorgate London EC2M 6UR	Submission of a post construction BREEAM assessment pursuant to condition 13 of planning permission 18/01352/FULL (7th May 2019)	Approved 22.06.2021	120 Moorgate Luxembourg Sarl
21/00340/FULL Coleman Street	Offices 25 Copthall Avenue London EC2R 7BP	Installation of glazed balustrade to existing flat roof area on north elevation fronting London Wall for use as a terrace to office tenants, alterations to existing north elevation windows into doors to	Approved 22.06.2021	J M Finn

		terrace, repositioning of door to east terrace, and associated works.		
21/00189/FULL Cordwainer	Queens House 8 - 9 Queen Street London EC4N 1SP	Installation of new ventilation grills within the north and west elevations and replacement of roof-top plant.	Approved 17.06.2021	Axiom Solutions Limited
21/00367/LBC Cripplegate	1 Bowater House Golden Lane Estate London EC1Y 0RJ	Replacement of the existing hardwood oak parquet floor covering in the ground floor living room with replacement hardwood parquet floor of a similar style and proportion.	Approved 22.06.2021	Mr and Mrs Harrison and Charles Winter
21/00365/NMA Dowgate	80 Cannon Street London EC4N 6HL	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission (application no. 20/00429/FULL) dated 13th October 2020 to amend the approved plans to allow for alteration to the approved stair angle of the first flight of stairs to the landing.	Approved 29.06.2021	BNP Paribas Real Estate
21/00057/MDC Farringdon Within	33 - 37 Charterhouse Square London	Submission of details of the provision for disabled people to	Approved 22.06.2021	Cognita Schools Ltd

	EC1M 6EA	obtain access to the building;; a Construction and Environmental Plan, a Traffic Management and Construction Logistics Plan pursuant to conditions 2, 3 and 4 of planning permission dated 22nd August 2019 (19/00119/FULL).		
21/00211/MDC Farringdon Within	54 - 58 Bartholome w Close London EC1A 7HP	Submission of a Servicing Management Plan pursuant to condition 16 of planning permission 16/01017/FULL, dated 29 January 2018.	Approved 22.06.2021	Barts Close Office Limited
21/00353/CLEUD Farringdon Within	71 - 73 Carter Lane London EC4V 5EQ	Certificate of lawful existing use in respect of the current use as a dual use medical/office use falling within Use Class E.	Grant Certificate of Lawful Development 01.07.2021	The Doctor's Clinic Group
21/00528/ADVT Farringdon Within	65 Holborn Viaduct London EC1A 2FD	Installation and display of a non-illuminated hoarding sign measuring 2.4m high by 150.8m wide, at ground floor level.	Approved 29.06.2021	Dominvs Project Company 16 Ltd
20/00367/MDC Farringdon Without	Barnards Inn 86 Fetter Lane London EC4A 1EQ	Submission of entrance gate details pursuant to condition 3 (c) of planning permission	Approved 24.06.2021	Barnards Inn Unit Trust

		18/00369/FULL dated 12 July 2018.		
20/00375/MDC Farringdon Without	Barnards Inn 86 Fetter Lane London EC4A 1EQ	Submission of details of external surfaces within the site boundary (including hard and soft landscaping) pursuant to condition 3(b) of planning permission 18/00369/FULL dated 12 July 2018.	Approved 24.06.2021	Barnards Inn Unit Trust
21/00207/FULL Farringdon Without	Barnards Inn 86 Fetter Lane London EC4A 1EN	Installation of three boiler flues at roof level.	Approved 22.06.2021	Barnard's Inn Unit Trust
21/00233/FULL Farringdon Without	5 Norwich Street London EC4A 1DR	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 16 of planning permission (ref: 17/01273/FULL) to extend the roof terrace hours.	Approved 24.06.2021	9 Gough Chambers Limited
21/00295/FULL Farringdon Without	Unit 8 28 Chancery Lane London WC2A 1LB	Change of use of Unit 8 from Use Class A1 (Retail) to Use Class E (Commercial Services and Business Use).	Approved 29.06.2021	Harrowood Asset Ltd
21/00150/FULL Langbourn	150 - 152 Fenchurch Street London EC3M 6BB	Use of basement and ground-floor for uses within Class E; retention of retail unit at ground floor; extension at rear	Approved 22.06.2021	Thackeray Estates Fenchurch Limited

