

PLEASE BRING THIS AGENDA WITH YOU

1

The Lord Mayor will take the Chair at ONE
of the clock in the afternoon precisely.



COMMON COUNCIL

SIR/MADAM,

You are desired to be at a Court of Common Council, at **GUILDHALL**, on
THURSDAY next, the **20th day of June, 2024**.

Members of the public can observe the public part of this meeting by visiting
[The City of London Corporation YouTube Channel](#)

IAN THOMAS CBE,
Town Clerk & Chief Executive.

*Guildhall,
Wednesday 12th June 2024*

Alison Gowman

Emma Edhem

}

Aldermen on the Rota

2

1 **Apologies**

2 **Declarations by Members under the Code of Conduct in respect of any items on the agenda**

3 **Minutes**

To agree the minutes of the meeting of the Court of Common Council held on 23rd May 2024.

For Decision
(Pages 7 - 34)

4 **Mayoral Engagements**

The Right Honourable The Lord Mayor to report on his recent engagements.

5 **Policy Statement**

To receive a statement from the Chairman of the Policy and Resources Committee.

6 **Appointments**

To consider the following appointments:

Where appropriate:-

** denotes a Member standing for re-appointment*

(A) One Member on the **Licensing Committee.**

(No Contest)

Nominations received:-

Joanna Tufuo Abeyie

(B) Two Members on the **Hampstead Heath, Highgate Wood & Queens Park Committee.**

(No Contest)

Nominations received:-

Alderman Alison Gowman

(C) One Member on the **Freedom Applications Sub-Committee**

(No Contest)

Nominations received:-

Deputy Madush Gupta

(D) One Member on the **London Road Safety Council.**

(No Contest)

Nominations received:-

*Alderman Alison Gowman

For Decision

7 Finance Committee

(A) Central London Forward – Pioneer Support

To consider proposals relating to additional grant funding and increase in contract value.

For Decision
(Pages 35 - 38)

(B) Central London Forward – Universal Support

To consider proposals relating to new grant funding for an employment programme.

For Decision
(Pages 39 - 42)

(C) Emergency and Temporary Accommodation Placements

To consider a procurement strategy relating to the provision of emergency and temporary accommodation for homeless households.

For Decision
(Pages 43 - 48)

8 Planning and Transportation Committee

(A) Utility Infrastructure Strategy

To approve the adoption of a new Utility Infrastructure Strategy.

For Decision
(Pages 49 - 78)

(B) Bank Junction Improvements (All Change at Bank)

To consider the review into the traffic mix and timing at Bank Junction.

For Decision
(Pages 79 - 100)

9 Motions

To consider the following Motion:-

(A) By Deputy John Fletcher

“That Munsur Ali be appointed to the Community & Children's Services Committee, in the room of Jason Pritchard, for the Ward of Portsoken.”

10 The Freedom of the City

To consider a circulated list of applications for the Freedom of the City.

For Decision
(Pages 101 - 104)

11 Questions

12 **Ballot Results**

There were no ballots taken at the last Court.

For Information

13 **Legislation**

To receive a report setting out measures introduced into Parliament which may have an effect on the services provided by the City Corporation.

For Information
(Pages 105 - 106)

14 **Resolutions on Retirements, Congratulatory Resolutions, Memorials.**

15 **Awards and Prizes**

16 **Docquets for the Hospital Seal.**

MOTION

17 **By the Chief Commoner**

That the public be excluded from the meeting for the following items of business below on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 and 5 of Part 1 of Schedule 12A of the Local Government Act, 1972; or, they relate to functions of the Court of Common Council that are not subject to the provisions of Part VA and Schedule 12A of the Local Government Act 1972.

For Decision

18 **Non-Public Minutes**

To agree the non-public minutes of the meeting of the Court held on 23rd May 2024.

For Decision
(Pages 107 - 110)

19 **Finance Committee**

To consider proposals relating to a contract award for Corporate Security Services.

For Decision
(Pages 111 - 116)

20 **Policy and Resources Committee**

To consider proposals relating to the London Wall West Development agreement and property acquisition.

For Decision
(Pages 117 - 140)

21 **Comptroller & City Solicitor**

To receive a report of the Comptroller & City Solicitor in his capacity as Monitoring Officer.

