



Planning and Transportation Committee

Date: TUESDAY, 7 MARCH 2023

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

Members:

Deputy Shравan Joshi (Chairman)	Alderman Ian David Luder
Deputy Alastair Moss (Deputy Chairman)	Antony Manchester
Deputy Randall Anderson	Alderman Bronek Masojada
Brendan Barns	Andrew Mayer
Emily Benn	Deputy Brian Mooney
Ian Bishop-Laggett	Deborah Oliver
Deputy Keith Bottomley	Deputy Graham Packham
Deputy Michael Cassidy	Aldерwoman Susan Pearson
Mary Durcan	Judith Pleasance
John Edwards	Deputy Henry Pollard
Anthony David Fitzpatrick	Ian Seaton
Deputy John Fletcher	Luis Felipe Tilleria
Deputy Marianne Fredericks	Deputy James Thomson
Jaspreet Hodgson	Shailendra Kumar Kantilal Umrada
Amy Horscroft	William Upton KC
Alderman and Sheriff Alastair King DL	Alderman Sir David Wootton
Deputy Edward Lord	
Deputy Natasha Maria Cabrera Lloyd-Owen	

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Ian Thomas
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 meeting held on 10 January 2023.

For Decision
(Pages 7 - 18)

4. **BANK JUNCTION IMPROVEMENTS (ALL CHANGE AT BANK): TRAFFIC MIX AND TIMING REVIEW UPDATE**

Report of the Executive Director Environment.

For Decision
(Pages 19 - 28)

5. **BUILDING CONTROL CHARGES REPORT - 2023/24**

Report of the Executive Director Environment.

For Decision
(Pages 29 - 72)

6. **DRAFT HIGH-LEVEL BUSINESS PLAN 2023/24 - ENVIRONMENT DEPARTMENT**

Report of the Executive Director Environment.

For Decision
(Pages 73 - 84)

7. **LONDON WALL CAR PARKS JOINTS AND WATERPROOFING**

Report of the Executive Director Environment.

For Decision
(Pages 85 - 96)

8. **TRAFFIC ORDER REVIEW**

Report of the Executive Director Environment.

For Decision

9. **WHOLE LIFECYCLE OPTIONEERING PAN***
Report of the Executive Director Environment.
For Information

10. **PUBLIC LIFT AND ESCALATOR MONTHLY REPORT***
Report of the City Surveyor.
For Information

11. **RISK MANAGEMENT UPDATE REPORT***
Report of the Executive Director Environment.
For Information

12. **PARKING METER SURPLUS REPORT***
Report of The Chamberlain.
[N.B. A non-public appendix is included in Part 2 of the agenda.]
For Information

13. **PLANNING AND TRANSPORTATION COMMITTEE MEMBER TRAINING PROGRAMME***
Report of the Executive Director Environment.
For Information

14. **OUTSTANDING ACTIONS***
Report of the Town Clerk.
For Information

15. **MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE***
For Information
 - a) To note the minutes of the Streets and Walkways Sub-Committee meeting on 17 January 2023*

- b) To note the draft minutes of the special Streets and Walkways Sub-Committee meeting on 14 February 2023* (To Follow)

16. **MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE***

For Information

- a) To note the minutes of the Planning Applications Sub-Committee meeting on 22 November 2022*
- b) To note the minutes of the Planning Applications Sub-Committee meeting on 13 December 2022*
- c) To note the minutes of the Planning Applications Sub-Committee meeting on 31 January 2023*

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

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

19. **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

20. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on 10 January 2023.

For Decision
(Pages 151 - 152)

21. **DOMINANT HOUSE FOOTBRIDGE FUTURE OPTIONS**

Director of the Built Environment.

For Decision
(Pages 153 - 166)

22. **NON-PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE MEETING ON 17 JANUARY 2023***

To note the non-public minutes of the Streets and Walkways Sub-Committee meeting held on 17 January 2023.

For Information

23. **PARKING METER SURPLUS REPORT - NON-PUBLIC APPENDIX***
For Information
24. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
25. **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, 10 January 2023

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

Present

Members:

Deputy Shравan Joshi (Chairman)	Alderman Ian David Luder
Deputy Alastair Moss (Deputy Chairman)	Antony Manchester
Deputy Randall Anderson	Alderman Bronek Masojada
Brendan Barns	Deputy Brian Mooney
Emily Benn	Deborah Oliver
Deputy Michael Cassidy	Alderwoman Susan Pearson
John Edwards	Deputy Henry Pollard
Deputy John Fletcher	Ian Seaton
Jaspreet Hodgson	Luis Felipe Tilleria
Amy Horscroft	William Upton KC
Deputy Edward Lord	Alderman Sir David Wootton
Deputy Natasha Maria Cabrera Lloyd-Owen	

Officers:

Gemma Stokley	- Town Clerk's Department
Dipti Patel	- Chamberlain's Department
Fleur Francis	- Comptroller and City Solicitor's Department
Matt Baker	- City Surveyor's Department
Gwyn Richards	- Department of the Built Environment
David Horkan	- Department of the Built Environment
Rob McNicol	- Department of the Built Environment
Gordon Roy	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Peter Wilson	- Department of the Built Environment

1. APOLOGIES

Apologies for absence were received from Ian Bishop-Laggett, Anthony Fitzpatrick, Deputy Marianne Fredericks, Alderman and Sheriff Alastair King, Deputy Graham Packham and Judith Pleasance.

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 of the meeting held on 1 November 2022 and approved them as a correct record.

4. **ANNUAL REVIEW OF TERMS OF REFERENCE**

The Committee considered a report of the Town Clerk setting out the current Terms of Reference for the Planning and Transportation Committee.

The Town Clerk highlighted that the Terms of Reference contained some minor amendments since the April 2022 Court approval to reflect recent changes in terms of the addition of a new Planning Applications Sub-Committee and a job title change.

RESOLVED - That the terms of reference of the Committee (as set out at Appendix 1 to the report) be approved for submission to the Court of Common Council in April 2023.

5. **DISTRICT SURVEYORS BUILDING CONTROL, BUSINESS DEVELOPMENT OPPORTUNITY**

The Committee considered a report of the Executive Director, Environment, requesting consent to develop and implement a proposal to allow the District Surveyors Office to act as a central HUB, and initial single point of contact, for all London Building Control departments when being requested to provide Building Regulation services by the Building Safety Regulator.

The District Surveyor introduced the report by highlighting that, since the Grenfell tragedy in 2017, the Government had been looking at fire safety across all buildings but particularly high-rise, residential buildings. Since then, there had been a number of changes to fire safety legislation and building regulations with the Building Safety Act receiving Royal ascent last year. Part of this would see significant changes to how building control was delivered nationally with building control surveyors having to register with the Building Safety Regulator and a new Building Safety Regulator looking at the fire safety and general safety of all buildings. This would be part of the Health and Safety Executive. It would also see the Building Safety Regulator becoming a Building Control Authority for high-risk buildings (residential buildings over 18 metres or 7 storeys high). Those wishing to construct a building of this type would therefore be required to submit an application to the Building Safety Regulator as opposed to a Local Authority Building Control Department or a private Building Control Company.

The District Surveyor went on to explain that the Building Safety Regulator, under Section 13 of the new Building Safety Act, had the power to approach a local authority department to help them carry out their duties under the building regulations. This would result in the Building Safety Regulator having to consult with over 300 different local authorities and so they had now asked that local authorities group together and form a single point of contact for them. It had been agreed nationally in England that the single point of contact will be the Local Authority Building Control Company – a members' organisation that would deal with matters outside of Greater London. The London building

controls had requested, through the London District Surveyors' Association, for a London local authority to act in this same way as a single point of contact for the regulator and had approached the City Corporation to play this role. It was highlighted that this would put the City Corporation at the forefront of fire safety across the whole of Greater London and would also see the organisation working with the other boroughs in terms of high-rise, residential buildings.

The Chair stated that he felt that this was a great opportunity for the City to take a lead on this matter.

A Member queried why the cut-off point was buildings above 7 storeys and also questioned how many high-rise residential buildings there were within the City within this category. The District Surveyor commented that, within building regulations, there was criteria for buildings at 11 metres, 18 metres, 30 metres and 50 metres. Central Government had consulted on this point and concluded that 18 metres was to be the defined height in this case, Officers reported that, traditionally, the Fire Brigade had indicated that they could rescue somebody from a building of less than 18 metres height. The District Surveyor went on to report that, in the City, the Housing Department had calculated that there were approximately 67 residential buildings which stood at 18 metres or above. Across London, this figure was approximately 6,000.

Another Member questioned what the reputational damage of the City taking this role might be should significant issues arise within another borough. He also queried to what extent this would stretch existing resources. The District Surveyor responded to state that this shouldn't stretch resources. He explained that stringent procedures would be in place and that local authorities would be nominated to lead on buildings within their own or surrounding boroughs wherever possible. In response to a further question on what would happen if this did not prove possible within the defined timeframe, the District Surveyor reported that there would be further options whereby other local authorities in the area could be approached, the City Corporation could choose to carry out the work themselves or it could be referred back to the regulator who would then decide on what steps to take next.

A Member questioned whether this would cover new builds only or would also apply to refurbishments. Secondly, he questioned where the 18 metres was measured from – he queried this in the context of the Barbican Estate where particular properties began beneath podium level. The District Surveyor clarified that this would cover all work that required building control consent (both new builds and refurbishments). In terms of the 18-metre height measurement, this was taken from ground level and not podium level.

A Member congratulated Officers on this approach as it showed great confidence in their capabilities. He went on, however, to question the politics of this and what might happen, for example, if there were to be an incident with a building in Canary Wharf, under Tower Hamlets, that called upon the City's experts and what they could do if they had concerns that they were not taking certain risk aspects seriously enough. The District Surveyor reiterated that this proposal would see the City Corporation operate as a single point of contact

that could then refer various matters to relevant local authorities to take up with the regulator.

Another Member questioned how this related to the planning process and fire safety considerations. The District Surveyor clarified that this proposal did not impact upon the planning process whereby any major planning application submitted already came to the District Surveyor's Building Control Team for comment on fire safety elements. In terms of high-rise residential buildings, any applications were consulted on with the Building Safety Regulator by way of a process that had already been on operation for the past 12 months. This proposal would leave this unchanged.

A Member asked that a list of all residential buildings within the City above 18 metres be circulated to the Committee for information. The District Surveyor undertook to liaise with colleagues in Housing to collate and circulate this information outside of the meeting.

Another Member questioned what value the City Corporation could genuinely add to the process in terms of being a single point of contact and essentially acting as a post box. Secondly, he questioned what the concern might be as to requests for assistance going to private building control approvers. The District Surveyor responded to report that the Building Safety Regulator had to appoint a building control body to work on their behalf with regard to building regulations. He stated that those in local authority building control had been under huge strain both financially and in terms of bringing surveyors into the profession. He stressed that the Regulator had an option and that their first port of call under this was to go to a local authority building control department to provide assistance. If, however, they did not get this assistance, they would inevitably revert to a private building control operator. The concern with this scenario is that it could lead to a loss of people from local authority to the private sector, thereby resulting in lower standards in local authority building control. He went on to state that he wanted local authority departments to be in a position to deliver the best possible checking and inspection processes in terms of public safety and for local authority building control to be at the very heart of this move. With regard to why the City would want to act as the single point of contact, the City Surveyor stressed that they were keen to undertake this work as a means of retaining and developing staff and also attracting additional income whilst providing the very best public service.

RESOLVED – That Members approve the proposal for the District Surveyors Building Control office to form the LDSA (London District Surveyors Association) HUB to provide a single point of contact for London, for the Building Safety Regulator, when the Regulator requests assistance under Section 13 of the Building Safety Act 2022.

6. **INFRASTRUCTURE FUNDING STATEMENT CIL/S106***

The Committee received a report of the Planning and Development Director presenting the City's Community Infrastructure Levy (CIL) and Section 106 (S106) infrastructure Funding Statement as at 2021/22 which summarised the City's CIL and S106 balances at the end of the financial year.

RESOLVED – That Members note the content of this report for publication on the City’s web site.

7. CITY PLAN OFFICE FLOORSPACE DATA & TARGETS*

The Committee received a report of the Planning and Development Director responding to a request from Members for information on office development trends and the office evidence base being developed to support the City Plan.

The report outlined the methodology used to arrive at the City Plan office floorspace target, recent employment projections for the City, office development trends and progress towards meeting City Plan targets. It also outlined the scope of consultancy work that is being commissioned to look at future office needs and demand, including the impacts of hybrid working and demand for lower graded office stock.

A Member questioned the scope of the consultation outlined within the report which failed to refer to City residents. She therefore asked that the scope be clarified and spoke on the impact of increased office floorspace in primarily residential parts of the City as well as the importance of including reference to the impact on residents in the behavioural aspects of the study. Officers responded to state that the study was largely intended to look at the need and demand for office floorspace and to respond to a number of questions posed by Members (through the Local Plans Sub-Committee in particular) as to the impact of the pandemic and changes in working patterns on this. The focus of this piece of work was therefore to try to establish what quantum of office floorspace is required in the City going forward to meet likely employment projections as well as to ensure that the City’s economy could continue to flourish and thereby support the regional and national economy. The scope set out within the report explained what outcomes Officers were hoping to achieve as opposed to how this would be done. That being said, Officers undertook to discuss this further with the consultants to see if there were different patterns emerging across different parts of the City and thereby different requirements for office floorspace in different parts of the City. There would be an opportunity for Members to assess the results of the study and to discuss these with the consultants at the end of the process. Ultimately, the results would also feed into and steer the City Plan in terms of need and demand.

Another Member noted that GLA predictions indicated an increase in employment of 176,000 between 2016-2041 but noted that this time period had been extended by five years with previous projections indicating an increase of 116,000 but from 2016-2036. Secondly, she referred to the net gain set out within the report and asked Officers to clarify whether this was in relation to already completed buildings and live office space but not to those projects that had already been approved but not yet commenced or completed such as the large number of applications approved by this Committee in 2020-22. Thirdly, she questioned the pipeline and the typical percentage that Officers might foresee coming online in relation to what had been approved and how long it typically took for those projects to progress from approval to completion. She clarified that it would be useful to have these estimations in order to try and see

roughly where that would place the City in terms of its target for 2036 as set out within the first draft of the new City Plan. Officers clarified that the projections set out here were for the period until 2041 whereas previously they were until 2036. The growth in employment was expected to be steeper during the 2020s before levelling off although the final figure was still expected to now be higher over the period than previously projected pre-Covid. Officers went on to state that paragraph 15 of the report set out the completed floorspace (a net gain of just under 700,000 square metres from 2016-2022) with paragraph 16 detailing floorspace in the pipeline and currently granted permission or currently under construction. It was reported that some of the applications granted by the Committee in 2021-22 had not yet worked its way through to permission as S106s were still being worked through for example and, as a result, these were not reflected within the figures presented. In terms of typical timescales from permission to completion, Officers assumed that this was generally a three-year period for building to at least commence but recognised that larger developments could take much longer periods of time to complete. It was generally assumed that permissions granted to date would all reach completion by the end of the 2020s or sooner. The Member thanked Officers for this clarification and asked that the Local Plans Sub-Committee also receive further information as to this other tranche of office floorspace not yet factored into these figures.

The same Member questioned whether the consultant engaged here was the same consultant undertaking similar work on behalf of the applicant for London Wall West. She also stated that this was due to form part of the Climate Action Dashboard and asked Officers to ensure that this was part of the information that came before the Local Plans Sub-Committee to enable them to properly analyse and balance out these points. Officers responded to state that they were not aware that the consultants engaged here were also undertaking any work in relation to London Wall West but undertook to follow up on this point. Secondly, Officers confirmed that a separate piece of work on embodied carbon and Whole Life Carbon was being undertaken alongside this office study for reporting into the Local Plans Sub-Committee.

The Chairman highlighted that the engagement of consultants for any piece of work followed a recognised and approved procurement process and was not a political decision.

A Member spoke to recognise that this piece of work could have a huge impact on things going forward and that the conclusions could be controversial. He added that Officers therefore needed to be very conscious, in presenting this data, of the use that could be made of it were it to be too leading in its conclusions. The Member therefore suggested that a spread of outcomes according to certain basic assumptions be presented in due course. He urged particular caution when considering the working from home assumptions in the medium to longer term. Officers responded to state that they agreed in that any study for the planning system involved considering long time frames and that this study would involve looking up to 2051 in terms of employment statistics and translate this into what sort of square meterage of office space might be needed and what sort of demand there might be by that stage. It was therefore

difficult to reach a level of specificity. Officers explained that, typically, planners opted for the upper mid and lower ranges depending on numerous variables. This study would build in a number of different options and assumptions based on different potential patterns of home working to come up with a scenario-based range of results. The study would set out how conclusions had been reached and the assumptions that sat behind these.

Another Member stated that substantial surveys had now been undertaken with employers as to working from home patterns and underlined the importance of therefore basing this study on reality versus hope. The Member went on to refer to opportunities to repurpose older or inefficient office stock and questioned whether Officers hoped to simply identify stranded assets or to opine upon the ways in which those might be repurposed generally. Officers clarified that the consultant was not being asked to identify individual buildings but to provide a broader feel to the extent to which there were stranded assets in the City. Where stranded assets existed, Officers were looking to get a feel for whether it was viable to repurpose these for office or alternative use. In terms of alternative use, it would be for the Local Plans Sub-Committee to determine what the most appropriate alternative use would be.

A Member stated that it would clearly be useful for the Local Plans Sub-Committee to have as much information as possible. She went on to note that the report commented on the spread of development over the period identified and showed that 2026 showed a period of 'levelling off'. She added that, with the permissions already granted, the figures at the beginning of 2023 were over 1.25 million square meters with a target of 1.5 million square meters up until 2026. She therefore questioned whether it would be appropriate for the Local Plans Sub-Committee to discuss these targets further and whether there should be a stretch target given that it would appear, from applications still in the pipeline, that this 2026 would be well exceeded way in advance of this date. Officers explained that the targets set out were not hard and fast targets but were intended to act as a guideline. They added that the targets were frontloaded because Officers were aware of what applications were coming forward over the next 5-10 years but not necessarily of much beyond this. They added that some of the permissions already granted may also still fail to come forward within the timeframe anticipated or indeed may not come forward at all. Officers went on to speak of the Eastern Cluster highlighting that, with the demolition of a building there, the City's figures would show a net loss on that site. Officers stated that, in due course, they would seek to present figures over a longer period of time to the Local Plans Sub-Committee which would demonstrate that, taking into account demolitions and other changes, targets were never actually met or exceeded.

The Chairman noted that it was important to realise that these targets were also driven by market forces.

A Member questioned whether the Committee might have, on a bi-annual basis, data setting out which schemes were currently under construction, which schemes had been commenced but paused, which schemes had been consented by this Committee but not yet commenced and also details of the

impact of any demolitions. It was felt that this would better demonstrate the fact that this was always a moving target. Officers highlighted that they already published a variety of monitoring reports on an annual basis setting out this type of information and were currently in the process of reviewing how they did so. They stated that figures could be shared with Members on a more regular basis going forward.

RESOLVED – That Members note the report.

8. **AWAYDAY**

The Chairman updated the Committee on the forthcoming awayday set for 27th January.

He explained that the day would focus on four distinct areas of Policy (Sustainability and Climate Action, Policy Framework, Destination City and Infrastructure) and encouraged as many as possible to attend in person on the day to contribute to discussions in a more informal setting. He reported that Professor Peter Sharratt would be facilitating and leading the day.

RECEIVED.

9. **BUSINESS PLANS 2022/23: PROGRESS REPORT (PERIOD 2, AUGUST-NOVEMBER) ***

The Committee considered a report of the Executive Director, Environment providing an update on progress made during Period Two (August-November) 2022/23 against the High-Level Business Plan 2022/23 for the service areas of the Environment Department which fall within the remit of this Committee.

RESOLVED – That Members note the content of this report and its appendices.

10. **PUBLIC LIFT REPORT***

The Committee considered a report of the City Surveyor outlining the availability and performance of publicly accessible lifts and escalators monitored and maintained by City Surveyor's, in the reporting period 3 November 2022 to 14 December 2022.

A Member referred to the London Wall West lift and highlighted that the report suggested that a fault was rectified in November 2022 with the lift running successfully since that time. He stated that, unfortunately, this was not his experience and that, whilst the doors opened, the lift failed to move. He therefore questioned how these statistics were gathered and whether they were dependent upon the lifts 'self-reporting' faults. The City Surveyor reported that a further fault had been identified on the London Wall West lift which had now been rectified rendering the lift fully operational once more. He commented that there was an ongoing issue with gaining access to this particular lift motor room within 1 London Wall when faults arose. With regard to the wider question on reporting figures and the system generating these, the Officer undertook to gather further information on this before reporting back.

RESOLVED – That Members note the report.

11. **OUTSTANDING ACTIONS***

The Committee received a report of the Town Clerk setting out its list of Outstanding Actions.

Member Training

Officers reported that the Member training programme that had run previously was now to be reinstated and would focus on a variety of technical and live issues relating to Planning. The programmes would be run on a quarterly basis and would be offered using both in-house and external expertise where appropriate. Officers undertook to present a more detailed plan to Members at the March Committee.

A Member asked if a link to the SharePoint site that contained recordings of all previous training sessions could be shared with the Committee in advance of the launch of the new programme. The Town Clerk undertook to circulate this information to all.

RECEIVED.

12. **MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE***

The Committee received the draft public minutes and non-public summary of the Streets & Walkways Sub Committee meeting on 8 November 2022.

RECEIVED.

13. **REPORT OF ACTION TAKEN***

The Committee received a report of the Town Clerk advising Members of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b) since the last meeting of the Planning & Transportation Committee.

RESOLVED - That Members note the action taken since the last meeting of the Committee.

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

Recycling of old building materials

A Member commented that he had recently passed the Charterhouse School site where new sash windows had been installed and had questioned those on site as to what happened to the wooden frames of the old windows. He reported that he had been disappointed to learn that these were disposed of in a rubbish skip as opposed to being reused in some manner. He therefore asked Officers to confirm whether there was a process in place to ensure that recycling of materials was happening and was enforced in any way.

Officers reported that this was monitored for major applications and was based on London Plan Policy where conditions were attached that required applicants to demonstrate that targets had been met in terms of recycling and reuse of materials at various different stages during the course of development through to occupation. Officers highlighted that they were also seeking to develop a

new condition that would help to design out construction waste on minor applications where there was substantial demolition.

(The Deputy Chairman left the meeting whilst this matter was under discussion owing to a professional conflict of interest with regard to Charterhouse School)

15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT
40 LEADENHALL STREET S278 HIGHWAY WORKS – AMENDED LAND
ADOPTION REQUEST**

With the permission of the Chair, the Committee considered a late, separately circulated report of the Executive Director, Environment.

Officers reported that, as part of the Section 278 project at 40 Leadenhall Street, it was proposed that the City adopt a section of private highway at the corner of Fenchurch Street and Fenchurch Buildings to become public highway. Approval to alter the area of the previously agreed land adoption (originally agreed to in 2014) sits with the Planning and Transportation Committee. This report therefore asked Members to consider this amended adoption. It was reported that the other elements of the Section 278 project were being considered by the Streets & Walkways and Operational Property & Projects Sub Committees in January 2023 so that the Section 278 agreement can be signed, and funding exchanged. The amendment proposed was in order to make the area in question easier to maintain for both parties.

A Member questioned the logic of this proposal and including part of the paved area within the amended adoption. Officers stated that any pavement here was likely to be part of the overhang of the building around the private entrance. They added that the blue area on the plans circulated would be seen as public highway whether it formed part of the amended adoption or not. Officers highlighted that the green line around the development was part of the original public highway boundary. However, the building line in the new development had receded. It was now therefore proposed that the space between the red and green line be adopted which was currently private land.

Another Member questioned whether the curved line on the plan was indicative of a curb line and, if so, what the logic of adopting some of the paved area here was.

Following discussion as to the sequencing of the report, Officers explained that, as set out within the paper, this was a small aspect of a wider matter to be considered by Streets and Walkways at their next meeting later this month. It was only in drafting the report to the Sub-Committee that it became apparent that this particular aspect fell outside of the remit of the Streets and Walkways Sub-Committee. He added that, if Members were so minded, they would ask that the entire matter be delegated to the Streets and Walkways Sub-Committee to consider in its entirety. Members were unanimously supportive of this course of action.

RESOLVED – That this aspect of the wider 278 project for 40 Leadenhall Street, specifically whether to agree to adopt the amended area of private land

highlighted in Appendix 1 as public highway, be delegated to the Streets and Walkways Sub-Committee.

16. 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.

Item Nos	Paragraph No(s)
17	3
18	3, 5 & 7
19	3
20-21	-

17. COMMUNITY INFRASTRUCTURE LEVY AND ON-STREET PARKING RESERVE GOVERNANCE*

The Committee received a report of the Executive Director, Environment setting out new governance arrangements for the allocation of the Community Infrastructure Levy and On-Street Parking Reserves.

18. DEBT ARREARS - ENVIRONMENT DEPARTMENT (P&T COMMITTEE) *

The Committee received a report of the Chamberlain informing Members of arrears of invoiced income as of 30th September 2022 and providing an analysis of this debt.

19. NON-PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE*

The Committee received the draft non-public minutes of the Streets & Walkways Sub Committee meeting on 8 November 2022.

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

There were no questions raised in the non-public session.

21. 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 11.46 am

Chairman

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

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Committee(s): Streets and Walkway's Sub Committee (For decision) Planning and Transportation Committee (For decision)	Dated: 14/02/2023 07/03/2023
Subject: Bank Junction Improvements (All Change at Bank): Traffic mix and Timing review update	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 9, 11, 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£ N/A
What is the source of Funding?	OSPR
Has this Funding Source been agreed with the Chamberlain's Department?	Y
Report of: Executive Director Environment	For Decision
Report author: Gillian Howard, Policy and Projects, Environment Department	

Summary

Following a Court of Common Council Motion in April 2022, the All Change at Bank project was asked to immediately bring forward the traffic and timing mix review of the restrictions at Bank. This report updates Members on the progress of the review.

The initial feasibility work has been completed following the data collection and updating of the Bank traffic model to reflect 2022 traffic conditions and flows. This report outlines why the option to allow general traffic (all traffic) thorough the junction at any time is not feasible. It is recommended that this option is excluded from further work and consideration.

Recommendation(s)

Members are asked to:

- Note the contents of the report.
- Approve that no further work on the option of introducing general traffic into Bank at all times be undertaken, based on paragraphs 14-17
- Note the complexities of the work moving forward as explained in paragraphs 18 -19 and 22-26
- Note the updated indicative programme of work in Appendix 1

Main Report

Background

1. The All Change at Bank Project is currently in construction following approval in December 2021. Its objectives are to:
 - Continue to reduce casualties by simplifying the junction

- Reduce pedestrian crowding levels
 - Improve air quality
 - Improve the perceptions of place
2. The layout of the junction is being altered, narrowing the carriageway, and increasing the space available for people walking through and/or accessing the station or surrounding buildings. Parts of Threadneedle Street and Queen Victoria Street (on the approaches to the junction), will be closed to motor vehicles, providing a more pleasant environment for people walking and cycling and the opportunity to provide additional seating and greening in the area. The operation of Princes Street is also modified but retains two way working for buses and cycles only, and a route for vehicles requiring access to Cornhill to travel southbound. The design for the junction is in Appendix 2 for reference.
 3. At the time of making the decisions to proceed with the All Change at Bank design, it was acknowledged that there was still a need to review the traffic mix and timing of the altered junction. However, at the key decision points there were too many unknown factors. These related to the pandemic in terms of the temporary Covid recovery schemes in operation and the future of these schemes as recovery took place. It was agreed in September 2021 that the review would take place 12 months after the completion of the construction and once there was greater clarity of traffic composition and volume and potential changes to the network around Bank.
 4. A motion was subsequently approved at the Court of Common Council in April 2022 which included the following requirement in relation to Bank junction:

“That the Planning & Transportation Committee be requested immediately to begin a review of the nature and timing of current motor traffic timing restrictions at Bank Junction, to include all options. This review will include full engagement with Transport for London and other relevant stakeholders, data collection, analysis and traffic modelling. The Planning & Transportation Committee should then present its recommendation to this Honourable Court as soon as practicable.”
 5. A subsequent report was received by the Streets & Walkways Sub Committee and the Planning & Transportation Committee in May and June 2022. This set out how the review was intended to be undertaken. It recognised that this would be complex as there were a number of experimental traffic orders, including the bus gates on Bishopsgate and London Bridge managed by TfL, for which the decisions on their permanency would continue to be unknown for some time.
 6. Work on the review started, but due to difficulty securing a week on the road network to undertake the required traffic and pedestrian count data in ‘normal’ working conditions (to exclude school holidays, rail and tube strikes, and impactful road closures) the collection was delayed until early November 2022. During that time Bank had to be reopened to general traffic via Queen Victoria Street between 20 August to 15 October 2022 to facilitate the Bank Station works on Cannon Street. The data collection exercise is significant in terms of scale and cost and required 23 junctions to be monitored.