		of ground floor; creation of a mansard style roof extension at fifth floor; creation of a fifth floor roof terrace to the rear and plant enclosure to front; works of repair to front elevation glazed screen to 152, and other associated works.		
21/00321/FULL Langbourn	155 Fenchurch Street London EC3M 6AL	Installation of new perforated mesh cladding and building signage over entrance and respray of existing aluminium profiles on front elevation.	Approved 01.07.2021	One 55 Fenchurch
21/00322/ADVT Langbourn	155 Fenchurch Street London EC3M 6AL	Installation of one non-illuminated fascia sign measuring 0.6m(h) by 1.05m(w) by 0.03m(d) at a height of 2.75m above ground.	Approved 01.07.2021	One 55 Fenchurch
21/00158/MDC Lime Street	Leadenhall Court 1 Leadenhall Street London	Submission of Written Scheme of Investigation pursuant to condition 14 of planning permission 18/00740/FULEIA dated 28th March 2019.	Approved 22.06.2021	1 Leadenhall Limited Partnership
21/00310/LBC Tower	31 Jewry Street London EC3N 2ET	Proposed replacement signage to Grade II listed building comprising replacement	Approved 17.06.2021	The Portal Trust

		plaque to entranceway and replacement lettering on Jewry Street facade.		
21/00050/FULL Vintry	Vintners Place 68 Upper Thames Street London EC4V 3BJ	External alterations at seventh floor roof level comprising: (i) lowering of sills of two windows in western facade of Thames House to create door openings providing access from adjoining lift core and means of escape to stair core; (ii) consolidation of existing plant behind new 1800mm plant enclosure; (iii) creation of new rooftop amenity terrace incorporating new seating, planting and 1100mm balustrades; (iv) creation of means of escape across roof with new stair to the sixth floor terrace; and (v) removal of existing balustrade and existing BMU track; and associated works.	Approved 17.06.2021	Vintners Propco SARL c/o Greycoat
21/00051/LBC Vintry	Vintners Place 68 Upper Thames Street London	External alterations comprising the lowering of sills of two windows in the western facade of	Approved 17.06.2021	Vintners Propco SARL c/o Greycoat

	EC4V 3BJ	Thames House and installation of two doors to provide access from the seventh floor level for the new terrace amenity space.		
21/00357/FULL Walbrook	107 Cannon Street London EC4N 5AF	Formation of roof terrace at 6th floor level on the north elevation, including installation of decking, planters, replacement doors and raising of existing railing.	Approved 01.07.2021	AXA Real Estate Investment Managers

Committee(s)	Dated:
Planning and Transportation	20 th July 2021
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
21/00458/FULL Bishopsgate	Great Eastern House, 152 - 154 Bishopsgate, London, EC2M 4LN	Alterations to shopfront and installation of four new sun blinds.	02/06/2021	Greggs Plc
21/00549/FULL Bishopsgate	Brushfield House, 12 Brushfield Street, London, E1 6AN	Proposed mansard upward extension with 2no. dormer windows and associated raising of party wall in brick; terrace atop new mansard with new stair enclosure, green roof, decking and railings; proposed brick extension to rear at roof level behind existing butterfly roof form; replacement of all existing timber sash windows with double glazing to match; new double glazed timer	28/06/2021	Mediatel

		framed shopfront for commercial unit at ground floor with separate office entrance; replacement 4no. Mechanical plant units to the rear at first floor level; metal balconies to third and fourth floors to rear elevation; lowering of existing basement level by circa 910mm; facade cleaning; and other associated works.		
21/00513/FULL Bread Street	1 Paternoster Square, London, EC4M 7DX	Temporary placement of 7 tables, 14 chairs and 4 planters in an area contained within the building line in connection with the existing ground floor unit.	15/06/2021	Farmer J Ltd
21/00486/FULL Candlewick	21 St Swithin's Lane, London, EC4N 8AD	Insertion of bi-fold doors to the front facade to replace existing windows and insertion of a new door to the side of the property in location of existing window.	21/06/2021	Liberty Wines Limited
21/00552/FULL Castle Baynard	St Andrew's House , 35 St Andrew's Hill, London, EC4V 5DE	Installation of new external flue to the rear elevation at lower ground floor level.	28/06/2021	Mr Nick Leach
21/00495/FULL Dowgate	Cannongate House, 60-64 Cannon Street, London, EC4N 6AE	Repositioning of main entrance on Cannon Street, replacement grilles to Cannon Street elevation, new entrance doors on College Hill and Cloak Lane, general facade cleaning and repairs, and associated works.	10/06/2021	C/O Agent