7. The delay in the data collection has meant that Officers have only recently received the large amount of data collected. This paper updates Members on the initial findings of the first round of feasibility on whether it is likely to be technically possible to change the mix of traffic through the junction during the hours of the current restriction of Monday to Friday, 7am to 7pm

Current Position

8. The aim of the initial feasibility was to establish which, if any, modes of traffic might be excluded from further detailed work. Four main scenarios have been looked at using a revised traffic model updated with 2022 traffic flows. This model assumes that Bishopsgate and London Bridge TfL experimental schemes and the City's own Pedestrian Priority experimental schemes at Cheapside, King Street, Old Jewry, Old Broad Street, Threadneedle Street and King William Street remain in place. This is because the traffic flows have been collected with all these schemes in operation
9. The scenarios assessed in the feasibility were to allow
 - a. Taxis with buses and cycles
 - b. Powered two wheelers with buses and cycles
 - c. Taxis and powered two wheelers with buses and cycles
 - d. General Traffic (All traffic)

For clarification Taxi means licensed black cab, not Private Hire vehicles, which are included within General Traffic.
10. The arms available for those vehicles would be the same as those available to buses and cycles in the scheme that is currently in construction, which are Cornhill, King William Street/Lombard Street, Poultry and Princes Street. Work had previously been undertaken to rule out reintroducing general traffic through Bank in 2020, but as traffic flows and composition have changed since the approved Bank traffic model, based on 2019 flows, this was agreed to be reviewed again.
11. In addition, other work has been commissioned including:
 - A revised equalities analysis to consider the positive and negative implications of reintroducing different modes back into Bank.
 - A review and update of the collision analysis
 - A review and update of the air quality monitoring in the area (which has been collected since 2015)
 - Pedestrian flow comparisons to help inform the future discussion about whether the timing of the restrictions should be changed.
12. There have been early conversations with TfL regarding the traffic modelling exercise that we have undertaken, but this initial stage of narrowing the options does not require their agreement or professional assessment. This will become a requirement as we take forward any options to public consultation and promote a preferred option (in traffic terms) to deliver.

Options

13. There is a lot of work taking place now which will feed into a more detailed future report that is due in May. This will be more comprehensive than this first technical assessment of feasibility. This work will also look at the factors that are additional to whether there is sufficient junction capacity to cater for the extra demand from reintroducing traffic without causing significant journey time impacts.
14. At this stage, the initial feasibility modelling clearly indicates that it would be significantly detrimental to reintroduce general traffic through Bank at all times. There are significant implications to both bus journey times, but also for general traffic travelling on London Wall, particularly the westbound direction in the peak times.
15. In terms of bus journey times there are 21 bus services within the modelled area. Of these this initial feasibility indicates delays of over 15 minutes to eight of the services in the AM peak. The evening peak indicates similar length of delays with five services forecast over 15 minutes and a further three services between 10-15 minutes delayed.
16. These are significant delays. Whilst this is initial feasibility and no mitigation work has been undertaken, it is highly unlikely that this level of delays can be mitigated into a reasonable time band to obtain traffic management approvals.
17. It is therefore recommended that as per this Committees' previous decision in October 2020 and ratified by the Court of Common Council in December 2020, that no further work is undertaken on the option of reintroducing general traffic through Bank during the restricted hours.

Proposals

18. This leaves the three scenarios a, b, and c in paragraph 9 which will undergo further work to determine their viability. It should be noted that the feasibility model does indicate that there could be some substantive difficulties with reintroducing taxis on the four arms tested to date and that further work is needed to tease out whether this might be possible to mitigate the indicated delays to several bus routes, or whether reducing the number of available arms, turning movements etc available to taxis would offer a more viable option at this feasibility stage.
19. This work is being undertaken and will form part of the subsequent report in May. It should also be noted that bus journey delays are an important factor in the traffic management approval process with TfL. Schemes often have difficulty securing agreement with relatively minor delays to a bus service of between 1 to 2 minutes. As Poultry and Cornhill form part of the Strategic Road Network TfL's support on these streets is essential (see Risk implications).

Financial implications

20. Funding of the review is currently contained within the overall Project Budget. To date approximately £125,000 has been spent/committed including fees and staff time.

Resource implications - N/A

Legal implications

21. Any proposal that comes out of the review will need to demonstrate how it complies with Section 122 of the Road Traffic Regulation Act which requires the traffic authority, in exercising its traffic authority functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect of amenities of any locality.
 - (bb) national air quality strategy.
 - (c) public service vehicles.
 - (d) any other relevant matters.

Risk implications

22. Members should note the risk of undertaking the review whilst the experimental schemes by Transport for London on Bishopsgate and London Bridge, and the City's experimental schemes, are still in their monitoring phases. Undertaking the traffic counts to update the traffic model with these in place creates a risk of abortive work should it be later decided that these experimental schemes are not progressed into permanent schemes or change significantly from their current arrangements; particularly the Bishopsgate/London Bridge schemes.
23. The traffic modelling results will outline likely journey time impacts but rely on reasonable representative flow of traffic at each junction within the model. If those traffic flows on corridors change substantially during the process of us assessing the options for changing the traffic mix, then the impacts and/or benefits regarding journey times will not be representative.
24. This may impact our ability to be able to get a subsequent Traffic Management Approval (TMAN) for changing the traffic mix and or timing of the restrictions. It is possible that to progress a change of traffic mix and or timing that we could be asked to restart the traffic modelling process again if this were to happen.
25. In addition, there is a risk that at the stage of submission for the required Traffic Management approvals from TfL that they could refuse to approve the submission. Cornhill and Poultry are part of the Strategic Road Network as defined in the Traffic Management act 2004. This means that TfL are more than a consultee on these streets and able to veto proposals.
26. Early engagement should minimise this risk but there is a risk that a change in the traffic mix or timings of the restrictions at Bank may impact on their existing

experimental schemes, which may be made permanent, which could influence discussions

Equalities implications

27. Revised equalities analysis with updated data has been commissioned to support the review

Climate implications N/A at this stage

Security implications N/A at this stage

Conclusion

28. There is still a significant amount of work required to comply with the Court of Common Council motion. The next stage is intended to be presented to Members in May.

29. This report updates members on progress to date and requests that one of the initial options for changing the traffic mix through Bank junction is not investigated further based on the initial feasibility modelling results. It also recognises that there are challenges with the remaining options, but that this requires further investigation.

Appendices

- Appendix 1 – Programme overview
- Appendix 2 – General Arrangement for the All Change at Bank scheme

Background Papers

Gillian Howard

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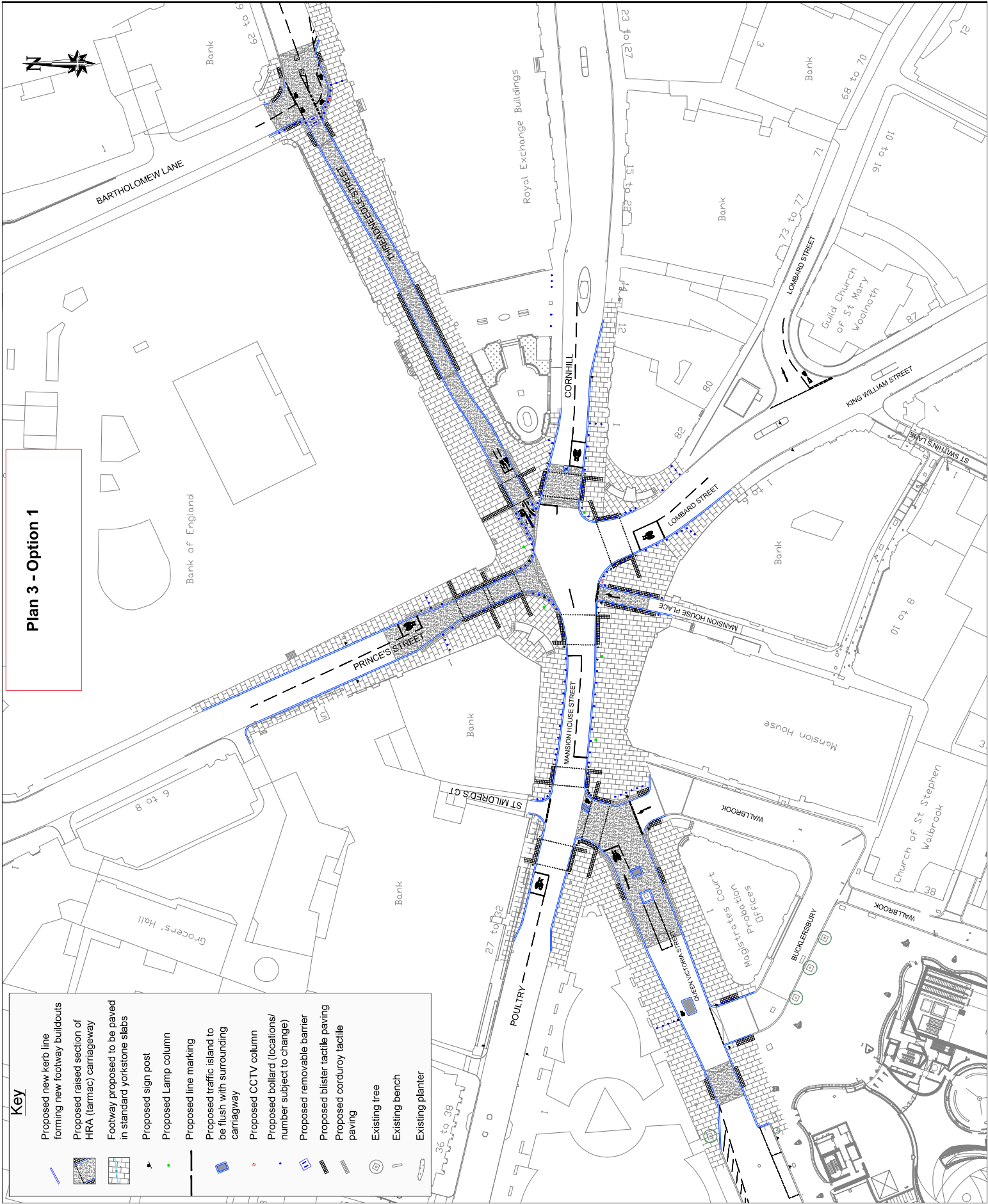
Indicative Timeline of Key tasks for the Bank Traffic and Timing Review

The below timeline takes the most substantial tasks in each stage to show how the overall length of the programme is made up. This is indicative and will still need elements to be confirmed with TfL and the consultants once there is a clearer understanding of what is being proposed. Other work streams will also take place within these stages to complement the analysis and recommendations.

Parts of the TfL modelling times overlap stages, and would be progressed with a degree of risk, but stopping at each stage would add potential significant delay if we lose the TfL resource during a break.

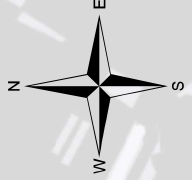
	2022						2023						2024														
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		
STAGE 1 (initial feasibility)	STAGE 1																										
Traffic counts																											
Consultant update model																											
Report (Planning and Transportation)										S&W	P&T																
STAGE 2a (shortlisted options for further investigation)										STAGE 2a																	
Traffic modelling work continues by consultants																											
TfL discussions and audit base/future base model																											
Report - (Planning and Transportation and Court of Common Council)												S&W	P&T	CCC													
<p>Depending on how many options are consulted on and how many people respond etc. the following programme is very indicative. The below assumes that more than one option for change is consulted on regarding the traffic mix and which arms that would be on. Due to the size of the traffic model, confirming the preferred option for change would be needed before the traffic model audit. Assuming there is a clear indication from the consultation, the process could start at risk ahead of the committee decision to proceed or not.</p>																											
STAGE 2b Public Consultation exercise																											
Public Consultation (prep and consult)																											
Analysis																											
Report - (Planning and Transportation and Court of Common Council)																						P&T	CCC				
STAGE 3																											
Proposed scheme model prepared and audited																											
TMAN submission/Approval																											
Statutory Traffic Order consultation																											
Final report back (Planning and Transportation) to agree whether to proceed.																										P&T	

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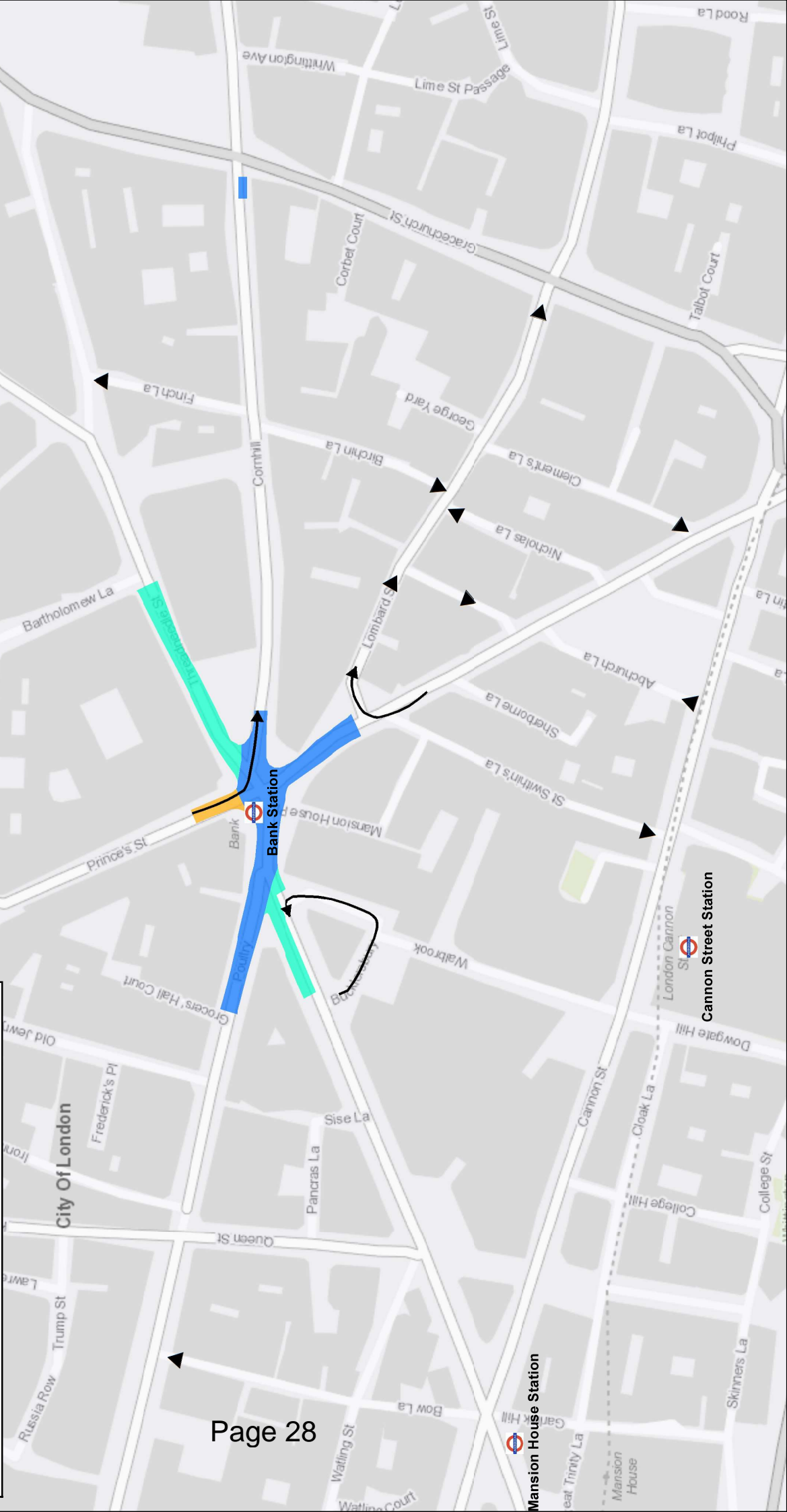
Plan 3 - Option 1

Key	
	Proposed new kerb line forming new footway/buildouts
	Proposed raised section of HRA (tarmac) carriageway
	Footway proposed to be paved in standard Yorkstone slabs
	Proposed sign post
	Proposed Lamp column
	Proposed line marking
	Proposed traffic island to be flush with surrounding carriageway
	Proposed CCTV column
	Proposed bollard (locations/number subject to change)
	Proposed removable barrier
	Proposed blister tactile paving
	Proposed corduroy tactile paving
	Existing tree
	Existing bench
	Existing planter



All Change at Bank
Access to approach arms at Bank

-  Buses and cycles only (Mon-Fri 7am-7pm)
-  Cycles only 24/7
-  Bus and cycle traffic only 24/7 and access to Cornhill
-  Permitted movements
-  One way



Committee(s): Planning and Transportation	Dated: 09/03/2023
Subject: Building Control Charges Report 2023/24	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1 & 2.
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: Executive Director of Environment Department.	For Decision
Report author: Gordon Roy District Surveyor	

Summary

The propose of this report is to advise the Committee of the findings of the Building Control’s review into their previous fees and charges increases and to recommend revised fees for 2023/24.

The District Surveyor’s Building Control Division amended their charges in April 2022 as agreed by this Committee, with charges being set for the service through a “cost recovery” Charges Schemes. These charges are known as the “City of London Building Regulations Charging Scheme No 5”, for work associated with applications under the Building Regulations 2010, and the “Building Control Miscellaneous Charges No 4” for work associated with Notices under the London Building Act (Amendment) Act 1939, and the Building Act 1984. This report informs the Committee of the results of the charges schemes and to recommend changes to both charging schemes for 2023/24.

Recommendation

Members are asked to:

- Approve Option 3 and agree a new “City of London Building Regulations Charges Scheme No 6: 2023”, and a “Building Control Miscellaneous Charges No 5: 2023” based on a new rate of £152 per hour.

Main Report

Background

1. The District Surveyors Building Control Division raises income through two approved charges schemes. CIPFA guidance on the allocation and apportionment of reporting requires the Division's budget to be split into three defined categories of:
 - Chargeable Building Regulations
 - Non-Chargeable Building Regulations
 - Other Building Control Activities

The two current charges schemes are, both of which were previously approved by this Committee in April 2022 are:

- The City of London Charges Scheme No 5; 2022, which applies charges for "Chargeable Building Regulation" activities, (See Appendix A) and
 - The Miscellaneous Building Control Charges No 4:2022, (See Appendix B) which applies charges for "Other Building Control Activities".
2. CIPFA guidance lists a wide range of activities associated with Building Regulations which are chargeable and non-chargeable for the purposes of these schemes. Chargeable activities include checking of plans, site inspections, building notice charges, reversion charges and chargeable advice. Non-chargeable activities include the control of unauthorised works, general advice to the public and other departments, the first hour of any Building Regulation advice and carrying out Building Regulation functions in relation to work providing facilities for disabled people.
 3. Originally Building Regulation fees, for the approval or rejection of building plans and for the inspection of building works were prescribed by central government and as a result standardised fees were applied to every local authority in England and Wales.
 4. In 2010, the government introduced The Building (Local Authority Charges) Regulations 2010, being the legal framework for setting a Building Regulation charging scheme and a new scheme was implemented on the 1st October 2010, known as the City of London Charges Scheme No 1, 2010. These charges are reviewed on an annual basis and a revised Charges scheme, known as City of London Charges Scheme No 5, 2022, was approved and implemented from May 2022.
 5. The City of London Building Regulation Charges Scheme No 5; 2022, Appendix A, comprises of a range of fixed charges for small scale works with a construction cost up to £1million, and for larger projects over £1million, fees are individually assessed based on the average hourly rate of building control services. Current charges are set out in Appendix A.

6. Other Building Control activities include dealing with temporary structures applications, dealing with dangerous structures, and responding to Demolition Notices. Existing charges are set out in “Building Control Miscellaneous Charges No 4” in Appendix B.

Current Position

7. It was anticipated in 2010 that chargeable works should break even ideally over a 3-year period, however a 5-year period maybe more appropriate where unusually high deficits/surpluses have accrued. The income and expenditure derived from Building Regulation applications has been shown below in Table 1. Over the course of the period covered by Table 1, the District Surveyor has strived for efficiencies in all areas of his divisions work, particularly around staffing costs.

	Chargeable			Non-Chargeable	Total (Expenditure)/ Income
	Expenditure	Income	(Deficit)/surpl us		
	£'000	£'000	£'000	£'000	£'000
2023-24 (Original Budget)	(1,272)	950	(322)	(944)	(1,266)*
2022-23 (Forecast)	(1,052)	950	(102)	(771)	(873)*
2021-22	(1,024)	1,028	4	(755)	(751)*
2020-21	(1,089)	981	(108)	(912)	(1,020)*
2019-20	(1,032)	1,058	26	(821)	(795)
2018-19	(1,221)	957	(264)	(669)	(933)
2017-18	(1,204)	874	(330)	(603)	(933)
2016-17	(1,192)	1,296	104	(515)	(411)
2015-16	(1,169)	1,355	186	(514)	(328)

*** Split 56% Chargeable and
44% Non-Chargeable**

8. As required by the CIPFA guidance, building Control income/expenditure for Chargeable work, should break even over a 5-year period. Table 1 above, sets out the deficit/surplus over the last seven years, and is currently running with a deficit of £342,000 from 2018/19 to 2021/22.

9. The deficit has been reviewed and it occurred largely during 2017/18 and 2018/19 when development activity within the City paused, due to the national vote to leave the EU, and then worsened in 2020/21 when activity dramatically slowed due to COVID-19 epidemic. Both resulted in income reducing and creating the deficit.
10. With a further projected deficit expected for year 2022/23 of £102,000 and further deficits in 2023/24 of £322,000, a review of expenditure and income over the next few years has been undertaken. To ensure the service charges can deliver a service in accordance with the CIFPA guidance the hourly rate for Chargeable works has been recalculated, to £126. (previously £115 per hour). This projected additional fee income together with further ongoing management of staffing costs, should assist in achieving a balanced budget.
11. Application numbers and their associated generated fees are shown in Table 2. Fees generated from applications during 2022 fell from a very high level in 2021, when there was a bounce back from COVID but with, a number of major projects having requested pre-application services for 2023 the outlook remains positive.

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	£810,680
2021	210	£1,391,757
2022	220	£937,669

12. A review was also undertaken of the applications which were completed during 2022. During this time 211 projects were completed and as time associated with projects is recording against the District Surveyors corporate Timemaster software and the CAPS Uniform software, all projects can be checked to ensure that the correct fees were being charged.
13. Each completed project was checked and cross referenced to similar projects dating back to 2015 and placed into bands that matched the Estimated Cost of Works within the fee scales. Average time taken to administer those projects within each band has been calculated and forms the basis for all the fees & charges.

Proposals

14. The projected budget deficit of £322,000 as shown in Table 1 has been calculated on the basis of a full workforce establishment, but due to recent staff retirements, actual establishment numbers and expenditure is lower. Anticipated work and staffing levels/costs have been reviewed and using this information, the costs associated with the Divisions hourly rate for chargeable works, has been recalculated and will form the basis for the new charging schemes.
15. It is the proposal of this report to request the Committee agree, that to ensure applications received in 2023/24 are sufficient to balance the budget for chargeable works, and with an understanding that the cumulative deficit will be reduced over a 5-year period to zero, a surcharge is proposed to be added to the base hourly rate. A revised fee schedule will be drafted and will be known as "The City of London Charges Scheme No 6:2023". Draft shown in Appendix D, which includes a 20% surcharge on the base hourly rate as recommended in Option 3. This would generate additional income in the region of £180,000 in 2023/24, to reduce the current deficit.
16. Fees and charges associated with other Building Control activities, such as Demolition Notices and Temporary Structures, have also been similarly reviewed. It is proposed to apply an hourly rate of £126 to these fees and charges. Appendix F
17. In 2022 Royal Assent was given to the new Building Safety Act, which will bring new requirements to the building industry to improve building safety, particularly for residential buildings over 18m in height. The Building Safety Act will also introduce the Building Safety Regulator as the Building Control Authority for new residential buildings over 18m or 7 storeys and above, and as such, all building regulation applications for these buildings, will be submitted to the Regulator rather than local authority or private building control body. Under Section 13 of the Building Safety Act 2022, the Building Safety Regulator can request the help of a local authority building control to assist them with an application and the Local Authority will be able to charge the Building Safety Regulator appropriate charges to ensure cost recovery. Appropriate charges for the Building Safety Regulator will be calculated, when required, at the same rate as Chargeable works.

Options

18. **Option 1.** Agree an hourly rate, based on cost recovery for Chargeable works, including work undertaken on behalf of the Building Safety Regulator, and other Building Control activities. The hourly rate will be £126 per hour.
19. **Option 2.** Agree an hourly rate, for Chargeable works and work including work undertaken on behalf of the Building Safety Regulator based on a cost recovery rate, plus a 10% surcharge to reduce the accumulated Trading Statement deficit, over the next five years. The hourly rate will be £139. Charges for other Building Control activities to be based on cost recovery basis at £126

20. **Option 3.** Agree an hourly rate, based on cost recovery for Chargeable works including work undertaken on behalf of the Building Safety Regulator based on a cost recovery rate, plus a 20% surcharge to reduce the accumulated Trading Statement deficit, over the next five years. The hourly rate will be £152. Charges for other Building Control activities to be based on cost recovery basis at £126

21. It is considered that Option 3 fulfils the Corporations duty to provide a charging scheme based on the principles of cost recovery and the CIFPA guidance to reduce any accumulated deficits and break even over a 5-year period.

Corporate & Strategic Implications

22. There are no equal opportunity implications arising from this report save that Regulation 4 of the Building Regulations (Local Authority Charges) Regulations 2010 outlines the principles of the charging scheme in relation to building work solely required for disabled persons. No building regulation charge can be authorised in relation to providing means of access solely to an existing dwelling occupied as a permanent residence by a disabled person or for the provision of facilities and accommodation (including the provision or extension of a room in limited circumstances) designed to secure the greater health, safety, welfare or convenience of such a disabled person. Similarly, no building regulation charge can be authorised in relation to an existing building to which members of the public are admitted in similar circumstances as stated above

Legal implications

23. The Building (Local Authority Charges) Regulations 2010 impose a legal obligation on the City of London to have a Building Regulation charging scheme in place, to ensure that the overriding objective of the charges being set at a level that equates to cover the costs of providing the service, and to annually review and publish figures to ensure that this objective is been maintained. These changes will maintain this objective being obtained.

Climate implications

24. None

Security implications

25. None

Conclusion

26. The report identifies the measures being taken by the District Surveyors Building Control Division to set a revised charging scheme which accurately reflect actual time employed against individual projects and to reduce the deficit accumulated over the last 5 years on the Building Control Trading Statement.

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Appendices

- Appendix A- Current “City of London Building Regulations Charges Scheme No 5 , 2022, Annex A & Annex B”.
- Appendix B- Current “Building Control Miscellaneous Charges No 4:2022
- Appendix C- Proposed “City of London Building Regulations Charges Scheme No 6: 2023”.
- Appendix D- Proposed “City of London Building Regulations Charges Scheme No 6, 2023, Annex A, Charges
- Appendix E- Proposed “City of London Building Regulations Charges Scheme No 6, 2023, Annex B,
- Appendix F- Proposed City of London Building Control Miscellaneous Charges Scheme No 5;2023.”

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Appendix A- Building Regulation Charges Scheme No 5:2022

5

CITY OF LONDON

*Derivation
(see footnote)

The Building (Local Authority Charges) Regulations 2010

Regulation No

BUILDING REGULATIONS CHARGES SCHEME No. 5, 2022

1

1. This scheme may be cited as the Building Regulations Charges Scheme No. 5, 2022 of the City of London Corporation (the Charges Scheme) and shall come into force on 1st May 2022.

INTRODUCTION

3(1)

2. The Charges Scheme is made under the Building (Local Authority Charges) Regulations, 2010 (the Charges Regulations). The Charges Scheme includes following paragraphs, the definitions in paragraph 5 below and the tables of charges set out in Annex A. Where clarification of the Charges Scheme is required reference should be made to the Charges Regulations. The numbers in the margin represent the relevant regulation.
3. The City of London Corporation is authorised, subject to and in accordance with the Charges Regulations, to fix charges by means of the Charges Scheme and to recover such charges as it determines for or in connection with the performance of its functions relating to building regulations, as provided by the Charges Regulations.
4. The City of London Corporation is authorised, subject to and in accordance with the provisions of the Charges Regulations, to amend and to revoke and replace any scheme which has been made by it.

DEFINITIONS

2

5. The following definitions apply to the Charges Scheme:

"building" means any permanent or temporary building but not any other kind of structure or erection, and a reference to a building includes a reference to part of a building;

"building notice" means a notice given in accordance with regulations 12(2)(a) and 13 of the Principal Regulations;

"building work" means:

- a) the erection or extension of a building;
- b) the provision or extension of a controlled service or fitting in or in connection with a building;
- c) the material alteration of a building, or a controlled service or fitting;
- d) work required by Building Regulation 6 of the principal regulations (requirements relating to material change of use);
- e) the insertion of insulating material into the cavity wall of a building;
- f) work involving the underpinning of a building;
- g) work required by building regulation 23 (requirements relating to thermal elements);
- h) work required by building regulation 22 (requirements relating to a change of energy status);
- i) work required by building regulation 28 (consequential improvements to energy performance);

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

Regulation No

"chargeable function" means a function relating to the following –

- a) the passing or rejection of plans of proposed building work which has been deposited in accordance with section 16 of the Building Act 1984 (as amended) - (Plan Charge)
- b) the inspection of building work for which plans have been deposited in accordance with the Principal Regulations and with section 16 of the Building Act 1984 (as amended) – Inspection Charge
- c) the consideration of a building notice which has been given in accordance with the Principal Regulations – Building Notice Charge)
- d) the consideration of building work reverting to the Council under the Building (Approved Inspectors etc.) Regulations 2010 (as amended) – (Reversion Charge)
- e) the consideration of a regularisation application submitted under regulation 18 of the Principal Regulations – (Regularisation Charge).

"chargeable advice" is a charge made in relation to a request for building regulation advice as regards any particular case where such a charge is made in anticipation of the future exercise of their chargeable functions in relation to that case, save that no charge is made for the first hour of time spent in providing such chargeable advice.

"cost" does not include any professional fees paid to an architect, quantity surveyor or any other person;

"dwelling" includes a dwelling-house and a flat;

"estimate" in relation to the cost of carrying out building work, means an estimate, accepted by the local authority, of such reasonable amount as would be charged for the carrying out of that building work by a person in business to carry out such building work (excluding the amount of any value added tax chargeable);

"estimated cost of building work" means the estimated cost of that work which requires approval for building regulations by the City of London Corporation. If appropriate the City of London Corporation may require estimates to be aggregated or disaggregated to establish the appropriate charge;

"extension" means an extension which has no more than three storeys, each basement level (if any) counting as one storey;

"floor area" of a building or extension' is the total floor area calculated by reference to the finished internal faces of the walls enclosing the area, or, if at any point there is no enclosing wall, by reference to the outermost edge of the floor.

"the Principal Regulations" means the Building Regulations 2010 as amended from time to time;

"relevant person" means:

- a) in relation to a plan charge, inspection charge, reversion charge or building notice charge, the person who carries out the building work or on whose behalf the building work is carried out;
- b) in relation to a regularisation charge, the owner of the building; and
- c) in relation to chargeable advice, any person requesting advice for which a charge may be made pursuant to the definition of 'chargeable advice'

"total floor area of a building" is the total of the floor area of all the storeys which comprise that building.

"total floor area of an extension" is the total of the floor areas of all the storeys in the extension.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

Regulation No	<u>SUMMARY OF BUILDING REGULATIONS FUNCTIONS AND CHARGES</u>
5(1)	<p>6. The City of London Corporation has determined:</p> <ul style="list-style-type: none"> a) plan charges for or in connection with the passing or rejection of plans of proposed building work deposited with them in accordance with Section 16 of the Building Act 1984; b) inspection charges for or in connection with the inspection of building work for which plans have been deposited in accordance with the Principal Regulations and with Section 16 of the Building Act 1984; c) building notice charges for or in connection with the consideration of a building notice which has been given to the City of London Corporation in accordance with the Principal Regulations. <p>The charges for the foregoing functions are as set out in the attached tables in Annex A.</p>
5(2)	<p>7. The City of London Corporation is also authorised within its Charges Scheme to make a charge in relation to a request for advice as regards any particular case where such a charge is made in anticipation of the future exercise of its chargeable functions in relation to that case (referred to as “chargeable advice”); save that no charge is to be made for the first hour of time spent by an officer in providing such chargeable advice.</p>
6(3)	<p>8. This Charges Scheme has been fixed such that its objective is to ensure that, taking one financial year with another, the income to be derived by the City of London Corporation from performing chargeable functions and providing chargeable advice (referred to as “chargeable income”) as nearly as possible equates to the costs incurred by the City of London Corporation in performing chargeable functions and providing chargeable advice (referred to as “chargeable costs”). At the end of the financial year within which the City of London Corporation first made this Charges Scheme and of each subsequent financial year, the City of London Corporation will conduct a review of the level of charges set out under this Charges Scheme for the purpose of achieving the Charges Scheme’s objective above.</p>
6(2)	<p>9. Immediately following the review of the level of charges, the City of London Corporation will prepare a “building control statement” setting out as regards the financial year to which it relates, the chargeable costs, the chargeable income and the amount of any surplus or deficit. Such “building control statement” will be approved by the City of London Corporation’s Section 6 Officer and will be published not more than six months after the end of the financial year to which the statement relates.</p>
6(4-6)	<p>10. Each charge determined within the Charges Scheme has been related to the costs of providing building regulation services in relation to particular building work or building work of particular descriptions having regard to the objective outlined in clause 8 above. Where this Charges Scheme is first made and takes effect at any time other than the beginning of a financial year, the City of London Corporation will have regard to any estimated surplus or deficit arising for that part of the financial year for which its existing scheme made under the Building (Local Authority Charges) Regulations 2010 continues to have effect.</p>

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

Regulation No	11.	The costs of providing City of London Corporation building regulation services in relation to chargeable functions or chargeable advice has been calculated using the hourly rate at which the time of its officers will be charged and the factors which have been taken into account in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions).
6(7-8)	12.	The hourly rate of the City of London Corporation building regulation officers is set out herewith: £115.
7(1-2)	13.	Where the City of London Corporation consider it necessary to engage and incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of building work, those costs will be included in the determination of the charges referred to in this Charges Scheme.
7(4)	14.	In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), both in relation to standard and assessed charges, the City of London Corporation has taken some or all of the following factors into account:
7(3)		<ul style="list-style-type: none"> a) the existing use of a building, or the proposed use of the building after completion of the building work; b) the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. (<i>see definition of 'building work' in clause 5 above</i>); c) the floor area of the building or extension. (<i>see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above</i>); d) the estimated duration of the building work and the anticipated number of inspections to be carried out. e) the estimated cost of the building work.
7(5)	15.	In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), in relation to assessed charges for individual projects, the City of London Corporation will take some or all of the following additional factors into account in assessing the charges
7(5)		<ul style="list-style-type: none"> f) the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used; g) whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6); h) whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be used; i) whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

Regulation No	<ul style="list-style-type: none"> j) whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation. k) whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and l) whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.
5(2)	<p>16. On receipt of an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to a standard charge published in the scheme (see schedule of standard charges listed in Annex A), has taken into account the factors listed in clause 14 above</p> <p>17. On receipt of a request for advice, an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to an individual assessment of the charge to be made (see guidance on assessed charges in Annex B), will take into account the factors listed in clauses 14 and 15 above and such individually determined charges will be confirmed in writing specifying the amount of the charge and the factors which have been taken into account.</p> <p>18. No charge will be made for the first hour of an officer's time in respect of chargeable building regulation advice given by such officer.</p> <p>19. The sum of the plan charge and the inspection charge is equal to the building notice charge. With the exception of those circumstances detailed in paragraphs 21 and 22 below, the plan charge is 40% of the building notice charge and the inspection charge is 60% of the building notice charge.</p> <p>20. The preceding paragraphs 6, 8, 9 and 10 are subject to paragraph 21 below.</p> <p>21. Where:</p> <ul style="list-style-type: none"> a) one application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other; or b) an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been approved or building works inspected by the City of London Corporation and where the City of London Corporation is satisfied that the owner of the plans who deposits them or who gives a building notice in respect of them is the same person who originally deposited the plans or gave a building notice in respect of them, a reduction not exceeding 30% in the plan charge or building notice charge payable may be applied and a reduction not exceeding 30% in the inspection charge payable may also be applied, but only at the absolute discretion of the City of London Corporation.

Regulation No

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

22. **Where the appropriate total charge is £800 or below a plan charge is payable, which incorporates that charge which would be made for an inspection of building work, although no separate inspection charge is made.**
23. Standard charges set in accordance with clause 14 above are shown on Table 1 in annex A.
24. The following applications may be dealt with by individually assessed charges in accordance with clauses 14 & 15 above.
- a) Full Plans (both the passing or rejection of plans and the associated inspections) where the cost of the work exceeds £1m.
 - b) Building Notice where the cost of the work exceeds £1m.
 - c) All stand alone new buildings.
 - d) Reversion for or in connection with the consideration of building work reverting to the control of the City of London Corporation.
 - e) Regularisation submitted under regulation 18 of the Principal Regulations (unauthorised building work).
- For these applications, the plan charge and the inspection charge will be advised on an individual basis.**
25. Where building work comprises -
- a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is not certified to an approved standard or is not installed by an approved installer or is not part of a larger project comprising other building work; or
 - b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is not part of a larger project comprising other building work, the City of London Corporation has fixed its charges by reference to the estimated cost of the building work only, and no plan charge will be made in respect of such building work.
26. Where building work comprises:
- a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is certified to an approved standard, or is installed by an approved installer or is part of a larger project comprising other building work; or
 - b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is part of a larger project comprising other building work, no charges will be made in respect of such building work.
- 4(1) 27. The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing dwelling which is, or is to be, occupied by a disabled person as a permanent residence; and where

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Appendix A- Building Regulation Charges Scheme No 5:2022

	the whole of the building work in question is solely-
Regulation No	<ul style="list-style-type: none"> a) for the purpose of providing means of access for the disabled person by way of entrance or exit to or from the dwelling or any part of it, or b) for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of the disabled person.
4(2)	<p>28. The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of a disabled person in relation to an existing dwelling, which is, or is to be, occupied by that disabled person as a permanent residence and as outlined in clause 6 (b) above, where such work consists of-</p> <ul style="list-style-type: none"> a) the adaptation or extension of existing accommodation or an existing facility or the provision of alternative accommodation or an alternative facility where the existing accommodation or facility could not be used by the disabled person or could be used by the disabled person only with assistance; or b) the provision of extension of a room which is or will be used solely- <ul style="list-style-type: none"> (i) for the carrying out for the benefit of the disabled person of medical treatment which cannot reasonably be carried out in any other room in the dwelling, or (ii) for the storage of medical equipment for the use of the disabled person, or (iii) to provide sleeping accommodation for a carer where the disabled person requires 24-hour care.
4(3)	<p>29. The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing building to which members of the public are admitted (whether on payment or otherwise); and where the whole of the building work in question is solely-</p> <ul style="list-style-type: none"> a) for the purpose of providing means of access for disabled persons by way of entrance or exit to or from the building or any part of it; or b) for the provision of facilities designed to secure the greater health, safety, welfare or disabled persons.
4(4)	<p><i>Note: 'disabled person' means a person who is within any of the descriptions of persons to whom Section 29(1) of the National Assistance Act 1948, as extended by virtue of Section 8(2) of the Mental Health Act 1959, applied but disregarding the amendments made by paragraph 11 of Schedule 13 to the Children Act 1989.</i></p>
<u>PAYMENT OF CHARGES</u>	
8(1)a	30. Any plan charge shall be payable when the plans of the building work are deposited with the City of London Corporation but see also clause 40 below.
8(1)b	31. Any inspection charge shall be payable on demand made after the City of London Corporation carries out the first inspection in respect of which the charge is payable but see also clause 40 below.
Regulation No	

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

8(1)c	32.	Any building notice charge shall be payable when the building notice is given to the City of London Corporation.
8(1)d	33.	Any reversion charge shall be payable for building work in relation to a building: i) which has been substantially completed before plans are first deposited in accordance with regulation 19(2)(a)(i) of the Building (Approved Inspectors etc.) Regulations 2010 as amended; or ii) in respect of which plans for further building work have been deposited with the City of London Corporation in accordance with regulation 19(3) of the Building (Approved Inspectors etc.) Regulations 2010 as amended, on the first occasion on which those plans are deposited.
8(1)e	34.	Any regularisation charge shall be payable at the time of the application to the City of London Corporation in accordance with regulation 18 of the Principal Regulations (unauthorised building work).
8(1)f	35.	Any charge for chargeable advice shall be payable on demand after the City of London Corporation has given notice to the relevant person in writing specifying the amount to be charged and the factors which have been taken into account as listed in clauses 14 and 15 above.
8(1)g	36.	Any plan charge, inspection charge, building notice charge, reversion charge, regularisation charge and charge for chargeable advice is to be payable by the relevant person (<i>see definition, clause 5 above</i>).
Regulation No 8(1)h	39.	Any plan charge, inspection charge, building notice charge which is payable to the City of London Corporation shall be paid together with an amount equal to any value added tax payable in respect of that charge.
8(1)i	40.	Part of any charge which is payable to the City of London Corporation, may, at its absolute discretion, be paid in instalments of such amounts payable on such dates as the City of London Corporation shall specify.
8(1)j	41.	There is no entitlement to a complete refund of any regularisation charge paid, if the City of London Corporation, after incurring costs, subsequently cannot determine what work is required to comply with the relevant requirements.
8(1)h	42.	Where a plan charge has been paid and not refunded, the City of London Corporation may in any case they consider reasonable, decide not to make a further plan charge in respect of plans subsequently deposited for substantially the same building work.
11(1)	43.	Where for any reason the City of London Corporation do not give notice of passing or rejection of plans within the period required by Section 16 of the Building Act 1984 (as amended), any plan charge paid will be refunded.
Regulation No 11(2)	 44.	 No refund will be given by the City of London Corporation where the

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Appendix A- Building Regulation Charges Scheme No 5:2022

- reason for not giving notice of passing or rejection of plans within the period required by section 16 of the Building Act, 1984 is due to the failure by the person by whom or on whose behalf the plans were deposited to supply information within a reasonable time, necessary to meet the City of London Corporation duty under that section.
- 11(3) 45. Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is less than that which was originally assessed, the City of London Corporation (subject to clause 49 below) will make a refund in respect of the proportion of the charge relating to the excess payment.
- 11(4) 46. Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is more than that which was originally estimated in the assessment, the City of London Corporation (subject to clause 49 below) may raise a supplementary charge in respect of any additional work carried out its officer.
- 11(5) 47. In relation to the assessment of a refund or supplementary charge, the City of London Corporation may discount one hour of an officer's time from the calculation of the refund or, as the case may be, the supplementary charge.
- 11(6) 48. Where in respect of plans deposited with the City of London Corporation under section 16 of the Building Act, 1984, the plan charge and inspection charge are to be aggregated for the purposes of calculating any refund or supplementary charge.
- 11(7) 49. The payment of any refund or request for a supplementary charge will be accompanied by a statement setting out the reason for the assessment and the calculation of the refund or supplementary charge.
50. Plans which are deposited otherwise than in accordance with the requirement imposed under paragraph 24 above or an agreement under paragraph 30 above are not deposited in accordance with building regulations for the purposes of section 16 of the Act; and a building notice given otherwise than in accordance with a requirement imposed under paragraph 26 above or an agreement under paragraph 30 above is not validly given for the purposes of the Principal Regulations.
51. Where an individual assessment of a plan charge or building notice charge has been made, (other than a standard charge) any individually assessed plan charge or building notice charge shall not be payable until such plan charge or building notice charge has been specified by the City of London Corporation and confirmed in writing if such confirmation is provided later than the deposit of the plan or (as the case may be) the giving of the building notice.
52. The City of London Corporation is authorised to require the supply of any information where such information is necessary to determine any building regulation charge listed in clause 9 above.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

	53.	The City of London Corporation operates, maintains and makes available on request, to any interested party, an appropriate complaints procedure regarding its building regulations services. If a person is dissatisfied with the decision made relating to the determination of charges for building work and wishes to make a complaint, such complaint will be dealt with within the Council's agreed complaint's procedure. In the first instance, such complaints should be addressed at a local level to: The District Surveyor Environment Department Guildhall London EC2P 2EJ Telephone: 020 7332 1000 Fax: 020 7332 1968 email: district.surveyor@cityoflondon.gov.uk
11(2)	54.	Where building work reverts to the control of the City of London Corporation any plans relating to that building work given to the City of London Corporation in accordance with regulation 19 of the Building (Approved Inspector etc) Regulations 2010 as amended, shall be accompanied by a current estimate in writing of the cost of that building work.
13	55.	Contravention of the Building (Local Authority Charges) Regulations 2010 and or the non- payment of any charge which becomes payable are not treated as offences under Section 35 of the Building Act 1984 (penalty for contravening building regulations).
Regulation No	<u>TRANSITIONAL PROVISIONS AND REVOCATION</u>	
15(2-3)	56.	The Building Regulations Charges Scheme No. 4. 2021 of the City of London Corporation made under the Building (Local Authority Charges) Regulations, 2010 will continue to apply to building work within the City of London Corporation area for which plans were first deposited or a building notice was given or a reversion charge became payable, or a regularisation certificate was made, before 1st May 2022.
	<u>INFORMATIVE</u>	
12(3)	57.	Further information and advice concerning building regulation charges and the Building Regulations Charges Scheme, can be obtained from:

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

The District Surveyor
Environment Department
Guildhall
London EC2P 2EJ

Telephone: 020 7332 1000
Fax: 020 7332 1968
email: district.surveyor@cityoflondon.gov.uk

Signed:

.....
(The officer appointed for this purpose)

Dated:

* Derivation = Building (Local Authority Charges) Regulations 2010.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

Cost of Works	Charges from 1st May 2022					
Work Categories						
£1,000's	Refurbishments & Extensions	Fit out and alterations	Material Change of Use	Small Residential Alterations *	Other	
£10	£748	£460	£1,035	£710	For works not described on the table a specific individually assessed charge will be provided.	
£20		£690		£940		
£40	£978	£920	£1,208	£1,285		
£70	£1,323	£1,265	£1,553	£1,630		
£100	£1,553			£1,745		
£150	£1,783	£1,495	£2,185	SEE 'OTHER'		
£200	£2,013	£1,668	£2,300			
£300	£2,473	£1,955	£3,335			
£400	£2,875	£2,300				
£500	£3,335	£2,530				
£600	£3,795	£2,818	£4,945			
£700	£4,255	£3,278				
£800	£4,715	£3,528				
£900	£5,175	£4,025	£6,440			
£1,000	£5,520	£4,140				
Plan & Insp charge due immediately if £800 or less (excl VAT)						
For works over £1.0 million a specific individually assessed charge will be provided						
* If Part P electrics are not applicable or if they are dealt with under the Competent Persons Scheme - Deduct £250 per unit/flat						

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

Building Regulation Charges Scheme No 5, 2022 Annex B: Factors to be taken into Account When Determining Assessed Charges.

The factors to be taken into account in determining Assessed Charges as per clauses 14 & 15 of the Building Regulations Charges Scheme No. 5, 2022 of the City of London Corporation.

1. the existing use of a building, or the proposed use of the building after completion of the building work.
2. the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. (*see definition of 'building work' in clause 5 above*).
3. the floor area of the building or extension. (*see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above*).
4. the estimated duration of the building work and the anticipated number of inspections to be carried out.
5. the estimated cost of the building work.
6. the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used; and
7. whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6)
8. whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be.
9. whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.
10. whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation.
11. whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and
12. whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

Type of work	Refurbishment & Extensions, Simple office alterations, Cat A to B, Material change of use, retail	Other or Notes / special factors
Duration on site		
Number of floors above ground		
Anticipated inspection time hours and notes		
Routine visits		
Piling/foundation inspections		
Below ground drainage		
Below ground structural inspections		
Superstructure		
Above ground drains – routine		
M&E routine		
Drainage testing		
Site Q/A Audit time		
Routine/Finals prior to completion		
Other special factors +/-		
De-snag visits –drainage		
De-snag visits – M&E		
De-snag visits -general		
Off site inspection		
M&E Final Commission & tests		
Review a deduction for repetition/		
Anticipated plans inspection time		
General		
As % of site time		
Structural Appraisal		
Fire engineering		
Design workshops		
	Total Hours	
Outside consultant required –	Cost £	

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A- Building Regulation Charges Scheme No 5:2022

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

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Appendix B: Building Control Miscellaneous Charges Scheme No 4: 2022

Table of miscellaneous charges (from 1st May 2022)

If you would like to discuss the charges or need any help with the application or this table, please phone us on 020 7332 1000.

Miscellaneous Building Control Charges No 4:2022					
VAT should be added at the current rate as indicated and included in your payment.					
Work Categories (For works not described on the table a specific individually assessed charge will be provided.)					
			VAT or No VAT	Charge from 1 st May 2022	
1.	Demolition Notice. Application submitted under section 80, Building Act 1984		No VAT	Charge £450	Fee adequately covers the cost of administration of this application. No increase required
2	Section 30 Application submitted under Section 30, London Building Act (As Amended) 1939		No VAT	As set out in the Section 30 London Building Act (As Amended) Act 1939 Charges No 3. (See Below)	
3	Approval In Principle Application submitted for Technical Approval of Highway Structures.		VAT	£4000	Fee adequately covers the cost of administration of this application. No increase required.
4	Marriage Act surveys			£500 for New registration	Fee controlled by Community and Children's Services.
5	Researching and Viewing Building Control Historical Records.		VAT	Fee based at £115 per hour to cover officer time spent researching and providing advice	Revised fee in line with hourly rate
6	Dangerous Structures		Varies	Charged at hourly rate	Fees recoverable through Section 66, London Building Act (As Amended) Act 1939

Section 30 London Building Act (As Amended) Act 1939 Charges No 4: 2022

No VAT is added at the current rate in your payment.

Work Categories (For works not described on the table a specific individually assessed charge will be provided.)

		Current Charge	VAT or No VAT	Charge from 1 st May 2022	
1.	Erecting a special building or structure intended to be kept permanently.		No VAT	To be agreed based on details of structure. Please contact department for a detailed quote.	Fee covers the cost of administration of this application. No increase required.
2	Erecting a Grandstand to be used for a special event. 10-250 Seats		No VAT	Removed.	Removed and incorporated into fee No 3.
3	Erecting a Grandstand to be used for a special event up to 600 Seats		No VAT	£560	Fee covers the cost of administration of this application. No increase required.
4	Erecting a Grandstand to be used for a special event over 600 seats.		No VAT	As To be agreed based on details of structure. Please contact department for a detailed quote.	
5	Erecting a Framed tower for loudspeakers, lighting, Video screens, etc		No VAT	£400	Increase £8 due to hourly rate.
6	Erecting a structure of a complex nature or an air inflated structure		No VAT	To be agreed based on details of the structure. Please contact department for a detailed quote	
7	Erecting a marquee for a special event.		No VAT	Fee for marquee up to 30m.sq £460 Fee for marquee over 30m.sq £690	Increase £12 due to change in hourly rate. Increase £18 due to change in hourly rate

Appendix C- Building Regulation Charges Scheme No 6:2023

CITY OF LONDON

The Building (Local Authority Charges) Regulations 2010

*Derivation
(see footnote)

Regulation No
1

BUILDING REGULATIONS CHARGES SCHEME No. 6, 2023

1. This scheme may be cited as the Building Regulations Charges Scheme No. 6, 2023 of the City of London Corporation (the Charges Scheme) and shall come into force on 3rd April 2023.

INTRODUCTION

3(1)

2. The Charges Scheme is made under the Building (Local Authority Charges) Regulations, 2010 (the Charges Regulations). The Charges Scheme includes following paragraphs, the definitions in paragraph 5 below and the tables of charges set out in Annex A. Where clarification of the Charges Scheme is required reference should be made to the Charges Regulations. The numbers in the margin represent the relevant regulation.
3. The City of London Corporation is authorised, subject to and in accordance with the Charges Regulations, to fix charges by means of the Charges Scheme and to recover such charges as it determines for or in connection with the performance of its functions relating to building regulations, as provided by the Charges Regulations.
4. The City of London Corporation is authorised, subject to and in accordance with the provisions of the Charges Regulations, to amend and to revoke and replace any scheme which has been made by it.

DEFINITIONS

2

5. The following definitions apply to the Charges Scheme:

"building" means any permanent or temporary building but not any other kind of structure or erection, and a reference to a building includes a reference to part of a building;

"building notice" means a notice given in accordance with regulations 12(2)(a) and 13 of the Principal Regulations;

"building work" means:

- a) the erection or extension of a building;
- b) the provision or extension of a controlled service or fitting in or in connection with a building;
- c) the material alteration of a building, or a controlled service or fitting;
- d) work required by Building Regulation 6 of the principal regulations (requirements relating to material change of use);
- e) the insertion of insulating material into the cavity wall of a building;
- f) work involving the underpinning of a building;
- g) work required by building regulation 23 (requirements relating to thermal elements);
- h) work required by building regulation 22 (requirements relating to a change of energy status);
- i) work required by building regulation 28 (consequential improvements to energy performance);

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix C- Building Regulation Charges Scheme No 6:2023

Regulation No

"chargeable function" means a function relating to the following –

- a) the passing or rejection of plans of proposed building work which has been deposited in accordance with section 16 of the Building Act 1984 (as amended) - (Plan Charge)
- b) the inspection of building work for which plans have been deposited in accordance with the Principal Regulations and with section 16 of the Building Act 1984 (as amended) – Inspection Charge
- c) the consideration of a building notice which has been given in accordance with the Principal Regulations – Building Notice Charge)
- d) the consideration of building work reverting to the Council under the Building (Approved Inspectors etc.) Regulations 2010 (as amended) – (Reversion Charge)
- e) the consideration of a regularisation application submitted under regulation 18 of the Principal Regulations – (Regularisation Charge).

"chargeable advice" is a charge made in relation to a request for building regulation advice as regards any particular case where such a charge is made in anticipation of the future exercise of their chargeable functions in relation to that case, save that no charge is made for the first hour of time spent in providing such chargeable advice.

"cost" does not include any professional fees paid to an architect, quantity surveyor or any other person;

"dwelling" includes a dwelling-house and a flat;

"estimate" in relation to the cost of carrying out building work, means an estimate, accepted by the local authority, of such reasonable amount as would be charged for the carrying out of that building work by a person in business to carry out such building work (excluding the amount of any value added tax chargeable);

"estimated cost of building work" means the estimated cost of that work which requires approval for building regulations by the City of London Corporation. If appropriate the City of London Corporation may require estimates to be aggregated or disaggregated to establish the appropriate charge;

"extension" means an extension which has no more than three storeys, each basement level (if any) counting as one storey;

"floor area" of a building or extension' is the total floor area calculated by reference to the finished internal faces of the walls enclosing the area, or, if at any point there is no enclosing wall, by reference to the outermost edge of the floor.

"the Principal Regulations" means the Building Regulations 2010 as amended from time to time;

"relevant person" means:

- a) in relation to a plan charge, inspection charge, reversion charge or building notice charge, the person who carries out the building work or on whose behalf the building work is carried out;
- b) in relation to a regularisation charge, the owner of the building; and
- c) in relation to chargeable advice, any person requesting advice for which a charge may be made pursuant to the definition of 'chargeable advice'

"total floor area of a building" is the total of the floor area of all the storeys which comprise that building.