21/00456/FULL Farringdon Within	Magnesia House , 6 Playhouse Yard, London, EC4V 5EX	Heat Recovery Ventilation unit -to be installed internally within Tea Point carcasses - This will require inlet and outlets through the existing brick wall to the left hand side of the existing WC window at High and low level. The walls to be core drilled at low and high level to allow plastic sleeves to be installed between inside and outside with 2 Nr 225 x 225mm air bricks installed side by side at high and low level. Air conditioning unit - this small refrigerant wall mounted unit is to be installed internally as shown on the plans at high level between the projection internally (pipe casing) and the curved brickwork.	02/06/2021	Mrs Shelley Maude
21/00488/FULL Farringdon Within	33 Black Friars Lane, London, EC4V 6EP	The change of use of the lower ground floor and ground floor of 33 Black Friars Lane from either office (Class B1a) or non-residential institution (Class D1) or assembly and leisure (Class D2) to commercial, business and service use (Class E) or learning and non-residential institution use (Class F1) or local community use (Class F2).	09/06/2021	E&A Securities

21/00537/FULL Farringdon Within	Central Criminal Court, Old Bailey, London, EC4M 7EH	Replacement of existing mechanical plant with new heat recovery condenser unit at roof level of East Wing of the Central Criminal Court.	23/06/2021	City of London Corporation
21/00512/FULL Farringdon Within	Apartment 6.1, 50 Little Britain, London, EC1A 7BR	Proposed single storey extension of 3.06m height to the terrace on the west side of flat 6.1 at sixth floor level, providing an additional 32m2 GIA living space.	01/07/2021	Mrs. Svetlana Landsberg
21/00502/FULL Farringdon Without	Middle Temple Hall, Middle Temple Lane, London, EC4Y 9AT	External alterations to the roof of Bench Apartments on the south side of Middle Temple Hall, including introduction of lead lined roofs and gutters replacing single glazed rooflights, asphalt roof coverings and abutments with the main hall; replacement steel access hatch; liquid membrane roofing; and replacement lead hoppers and downpipes.	10/06/2021	The Honourable Society of The Middle Temple
21/00534/FULMAJ Farringdon Without	100 And 108 Fetter Lane, London, EC4A 1ES	Demolition of 100 Fetter Lane and construction of a new building for office use (Class E) and a flexible commercial unit (Class E(a)(b)(c)(d)), comprising a basement level, ground, mezzanine and 12 upper storeys plus roof plant level, creation of a new pedestrian route and pocket square at	21/06/2021	BREO Hundred Ltd

		<p>ground level, ancillary cycle parking, servicing, plant and enabling works.</p> <p>[For the avoidance of doubt this application relates to 'Option B' as set out in the application documents. A separate application for 'Option A' is under consideration and is the subject of separate consultation and assessment].</p>		
21/00454/FULMAJ Farringdon Without	100 And 108 Fetter Lane, London, EC4A 1ES	<p>Demolition of 100 and 108 Fetter Lane and construction of a new building for office use (Class E) and a public house comprising a basement level, ground, mezzanine and 12 upper storeys plus roof plant level, creation of a new pedestrian route and pocket square at ground level, ancillary cycle parking, servicing, plant and enabling works.</p> <p>[For the avoidance of doubt this application relates to 'Option A' as set out in the application documents. A separate application for 'Option B' is under consideration and is the subject of separate consultation and assessment]</p>	21/06/2021	BREO Hundred Ltd

21/00504/FULL Queenhithe	Ocean House, Fur Trade House, Queensbridge House, 10 Little Trinity Lane, London, EC4	Application under S.73 of the Town and Country Planning Act 1990 to remove Condition 14 "Management Scheme for the retention, maintenance and renewal of the footbridge" of planning permission (application no. 11/00572/FULMAJ) dated 20/03/2012.	18/06/2021	Pinboard Ltd
21/00529/FULL Tower	Lutidine House, 3 - 5 Crutched Friars, London, EC3N 2HT	Removal of seven air conditioning units and installation of six new air conditioning units and erection of louvred enclosure.	28/06/2021	Zentura Ltd
21/00450/FULL Walbrook	Selbourne House , 11 Ironmonger Lane, London, EC2V 8EY	Installation of one AC condenser unit to the north east corner of the ground floor level, with associated fixtures, containment and pipework.	31/05/2021	Partager Limited
21/00516/FULL Walbrook	The Bank Of England, Threadneedle Street, London, EC2R 8AH	Works to replace the existing roof membrane and rooflights.	21/06/2021	The Bank of England

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