"total floor area of an extension" is the total of the floor areas of all the storeys in the extension.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix C- Building Regulation Charges Scheme No 6:2023

Regulation No	<u>SUMMARY OF BUILDING REGULATIONS FUNCTIONS AND CHARGES</u>
5(1)	<p>6. The City of London Corporation has determined:</p> <ul style="list-style-type: none">a) plan charges for or in connection with the passing or rejection of plans of proposed building work deposited with them in accordance with Section 16 of the Building Act 1984;b) inspection charges for or in connection with the inspection of building work for which plans have been deposited in accordance with the Principal Regulations and with Section 16 of the Building Act 1984;c) building notice charges for or in connection with the consideration of a building notice which has been given to the City of London Corporation in accordance with the Principal Regulations. <p>The charges for the foregoing functions are as set out in the attached tables in Annex A.</p>
5(2)	<p>7. The City of London Corporation is also authorised within its Charges Scheme to make a charge in relation to a request for advice as regards any particular case where such a charge is made in anticipation of the future exercise of its chargeable functions in relation to that case (referred to as “chargeable advice”); save that no charge is to be made for the first hour of time spent by an officer in providing such chargeable advice.</p>
6(3)	<p>8. This Charges Scheme has been fixed such that its objective is to ensure that, taking one financial year with another, the income to be derived by the City of London Corporation from performing chargeable functions and providing chargeable advice (referred to as “chargeable income”) as nearly as possible equates to the costs incurred by the City of London Corporation in performing chargeable functions and providing chargeable advice (referred to as “chargeable costs”). At the end of the financial year within which the City of London Corporation first made this Charges Scheme and of each subsequent financial year, the City of London Corporation will conduct a review of the level of charges set out under this Charges Scheme for the purpose of achieving the Charges Scheme’s objective above.</p>
6(2)	<p>9. Immediately following the review of the level of charges, the City of London Corporation will prepare a “building control statement” setting out as regards the financial year to which it relates, the chargeable costs, the chargeable income and the amount of any surplus or deficit. Such “building control statement” will be approved by the City of London Corporation’s Section 6 Officer and will be published not more than six months after the end of the financial year to which the statement relates.</p>
6(4-6)	<p>10. Each charge determined within the Charges Scheme has been related to the costs of providing building regulation services in relation to particular building work or building work of particular descriptions having regard to the objective outlined in clause 8 above. Where this Charges Scheme is first made and takes effect at any time other than the beginning of a financial year, the City of London Corporation will have regard to any estimated surplus or deficit arising for that part of the financial year for which its existing scheme made under the Building (Local Authority Charges) Regulations 2010 continues to have effect.</p>

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix C- Building Regulation Charges Scheme No 6:2023

Regulation No	11. The costs of providing City of London Corporation building regulation services in relation to chargeable functions or chargeable advice has been calculated using the hourly rate at which the time of its officers will be charged and the factors which have been taken into account in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions).
6(7-8)	12. The hourly rate of the City of London Corporation building regulation officers is set out herewith: £152.
7(1-2)	13. Where the City of London Corporation consider it necessary to engage and incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of building work, those costs will be included in the determination of the charges referred to in this Charges Scheme.
7(4)	14. In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), both in relation to standard and assessed charges, the City of London Corporation has taken some or all of the following factors into account:
7(3)	<ul style="list-style-type: none"> a) the existing use of a building, or the proposed use of the building after completion of the building work; b) the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. (<i>see definition of 'building work' in clause 5 above</i>); c) the floor area of the building or extension. (<i>see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above</i>); d) the estimated duration of the building work and the anticipated number of inspections to be carried out. e) the estimated cost of the building work.
7(5)	15. In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), in relation to assessed charges for individual projects, the City of London Corporation will take some or all of the following additional factors into account in assessing the charges
7(5)	<ul style="list-style-type: none"> f) the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used; g) whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6); h) whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be used; i) whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix C- Building Regulation Charges Scheme No 6:2023

Regulation No	<ul style="list-style-type: none"> j) whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation. k) whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and l) whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.
5(2)	<p>16. On receipt of an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to a standard charge published in the scheme (see schedule of standard charges listed in Annex A), has taken into account the factors listed in clause 14 above</p> <p>17. On receipt of a request for advice, an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to an individual assessment of the charge to be made (see guidance on assessed charges in Annex B), will take into account the factors listed in clauses 14 and 15 above and such individually determined charges will be confirmed in writing specifying the amount of the charge and the factors which have been taken into account.</p> <p>18. No charge will be made for the first hour of an officer's time in respect of chargeable building regulation advice given by such officer.</p> <p>19. The sum of the plan charge and the inspection charge is equal to the building notice charge. With the exception of those circumstances detailed in paragraphs 21 and 22 below, the plan charge is 40% of the building notice charge and the inspection charge is 60% of the building notice charge.</p> <p>20. The preceding paragraphs 6, 8, 9 and 10 are subject to paragraph 21 below.</p> <p>21. Where:</p> <ul style="list-style-type: none"> a) one application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other; or b) an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been approved or building works inspected by the City of London Corporation and where the City of London Corporation is satisfied that the owner of the plans who deposits them or who gives a building notice in respect of them is the same person who originally deposited the plans or gave a building notice in respect of them, a reduction not exceeding 30% in the plan charge or building notice charge payable may be applied and a reduction not exceeding 30% in the inspection charge payable may also be applied, but only at the absolute discretion of the City of London Corporation.

Regulation No

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix C- Building Regulation Charges Scheme No 6:2023

22. **Where the appropriate total charge is £800 or below a plan charge is payable, which incorporates that charge which would be made for an inspection of building work, although no separate inspection charge is made.**
23. Standard charges set in accordance with clause 14 above are shown on Table 1 in annex A.
24. The following applications may be dealt with by individually assessed charges in accordance with clauses 14 & 15 above.
- a) Full Plans (both the passing or rejection of plans and the associated inspections) where the cost of the work exceeds £1m.
 - b) Building Notice where the cost of the work exceeds £1m.
 - c) All stand alone new buildings.
 - d) Reversion for or in connection with the consideration of building work reverting to the control of the City of London Corporation.
 - e) Regularisation submitted under regulation 18 of the Principal Regulations (unauthorised building work).
- For these applications, the plan charge and the inspection charge will be advised on an individual basis.**
25. Where building work comprises -
- a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is not certified to an approved standard or is not installed by an approved installer or is not part of a larger project comprising other building work; or
 - b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is not part of a larger project comprising other building work, the City of London Corporation has fixed its charges by reference to the estimated cost of the building work only, and no plan charge will be made in respect of such building work.
26. Where building work comprises:
- a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is certified to an approved standard, or is installed by an approved installer or is part of a larger project comprising other building work; or
 - b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is part of a larger project comprising other building work, no charges will be made in respect of such building work.
- 4(1) 27. The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing dwelling which is, or is to be, occupied by a disabled person as a permanent residence; and where

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Appendix C- Building Regulation Charges Scheme No 6:2023

	the whole of the building work in question is solely-
Regulation No	<ul style="list-style-type: none"> a) for the purpose of providing means of access for the disabled person by way of entrance or exit to or from the dwelling or any part of it, or b) for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of the disabled person.
4(2)	<p>28. The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of a disabled person in relation to an existing dwelling, which is, or is to be, occupied by that disabled person as a permanent residence and as outlined in clause 6 (b) above, where such work consists of-</p> <ul style="list-style-type: none"> a) the adaptation or extension of existing accommodation or an existing facility or the provision of alternative accommodation or an alternative facility where the existing accommodation or facility could not be used by the disabled person or could be used by the disabled person only with assistance; or b) the provision of extension of a room which is or will be used solely- <ul style="list-style-type: none"> (i) for the carrying out for the benefit of the disabled person of medical treatment which cannot reasonably be carried out in any other room in the dwelling, or (ii) for the storage of medical equipment for the use of the disabled person, or (iii) to provide sleeping accommodation for a carer where the disabled person requires 24-hour care.
4(3)	<p>29. The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing building to which members of the public are admitted (whether on payment or otherwise); and where the whole of the building work in question is solely-</p> <ul style="list-style-type: none"> a) for the purpose of providing means of access for disabled persons by way of entrance or exit to or from the building or any part of it; or b) for the provision of facilities designed to secure the greater health, safety, welfare or disabled persons.
4(4)	<p><i>Note: 'disabled person' means a person who is within any of the descriptions of persons to whom Section 29(1) of the National Assistance Act 1948, as extended by virtue of Section 8(2) of the Mental Health Act 1959, applied but disregarding the amendments made by paragraph 11 of Schedule 13 to the Children Act 1989.</i></p>
<u>PAYMENT OF CHARGES</u>	
8(1)a	<p>30. Any plan charge shall be payable when the plans of the building work are deposited with the City of London Corporation but see also clause 40 below.</p>
8(1)b	<p>31. Any inspection charge shall be payable on demand made after the City of London Corporation carries out the first inspection in respect of which the charge is payable but see also clause 40 below.</p>
Regulation No	

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Appendix C- Building Regulation Charges Scheme No 6:2023

8(1)c	32.	Any building notice charge shall be payable when the building notice is given to the City of London Corporation.
8(1)d	33.	Any reversion charge shall be payable for building work in relation to a building: i) which has been substantially completed before plans are first deposited in accordance with regulation 19(2)(a)(i) of the Building (Approved Inspectors etc.) Regulations 2010 as amended; or ii) in respect of which plans for further building work have been deposited with the City of London Corporation in accordance with regulation 19(3) of the Building (Approved Inspectors etc.) Regulations 2010 as amended, on the first occasion on which those plans are deposited.
8(1)e	34.	Any regularisation charge shall be payable at the time of the application to the City of London Corporation in accordance with regulation 18 of the Principal Regulations (unauthorised building work).
8(1)f	35.	Any charge for chargeable advice shall be payable on demand after the City of London Corporation has given notice to the relevant person in writing specifying the amount to be charged and the factors which have been taken into account as listed in clauses 14 and 15 above.
8(1)g	36.	Any plan charge, inspection charge, building notice charge, reversion charge, regularisation charge and charge for chargeable advice is to be payable by the relevant person (<i>see definition, clause 5 above</i>).
Regulation No 8(1)h	39.	Any plan charge, inspection charge, building notice charge which is payable to the City of London Corporation shall be paid together with an amount equal to any value added tax payable in respect of that charge.
8(1)i	40.	Part of any charge which is payable to the City of London Corporation, may, at its absolute discretion, be paid in instalments of such amounts payable on such dates as the City of London Corporation shall specify.
8(1)j	41.	There is no entitlement to a complete refund of any regularisation charge paid, if the City of London Corporation, after incurring costs, subsequently cannot determine what work is required to comply with the relevant requirements.
8(1)h	42.	Where a plan charge has been paid and not refunded, the City of London Corporation may in any case they consider reasonable, decide not to make a further plan charge in respect of plans subsequently deposited for substantially the same building work.
11(1)	43.	Where for any reason the City of London Corporation do not give notice of passing or rejection of plans within the period required by Section 16 of the Building Act 1984 (as amended), any plan charge paid will be refunded.
Regulation No 11(2)	 44.	 No refund will be given by the City of London Corporation where the

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Appendix C- Building Regulation Charges Scheme No 6:2023

- reason for not giving notice of passing or rejection of plans within the period required by section 16 of the Building Act, 1984 is due to the failure by the person by whom or on whose behalf the plans were deposited to supply information within a reasonable time, necessary to meet the City of London Corporation duty under that section.
- 11(3) 45. Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is less than that which was originally assessed, the City of London Corporation (subject to clause 49 below) will make a refund in respect of the proportion of the charge relating to the excess payment.
- 11(4) 46. Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is more than that which was originally estimated in the assessment, the City of London Corporation (subject to clause 49 below) may raise a supplementary charge in respect of any additional work carried out its officer.
- 11(5) 47. In relation to the assessment of a refund or supplementary charge, the City of London Corporation may discount one hour of an officer's time from the calculation of the refund or, as the case may be, the supplementary charge.
- 11(6) 48. Where in respect of plans deposited with the City of London Corporation under section 16 of the Building Act, 1984, the plan charge and inspection charge are to be aggregated for the purposes of calculating any refund or supplementary charge.
- 11(7) 49. The payment of any refund or request for a supplementary charge will be accompanied by a statement setting out the reason for the assessment and the calculation of the refund or supplementary charge.
50. Plans which are deposited otherwise than in accordance with the requirement imposed under paragraph 24 above or an agreement under paragraph 30 above are not deposited in accordance with building regulations for the purposes of section 16 of the Act; and a building notice given otherwise than in accordance with a requirement imposed under paragraph 26 above or an agreement under paragraph 30 above is not validly given for the purposes of the Principal Regulations.
51. Where an individual assessment of a plan charge or building notice charge has been made, (other than a standard charge) any individually assessed plan charge or building notice charge shall not be payable until such plan charge or building notice charge has been specified by the City of London Corporation and confirmed in writing if such confirmation is provided later than the deposit of the plan or (as the case may be) the giving of the building notice.
52. The City of London Corporation is authorised to require the supply of any information where such information is necessary to determine any building regulation charge listed in clause 9 above.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix C- Building Regulation Charges Scheme No 6:2023

	53.	The City of London Corporation operates, maintains and makes available on request, to any interested party, an appropriate complaints procedure regarding its building regulations services. If a person is dissatisfied with the decision made relating to the determination of charges for building work and wishes to make a complaint, such complaint will be dealt with within the Council's agreed complaint's procedure. In the first instance, such complaints should be addressed at a local level to: The District Surveyor Environment Department Guildhall London EC2P 2EJ Telephone: 020 7332 1000 Fax: 020 7332 1968 email: district.surveyor@cityoflondon.gov.uk
11(2)	54.	Where building work reverts to the control of the City of London Corporation any plans relating to that building work given to the City of London Corporation in accordance with regulation 19 of the Building (Approved Inspector etc) Regulations 2010 as amended, shall be accompanied by a current estimate in writing of the cost of that building work.
13	55.	Contravention of the Building (Local Authority Charges) Regulations 2010 and or the non- payment of any charge which becomes payable are not treated as offences under Section 35 of the Building Act 1984 (penalty for contravening building regulations).
Regulation No	<u>TRANSITIONAL PROVISIONS AND REVOCATION</u>	
15(2-3)	56.	The Building Regulations Charges Scheme No. 5. 2022 of the City of London Corporation made under the Building (Local Authority Charges) Regulations, 2010 will continue to apply to building work within the City of London Corporation area for which plans were first deposited or a building notice was given or a reversion charge became payable, or a regularisation certificate was made, before 3rd April 2023.
	<u>INFORMATIVE</u>	
12(3)	57.	Further information and advice concerning building regulation charges and the Building Regulations Charges Scheme, can be obtained from:

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Appendix C- Building Regulation Charges Scheme No 6:2023

The District Surveyor
Environment Department
Guildhall
London EC2P 2EJ

Telephone: 020 7332 1000
Fax: 020 7332 1968
email: district.surveyor@cityoflondon.gov.uk

Signed:

.....
(The officer appointed for this purpose)

Dated:

* Derivation = Building (Local Authority Charges) Regulations 2010.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

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**Appendix D- Draft Building Regulation Charges Scheme No 6;2023
Annex A: Charges Schedule. (Based on an hourly rate of £152)**

Cost of Works	Charges from 3rd April 2023				
	Work Categories				
£1,000's	Refurbishments & Extensions	Fit out and alterations	Material Change of Use	Small Residential Alterations *	Other
£10	£988	£608	£1368	£858	For works not described on the table a specific individually assessed charge will be provided.
£20		£912		£1162	
£40	£1292	£1216	£1596	£1618	
£70	£1748	£1672	£2052	£2050	
£100	£2052			£2226	
£150	£2356	£1976	£2888	SEE 'OTHER'	
£200	£2660	£2204	£3040		
£300	£3268	£2584	£4408		
£400	£3800	£3040			
£500	£4408	£3344			
£600	£5016	£3724	£6536		
£700	£5624	£4332			
£800	£6231	£4636			
£900	£6840	£5320	£8512		
£1,000	£7296	£5472			
Plan & Insp charge due immediately if £1000 or less (excl VAT)					
For works over £1.0 million a specific individually assessed charge will be provided					
* If Part P electrics are not applicable or if they are dealt with under the Competent Persons Scheme - Deduct £250 per unit/flat					

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Appendix E –

Building Regulation Charges Scheme No 6, 2023 Annex B: Factors to be taken into Account When Determining Assessed Charges.

The factors to be taken into account in determining Assessed Charges as per clauses 14 & 15 of the Building Regulations Charges Scheme No. 6, 2023 of the City of London Corporation.

1. the existing use of a building, or the proposed use of the building after completion of the building work.
2. the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. (*see definition of 'building work' in clause 5 above*).
3. the floor area of the building or extension. (*see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above*).
4. the estimated duration of the building work and the anticipated number of inspections to be carried out.
5. the estimated cost of the building work.
6. the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used; and
7. whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6)
8. whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be.
9. whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.
10. whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation.
11. whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and
12. whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.

Type of work	Refurbishment & Extensions, Simple office alterations, Cat A to B, Material change of use, retail	Other or Notes / special factors
Duration on site		
Number of floors above ground		
Anticipated inspection time hours and notes		
Routine visits		
Piling/foundation inspections		
Below ground drainage		
Below ground structural inspections		
Superstructure		
Above ground drains – routine		
M&E routine		
Drainage testing		
Site Q/A Audit time		
Routine/Finals prior to completion		
Other special factors +/-		
De-snag visits –drainage		
De-snag visits – M&E		
De-snag visits -general		
Off site inspection		
M&E Final Commission & tests		
Review a deduction for repetition/		
Anticipated plans inspection time		
General		
As % of site time		
Structural Appraisal		
Fire engineering		
Design workshops		
	Total Hours	
Outside consultant required –	Cost £	

Appendix F: Building Control Miscellaneous Charges Scheme No 5: 2023

Table of miscellaneous charges (from 3rd April 2023)

If you would like to discuss the charges or need any help with the application or this table, please phone us on 020 7332 1000.

Miscellaneous Building Control Charges No 5:2023 VAT should be added at the current rate as indicated and included in your payment.					
Work Categories (For works not described on the table a specific individually assessed charge will be provided.)					
			VAT or No VAT	Charge from 3 rd April 2023	
1.	Demolition Notice. Application submitted under section 80, Building Act 1984		No VAT	Charge £470	
2	Section 30 Application submitted under Section 30, London Building Act (As Amended) 1939		No VAT	As set out in the Section 30 London Building Act (As Amended) Act 1939 Charges No 3. (See Below)	
3	Approval In Principle Application submitted for Technical Approval of Highway Structures.		VAT	£4000	Fee adequately covers the cost of administration of this application. No increase required.
4	Marriage Act surveys			£500 for New registration	Fee controlled by Community and Children's Services.
5	Researching and Viewing Building Control Historical Records.		VAT	Fee based at £152 per hour to cover officer time spent researching and providing advice	
6	Dangerous Structures		Varies	Charged at hourly rate	Fees recoverable through Section 66, London Building Act (As Amended) Act 1939

Section 30 London Building Act (As Amended) Act 1939 Charges No 5: 2023

No VAT is added at the current rate in your payment.

Work Categories (For works not described on the table a specific individually assessed charge will be provided.)

		Current Charge	VAT or No VAT	Charge from 3 rd April 2023	
1.	Erecting a special building or structure intended to be kept permanently.		No VAT	To be agreed based on details of structure. Please contact department for a detailed quote.	
2	Erecting a Grandstand to be used for a special event. 10-250 Seats		No VAT	£580	
3	Erecting a Grandstand to be used for a special event up to 600 Seats		No VAT	£580	
4	Erecting a Grandstand to be used for a special event over 600 seats.		No VAT	As To be agreed based on details of structure. Please contact department for a detailed quote.	
5	Erecting a Framed tower for loudspeakers, lighting, Video screens, etc		No VAT	£500	
6	Erecting a structure of a complex nature or an air inflated structure		No VAT	To be agreed based on details of the structure. Please contact department for a detailed quote	
7	Erecting a marquee for a special event.		No VAT	Fee for marquee up to 30m.sq £500 Fee for marquee over 30m.sq £700	

Committee:	Date:
Planning and Transportation Committee	7 March 2023
Subject: Draft High-Level Business Plan 2023/24 – Environment Department	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1, 2, 4, 5, 6, 11, 12
Does this proposal require extra revenue and/or capital spending?	N
Report of: Juliemma McLoughlin, Executive Director Environment	For Decision
Report author: Joanne Hill, Environment Department	

Summary

This report presents for approval the high-level Business Plan for the Environment Department for 2023/24. Due to the complexity and scope of the department, three separate High-Level Business Plans have been produced to reflect our three key Committee ‘clusters’. This plan presented in this report (Appendix A) covers the service areas which fall within the remit of the Planning and Transportation Committee.

Recommendation

Members are asked to:

- i. Note the factors taken into consideration in compiling the Environment Department Business Plan; and
- ii. Approve, subject to the incorporation of any changes sought by this Committee, the high-level Business Plan 2023/24 (Appendix A) which covers the service areas for which the Planning and Transportation Committee is responsible.

Main Report

Background

1. As part of the new framework for corporate and business planning, departments were asked to produce standardised high-level, two-side Business Plans for the first time in 2017 for the 2018/19 year. Members generally welcomed these high-level plans as being brief, concise, focused and consistent statements of the key ambitions and objectives for each department.
2. For 2023/24, the high-level Business Plan has further evolved to add more narrative and improve readability. The Business Plan now incorporates TOM departmental structure changes. As a high-level plan, this document does not capture the granularity of departmental work but gives the strategic overview of departmental activity, trends where applicable and direction of travel.

Draft final high-level Business Plan for 2023/24

3. This report presents, at Appendix A, the draft high-level Business Plan for 2023/24 for the services of the Environment Department which fall within the remit of the Planning and Transportation Committee, ie:
 - Planning and Development
 - Building Control
 - Highways and Transportation.
4. The first and final pages of the business plan contain detail which is common to the whole of the Environment Department, including the departmental vision and key demographic information. The remaining pages focus on the service areas for which your Committee is responsible.
5. This high-level plan sets out the key areas of work that will be undertaken during 2023/24, all of which are focused on the need to continue to deliver statutory regulatory services in an efficient and compliant manner, while maximising opportunities to reduce expenditure and generate income.
6. The plan was developed through consultation with the department's Senior Leadership Team, Assistant Directors, and colleagues from across the wider City Corporation. The involvement of colleagues from the Town Clerk's Department, and the Chamberlain's Department has been instrumental in refining deliverables and priorities.
7. Throughout the year, the Environment Department reports to your Committee on progress made against the workstreams and performance indicators set out in its high-level Business Plan. Updates on key business risks are also reported on a regular basis. This gives Members the opportunity to scrutinise the department's progress towards achieving its objectives.
8. Members have further opportunity to scrutinise departmental performance through the Bilateral process, which most recently occurred in autumn 2022. In addition, the Audit and Risk Management Committee scrutinise the risk management process and ensure top risks are reviewed through regular risk updates and deep dives of corporate risks.

Standing Order 56: Property assets

9. The Environment Department's 850 staff are based across 25 sites throughout London and the south-east. We hold approximately 400 physical assets, almost 300 of which are at our Natural Environment sites.
10. The Executive Director is represented by the City Operations Director and the Interim Natural Environment Director on the Board for the Corporation's Operational Property Review Programme. As part of this Programme, the Department is undertaking a critical review of all its physical assets, including operational property. A Departmental 'Task and Finish' group will be established early in 2023/24 to undertake this project. The initial stage of the project will be to identify the resources required to undertake a full analysis and in-depth review of all physical assets held by the department, including baselining operational requirements, financial position and state of repair.
11. Following this, we will work with the City Surveyor's Department to establish a detailed project plan and realistic timeline. An update on the status of the assets relevant to this Committee will be reported, including any that are identified as surplus to requirements.

Corporate & Strategic Implications - The Corporate Plan outcomes we have a direct impact upon are listed in the Business Plan. The Plan also shows other key City of London strategies we are helping to deliver. Officers will actively engage with colleagues in the Corporate Strategy and Performance Team as they develop the new Corporate Plan.

Financial implications - The high-level Business Plan has been produced in liaison with Chamberlain's Department and takes into consideration opportunities to reduce expenditure and increase income in order to make necessary savings.

Public sector equality duty (PSED) - The Department has established an Equality, Diversity and Inclusion (EDI) Working Group which is working on an EDI Action Plan. Members of the group will lead on a range of EDI actions, including those set out in the Business Plan, to ensure compliance with the PSED across the department.

Resourcing implications - Any changes to resources will be brought to the relevant Committee(s).

Security implications - None

Conclusion

This report presents the draft high-level Business Plan for 2023/24 for the services of the Environment Department which fall within the remit of the Planning and Transportation Committee for Members to consider and approve.

Appendices

Appendix A – Draft Environment Department high-level Business Plan 2023/24

Joanne Hill

Business Planning & Compliance Manager

Environment Department

joanne.hill@cityoflondon.gov.uk

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The Environment Department

Shaping sustainable future environments

The Environment Department is the largest in the organisation and provides a diverse range of services to London and the South East.

Within the ‘square mile’ we deliver many local authority and regulatory functions including planning and development; building control; engineering; highways and transportation; cleansing and waste; environmental health, licensing and trading standards.

Further afield, we manage over 4,500 hectares of green spaces; run the City of London Cemetery and Crematorium; operate the Heathrow Animal Reception Centre; provide animal health services London-wide; and, as the London Port Health Authority, undertake controls on imported food and feed through London’s ports. The Department’s aims, activities and vision are presented.

Due to the complexity and scope of the department, three separate High-Level Business Plans have been produced to reflect our three key Committee ‘clusters’. This plan covers the service areas which fall within the remit of the Planning and Transportation Committee.



Services within the remit of the Planning & Transportation Committee:

Planning and Development, including the District Surveyor's Office; Highways and Transportation

Looking back: what we achieved in 2022/23...

- The **new Environment Department** came into existence on 1 April 2022, bringing together two and a half former departments.
- The Senior Leadership Team began to embed **consistent working practices** across the new department and identify synergies and opportunities for collaboration and partnership working.
- All service areas continued to work in partnership with relevant **internal and external partners** to fulfil their statutory duties and deliver high-quality regulatory services to the public and City businesses.

Planning and Development

- Introduced of a new scheme development **Planning Performance Agreement (PPA) service** to generate additional revenue (£280,000), and created a fast-track, 5-day per week delegated decision approach to increase throughput of decision making.
- Produced, and consulted on, the **Whole Lifecycle Carbon Optioneering Planning Advice Note**; the **Lighting SPD**; a new **Sustainability SPD**; and a new **Statement of Community Involvement**, including a Developer Engagement Guidance note.
- Made substantial progress, and undertook engagement, on the **City Plan**, including commissioning of new evidence.
- Made significant progress on **Climate Action Strategy** square mile workstreams, including the Square Mile Local Area Energy Plan and the Historic Building Sustainability Challenge.
- Established the Eastern Cluster and Fleet Street Quarter **Business Improvement Districts (BIDs)** and the City of London City BIDs Strategic Partnership. The BID Proposal for Culture Mile Partnership was signed off for Ballot.
- Supported promotion of investment into London through alignment with the **Opportunity London campaign** and creation of a new London Centre for the Built Environment in West Wing Guildhall.

District Surveyor's Office

- Were awarded accreditation for the 27th consecutive year on their **Quality Management System**, ensuring exemplary service to service users.
- In support of the **Climate Action Strategy**, completed collaboration with the British Geological Society on the 'Cubic Mile' project to map underground structures within the Square Mile.

Highways and Transportation

- Awarded and mobilised the new **highway maintenance and construction contract** with FM Conway.
- **Successfully delivered events** related to the passing of HM The Queen and the Proclamation of the accession of King Charles III.
- Construction work commenced on the '**All Change at Bank**' project to make Bank Junction a safer and nicer place to travel through.
- Installed a **rapid charging hub** in Baynard House car park with six points, which can deliver a full charge in 30 minutes.
- Received a 'special mention' at the **LUCI (Lighting Urban Community International) Cities & Lighting Awards 2022**, for the project entitled "Light and Darkness in the City – a lighting vision for the City of London".

How we plan to develop our capabilities in 2023/24

1. Develop our **people**, creating aspirational roles with genuine career progression and job satisfaction that retain and attract **talent**.
2. Invest in individuals' **professional and personal development** and build a sustainable, inclusive, resilient and agile workforce.
3. Improve **staff engagement and collaboration** with enhanced cross-departmental working to share knowledge, expertise and experience.
4. Develop effective, collaborative, **business partner relationships** with other departments, particularly HR and City Surveyor's.
5. Review existing working practices and procedures to ensure **effective and efficient service delivery**.
6. Develop our use of **information**, digital information systems and dissemination, to support delivery of services that are intelligence led, data-driven and evidence based.
7. Promote **innovative and radical ideas** and initiatives, informed through engagement with industry bodies.
8. Develop better lines of communication with BIDs and other stakeholders through **delivery of an engagement strategy**.
9. Develop a new online engagement platform and embed **improved stakeholder engagement** across all policy workstreams including the City Plan.
10. Identify further opportunities to work with external agencies to **deliver impactful results**.
11. Address significant budget pressures and consider additional opportunities **for income generation**.

Our major workstreams this year will be...

- Produce a **revised City Plan 2040** and undertake formal public consultation on the draft submission, subject to Committee approval.
- Deliver a **comprehensive engagement strategy** to promote ongoing investment into the City property market, including attendance at relevant events such as MIPIM, and alignment with Opportunity London campaign.
- Adopt the City of London **Lighting Supplementary Planning Document (SPD)**, the revised **Statement of Community Involvement and Developer Engagement Guidance Planning Advice Notice (PAN)**, and the **Whole Lifecycle Optioneering PAN**.
- Complete **Climate Action Strategy** ‘Square Mile’ projects, including: Local Area Energy Plan; Historic buildings sustainability challenge; climate action fund; Square Mile value chain strategy; and, exemplar refurbishment guidance.
- Support Bridge House Estates (BHE) in their Principle objective of **maintaining the bridges**.
- Carry out a review of the **Transport Strategy** and deliver the actions therein.
- Complete the review of **traffic orders** as required by Court of Common Council.
- Review **on and off street parking tariffs and controls**, in the context of the Transport Strategy’s kerbside review.
- Develop, consult on and implement an **Infrastructure Strategy** for the City’s long term utility requirements.
- Establish a **sustainable funding strategy** for front-line services within the remit of the Committee.
- Carry out a review of **operational property requirements** such as public car parks.
- **Align BID strategic priorities** with existing and emerging CoL plans and strategies including the City Plan, Carbon Action Plan and Destination City through establishment of key cross-BID steering groups to inform future activity and actions.
- Prepare for the introduction of the **Building Safety Act 2022** which will improve building safety across the whole built environment, and includes the registration of all Building Control Surveyors.
- Provide a London HUB to act as a single point of contact for the **Building Safety Regulator**, subject to Committee approval.
- Provide **Building Regulation approval services** in conjunction with other local authorities for the British Library extension, and 18 Blackfriars development, and continue work on the Markets Consolidation Project and the Clothworkers Hall Project.

How we will measure our performance

Key Performance Indicators	2023-24 Target
The number of people killed and seriously injured on our streets.	Reduce
The area of the City covered by sustainable drainage systems (ha.).	Increase
Building Control market share.	Increase
Percentage of planning applications determined to agreed timescales.	100%
Planning Performance Agreement income.	Increase
Proportion of approved planning applications which incorporate retention (including partial retention) of existing fabric.	Increase
Square metres of office floorspace in the City.	Increase
Cultural and community floorspace secured through planning applications.	Increase
Public realm, roof gardens, viewing galleries etc secured through planning applications.	Increase
Compliance with the Bank on Safety Road Danger reduction scheme (%).	Increase

Our strategic commitments

Climate Action Strategy

- Embed climate resilience as a key component in decision making.
- Strengthen our planning guidance on climate resilience measures for new developments.
- Use our planning role to influence others to embed carbon analysis and circular economy principles in capital projects.
- Make the Square Mile public realm more climate change ready by increasing green spaces; urban greening; flood resistant road surfaces; adaptable planting regimes; and heat resistant materials.
- Deliver the Pedestrian Priority Programme, reduce motor traffic and encourage and enable zero emission vehicles.

Destination City

- Work closely with Destination City colleagues to embed Destination City principles into the new City Plan.
- Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.

Transport Strategy

- Prioritise and provide more space for people walking and making the City’s streets more accessible.
- All Change at Bank, Beech Street and Healthy Streets Programme.
- Freight and servicing, including last mile delivery hubs and consolidation.
- Work collaboratively to align the new Transport Strategy and City Plan, and work on Healthy Streets Action Plans.

City Plan 2040

- Produce a revised City Plan following 2021 consultation and updated evidence base.
- Progress the Plan through the formal consultation, submission, examination and adoption stages.

Secure City/Protect Duty

- Joint delivery of the Secure City Programme with the City Police.
- Implementation of protective measures to the City’s high priority crowded spaces.
- Review of security requirements delivered through the planning development process.

Apprenticeship Strategy

- Promote and prioritise apprenticeships to build our capacity and provide the skills that we need both now and for the future.
- Utilise apprenticeships as a staff development tool by offering them to existing employees to upskill our workforce whilst they remain in employment, contributing to the department.

We will actively work to deliver, and provide advice on, other relevant Corporate strategies, policies and programmes, including (but not limited to):

- | | |
|------------------------------|---|
| • Lighting Strategy | • The Safer City Partnership Strategy |
| • Biodiversity Strategy | • The Recovery Taskforce |
| • Circular Economy Strategy | • Health, Safety and Wellbeing Strategy |
| • Air Quality Strategy | • Housing Strategy |
| • Noise Strategy | • Responsible Business Strategy |
| • Contaminated Land Strategy | • Corporate Volunteering Strategy |
| • Licensing Policy | |
| • Street Trading Policy | |
| • Social Mobility Strategy | |

The Corporate Plan outcomes we have a direct impact on are...

Contribute to a flourishing society

1. People are safe and feel safe
2. People enjoy good health and wellbeing
4. Communities are cohesive and have the facilities they need

Support a thriving economy

5. Businesses are trusted and socially and environmentally responsible
6. We have the world's best legal framework and access to global markets

Shape outstanding environments

11. We have clear air, land and water and a thriving sustainable natural environment
12. Our spaces are secure resilient and well maintained

Our key business risks *

Risk Title	Score
Road Safety	RED, 24
Car Parks: Safety	RED, 24
Car Parks: Repairs and maintenance	RED, 16
Adverse planning policy context	AMBER, 12
The District Surveyor's (Building Control) Service becomes too small to be viable	AMBER, 8
Inspecting dangerous structures (Building Control)	AMBER, 8
Working in Service/Pipe subways (confined spaces)	AMBER, 8

*Risk details were correct at January 2023 but are subject to continual review and change.

Operational Property requirements

The Environment Department's 850 staff are based across 25 sites throughout London and the south-east. We hold approximately 400 physical assets, almost 300 of which are at our Natural Environment sites.

As part of the Corporation's Operational Property Review Programme, the Environment Department is undertaking a critical review of all its physical assets, including operational property. A Departmental 'Task and Finish' group will be established early in 2023/24 to undertake this project. The initial stage of the project will be to identify the resources required to undertake a full analysis and in-depth review of all physical assets held by the department, including baselining operational requirements, financial position and state of repair.

Following this, we will work with the City Surveyor's Department to establish a detailed project plan and realistic timeline. An update on the status of the assets relevant to this Committee will be reported, including any that are identified as surplus to requirements.

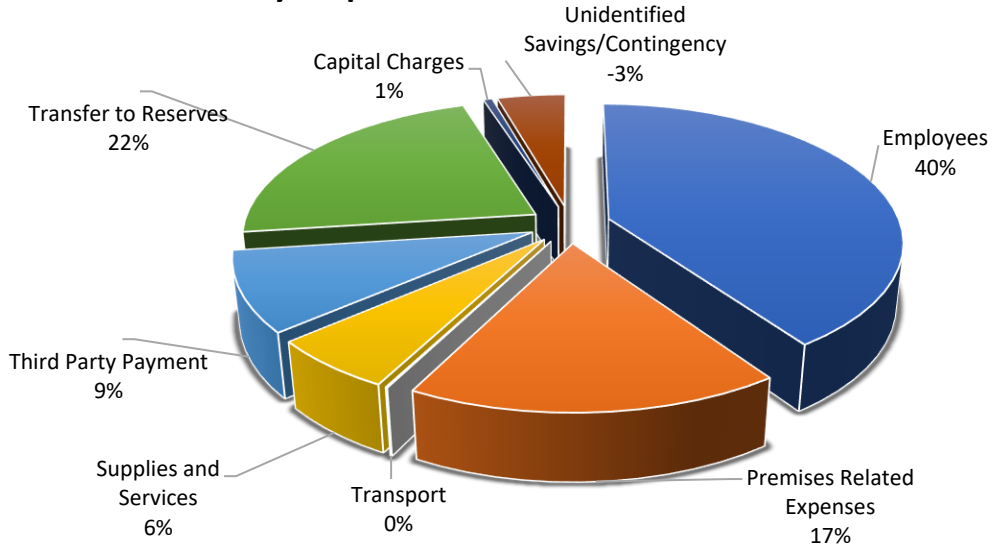
Stakeholder engagement

We have a wide range of stakeholders and delivery partners (including, but not limited to the key ones listed here) and will ensure we continue to communicate with them appropriately.

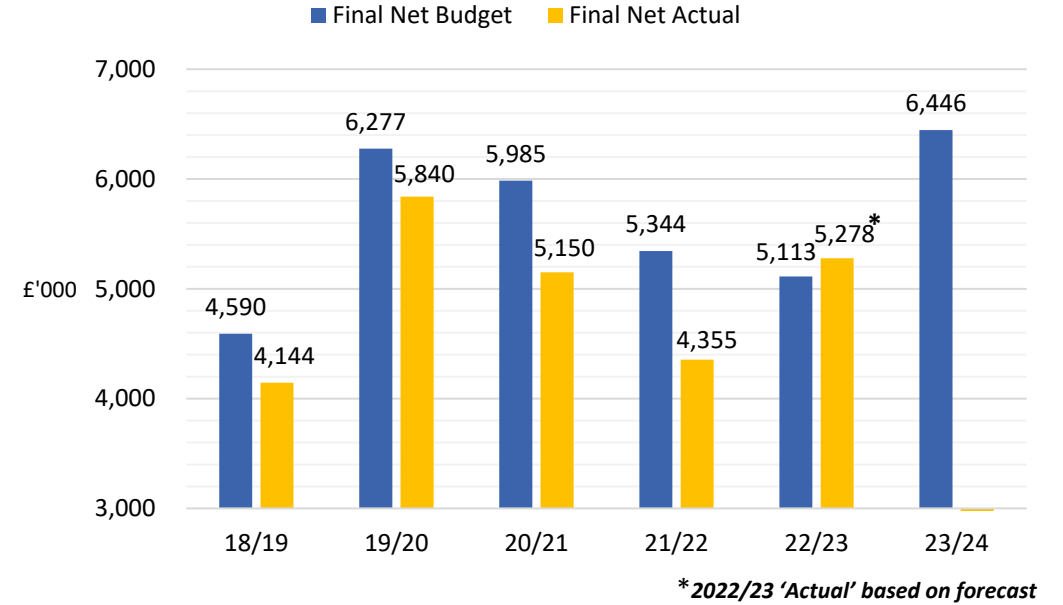


Our financial information

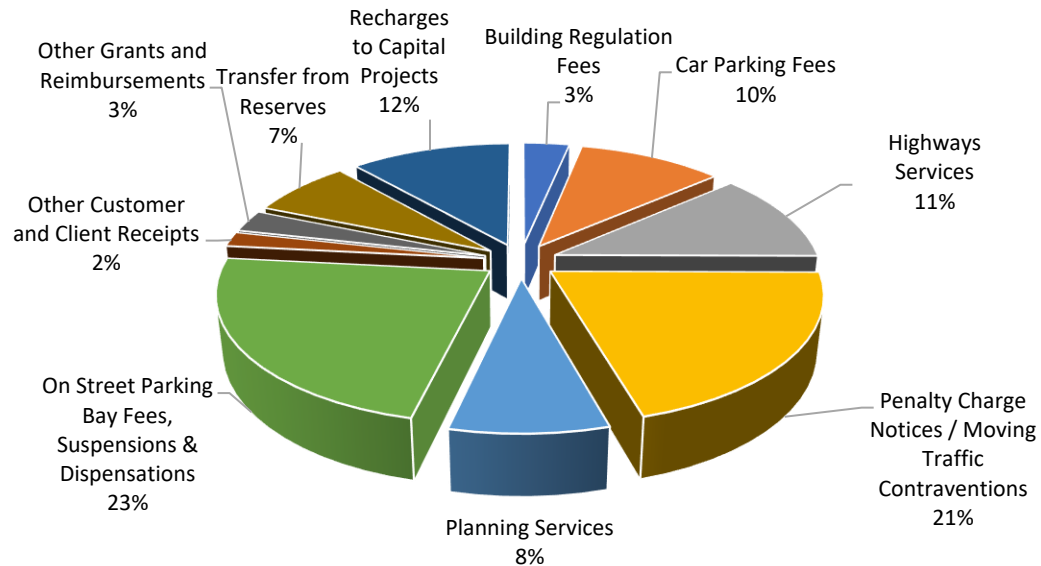
Where our money is spent



Budget vs Actual

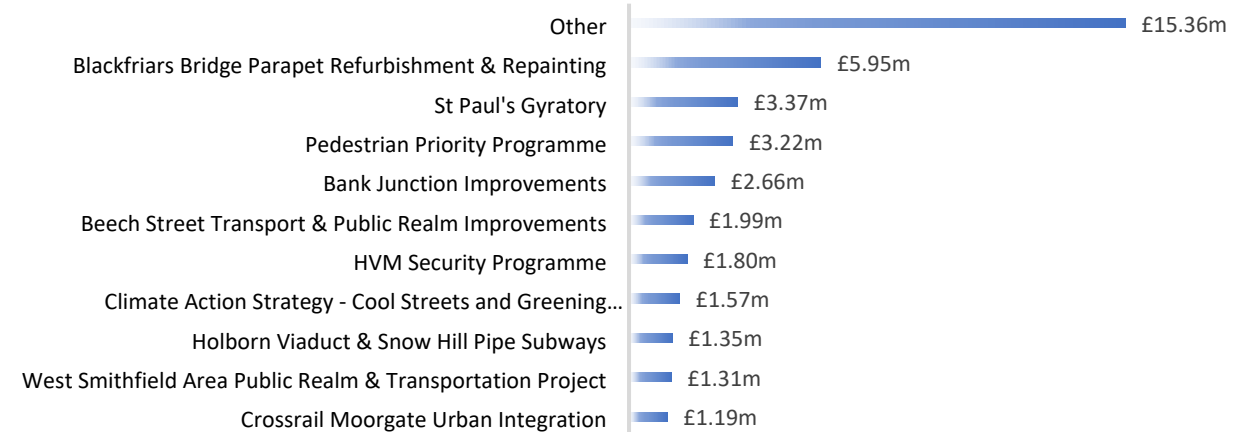


Where our money comes from



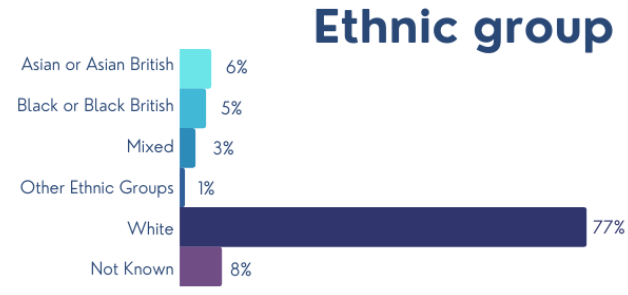
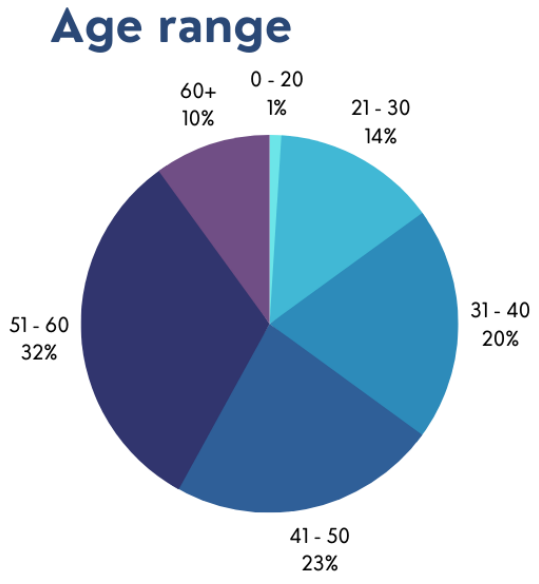
Capital Projects - 2023/24 forecast

Total estimated spend is £39.76m across 52 projects



As a new department Equality, Diversity and Inclusion will be a key piece of work, and will include:

- ➔ Undertaking an audit on EDI across the new department
- ➔ Increased training and development for staff
- ➔ Encouraging staff to complete 'sensitive' HR information
- ➔ Looking at recruitment practices to expand staff diversity
- ➔ Encouraging staff to join and participate in staff networks



*N.B. The information on this page relates to the whole of the Environment Department, not just to the services covered by the rest of this Business Plan. All data correct at time of most recent staff survey.

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Committees: Planning & Transportation Committee Operational Property & Projects Sub-Committee	Dates: 07 March 2023 17 April 2023
Subject: London Wall Car Park Joints and Waterproofing Unique Project Identifier: 12002	Gateway 3/4 Regular Issue Report
Report of: Executive Director Environment Report Author: Mark Bailey	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<ul style="list-style-type: none"> • <i>A Gateway 3/4 report was approved by Planning & Transportation Committee (P&T) on 19 July 2022 but not taken by Operational Property and Projects Sub-Committee (OPPC) at the meeting of 20 July 2022.</i> • <i>The Capital Review subsequently confirmed this project should continue to proceed.</i> • <i>This issues report seeks (re)approval at Gateway 3/4 for the required financial values dictated by the review allowing for predicted inflationary risks</i> • <i>As seen by only the spending committee – and in the interests of clarity and consistency – the previous G3/4 report is left in its original form and referenced by this issues report.</i> <p>Project Description:</p> <p>To carry out essential waterproofing and repair works to the highway structure, in order to maintain structural integrity, utility and asset value. These comprise:-</p> <ol style="list-style-type: none"> 1) Re-waterproofing the remaining areas of structure that were beyond the scope of the London Wall Place development highway improvement works (s278) in 2017.
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	<p>2) Replacing structural expansion joints to the structure.</p> <p>3) Concrete repairs to internal surfaces where existing concrete has spalled and exposed corroding reinforcement.</p> <p>RAG Status: Amber (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £ 2,384,000 (including risk £2,624,000)</p> <p>Change in Total Estimated Cost of Project (excluding risk): Increase of £384,000 on the £2 Million reported to Committee at G1/2 excluding risk, although reporting a further potential Costed Risk Provision of £240,000 at Gateway 5.</p> <p>Spend to Date: £12,000 (staff costs and fees).</p> <p>Costed Risk Provision Utilised: n/a</p> <p>Slippage: The Gateway 3/4 report was brought to committees in July 2022 and approved by P&T. However, papers were not taken by OPPC. A review of all Capital projects was then instigated due to inflation risks. As a result, a slippage of 9 months from July 2022 to April 2023 (OPPC) has now resulted, with works expected to commence during the summer of 2024</p> <p>Funding: Central funding from the On-Street Parking Reserve was agreed in principle via the 2020/21 capital bids of £2m. Release of this funding will be subject to the further approval of the Resource Allocation Sub-Committee.</p> <p>Following the conclusion of the Capital Review, agreement was given by RASC on 9th November 2022 that this project could resume with an agreed forecast estimate of £2.384m. There is currently suitable provision within the On-Street Parking Reserve to increase this to the newly forecast estimated cost of the project (including risk) of £2,624,000 detailed above.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 5 – Authority to Start Work (Regular)</p> <p>Requested Decisions:</p> <p>In the interests of clarity, the numbering (1 to 7) of the original “Requested Decisions”, as approved by P&T in July 2022, is retained (and amended below, where indicated). Only the financial values for decisions 3,4 and 6 are amended, following the Capital Review, as shown in bold type.</p> <p>A. Operational Property and Projects Sub-Committee (only):</p> <p>1. That additional budget of £ 129,000 is approved at</p>

	<p>Gateway 3/4 for staff costs, fees and investigations, as Table 1 below, in order to reach the next Gateway;</p> <ol style="list-style-type: none"> 2. Note the revised project budget at Gateway 3/4 of £ 141,000 (excluding risk) up to Gateway 5, including for costs expended prior to Gateway 3/4; 3. (Amended below); 4. (Amended below); 5. That a Costed Risk Provision of £25,000 is approved at this stage (up to Gateway 5) to cover unforeseen conditions during further investigations, to be drawn down via delegation to the Assistant Director Engineering. 6. (Amended below) 7. That Option 3 is approved (implementation of waterproofing, expansion joint replacement and internal structural concrete repairs) <p>B. Operational Property and Projects Sub-Committee and Planning & Transportation Committee:</p> <ol style="list-style-type: none"> 3. Note the total estimated cost of the project at £2,384,000 (excluding risk); 4. That delegated authority is given to Chief Officer to appoint the successful contractor at Gateway 5 and to instruct the Comptroller and City Solicitor to enter into contract, subject to tendered works costs remaining within the £2,200,000 estimate provided by this report (or to instruct under the new highways term contract subject to satisfactory agreement of costs and the same proviso). 6. That a total Costed Risk Provision of £240,000 is approved for use following Gateway 5, subject to tender costs remaining within budget, for expenditure against identified sums from the project risk registers against specified risks at the construction stage and to be drawn down to the Assistant Director Engineering.
<p>3. Budget</p>	<p><u>Table 1: Further funding required to reach Gateway 5, for recommended option 3</u> (i.e. additional to funding approved at Gateway 1/2)</p> <p><i>Changes in financial values from the G3/4 report submitted to committee in July 2022 are indicated in bold type below</i></p>

	Item	Reason	Funds/ Source of Funding	Cost (£)
	Staff costs	Project Management	City Fund On-Street Parking Reserve	14,000
	Consultant fees	Detailed design and contract preparation		30,000
	Investigations	Expansion joints and concrete repairs		75,000
	Statutory approvals / consultation	Approvals required for road and working space		10,000
	Total			
	<ul style="list-style-type: none"> All cost estimates are based on recent similar projects and Gateway 6 Outcome Reports. Please refer to Appendix 4 for breakdown of Total Estimated Project Costs <p>Costed Risk Provision requested for this Gateway: £25,000 is required at G3/4, related to unforeseen risks during further investigations. We currently envisage a further £215,000 to be required at G5, related to construction stage risks, making £240,000 in total (as section 2 <i>Requested Decisions</i>). However, this will be reviewed at G5 when investigations, design and tender costs are confirmed. All CRP is to be sourced from the same fund as shown in Table 1 above.</p>			
<p>4. Issue description</p>	<ul style="list-style-type: none"> A Gateway 3/4 report was approved by Planning & Transportation Committee (P&T) on 19 July 2022 but not taken by Operational Property and Projects Sub-Committee (OPPC) at the meeting of 20 July 2022. The Capital Review subsequently confirmed this project should continue to proceed (please see “Funding” under section 1) 			

	<ul style="list-style-type: none"> • This issues report seeks (re)approval at Gateway 3/4 for the required financial values dictated by the review allowing for predicted inflationary risks • As seen by only the spending committee – and in the interests of clarity and consistency – the previous G3/4 report is left in its original form and referenced by this issues report.
5. Options	<p><i>Please refer to referenced Gateway 3/4 report for full background and discussion.</i></p> <p>There are no changes from the Gateway 3/4 report in recommending Option 3 from the following:-</p> <ol style="list-style-type: none"> 1) “Do nothing” option, other than monitoring the condition and deterioration of the structure in the two-yearly highway structures inspection programme, carrying out reactive maintenance when necessary. 2) Design and implement re-waterproofing and expansion joint replacement works (but limited to those areas which were not already subject to s278 replacement works in 2017). This would be achieved by full exposure to the deck level in these areas but would exclude any internal structural concrete repairs. 3) As option 2) but including all internal structural concrete repairs within the car park.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register (for recommended option)
Appendix 3	Revised Financial Summary (for recommended option)

References

- *London Wall Car Park Joints and Waterproofing, Gateway 3/4 Report, as approved and minuted by Planning & Transportation Committee 19 July 2022 as Agenda Item 9 ([Public Pack](#))[Agenda Document for Planning and Transportation Committee, 19/07/2022 10:30 \(cityoflondon.gov.uk\)](#)*

Contact

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Telephone Number	020 7332 1972

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Project Coversheet

[1] Ownership & Status

UPI: 12002

Core Project Name: London Wall Car Park Joints and Waterproofing

Programme Affiliation (if applicable): n/a

Project Manager: Mark Bailey

Definition of need:

To carry out essential waterproofing and repair works to the highway structure, in order to maintain structural integrity, utility and asset value. These comprise:-

- 1) Re-waterproofing the remaining areas of structure that were not completed by adjacent London Wall Place development s278 highway improvement works in 2017.
- 2) Replacing structural expansion joints to the structure.
- 3) Concrete repairs to internal surfaces where existing concrete has spalled and exposed corroding reinforcement, as identified from the two-year inspection regime.

Key measures of success:

1. To substantially reduce water ingress into the car park structure and resulting concrete degradation
2. To complete the works within a defined programme with minimum possible disruption to traffic, local residents and businesses, consistent with the nature and extent of the works.

Expected timeframe for the project delivery: The original expectation was that the project would be completed in 2019. However, the project was subsequently placed on hold as part of the Corporate Fundamental Review. Completion by the end of 2023 is now anticipated.

Key Milestones:

- Complete detailed design and procurement
- Gateway 5 approval
- Completion of works

Are we on track for completing the project against the expected timeframe for project delivery? Not as originally proposed, for the reasons stated above.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes

'Project Proposal' G1 & G2 report (as approved by Corporate Projects Board 23/03/2018 and Projects Sub Committee 16/05/2018):

- Total Estimated Cost (excluding risk): £2 Million
- Resources to reach next Gateway (excluding risk): £12,000
- Costed Risk Against the Project: Not identified at G1/2
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Completion in 2019, subject to funding

Scope/Design Change and Impact:

‘Options Appraisal G3/4 report - as approved by Planning & Transportation Committee 19/07/2022 but subsequently withdrawn from Operational Property and Projects Sub-Committee pending a review of all Capital Projects in 2022 due to inflationary pressures:

- Total Estimated Cost (excluding risk): £1.784 Million
- Resources to reach next Gateway (excluding risk): £129,000
- Costed Risk Against the Project: £200,000
- CRP Requested: £25,000
- CRP Drawn Down: n/a
- Estimated Programme Dates: Completion in 2023, subject to funding

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]: The highway structure will continue to be inspected biennially, as part of the highway structures inspection term contract (funded from Local Risk) with ongoing cyclical maintenance works identified within the 20-year asset plans from the Cyclical Works Programme.

Programme Affiliation [£]: n/a

APPENDIX 3 - REVISED FINANCIAL SUMMARY FOLLOWING CAPITAL REVIEW

(based on recommended option 3)

Inflation added to previous figures as follows:-

Construction costs	25% uplift to time of capital review, plus further 10% per annum to predicted tender date (1.25x1.1 = 1.375)
Staff costs	Unchanged
Fees	Unchanged (fixed consultant costs under term contract)
Investigation	Unchanged (work within budget)

Project Costs	Up to Gateway 3/4		Gateway 4 to 5 Estimated	Gateway 5 to 6 Estimated	Previous Project Total Estimated	Inflation Multiplier	Inflated Total
	Approved	Actual Spend					
Staff Costs	6,000	6,000	14,000	21,000	41,000	1.000	41,000
Professional Fees	6,000	6,000	30,000	22,000	58,000	1.000	58,000
Investigations/Trials			75,000		75,000	1.000	75,000
Consultation/Statutory Fees			10,000		10,000	1.000	10,000
Works				1,600,000	1,600,000	1.375	2,200,000
Stage Totals	12,000	12,000	129,000	1,643,000	1,784,000	A	2,384,000
Costed Risk Provision					200,000	B	240,000
Total Project Cost (including CRP)					1,984,000	A+B	2,624,000
					(approximately £2M)		

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Agenda Item 8

Committee(s): Planning & Transportation Committee Court of Common Council	Dated: 07/03/2023 27/04/2023
Subject: Traffic Order Review	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 2, 9, 11, 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£500,000
What is the source of Funding?	On Street Parking Reserve
Has this Funding Source been agreed with the Chamberlain's Department?	Y
Report of: Juliemma McLoughlin, Executive Director Environment	For Decision
Report author: Clive Whittle, Environment Department	

Summary

In April 2022 the Court of Common Council passed a motion relating to Traffic orders, which instructed this Committee to review all traffic orders currently in effect on the City's streets.

The review is proceeding in three stages.

- Stage 1 – Compile an index of all experimental and permanent traffic management orders (orders)
- Stage 2 – Review orders and measures using the outputs from the data collection exercise and against the outcomes of the Transport Strategy
- Stage 3 – Implementation of any modifications identified

Stages 1 and 2 are now complete. Stage 2 was split into two parts. Stage 2a involved a desktop review to score all 1299 non-excluded orders and measures. The 78 highest-ranking orders were then the subject of site visits and further investigation for Stage 2b (Appendix 1).

WSP, the consultants appointed to undertake the review, has recommended modifications or consider modifications to 36 orders. Officers have identified a further 32 orders that could benefit from amendments to improve the way they support delivery of Transport Strategy outcomes (Appendix 5).

A new programme will now be established to assess the recommendations and where appropriate deliver the necessary changes. Changes may also be delivered as part of existing or planned projects.

Officers will continue to investigate issues or concerns relating to orders and measures as identified or when raised by members, the public and stakeholders, including the City of London Police.

Recommendation(s)

Members of the Planning & Transport Committee are asked to:

- Note the outcome of the review, including the recommendations for the 78 traffic orders and measures that were the subject of Stage 2b detailed investigations (Appendix 1).
- Note that officers have identified an additional 32 traffic orders and measures that could benefit from amendments to improve the way they support delivery of Transport Strategy outcomes (Appendix 5).
- Note that implementation of any modifications identified (Stage 3) will be taken forward through a new programme or within existing and planned projects, subject to funding and approvals.
- Agree to allocate the remaining unspent amount of £300,000 towards the delivery of changes to the traffic orders identified in Stage 3 of the review that are not being progressed as part of existing or planned projects. Where additional funding beyond this allocation is required, it will be subject to the usual process.
- Agree not to proceed any further with the review of TfL's traffic orders and measures on the Transport for London Road Network.

Main Report

Background

1. In May 2022, following a motion passed by the Court of Common Council in April, officers were tasked by the Planning & Transportation Committee with reviewing all Traffic Management Orders (TMOs) in the City. The review follows the approved three stage approach.
 - Stage 1 – Compile an index of all experimental and permanent traffic orders
 - Stage 2 – Review traffic orders using the outputs from the data collection exercise and against the outcomes of the Transport Strategy
 - Stage 3 – Implementation of any modifications identified
2. WSP consultants were appointed at the end of May 2022 to assist with the task of undertaking the traffic order review.
3. In September and October 2022, the Planning & Transportation Committee and the Court of Common Council agreed the broad methodology for Stage 2. Members also agreed the following categories of traffic orders would be excluded from the review:
 - Experimental Orders
 - Disabled, Doctor's, and Diplomatic parking bays
 - Streets with only double yellow line restrictions
 - Traffic orders which enable the creation of traffic free public spaces

4. Members agreed to extend the deadline to complete the traffic order review from December 2022 to March 2023, with a final report to the Court of Common Council in April 2023. This was to allow more time for officers to complete the review, given the size of the task involved, and to give the Streets & Walkways Sub Committee the opportunity to inform and scrutinise the review process.
5. Stage 2 of the traffic order review was split into two parts. Stage 2a involved a desktop review of all 1299 non-excluded orders and measures, assessing them against the agreed scoring criteria.
6. In November, Members of the Streets & Walkways Sub Committee approved the scoring approach to be used for Stage 2a. This included using a red/amber/green (RAG) status to score each category of traffic order against the Transport Strategy outcomes. Full details of the scoring approach used for Stage 2a are provided in Appendix 2.
7. In January 2023, Members of the Streets & Walkways Sub Committee reviewed and agreed the list of 78 highest-ranking measures / orders, which would undergo site visits and further investigation for Stage 2b.
8. The detailed review of the orders / measures in Stage 2b was undertaken by WSP who carried out site visits to identify any issues and potential modifications to orders. An example of the site visit reporting proforma is provided in Appendix 3.
9. We have requested but have not yet received details of any Transport for London (TfL) traffic orders that apply to the Transport for London Road Network (TLRN) in the City.
10. The City Corporation has no powers to implement or make changes to traffic orders on the TLRN or direct TfL to do so. Given this and the relatively limited nature of changes identified in the review of City Corporation traffic orders, it is recommended that we do not proceed with any further review of traffic orders on the Transport for London Road Network.
11. Officers routinely investigate and liaise with TfL whenever issues with the TLRN are raised by members, the public or stakeholders, and will continue to do so. Officers will also continue to actively engage and respond to TfL projects and Traffic Order consultations and significant issues reported to Members.
12. A summary of the stages for the traffic order review and the decisions made is shown in Appendix 4.
13. The traffic order review has also resulted in the creation of an electronic index of all active orders in the City, which will be updated and maintained to help with the development and enforcement of future projects and traffic schemes.

Current Position

14. Stage 2b is now complete and concludes the review.
15. WSP's recommendations are summarised in Appendix 1. WSP have recommended modifications or consider modifications to 36 orders, of these:

- 30 involve changes to waiting and loading restrictions
 - 2 involve changes to compulsory movements
 - 1 involves changes to a one-way operation
 - 1 involves changes to one way (TMO type) to enable camera enforcement
 - 1 involves changes to pedestrian zone hours.
 - 1 involves changes to parking places
16. While the review was being carried out, officers have also identified a number of traffic orders and measures that could benefit from amendments to improve the way they support delivery of Transport Strategy outcomes. These are listed in Appendix 5. This was separate to the main review, however, potential changes will be considered within the same programme that will implement any changes arising from the main review.
17. 32 orders have been identified through this exercise, of these:
- 13 involve changes to lengths of road closures
 - 6 involve changes to the operational hours of 'no motor vehicles'
 - 3 involve changes to bus lane operational hours
 - 3 involve changes to waiting and loading restrictions
 - 2 involve changes to bus stop clearways (remove redundant stops)
 - 1 involves a closure that has a TMO but hasn't been implemented
 - 1 involves removal of a doctors parking Bay
 - 1 involves allowing cycles outside of market hours
 - 1 involves changes to one way operation (extending)
 - 1 involves changes to an area weight limit (HGV ban)

Public, stakeholder and member feedback

18. Public surveys and focus groups were carried out as part of both this review and the ongoing review of the Transport Strategy.

Public survey

19. SYSTRA were commissioned to undertake a public sentiment survey, which ran between Monday 28th November and Friday 19th December 2022. The survey was delivered through a combination of telephone interviews, an online panel, and face-to-face interviews in the Square Mile. A representative sample of 981 respondents were reached, including:
- 693 workers;
 - 49 visitors;
 - 200 residents (representative by age and gender); and
 - 39 students.

20. Topics covered in the survey included key challenges and barriers faced by residents, workers, students and visitors while travelling to, from and around the City alongside specific questions on public priorities and key areas and streets requiring change.
21. Overall, perceptions of transport and the walking environment within the City of London are positive. The vast majority of respondents find travelling to/from and around the City easy, with older respondents tending to find this more difficult than younger respondents. Issues raised included:
 - Congestion on the road network;
 - Impacts of strikes;
 - Delays/cancellations to public transport; and
 - Crowding on public transport and streets.
22. Despite this, respondents were very supportive of the Transport Strategy's outcomes, ranking as highest priority (in order of rank):
 - Creating streets that are accessible to all;
 - Making City streets a great place to walk; and
 - Making streets safer by reducing traffic collisions and road danger
23. As part of the public sentiment survey respondents were asked if they could pick one street that required improvement within the City of London, which street this would be and why.
24. 79 streets were highlighted through the survey and included in the order scoring in Stage 2a. Nearly all survey respondent feedback, both regarding the question above and regarding all other survey questions, was not specific to individual orders or measures. Any relevant feedback was applied at a street level to all orders or measures on the primary street mentioned in each response.

Focus groups

25. Engage Communicate Facilitate (ECF) were commissioned to undertake a two-stage focus group programme to discuss the future of transport in the Square Mile. The first stage included three focus groups held in November.
26. These groups were organised to gather feedback on specific issues from people who live, study, visit, and work in the City. Particular focus was given to recruiting participants who represented groups of people with protected characteristics, young people and early career professionals, and business leaders and executives.
27. Overall, 43 individuals registered to attend one or more of the three focus groups. 17 of these attended the focus group session, either virtually or in-person.
28. The main topics discussed by participants included:
 - Improving the attractiveness of the City
 - Getting around the City

- Safety of City streets
- Improving accessibility and inclusivity on City streets
- Making City transport and public realm more sustainable
- Improving information sharing between different sectors and agencies
- Facilitating VIP access in the City
- Improving public transport across the Square Mile and London
- Increasing the number of open and public spaces in the City
- Improving conditions for delivery drivers

Incorporation of Engagement Data

29. Feedback from both the public survey and focus groups were incorporated into the Traffic Order Review in Stage 2a. Almost no comments were made regarding the operation of specific traffic orders in the City and relatively few issues were raised regarding the types of measures implemented by different traffic orders.
30. This, alongside widespread support for the City's Transport Strategy outcomes gathered in the public survey, suggests most people feel the City's streets function relatively well and are supportive of the City Corporation's strategic priorities for improving our streets and public realm and reducing motor vehicle traffic.

Member engagement

31. In December, all Members were asked to highlight any issues relating to traffic management to help identify traffic orders that might require further review.
32. Three Members provided feedback. In summary, comments related to:
- a. The need to review any streets that have plastic wands
 - b. The need to start with the assumption that all potential road users deserve access unless there is a clear reason to exclude or restrict them
 - c. The safety of contra-flow cycling on Rood Lane, Mincing Lane and Philpot Lane.
33. As the first two comments did not refer to specific locations these were scored for all streets with wands (except those under experimental traffic orders) and all streets with access restrictions. The measures enabling contraflow cycling on Rood Lane, Mincing Lane and Philpot Lane were scored accordingly. Only the one-way street order for Philpot Lane is included in the highest-ranked orders as Rood Lane and Mincing Lane did not score high enough to be reviewed further. However, officers will review these separately in the same way as we would usually review issues raised at any time by Members, the public or stakeholders.

Data

34. As detailed in Appendix 2 various data sources were used to inform the traffic order review.
35. City-wide trends in traffic volume data were also assessed to see if they indicate any strategic issues that could, at least in part, be addressed by amending certain types of traffic order. Overall, City-wide trend data did not indicate that there are any strategic issues needing addressed through the amendment of traffic orders. A summary of that assessment and the associated trend output data is provided below (and associated graphs can be found in Appendix 6).
36. The City Streets traffic survey (conducted roughly every other year since 1999) provides information on the volumes and types of traffic using the City's streets. Since 2016 the survey has been conducted over 24 hours rather than from 7:00-19:00 and since 2017 has counted people walking as well as vehicles.
37. The most recent traffic survey was conducted on 23 November 2022. In summary, traffic count data suggests all-day motor vehicle volumes are at approximately 80% of pre-pandemic levels (2019), all-day cycling volumes are at 102% of pre-pandemic levels and all-day pedestrian levels are at 63% of pre-pandemic levels. These figures include both local and through traffic.
38. As in 2019, people cycling represented the single largest vehicular mode counted during peak times on City streets. Similarly, people walking represented more than half of all count observations during peak times. Walking remains by far the main way that people travel on the City's streets.
39. A breakdown of changes in volumes of vehicles and pedestrians counted from 2019 to 2022 can be found in Table 1 below. With the exception of cycles, all other modes are below pre-pandemic levels.

Table 1 – Change in volumes of vehicles and pedestrians counted from 2019 to 2022 at 30 count sites across the City (various time periods, Autumn counts, increases indicated by underline)

	Cars and PHVs			Taxis			Vans			Lorries		
	7am-7pm	7pm-12pm	All-day	7am-7pm	7pm-12pm	All-day	7am-7pm	7pm-12pm	All-day	7am-7pm	7pm-12pm	All-day
Change since 2019	-17.5%	-22.5%	-20.5%	-18.0%	-39.9%	-25.2%	-7.9%	-1.4%	-9.2%	-9.4%	-19.2%	-14.6%
	Buses and Coaches			Motorcycles			Cycles			Pedestrians		
	7am-7pm	7pm-12pm	All-day	7am-7pm	7pm-12pm	All-day	7am-7pm	7pm-12pm	All-day	7am-7pm	7pm-12pm	All-day
Change since 2019	-20.4%	-12.9%	-16.8%	-37.2%	-38.9%	-35.0%	-6.3%	<u>35.0%</u>	<u>1.9%</u>	-35.2%	-33.0%	-34.6%

40. Long term trends observed from count data taken from 12 sites across the City since 1999 show motor vehicle volumes continuing to decline and cycle volumes continuing to increase (Figure 2, Appendix 6). Motor vehicle volumes have fallen by 64% since 1999 while cycle volumes have increased by 386%.
41. Analysis of the proportions of different vehicle types (counted at 30 sites across the City) found relatively little change in the overall composition of vehicular traffic between 2019 and 2022, with the exception of motorcycles (Figure 3, Appendix 6).
42. In 2019 cars and private hire vehicles (PHVs) (which are counted in a single group as they aren't distinguishable in standard traffic counts) were the single largest category of daytime vehicular traffic on City streets making up 27% of all traffic. In contrast, in 2022 cycles were the single largest category of daytime vehicular traffic on City streets making up 27% of all traffic. Cycles also make up over 40% of vehicular traffic during the morning and evening peak hours.
43. During our engagement activities several people raised specific concerns regarding post-pandemic taxi availability. Comparisons of traffic count data from 2019 and 2022 show that taxi volumes in the City are at or close to pre-pandemic levels during the morning peak and begin to decline from 11:00 onwards. Taxi volumes are considerably lower after the evening peak and decline significantly between 18:00 and midnight (Figure 4, Appendix 6).
44. This data suggests that the most significant changes to taxi volumes (and hence availability) occur outside of timed restrictions that are implemented through traffic orders (generally 7am-7pm, such as those at Bank).

Next Steps

45. A new programme will be established to assess the recommendations from WSP and where appropriate, deliver the necessary changes, this may require additional funding beyond the current £500,000 allocated towards the review. Changes may also be delivered as part of existing or planned projects.
46. This programme will also incorporate the 32 orders or measures identified by officers that could benefit from amendments to improve the way they support delivery of Transport Strategy outcomes.
47. In the time available from receiving the outcome of the Stage 2b from WSP and preparing this report it has not been possible to establish a budget or timeframe for delivering this programme.
48. Officers will continue to investigate issues or concerns relating to traffic orders as identified or when raised by members, the public and stakeholders, including the City of London Police.

Corporate and Strategic Implications

Strategic implications

49. The traffic order review takes account of the Corporate Plan, Transport Strategy and Climate Action Strategy as well as other relevant strategies and initiatives including Destination City.
50. The results of data collection, analysis and engagement will also be used to inform the ongoing reviews of the Transport Strategy and City Plan.

Financial implications

51. A budget of up to £500,000 (from the On-Street Parking Reserve) was allocated to cover the costs of data collection and analysis, engagement, and consultancy support required for the review. £200,000 has been spent or committed so far.
52. The remaining unspent funds will be used to deliver changes to traffic orders (Stage 3 of the review) that are not being progressed as part of existing or planned projects. However, additional funding beyond this allocation may be required following detailed appraisal of each traffic order change.

Resource implications

53. Resources for delivering the recommended changes will either be accommodated within the Network Performance teams (for changes that are not covered by existing or planned projects) or the Projects & Programmes team (for changes that can be accommodated within existing or planned projects). Some prioritisation of existing activity may be required but we do not expect a significant impact on delivery of other Transport Strategy and Climate Action Strategy projects and initiatives.

Legal implications

54. There were no legal implications during Stages 1 and 2 of the review. Any changes proposed to be promoted during Stage 3 will be subject to the usual statutory due process for authorising, making and consulting on traffic orders and considering of any objections. Legal review of large numbers of orders may require additional legal resource.

Risk implications

55. There were no significant risks for Stages 1 and 2 of the review. The process of making a traffic order is open to legal challenge, including via judicial review. The risks of legal challenge will be considered during Stage 3.
56. The review considers the effect of traffic orders on measures to mitigate the following Corporate and Departmental risks:
 - CR30 – Climate Action
 - CR21 – Air Quality
 - ENV-CO-TR 001 – Road Safety

Equalities implications

57. Equalities implications are considered throughout the review process. Stages 1 and 2 did not require an Equalities Impact Assessment. Changes to be delivered during Stage 3 may be subject to Equalities Impact Screening and Assessments.

Climate implications

58. The traffic order review takes account of the Climate Action Strategy and may identify opportunities to further support delivery of the transport elements of the strategy. Where applicable, any further climate implications will be considered at Stage 3.

Security implications

59. Some traffic orders have been made to enable the delivery of security measures. However, no traffic orders that have security implications progressed to stage 2b for detailed analysis.

Conclusion

60. The traffic order review included a desktop review and ranking of 1299 traffic orders. Site visits and detailed investigations were undertaken for the 78 highest-ranking measures. Modifications to 36 orders have been recommended by WSP, the consultants appointed to undertake the review.
61. In addition, officers have identified 32 orders that could benefit from amendments to improve the way they operate to support delivery of the Transport Strategy.
62. A new programme will be established to assess the recommendations from WSP as well as those identified by officers, and where appropriate deliver the necessary changes. This may require additional funding beyond the remaining budget of £300,000. Changes may also be delivered as part of existing or planned projects.
63. In the time available from receiving the outcome of the review and preparing this report it has not been possible to establish a budget or timeframe for delivering the change.
64. The relatively minor nature of changes identified suggests the majority of TMOs appear to be functioning well and are working as intended. Officers will continue to investigate issues or concerns relating to TMOs as identified or when raised by members, the public and stakeholders, including the City of London Police.

Appendices

- Appendix 1 – List of TMOs that have undergone a detailed review and site visit, and recommendations for amendment, revocation and/or requiring further review.
- Appendix 2 – Stage 2a Scoring approach in detail.
- Appendix 3 - Example of Stage 2b detailed assessment pro-forma
- Appendix 4 – Timeline of stages, processes and decisions for the TMO review
- Appendix 5 –List of TMOs where opportunities have been identified for amendments which could result in them better supporting Transport Strategy outcomes, irrespective of their overall final scores and rankings.
- Appendix 6 – Charts illustrating transport mode trends across the City

Background Papers

- [Report to the Streets and Walkways Sub-Committee, 17/01/23, agenda item 16](#)
- [Report to the Streets and Walkways Sub-Committee, 08/11/22, agenda Item 12](#)
- [Report to the Court of Common Council, 13/10/22 agenda item 10](#)
- [Report to the Planning and Transportation Committee, 20/09/22 agenda item 5](#)
- [Report to the Planning and Transportation Committee, 17/05/2022, agenda Item 6](#)
- [Minute of Motion passed by the Court of Common Council, Item 16 21/04/2022](#)
- [City of London Transport Strategy](#) (pdf)

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Appendix 1 - Recommendations from detailed Stage 2b assessments

Section A – Orders recommended for modification

TMO Restriction	Aldersgate Street - Waiting and Loading
Relevant traffic orders	3083
Site assessment	<p>No waiting at any time restrictions operate for the entire length of the road.</p> <p>South of Beech Street loading is permitted throughout. A loading vehicle has potential to create a dangerous obstruction on this busy multi-lane road.</p> <p>North of Beech Street loading is banned at junctions and during peak hours elsewhere. This is appropriate for the environment.</p>
Recommended changes and improvements	<p>Maintenance recommended to lining north of Beech Street.</p> <p>Review loading provision south of Beech Street. Ban loading throughout or create loading areas where safe to do so.</p>

TMO restriction	Apothecary Street - Waiting and Loading
Relevant traffic orders	3093
Site assessment	<p>No Waiting restrictions have no sign and are isolated from any local CPZ controls due to the TLRN, and are therefore unenforceable.</p> <p>As there are no loading restrictions in place, static vehicles at the kerbside can obstruct sightlines to vehicle entrances and of pedestrian walking route to stairs leading to/from Waithman Street.</p>
Recommended changes and improvements	<p>Provide upright signs on both sides indicating hours of restriction as stated in the current Waiting and Loading Restrictions Traffic Order (TMO) item for this street. Alternatively upgrade SYL to 'at any time' (double yellow lines') throughout, via TMO Amendment, obviating the need for upright signs.</p> <p>Consider introducing no loading restrictions to provide improved sightlines at junction.</p>

TMO restriction	Beech Street - Waiting and Loading
Relevant traffic orders	2682
Site assessment	<p>At any time waiting restrictions throughout – no issues.</p> <p>No loading restrictions other than 'at any time' at points within mandatory cycle lane extents. Unclear what purpose these serve where there are no frontages at which loading/unloading may take place.</p> <p>Single blips (sign with times missing) at junction. Loading at these locations would obstruct the cycle lane and force cycles into the main traffic flow.</p>
Recommended changes and improvements	<p>Introduce 'at any time' loading restrictions throughout for consistency and to maintain safety and traffic flow.</p>

TMO restriction	Bear Alley - Waiting restrictions
Relevant traffic orders	3108
Site assessment	<p>No Waiting restrictions have no sign and are isolated from any local CPZ controls due to the TLRN, and are therefore unenforceable. No way for drivers to know when the restrictions operate.</p> <p>Static vehicles will wholly obstruct the carriageway at any time.</p>
Recommended changes and improvements	<p>Suggest upright signs are provided (affixed to wall) on both sides indicating hours of restriction as stated in the current Waiting and Loading Restrictions Traffic Order (TMO) item for this street, to make the restriction enforceable, or to 'at any time' (double yellow lines') from the back of the footway of Farringdon Street, via TMO Amendment, obviating the need for upright signs referred to above.</p> <p>'At any time' loading restrictions should be considered if there is a persistent obstruction problem, as will allow for instant PCN issue.</p>

TMO restriction	Blackfriars Court - Waiting and Loading
Relevant traffic orders	3118
Site assessment	<p>No Waiting restrictions have no sign and are isolated from any local CPZ controls due to the TLRN, and are therefore unenforceable.</p> <p>There are no loading restrictions in place, and static vehicles at the kerbside will wholly obstruct the carriageway. Some loading facility is required for adjoining hospitality business.</p>
Recommended changes and improvements	<p>Provide upright signs on both sides indicating hours of restriction as stated in the current Waiting and Loading Restrictions Traffic Order (TMO) item for this street. Alternatively upgrade SYL to 'at any time' (double yellow lines') throughout, via TMO Amendment, obviating the need for upright signs.</p>

TMO restriction	Blackfriars Passage - Waiting and Loading
Relevant traffic orders	3120
Site assessment	<p>Primarily an access road, which runs between two sections of TLRN. One way throughout. 'At any time' waiting restrictions throughout that part which is not TLRN.</p> <p>There are not any 'loading' restrictions in place. Narrow carriageway would be obstructed by a loading vehicle. Off-street space available.</p>
Recommended changes and improvements	<p>Consider introduce no loading 'at any time' restrictions. Low priority.</p>

TMO restriction	Devonshire Row - One-way
Relevant traffic orders	1698
Site assessment	One-way south-eastbound traffic working for all vehicles. One-way working is providing out-of-hours vehicular access to hospitality and retail/service businesses. Road has insufficient width to support two-way working.
Recommended changes and improvements	Upgrade TMO to provide for CCTV enforcement of sign 616 contraventions at its junction with Devonshire Square.

TMO restriction	Devonshire Row - Prescribed routes
Relevant traffic orders	373
Site assessment	Pedestrian zone 'no motor vehicles' restriction operating between 8 am and 6 pm on Monday to Friday
Recommended changes and improvements	Consider extending hours of operation and introducing CCTV enforcement. Consider using permit scheme (VRM whitelist) to manage deliveries to businesses.

TMO restriction	Devonshire Row - Waiting and Loading
Relevant traffic orders	3183
Site assessment	'At any time' waiting restrictions throughout that part which is not TLRN. There are no loading restrictions in place. Road surface does not well support markings.
Recommended changes and improvements	Carriageway width does not support loading without obstructing passage of vehicles. Consider using 'pedestrian zone' signing protocol and repeater plates affixed to walls (see Item 6.3.2. of the TSM Chapter 3) rather than yellow lines to indicate the restriction.

TMO restriction	Eastcheap - Parking places
Relevant traffic orders	4207, 2525
Site assessment	There are a relatively high number of parking places available which serve the shops and businesses.
Recommended changes and improvements	There is scope for additional kerbside provision, where carriageway width permits.

TMO restriction	Eastcheap - Waiting and Loading
Relevant traffic orders	3193
Site assessment	Waiting and loading provision is applied inconsistently with a mix of bays and yellow lines without loading restrictions.
Recommended changes and improvements	Review loading options along entire road. Where loading would cause an obstruction e.g. opposite traffic islands and at junctions, introduce NLAAT. Where waiting or loading is viable consider introducing additional parking/loading places.

TMO restriction	Fleet Street - Waiting and loading restrictions
Relevant Traffic orders	3203
Site Assessment	Waiting and loading currently restricted from 7am-7pm to prevent congestion. Outside of these hours vehicles could cause obstructions and restricting visibility at the junction. Particular risk at approach to Ludgate Hill junction.
Recommended changes and improvements	Change NL to NLAAT for 10 metres from the Ludgate Hill junction to prevent loading vehicles causing obstructions and contributing to collisions.

TMO restriction	Fleet Street - Prohibited and compulsory movements
Relevant Traffic orders	2936, 2698
Site Assessment	Cyclist collision has been recorded in this location.
Recommended changes and improvements	Introduce right turn ban from Whitefriars Street onto Fleet Street to minimise collisions with cyclists.

TMO restriction	Fenchurch Street - Waiting and Loading
Relevant traffic orders	3198
Site assessment	No Waiting at any time restriction is applied for the entire length of the road, which is appropriate. Loading restrictions are applied inconsistently along the length, with no clear pattern. The blips are also faded and potentially missing entirely in some areas.
Recommended changes and improvements	As a minimum repaint existing loading blips for clarity. If the existing layout is to be retained and install upright signs with arrows to delineate exactly which stretches of kerb the restrictions apply in. Consider reviewing the loading and applying a consistent layout throughout which will be easier for drivers to understand and adhere to. Preventing loading at junctions to be a priority.

TMO restriction	Great Tower Street - One-way
Relevant traffic orders	1714
Site assessment	One way restriction is defined for the eastbound traffic in the TMO but not signed as island physically enforces it.
Recommended changes and improvements	Amend TMO to remove obsolete restriction.

TMO restriction	Gresham Street - Waiting and Loading
Relevant traffic orders	3234
Site assessment	Loading is currently permitted during off peak hours at junction with St. Martin's le Grand, which has potential to obstruct traffic flow at a busy junction.

Recommended changes and improvements	Introduce no loading at any time at hours at junction with St. Martin's le Grand. Review risk at all other junctions and add no loading at any time where required.
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TMO restriction	Holborn - Waiting and Loading
Relevant traffic orders	2812
Site assessment	<p>Junction with Greys Inn Road No loading single blips (sign with times missing) at junction. Loading or taxi drop offs would cause an obstruction which would be negative for traffic flow and safety. Solution: Introduce loading ban at any time. Maintenance issue: No loading signs missing on southern carriageway at western end. Solution: Reinstate signs.</p> <p>Junction with Furnival Street Potential for loading vehicles to obstruct side road at junction onto major road. High volumes of pedestrians. Solution: Introduce no waiting or loading at junction. Consider a raised pedestrian crossing.</p> <p>No other issues identified.</p>
Recommended changes and improvements	<p>Introduce no waiting or loading at any time restrictions at junction with Furnival Street, in order to maintain site lines for vehicles entering the carriageway from Furnival Street.</p> <p>Introduce no waiting or loading at any time restrictions at junction with Greys Inn Road to prevent vehicles obstructing other vehicles passing through the junction.</p>

TMO restriction	Holborn Viaduct Waiting and Loading
Relevant traffic orders	3248
Site assessment	<p>Waiting restrictions are effectively contributing to free flow of traffic.</p> <p>Loading restrictions only in place at the eastern end, despite a number of narrow sections where a loading vehicle would obstruct traffic.</p>
Recommended changes and improvements	Review loading restrictions and extend loading bans where it would be unsafe to stop.

TMO restriction	Leadenhall Street - Waiting and Loading
Relevant traffic orders	3271
Site assessment	Waiting and Loading restrictions operating as intended. Ideally would restrict loading at junctions to maintain sightlines. Otherwise carriageway wide enough generally to accommodate loading.
Recommended changes and improvements	Review loading restrictions at junctions.

TMO restriction	Liverpool Street - Waiting and Loading
Relevant traffic orders	3279
Site assessment	There is a high volume of taxis and delivery vehicles using the road, which require loading and waiting space. Raised carriageway in front of station entrance, double yellow line currently in place.
Recommended changes and improvements	Consider restricting loading at the junction with Bishopsagte to ensure vehicles and cyclists can manoeuvre safely. The site survey identified 2 x Doctor permit bays, these appeared to be unused and could be re-allocated for taxi/loading if no longer required. Consider banning loading in front of station to give priority to pedestrians.

TMO Restriction	Long Lane - Waiting and Loading
Relevant traffic orders	3571, 3286
Site assessment	No waiting restrictions operate for the entire length of the road. No loading at any time restrictions are in place intermittently. Some of loading areas overlap with the advisory cycle lane which is detrimental to cyclists. Line markings are faded and require maintenance.
Recommended changes and improvements	Consider amending restrictions within the cycle lane to 'no waiting and no loading at any time' to minimise danger to cyclists. Maintenance is also recommended for faded markings.

TMO restriction	Ludgate Hill - Waiting and Loading
Relevant traffic orders	3292
Site assessment	Ludgate Hill (1) Potential for vehicles to stop and load in approach to junction with TLRN, obstructing traffic flow and cycle ASL
Recommended changes and improvements	Introduce No loading at any time restrictions for 10 metres up to junction to maintain clear sight lines for all road users

TMO restriction	Ludgate Hill - Prohibited and Compulsory Movements
Relevant traffic orders	1738
Site assessment	Ludgate Hill (2) Island and chicane formed by the checkpoint have a traffic calming effect. However, for cyclists they create a pinch point
Recommended changes and improvements	Review with Police whether checkpoint continues to be required. Consider widening carriageway and extending cycle lane throughout the length of road

TMO restriction	Ludgate Hill - Waiting and Loading
Relevant traffic orders	3292
Site assessment	Ludgate Hill (3) Loading vehicles observed obstructing visibility for vehicles turning out of Creed Street and obstructing cycle lane
Recommended changes and improvements	Introduce loading ban for 10 metres at the junction with Creed Street to ensure clear line of sight for vehicles, cyclists and pedestrians at this junction.

TMO restriction	Ludgate Hill - Waiting and Loading
Relevant traffic orders	3292
Site assessment	Ludgate Hill Loading permitted throughout including at junctions. Potential for obstructions and traffic flow issues.
Recommended changes and improvements	Introduce loading ban at peak times to maintain safety and traffic flow.

TMO Restriction	Moorgate - Waiting and Loading
Relevant traffic orders	3311
Site assessment	No waiting and no loading restrictions operate for the entire length of the road. Mixture of timings for the loading restrictions can be confusing. Loading restrictions within the cycle lane could present a danger due to potential conflict with cyclists. Line markings are faded and require maintenance.
Recommended changes and improvements	Review timings of loading restrictions and upgrade restrictions within cycle lane to be "no loading at any time". Maintenance recommended for faded markings.

TMO restriction	New Fetter Lane - Waiting and Loading
Relevant traffic orders	3316
Site assessment	Waiting restrictions along the entire length but loading is permitted with the potential for obstructions. Dangerous overtaking around loading HGV was observed at slight bend in the road. Vehicle speeds high when congestion low in the off-peak.
Recommended changes and improvements	Introduction of a loading ban on all or part of the road recommended.

TMO restriction	Old Bailey - Waiting and Loading
Relevant traffic orders	3329
Site assessment	There are loading restrictions in place on the northern section of Old Bailey, where congestion is greater. Loading is permitted on the less congested southern section. In order to reduce congestion and keep traffic moving

	consideration should be given to introducing loading restrictions on this section of the highway. Only restricting one side of the carriageway would be sufficient.
Recommended changes and improvements	Introduce loading ban on the southern section of Old Bailey.

TMO restriction	Pageantmaster Court - Waiting and Loading
Relevant traffic orders	3336
Site assessment	Single yellow parking restrictions with no signs on road or surrounding roads. Raised table and double yellow lines in place to improve safety at junction with busy road. However, it is permissible to load, which could result in an obstruction and block sightlines.
Recommended changes and improvements	Provide repeater signs for the single yellow lines. Introduce loading ban on all arms of the junction recommended.

TMO restriction	Philpot Lane - Waiting and Loading
Relevant traffic orders	3341
Site assessment	Single yellow lines in place but no nearby signs to indicate the hours of operation. Waiting or loading on the west side of the carriageway would result in obstruction and could halt traffic.
Recommended changes and improvements	Install repeater signs with CPZ hours of operation. Consider loading restrictions on the west side of the carriageway.

TMO restriction	Queen Victoria Street - Waiting and loading
Relevant traffic orders	2727, 2725
Site assessment	Queen Victoria Street is a key east-west distributor road in the City with high volumes of traffic. No waiting double yellow lines throughout the entire length. No loading restrictions in place east of Cannon Street where appropriate with sufficient gaps to facilitate deliveries. West of Cannon Street there are no 'loading' restrictions in place. Road is generally wider, however considering the volume and speed of traffic there remain risks of permitting vehicles to load. Especially at junctions.
Recommended changes and improvements	Consider introducing 'no loading' restrictions at junctions as a minimum.

TMO restriction	Temple Avenue - Waiting and Loading
Relevant traffic orders	3303
Site assessment	Single yellow lines with no loading restrictions throughout. Narrow width of carriageway would result in obstruction if vehicles park on eastern side of

	carriageway. Single yellow lines where loading could take place on eastern side. Some collision potential at junction with Tudor Street.
Recommended changes and improvements	Consider introducing no waiting and no loading at any time on eastern side of carriageway and at junction with Tudor Street.

TMO restriction	Turnagain Lane - Waiting and Loading
Relevant traffic orders	3422
Site assessment	Single yellow lines are isolated from any local CPZ controls due to the TLRN in Farringdon Street. No indication for drivers of when the restrictions operate. Contravention of and loading / unloading on, the single yellow line may potentially block the entrance and block vehicles in / out.
Recommended changes and improvements	It is recommended that upright signs are provided (affixed to wall) on both sides indicating the hours of restriction as stated in the current Waiting and Loading Restrictions Traffic Order (TMO) item for this street. Alternatively, change the single yellow line to “at any time” (double yellow lines) from the back of the footway of Farringdon Street, via TMO Amendment, obviating the need for upright signs referred to above.

TMO restriction	Warwick Lane - Waiting and Loading
Relevant traffic orders	3427
Site assessment	Vehicles observed parked along the road causing reduced visibility for oncoming drivers, especially cyclists, and congestion. However, with relatively low speeds it is unlikely to be a collision risk.
Recommended changes and improvements	Review locations for possible inset loading bays or install double blip “at any time” markings recommended.

TMO restriction	White Lion Hill - Waiting and Loading
Relevant traffic orders	1788
Site assessment	Waiting restriction in place throughout, presumably taking the default CPZ times of operation. However, due to the nature of the road it would be dangerous for vehicles to stop at any time.
Recommended changes and improvements	Recommended to change restriction to no waiting / loading “at any time”.

Appendix 1 - Recommendations from detailed Stage 2b assessments

Section B – Orders recommended no change

TMO Restriction	Aldersgate Street - Prohibited and Compulsory Movements
Relevant traffic orders	2876, 2678
Site assessment	A traffic island runs along the majority of the carriageway. Banned U-turn restrictions ensure the free flow of traffic and reduce the collision risk at signalised junctions.
Recommended changes and improvements	No changes to prohibited and compulsory movements recommended. Consider MTC camera enforcement to ensure good compliance to the restrictions.

TMO restriction	Aldgate High Street - Loading Bays
Relevant traffic orders	2742
Site assessment	High quality infrastructure. Appear to be operating effectively. Loading bays are effectively aiding deliveries in the area which has limited options for vehicles to stop. Bays are inset into pavement, preventing obstructions to the carriageway which would affect the efficiency of the road network and potentially safety. Obstructions would also impact cycle safety.
Recommended changes and improvements	No changes to loading bays recommended.

TMO restriction	Aldgate High Street - Waiting and Loading
Relevant traffic orders	3085
Site assessment	Waiting and loading at any time restrictions are effectively contributing to free flow of traffic, on a strategic route with high volumes of traffic observed throughout the day.
Recommended changes and improvements	No changes to waiting and loading recommended.

TMO restriction	Aldgate - Waiting and loading
Relevant traffic orders	3084
Site assessment	No issues directly related to the waiting and loading restrictions identified.
Recommended changes and improvements	None – but see items 1 and 2 in ‘other issues identified’ below.

TMO restriction	Aldgate High Street - Waiting and Loading
Relevant traffic orders	3085
Site assessment	Waiting and loading at any time restrictions are effectively contributing to free flow of traffic, on a strategic route with high volumes of traffic observed throughout the day.
Recommended changes and improvements	No changes to waiting and loading recommended.

TMO restriction	Beech Street - Prohibited and Compulsory Movements
Relevant traffic orders	3109
Site assessment	The restrictions are self-enforcing through segregating measures. Operate effectively to maintain safety and traffic flow.
Recommended changes and improvements	None.

TMO restriction	Bishopsgate - Prohibited and Compulsory Movements
Relevant Traffic Orders	2683
Site Assessment	Banned turns prevents vehicles crossing flow of traffic on a busy road and causing congestion or a collision risk.
Recommended changes and improvements	No changes to Prohibited and Compulsory Movements recommended.

TMO Restriction	Cannon Street - Waiting and Loading
Relevant traffic orders	3143
Site assessment	No waiting restrictions operate for the entire length of the road. Loading restrictions in place along the majority of the carriageway but with gaps to allow for deliveries. Restrictions appear to be operating effectively
Recommended changes and improvements	No changes to waiting and loading recommended

TMO Restriction	Cheapside - Waiting and Loading
Relevant traffic orders	3154
Site assessment	Along the majority of the road loading is restricted between 7am to 7pm, which balances the loading requirements of shops and businesses with the needs to minimise congestion. No waiting and no loading restrictions within sections of cycle lane minimises conflict between cyclists and motorists.
Recommended changes and improvements	No changes to waiting and loading recommended

TMO restriction	Fleet Street - Bus Priority
Relevant Traffic orders	2809
Site Assessment	Bus lane working as intended.
Recommended changes and improvements	No changes to bus priority recommended.

TMO restriction	Gracechurch Street - Prohibited and Compulsory Movements
Relevant traffic orders	2702
Site assessment	High quality infrastructure that is effectively contributing to traffic control in the area.
Recommended changes and improvements	No changes to Prohibited and compulsory movements recommended.

TMO restriction	Great Tower Street - Prohibited and Compulsory Movements
Relevant traffic orders	2703
Site assessment	Mandatory left turn except cycles south-eastbound at junction with Byward Street (TLRN). No entry (dia. 616) 'except cycles and authorised buses' sign facing traffic approaching from Byward Street. 'authorised buses' is a non-standard wording.
Recommended changes and improvements	Mandatory left turn No changes recommended. No entry Check for DfT authorisation. If none, suggest TSRGD 2016 variants 'except (local) buses' or 'except authorised vehicles' are used as an alternative – in the latter case, the TMO definition of 'authorised vehicles' may include whitelisted buses.

TMO restriction	Great Tower Street - Bus Priority
Relevant traffic orders	2810
Site assessment	No entry 'except cycles and authorised buses' present.
Recommended changes and improvements	No entry sign using non-standard wording, replace and use standard wording alternative.

TMO restriction	Great Tower Street - Waiting and Loading restrictions
Relevant traffic orders	3230
Site assessment	Waiting and loading restrictions operating efficiently to ensure the ongoing movement of traffic
Recommended changes and improvements	No changes to the restrictions recommended. Road markings worn out and need repainting.

TMO restriction	Holborn - Bus Priority
Relevant traffic orders	3246
Site assessment	Vehicles observed driving in the bus lane. No other issues directly related to the bus lane restriction identified.
Recommended changes and improvements	Consider traffic camera enforcement.

TMO Restriction	Holborn Circus - Waiting and Loading
Relevant traffic orders	3247
Site assessment	No waiting and no loading restrictions ensure there is no congestion around the junction due to obstructions. Restrictions within the cycle lanes also ensure no conflict with cyclists. Restrictions appear to be operating effectively.
Recommended changes and improvements	No changes to waiting and loading recommended.

TMO restriction	King William Street - Waiting and Loading
Relevant traffic orders	3260
Site assessment	There is a No loading Mon-Fri 7am-7pm restriction in place. This is appropriate for the conditions.
Recommended changes and improvements	No changes recommended.

TMO restriction	King William Street - Prohibited and Compulsory Movements
Relevant traffic orders	2706
Site assessment	Junction with Cannon Street, banned right turn eastbound into Cannon Street is appropriate for the conditions. However, the junction overall has high potential for collisions between cyclists and vehicles. A detailed review should be carried out including whether the Prohibited and Compulsory Movements could be improved. Between London Bridge and Eastcheap junction, cyclists approaching junction and turning left are vulnerable to collisions with vehicles, consider segregated cycle lane and advanced cycle phase at the lights.
Recommended changes and improvements	Detailed review required in collaboration with TfL of junction with Cannon Street, including banned right turn eastbound into Cannon Street.

TMO restriction	Lime Street - Waiting and Loading
Relevant traffic orders	3272
Site assessment	There are double yellow lines and 'No loading at any time' restrictions in place in sections throughout Lime Street which protect each of the junctions whilst permitting loading where it can be safely carried out.
Recommended changes and improvements	No changes recommended as the restriction are appropriate for the conditions. Refresh double kerb blips to ensure clarity and enforceability.

TMO restriction	Lombard Street - One Way
Relevant traffic orders	1738
Site assessment	Lombard Street (eastern end of road) One way with contraflow is appropriate due to narrow carriageway width. One way is effectively from the junction with George Yard to junction with Gracechurch Street (TLRN), however the signs are installed 50m down the road
Recommended changes and improvements	Install repeater sign at the junction with George Yard for clarity.

TMO restriction	Lombard Street - One Way
Relevant traffic orders	1738
Site assessment	Lombard Street (western end of road). One way with contraflow is appropriate due to narrow carriageway width. Contraflow contributes to the cycling Transport Strategy objective, encouraging cycling.
Recommended changes and improvements	No changes to this restriction are recommended.

TMO Restriction	London Wall - Waiting and Loading
Relevant traffic orders	3285
Site assessment	No waiting and no loading restrictions allow traffic to flow freely ensuring no congestion. Restrictions within the cycle lane ensure no conflict with cyclists. Restrictions appear to be operating effectively. Line markings are faded and require maintenance.
Recommended changes and improvements	Maintenance recommended only.

TMO Restriction	London Wall - Prohibited and Compulsory Movements
Relevant traffic orders	2708
Site assessment	Banned turns contribute to the free flow of traffic and reduce the collision risk at signalised areas. Prohibited contribute to the free flow of traffic and reduce the collision risk at signalised areas.
Recommended changes and improvements	No changes to prohibited and compulsory movements recommended

TMO restriction	London Wall - Prohibited and Compulsory Movements
Relevant traffic orders	2741
Site assessment	Junction with London Wall and Old Broad Street. Traffic travelling westbound is unable to turn left (except cycles) and unable to turn right (except loading and buses). However, due to the location of the signs and size of the junction this can be difficult to see.
Recommended changes and improvements	Advanced warning signs on approach, and MTC cameras to discourage contraventions, are recommended.

TMO restriction	Mansion House Street - Waiting and Loading
Relevant Traffic orders	3295
Site Assessment	Waiting and loading restrictions are effectively contributing to the free flow of traffic. Where vehicles are waiting the carriageway becomes narrow which could result in traffic obstructions.
Recommended changes and improvements	No changes to waiting and loading restrictions.

TMO restriction	Minories - Waiting and Loading
Relevant traffic orders	3303
Site assessment	Waiting and loading is prohibited along the length of the carriageway. This is appropriate for a key strategic road with high volumes of traffic. The loading needs of shops and other buildings is accommodated by multiple loading bays.
Recommended changes and improvements	The restrictions are operating as expected.

TMO Restriction	Moorgate - Prohibited and Compulsory Movements
Relevant traffic orders	2718, 2717, 2716
Site assessment	Prohibited and compulsory movements contribute to the free flow of traffic and reduce the collision risk at signalised areas. Banned U-turn restrictions no longer in place outside Moorgate station.
Recommended changes and improvements	No changes to prohibited and compulsory movements recommended. Review GIS and TMO to ensure they record banned U-turn restrictions accurately.

TMO restriction	New Bridge Street - Prohibited and Compulsory Movements
Relevant traffic orders	2719
Site assessment	Banned and prohibited turns at junctions with Bridewell Place and Ludgate Hill appear to be operating effectively.
Recommended changes and improvements	No recommendations for changes to these restrictions.

TMO restriction	New Street - Waiting and Loading
Relevant traffic orders	3318
Site assessment	Narrow carriageway, with loading vehicles and police vehicles often parked on yellow lines. The road is a dead end with no through traffic and limited parking options in the surrounding road.
Recommended changes and improvements	No changes to waiting and loading recommended. However, changing the “at any time” waiting restrictions for a permit parking zone rather than not enforcing police would be more consistent with TSRGD regulations.

TMO restriction	Old Broad Street - Waiting and Loading
Relevant traffic orders	3330
Site assessment	South of London Wall Waiting and loading is in effect for the entire length, which is appropriate considering the narrow carriageway and one way traffic. North of London Wall Sections where loading permitted outside of shops, which is assessed to be appropriate.
Recommended changes and improvements	No changes to waiting and loading recommended.

TMO restriction	Philpot Lane - One-Way
Relevant traffic orders	1758, 1820
Site assessment	One way restriction with a contraflow cycle exemption. Improves traffic flow and allows parking on east side of road.
Recommended changes and improvements	No changes recommended.

TMO restriction	Philpot Lane - Parking Places
Relevant traffic orders	2559, 4242
Site assessment	GIS discrepancies identified. The expected parking place was found to be split between taxi bays and a pocket park. These restrictions however have no issues.
Recommended changes and improvements	Review traffic orders to ensure bays are described accurately and restrictions are enforceable.

TMO Restriction	Poultry - Waiting and Loading
Relevant traffic orders	3351
Site assessment	No waiting and loading restrictions operate for the entire length of the road which ensures the traffic can flow freely and is not obstructed. Restrictions appear to be operating effectively.
Recommended changes and improvements	No changes to waiting and loading recommend.

TMO restriction	Prince's Street Waiting and Loading
Relevant traffic orders	3271
Site assessment	Waiting and Loading restrictions operating as expected. TMO states no loading at any time throughout, but not always visible on street which suggests blips have fully faded in places.
Recommended changes and improvements	No changes recommended.

TMO Restriction	Puddle Dock - Waiting and Loading
Relevant traffic orders	3357
Site assessment	No waiting and no loading at any time restrictions operate for the entire length of the road. Restrictions appear to be operating effectively.
Recommended changes and improvements	No changes to waiting and loading extents recommended. Review traffic orders and GIS to ensure all consistent with restrictions on street.

TMO restriction	Queen Street Place - Waiting and Loading
Relevant traffic orders	3359
Site assessment	Restrictions operating effectively throughout road.
Recommended changes and improvements	No improvements required.

TMO restriction	Queen Victoria Street - Prohibited and Compulsory Movements
Relevant traffic orders	3360
Site assessment	<p>Junction with Poultry – Ahead only Forms part of an effective traffic management scheme, improves traffic flow and minimises risk of collisions.</p> <p>Junction with Cannon Street – Banned turns Forms part of an effective traffic management scheme, improves traffic flow and minimises risk of collisions.</p> <p>Junction with Friday Street – No right turn into Friday Street Forms part of an effective traffic management scheme, improves traffic flow and minimises risk of collisions.</p> <p>West of junction with Friday Street – No u-turn Forms part of the police checkpoint. Whilst the restriction itself is valuable the checkpoint may no longer be required.</p>
Recommended changes and improvements	No changes recommended.

TMO restriction	Threadneedle Street - One-Way
Relevant traffic orders	4386
Site assessment	One-way restrictions with contraflow lanes. One-ways improve the flow of traffic in a congested section of the city. Narrow carriageway means that two-way traffic would present a risk. Contraflow cycling in a segregated lane benefits cyclists.
Recommended changes and improvements	No change to one-way recommended.

TMO restriction	White Lion Hill - One-Way
Relevant traffic orders	1788
Site assessment	Two-way traffic would not be viable on this road, making the one-way restriction a safety requirement.
Recommended changes and improvements	No change recommended

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Appendix 2 – Criteria for scoring and ranking TMOs for Stage 2a

The table below shows the previously agreed outcomes and criteria which have been used to assess the TMOs / measure, and the weighting used for the scoring. For each of the outcomes and criteria the TMOs have been scored using a red, amber or green status:

- A Green score of 0 indicates support for a policy outcome or a very low potential negative impact on the efficiency or accessibility of the street network
- An Amber score of 2 indicates only partial support or disagreement with a policy outcome or a moderate potential negative impact on the efficiency or accessibility of the street network
- A Red score of 5 indicates disagreement with a policy outcome or a high potential negative impact on the efficiency or accessibility of the street network.

A Grey score of 0 has been attributed against certain criteria in some cases, where that criteria is not applicable to a particular Order or Measure or that data is not available to evidence a particular score.

TMOs of the same type, for example 'one-way streets' have been given the same score for each of the Transport Strategy outcomes, as it was not possible to score individual measures and orders in the timeframe and with the resources available.

	weighting	RAG Value
Transport Strategy outcome criteria		
The Square Mile's streets are great places to walk and spend time	x1 or 100%	Red: 5 Amber: 2 Green: 0
Street space is used more efficiently and effectively	x1 or 100%	Red: 5 Amber: 2 Green: 0
The Square Mile is accessible to all	x1 or 100%	Red: 5 Amber: 2 Green: 0
People using our streets and public spaces are safe and feel safe	x1 or 100%	Red: 5 Amber: 2 Green: 0

More people choose to cycle	x1 or 100%	Red: 5 Amber: 2 Green: 0
The Square Mile's air and streets are cleaner and quieter	x1 or 100%	Red: 5 Amber: 2 Green: 0
Delivery and servicing are more efficient, and impacts are minimised	x1 or 100%	Red: 5 Amber: 2 Green: 0
Efficiency or accessibility of the street network criteria		
Disproportionately high local traffic flow levels in comparison to similar streets as defined by our street network hierarchy	x1 or 100%	Red: 5 Amber: 2 Green: 0
Proportions of local and through traffic on the street the Order or Measure is on that do not match proportions expected for that street type as defined by our street hierarchy	x1 or 100%	Red: 5 Amber: 2 Green: 0
Disproportionately high or low local average speeds in comparison to City-wide average speeds	x2 or 200%	Red: 10 Amber: 4 Green: 0
High numbers of local air quality limit exceedances in nitrous oxides (NOx) and particulate matter (PM2.5 and PM10)	x1 or 100%	Red: 5 Amber: 2 Green: 0
Disproportionately high levels of local stationary or moving traffic violations in comparison to similar streets as defined by our street network hierarchy	x1 or 100%	Red: 5 Amber: 2 Green: 0

Additional heavily weighted criteria		
Nearby serious or fatal collisions on the street the Order or Measure is on in the last 5 years	x10 or 1000%	Red: 50 Amber: 20 Green: 0
Members of the public or Members identify an issue on a street or street segment an Order or Measure is on	x5 or 500%	Red: 25 Amber: 10 Green: 0
Total possible score	n/a	140

The following criteria were applied when scoring collision data as part of this process:

- Red (+5) when there has been a recorded fatal or at least three recorded serious casualties in the last 5 years within 200m of an Order or Measure on the street or an adjoining junction
- Amber (+2) when there has been 1 or 2 recorded serious or 10 or more recorded slight casualties in the last 5 years within 200m of an Order or Measure on the street or adjoining junction
- Green (0) in all other cases

Due to a lack of unique identifiers in the City's Traffic Order GIS database it was not possible to complete this exercise at an individual order or measure level. Instead, the score of the worst performing order or measure of each type on each street was used as the score for all orders or measures of each type on each street. For example, if multiple waiting and loading restrictions were scored on a single street and one of them was given a score of Red (+5) after applying the methodology described above, all other waiting and loading restrictions on that street were scored as Red (+5) irrespective of their actual score.

The following RAG statuses have been applied to each Order or Measure on the basis of feedback received from our engagement on the TMO and Transport Strategy reviews:

- Red (+5) when there have been four or more individuals identifying an issue on a street or street segment where an Order or Measure is located
- Amber (+2) when there has been between 1 and 3 individuals identifying an issue on a street or street segment where an Order or Measure is located
- Green (0) in all other cases

The higher weighting associated with the collision and stakeholder feedback scoring criteria significantly increases the likelihood of Orders or Measures that have scored Red or Amber against these criteria being selected for site visits and additional review in Stage 2b.

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Appendix 3 – Example of site visit reporting pro-forma for Stage 2b

Site No.	15	Road Name	Fleet Street
Restriction types of concern	Prohibited And Compulsory Movements, Waiting and Loading, bus priority		

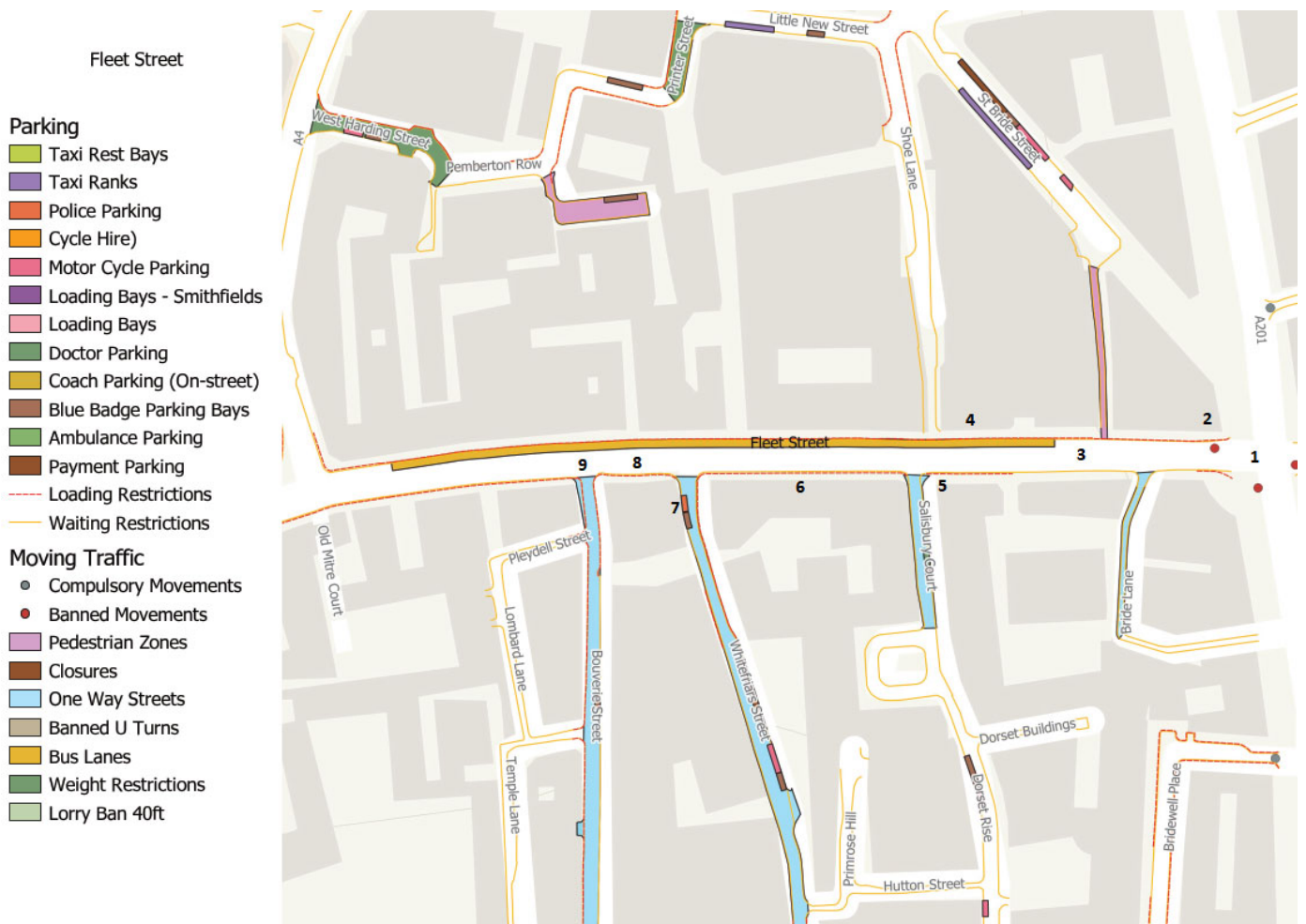
Data analysis scores	Speed	Traffic	PCNs	Collisions	Engagement
Prohibited And Compulsory Movements	Green	Amber	Amber	Red	Red
Site Observations	High speeds through junction	Very high volumes, including lots of buses and cycles	No issues observed	High potential. Mix of pedestrians, bicycles and vehicles.	-
Bus Priority	Green	Amber	Amber	Red	Red
Site Observations	Relatively low due to congestion	Very high volumes, including lots of buses and cycles	No issues observed	High potential, especially at junctions. Complex road layout. Many vulnerable road users.	-
Waiting and Loading	Green	Amber	Amber	Red	Red
Site Observations	Relatively low due to congestion	Very high volumes, including lots of buses and cycles	No issues observed	High potential, especially at junctions. Complex road layout. Many vulnerable road users.	-

Fit with Transport Strategy Objectives	Walking	Efficiency	Accessibility	Safety	Cycling	Air quality	Deliveries
Prohibited And Compulsory Movements	Amber	Green	Amber	Green	Amber	0	0
Fit with Transport Strategy Objectives	Restrictions operating as expected.						
Bus Priority	0	Green	Amber	0	Amber	Amber	0
Fit with Transport Strategy Objectives	Restrictions operating as expected.						
Waiting and Loading	Amber	Green	Amber	Amber	Amber	Amber	Green
Fit with Transport Strategy Objectives	Restrictions operating as expected.						

Engagement comments	<ul style="list-style-type: none"> • Pubs they close down they leave out the bin bags and most of these bin bags, even though they say for recycling, and people don't know they are for recycling and start placing their own rubbish there instead of waiting for the recycling stuff to go in the right bin. • With many hire bikes dumped, scooters also.
Relevance to the TMO review	Not Relevant to TMOs under review.

Map

Numbers refer to site assessment notes below.



Traffic Order Assessment

TMO restriction	Waiting and loading restrictions
Relevant Traffic orders	3203
Site Assessment	Waiting and loading currently restricted from 7am-7pm to prevent congestion. Outside of these hours vehicles could cause obstructions and restricting visibility at the junction. Particular risk at approach to Ludgate Hill junction.
Recommended changes and improvements	Change NL to NLAAT for 10 metres from the Ludgate Hill junction to prevent loading vehicles causing obstructions and contributing to collisions.

TMO restriction	Prohibited and compulsory movements
Relevant Traffic orders	2936, 2698
Site Assessment	Cyclist collision has been recorded in this location.
Recommended changes and improvements	Introduce right turn ban from Whitefriars Street onto Fleet Street to minimise collisions with cyclists .

TMO restriction	Bus Priority
Relevant Traffic orders	2809
Site Assessment	Bus lane working as intended.
Recommended changes and improvements	No changes to bus priority recommended.

Site Assessment

- Junction with Ludgate. No right turn into Ludgate.
 - Note: Ludgate is TfL Red route. CoL can only make suggestions.
 - Traffic issue: Large, difficult to comprehend junction. Risk of vehicles attempting to turn into the two-way cycle lanes. Solution: Bollards and carriageway markings.
 - Traffic issue: Cyclists crossing junction are exposed to high vehicle speeds. Solution: Cycle carriageway markings to define their space on the carriageway.
 - Traffic issue: High vehicle speeds when turning left from Ludgate into Fleet Street. Solution: Tighten corner.



2. Approach to Ludgate junction eastbound. Cycle Advanced Stop Line.

- Traffic Issue: DYLS with NL 7am-7pm. Potential for vehicles to obstruct carriageway on key route and to restrict visibility. Solution: Change NL to NLAAT for 10m from junction to prevent loading obstructing traffic and sightlines.
- Maintenance: Old cycle lane marking remaining. Solution: Re-instate lining properly.
- Traffic issue: High vehicle speeds downhill eastbound. Solution: Unclear, as carriageway already narrowed.



3. Bus lane.

- Bus lane appears to be working as intended.



4. Traffic Island and Police Checkpoint.

- Traffic Issue: Traffic island for police checkpoint. Narrows carriageway and reduces vehicle speeds. However equally can result in pinchpoints / obstructions during loading. Solution: Introduce NLAAT and encourage loading in wider section of road further west or at loading bay.



5. Loading bay outside new development.

- Maintenance: Loading bay outside new development which may have been provided for the previous building. Solution: Review and remove if now obsolete.
- Mapping discrepancy: Bay is missing from GIS.



6. Junction with Salisbury Court.

- Maintenance: Contraflow cycle lane sign rotated so not visible. Solution: maintenance to fix.



7. Junction with Whitfriars Street

- Traffic Issue: Disabled bay beyond junction with Whitefriars Street. If disabled bay was occupied then the carriageway would be obstructed. HGV observed passing bay and confirmed too narrow. Solution: Move disabled bay.
- Traffic issue: Cyclist collisions recorded. Solution: Introduce right turn ban from Whitfriars Street into Fleet Street.



8. Pedestrian crossing.

- Wide section of carriageway, with four lanes. Double signal head and raised table suggest attempts made previously to resolve existing issues. Solution: Consider a central island to protect pedestrians crossing.



9. Junction with Bouverie Street

- Traffic issue: Cyclist collisions recorded. Solution: Introduce right turn ban from Bouverie Street into Fleet Street.

10. Junction with Chancery Lane

- Traffic issue: Cyclist collisions recorded. Solution: Allow contraflow cycling on Chancery Lane and provide a signal phase for cycles leaving Chancery Lane. Review signal timings to give priority to pedestrians

Entire Road.

- Traffic issue: Congestion reported along length of road. Solution: Restrict loading to improve vehicle flow.
- Maintenance: Improve poor road surface.
- Traffic issue: A temporary segregated cycle lane introduced during lockdown has since been removed. This is detrimental to cycling, at the benefit of network performance. Solution: Keep under review. Consider reintroducing cycle segregation.

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Appendix 4 – Summary of Traffic Order Review Stages and Decisions

1. 21st April 2022 – The Court of Common Council resolves that the Planning and Transportation Committee be required to draw up a report justifying all temporary or other traffic orders currently in force in The City of London setting out their specific justification (whether on the basis of safety or otherwise) and making proposals for their review and any proposed repeal, amendment or retention, in each case, to be presented to this Honourable Court no later than September 2022 for further consideration.
2. 17th May 2022 – The Planning and Transportation Committee tasks officers with Carrying out a review of all TMOs in the City. A three-stage approach is approved.
 - Stage 1 – compile a list of all experimental and permanent traffic orders
 - Stage 2 – review orders using the outputs from the data collection exercise and against the objectives of the Transport Strategy, Climate Action Strategy, Destination City, and the Corporate Plan.
 - Stage 3 – implementation of any modifications identified.
3. 25th May 2022 WSP consultants were appointed to assist with the task of undertaking the TMO review.
4. June to September 2022 Stage 1, compiling an index of all Traffic Orders in effect in the City.
5. 20th September 2022 – Stage 1 complete. The Planning and Transportation Committee agrees the methodology to be used for the Stage 2 review and agrees the categories of Traffic Orders to be excluded from the review process.
6. 13th October 2022 – The Court of Common Council agrees the methodology for Stage 2, the categories of Traffic Orders to be excluded, and agrees to extend the deadline for completion of the review to March 2023 due to the high number of Traffic Orders to be reviewed.
7. 8th November 2022 – Streets and Walkways Sub Committee agrees the scoring system for the Stage 2 review. Stage 2 broken down to Stage 2a which is the desktop review and scoring of all non-excluded Orders and Stage 2b, which is the site visits and detailed review of the highest scoring (poorest performing) Orders.
8. 17th January 2023 – Streets and Walkways Sub Committee agreed the Traffic Order score for Stage 2a and agreed to proceed with detailed investigation of the 78 highest ranking Traffic Orders in Stage 2b.

9. 7th March 2023 – Planning and Transportation Committee to consider the outcome of the review, including the recommendations for modification to be taken forward as a new programme or within existing and planned projects, and to agree not to proceed with the review of TfL Orders.

10. 27th April 2023 – Court of Common Council to consider the outcome of the review, including the recommendations for modification to be taken forward as a new programme or within existing and planned projects, and to agree not to proceed with the review of TfL Orders.

Appendix 5 – Additional Traffic Orders that could benefit from amendment

TMO Ref.	Full TMO Title	TMO owner	Status	Restriction Type	Road	Amendment	Priority	Road Closure	Reason	Proposal
2017/25	The City of London (Doctor Parking Places) (No. 1) Order 2017 – Little Britain	CoL	In force	Doctor Parking Places	Little Britain	Y	1	N	Order not required	Application expired. Consider converting to alternative use
2020/21	The City of London (Prescribed Routes) (Road Closure) (Amendment No. 15) Order 2020 – Hayne Street	CoL	In force	Road Closure	Hayne Street	Y	1	Y	TS outcomes	AAT closure but order not implemented on street
2002/9	The City of London (Bus Stop Clearways) (Amendment No.2) Order 2002 – (Silk St/Worship Street)	CoL	In force	Bus Stop Clearways	Silk Street	Y	1	N	Order not required	Bus stop clearway has been removed from street. Recommend order is revoked.
2002/9	The City of London (Bus Stop Clearways) (Amendment No.2) Order 2002 – (Silk St/Worship Street)	CoL	In force	Bus Stop Clearways	Worship Street	Y	1	N	Order not required	Bus stop clearway has been removed from street. Recommend order is revoked.
2019/35	The City of London (Bus Priority) (Consolidation No.1) Order 2019	CoL	In force	Bus Priority	High Holborn	Y	2	N	TS outcomes	Consider extending bus lane and increase operational hours from 7am-7pm Mon-Sat to AAT
2019/35	The City of London (Bus Priority) (Consolidation No.1) Order 2019	CoL	In force	Bus Priority	Holborn Viaduct	Y	2	N	TS outcomes	Consider increasing w/b operational hours from 7am-7pm Mon-Sat to AAT
2019/35	The City of London (Bus Priority) (Consolidation No.1) Order 2019	CoL	In force	Bus Priority	St Pauls Churchyard	Y	2	N	TS outcomes	Consider increasing operational hours from 7am-7pm Mon-Sun to AAT
2016/40	The City of London (Prescribed Routes) (No Motor Vehicles) (No. 2) Order 2016 – Lime Street	CoL	In force	Prescribed Routes	Lime Street	Y	2	Y	TS outcomes	Southern closure. Consider extending hours of operation from 8am-6pm M-F to standard hours
2008/20	The City of London (Prescribed Routes) (No.4) Traffic Order 2008 – Carter Lane	CoL	In force	Prescribed Routes	Carter Lane	Y	2	Y	TS outcomes	Consider extending the operational hours from 8am-6pm M-F to standard hours
2005/8	The City of London (Watling Street) Traffic Order 2005	CoL	In force	Prescribed Routes	Watling Street	Y	2	Y	TS outcomes	Consider extending the hours of operation. Separately being considered as a crowded place
1995/4	The City of London (Prescribed Routes) (No.2) Traffic Order 1996	CoL	In force	Prescribed Routes	Bow Lane	Y	2	Y	TS outcomes	Consider extending the hours of operation. Separately being considered as a crowded place
2017/23	The City of London (Prescribed Routes) (Road Closure) (Amendment No. 1) Order 2017 – Fish Street Hill / Monument Street	CoL	In force	Road Closure	Monument Street	Y	3	Y	TS outcomes	Consider extending the length of closure
2016/50	The City of London (Prescribed Routes) (Road Closure) (No.1) Order 2016	CoL	In force	Road Closure	Brushfield Street	Y	3	Y	TS outcomes Climate Resilience	Consider extending length of restriction
2016/50	The City of London (Prescribed Routes) (Road Closure) (No.1) Order 2016	CoL	In force	Road Closure	Dowgate Hill	Y	3	Y	TS outcomes	Could extend the length of closure
2016/50	The City of London (Prescribed Routes) (Road Closure) (No.1) Order 2016	CoL	In force	Road Closure	St. Mary At Hill	Y	3	Y	TS outcomes Climate Resilience	Could extend the length of closure

2014/25	The City of London and Tower Hamlets (Prescribed Routes) Traffic Order 2014 – Middlesex Street (S6)	CoL and Tower Hamlets	In force	Prescribed Routes	Middlesex Street	Y	3	Y	TS outcomes Climate Resilience	Southern closure. Consider extending the length of closure
2011/21	The City of London (Prescribed Routes) (No.4) Traffic Order 2011 – Cursitor Street/Breams Buildings	CoL	In force	Prescribed Routes	Breams Buildings	Y	3	Y	TS outcomes Climate Resilience	Consider extending length of restriction
1997/29	The City of London (Prescribed Route) (No.2) Traffic Order 1997	CoL	In force	Prescribed Routes	Moor Lane	Y	3	Y	TS outcomes Climate Resilience	Consider extending the operational hours to reduce traffic. Also under separate review as part of TfL Bishopsgate ETO
1998/5	The City of London (Prescribed Routes) (No.1) Traffic Order 1998	CoL	In force	Prescribed Routes	Black Friars Lane	Y	3	Y	TS outcomes	Consider extending length of restriction
1998/5	The City of London (Prescribed Routes) (No.1) Traffic Order 1998	CoL	In force	Prescribed Routes	Godliman Street	Y	3	Y	TS outcomes Climate Resilience	Consider extending length of restriction
1998/5	The City of London (Prescribed Routes) (No.1) Traffic Order 1998	CoL	In force	Prescribed Routes	St Andrews Hill	Y	3	Y	TS outcomes Climate Resilience	Consider extending length of restriction
1997/2	The City of London (Prescribed Routes) (No.1) Traffic Order 1997	CoL	In force	Prescribed Routes	Fann Street	Y	3	Y	TS outcomes Climate Resilience	Consider extending length of restriction
2021/18	The City of London (Waiting and Loading Restriction) (Consolidation No. 2) Order 2021	CoL	In force	Waiting and Loading Restriction	Gresham Street	Y	3	N	TS outcomes	Consider amending the tidal loading hours (7am-1pm or 1pm - 7pm) to peak periods
2021/18	The City of London (Waiting and Loading Restriction) (Consolidation No. 2) Order 2021	CoL	In force	Waiting and Loading Restriction	Lothbury	Y	3	N	TS outcomes	Consider amending the tidal loading hours (7am-1pm or 1pm - 7pm) to peak periods
2021/18	The City of London (Waiting and Loading Restriction) (Consolidation No. 2) Order 2021	CoL	In force	Waiting and Loading Restriction	Moorgate	Y	3	N	TS outcomes	Consider amending the tidal loading hours (7am-1pm or 1pm - 7pm) to peak periods
2016/50	The City of London (Prescribed Routes) (Road Closure) (No.1) Order 2016	CoL	In force	Road Closure	Coleman Street	Y	4	Y	TS outcomes	Consider extending length of restriction
2016/50	The City of London (Prescribed Routes) (Road Closure) (No.1) Order 2016	CoL	In force	Road Closure	Harp Lane	Y	4	Y	TS outcomes	Could extend the length of closure
2016/50	The City of London (Prescribed Routes) (Road Closure) (No.1) Order 2016	CoL	In force	Road Closure	Martin Lane	Y	4	Y	TS outcomes	Consider extending the length of closure
2016/18	The City of London (Prescribed Routes) (No Motor Vehicles) (No. 1) Order 2016 – Austin Friars	CoL	In force	Prescribed Routes	Austin Friars	Y	4	Y	TS outcomes	Consider extending the operational hours from 11am-4pm to standard hours
2008/18	The City of London (Prescribed Routes) (No.2) Traffic Order 2008 – Great Winchester Street	CoL	In force	Prescribed Routes	Great Winchester Street	Y	4	N	TS outcomes	Order has two parts. 1. Closure 2. One-way order. Consider extending one-way order to cover whole street
2001/15	The City of London and Islington (Prescribed Routes) Traffic Order 2001	CoL and Islington	In force	Prescribed Routes	Grand Avenue	Y	4	Y	TS outcomes	Consider permitting pedal cyclists outside market hours
2018/16	The City of London (Prescribed Routes) (7.5T Weight Limit) Order 2018	CoL	In force	Width, Weight or Length Restriction	Zone - Various	Y	3	N	TS outcomes Climate Resilience	Review zone boundaries to ensure they are appropriate, and camera enforceable if required

Appendix 6 - Transport Mode Trends Across the City

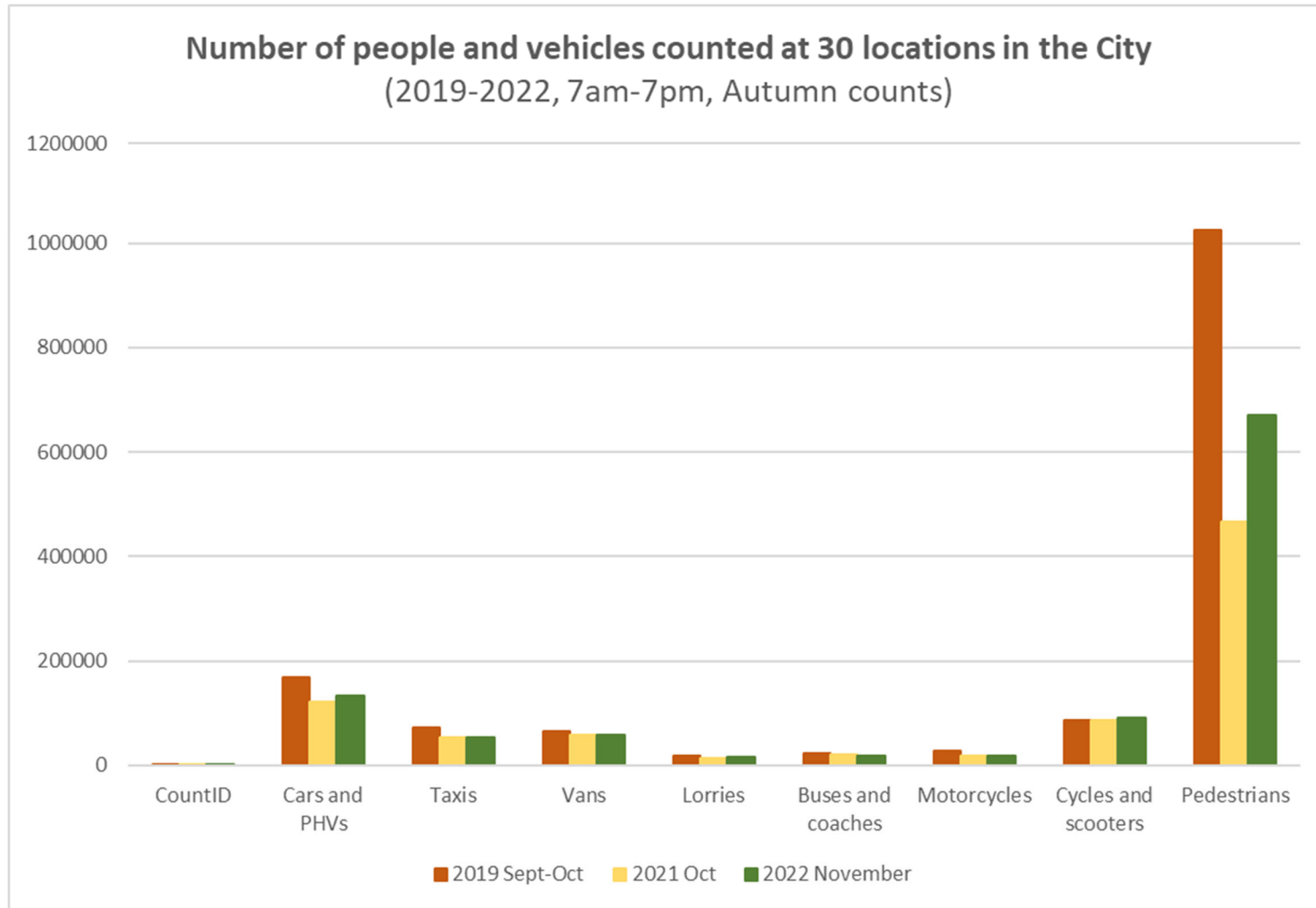


Figure 1 - Number of people and vehicles counted at 30 locations in the City (2019-2022, 7am-7pm, Autumn counts)

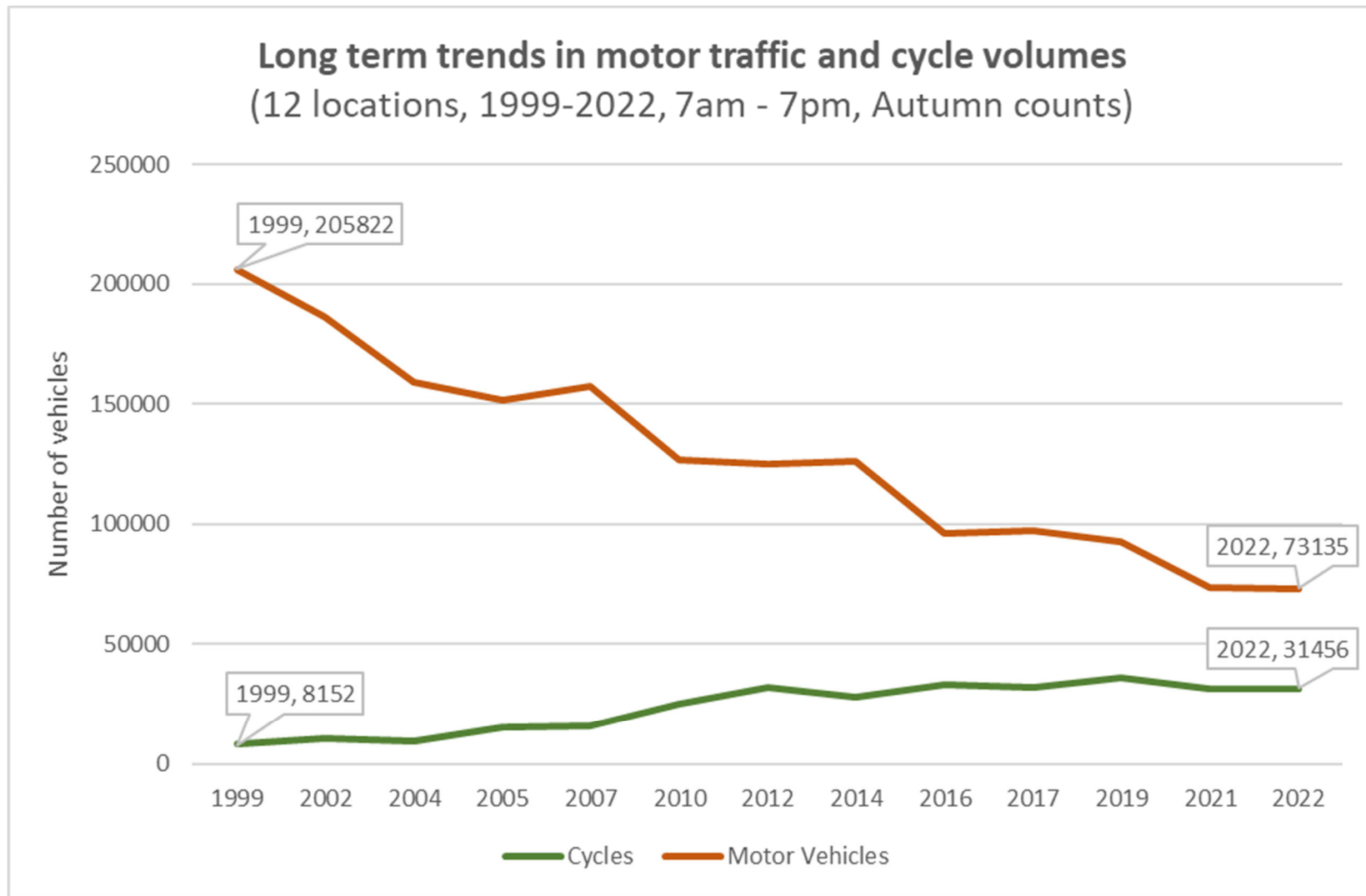


Figure 2 - Long term trends in motor traffic and cycle volumes (12 locations, 1999-2022, 7am - 7pm, Autumn counts)

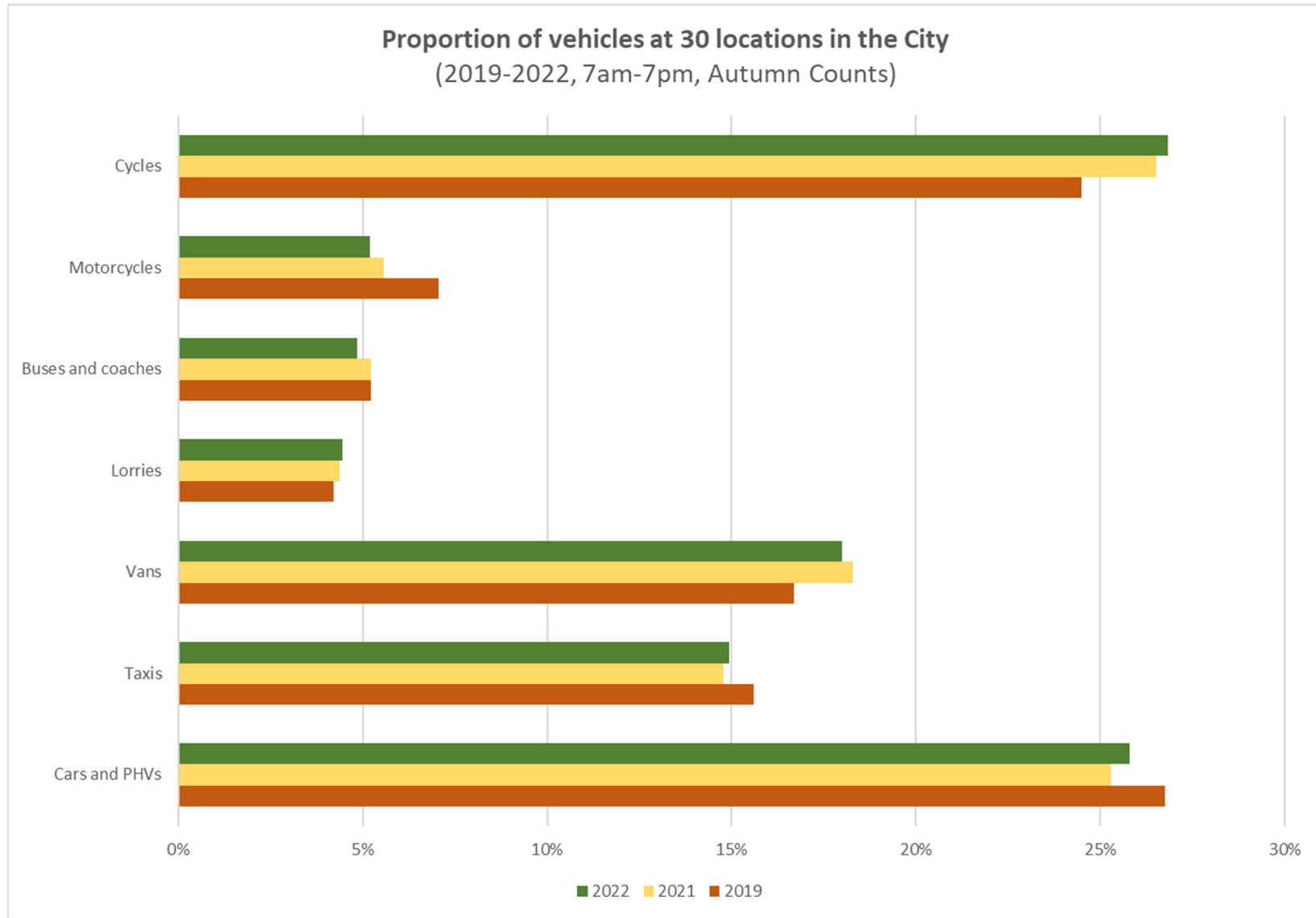


Figure 3 - Proportion of vehicles at 30 locations in the City (2019-2022, 7am-7pm, Autumn Counts)

Percentage change in taxi volumes in the City
(30 locations, 2019-2022, all-day, Autumn counts)

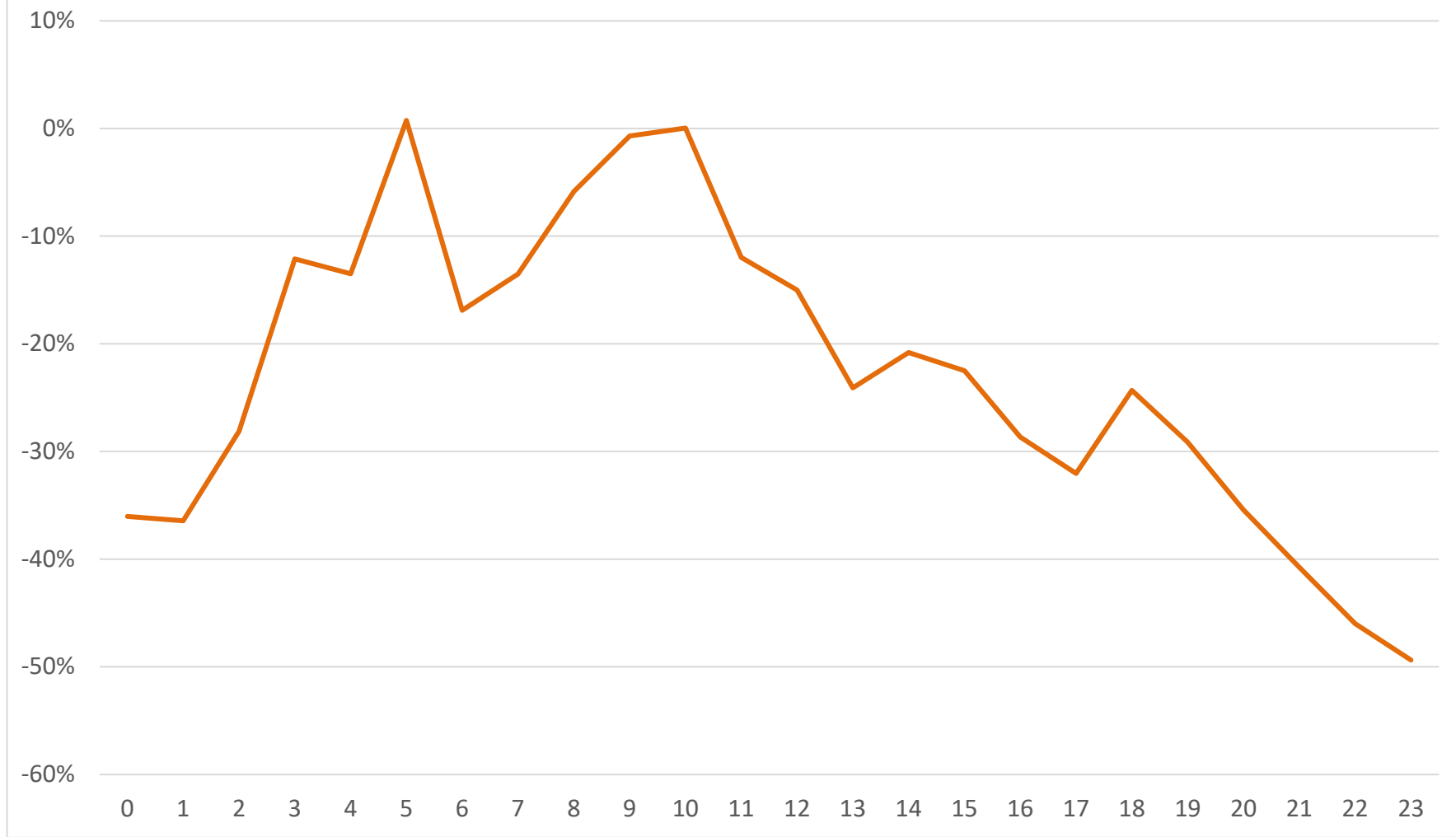


Figure 4 – Percentage change in taxi volumes in the City (30 locations, 2019-2022, all-day, Autumn counts)

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