For Information
(Pages 141 - 148)

This page is intentionally left blank



MAINELLI, MAYOR

COURT OF COMMON COUNCIL

23rd May 2024
MEMBERS PRESENT

ALDERMEN

Alexander Robertson Martin Barr (Alderman)
Sir Charles Edward Beck Bowman (Alderman)
Professor Emma Edhem (Alderman)
Sir Peter Estlin (Alderman)
Alison Gowman (Alderman)
Prem Goyal OBE (Alderman)
Timothy Russell Hailes (Alderman)

Robert Charles Hughes-Penney (Alderman)
Vincent Keaveny CBE (Alderman)
Alastair John Naisbitt King DL (Alderman)
Dame Susan Langley, DBE (Alderwoman & Sheriff)
Tim Levene (Alderman)
Nicholas Stephen Leland Lyons (Alderman)
The Rt Hon. The Lord Mayor, Alderman
Professor Michael Raymond Mainelli (Alderman)

Christopher Makin (Alderman)
Bronek Masojada (Alderman & Sheriff)
Jennette Rachel Newman (Alderwoman)
Sir Andrew Charles Parnley, (Alderman)
Susan Jane Pearson (Alderwoman)
Simon Pryke (Alderman)
Kawsar Zaman (Alderman)

COMMONERS

Dr Joanna Tufuo Abeyie MBE
George Christopher Abrahams
Munsur Ali
Rehana Banu Ameer, Deputy
Randall Keith Anderson, Deputy
Jamel Banda
Brendan Barns
Matthew Bell
The Honourable Emily Sophia Wedgwood Benn
Nicholas Michael Bensted-Smith JP
Ian Bishop-Laggett
Christopher Paul Boden, Deputy
Keith David Forbes Bottomley, Deputy
Tijs Broeke
Timothy Richard Butcher, Deputy
Henry Nicholas Almroth
Colthurst, Deputy
Aaron Anthony Jose Hasan
D'Souza
Simon Duckworth, Deputy OBE
DL
Chief Commoner Peter Gerard Dunphy, Deputy

Mary Durcan JP
John Ernest Edwards, Deputy
Helen Lesley Fentimen OBE JP
John William Fletcher, Deputy
John Foley
Dawn Frampton
Marianne Bernadette Fredericks, Deputy
Steve Goodman OBE
John Griffiths
Jason Groves
Madush Gupta, Deputy
Caroline Wilma Haines
Christopher Michael Hayward, Deputy
Jaspreet Hodgson
Ann Holmes, Deputy
Michael Hudson
Wendy Hyde
Henry Llewellyn Michael Jones
MBE
Shravan Jashvantrai Joshi, Deputy MBE

Elizabeth Anne King, Deputy
BEM JP
Gregory Alfred Lawrence
Frances Leach
Natasha Maria Cabrera Lloyd-Owen
Charles Edward Lord, OBE JP, Deputy
Paul Nicholas Martinelli, Deputy
Andrew Paul Mayer
Catherine McGuinness CBE
Timothy James McNally
Wendy Mead OBE
Brian Desmond Francis Mooney, Deputy BEM
Alastair Michael Moss, Deputy
Benjamin Daniel Murphy
Deborah Oliver TD
Suzanne Ornsby KC
Graham Packham
Judith Pleasance
James Henry George Pollard, Deputy
Henrika Johanna Sofia Priest

Nighat Qureishi, Deputy
David Sales
Ian Christopher Norman Seaton MBE
Oliver Sells KC
Dr Giles Robert Evelyn Shilson, Deputy
Paul Singh
Naresh Hari Sonpar
James St John Davis
Mandeep Thandi
James Michael Douglas
Thomson, Deputy
Luis Felipe Tilleria
William Upton KC
Jacqueline Roberts Webster
Mark Raymond Peter Henry
Delano Wheatley
Ceri Wilkins
Philip Woodhouse
Irem Yerdelen

1. Apologies The apologies of those Members unable to attend this meeting of the Court were noted.
2. Declarations There were none.

3. Minutes *Resolved* - That the Minutes of the last Court are correctly recorded.
4. Mayoral Engagements The Lord Mayor provided the Court with an update on his recent engagements, including trips to Saudi Arabia and the United Arab Emirates, the visit of the King of Lesotho and the Easter Banquet.
5. Policy Statement The Chairman of the Policy and Resources Committee took the opportunity to make a statement, reflecting on the City Corporation's achievements over the previous civic year and looking forward to the challenges and opportunities for the upcoming year.
6. Appointments The Court proceeded to consider the following appointments
** Denotes a Member standing for re-appointment by the Court of Common Council.*
- (A) **Freedom Applications Sub (Policy and Resources) Committee** (Two vacancies)
- (No contest)
Nominations received-
 *Dominic Christian
- Read.
- Whereupon the Lord Mayor declared Dominic Christian to be appointed to the Freedom Applications Sub (Policy and Resources) Committee.
- (B) **Committee of Aldermanic Almoners, Common Council Governors and Donation Governors of Christ's Hospital** (Four Members)
- (No contest)
Nominations received-
 *Deputy Giles Shilson
- Read.
- Whereupon the Lord Mayor declared Deputy Giles Shilson to be appointed to the Committee of Aldermanic Almoners, Common Council Governors and Donation Governors of Christ's Hospital.

7. **POLICY AND RESOURCES COMMITTEE**

(Deputy Christopher Michael Hayward)

9 May 2024

(A) City of London Corporation: Small and Medium Enterprise (SME) Strategy
 The Court considered a report of the Policy and Resources Committee concerning proposals for the adoption of a Small and Medium Enterprise Strategy.

The Chairman introduced the report and outlined the ambitions of the Small and Medium Enterprise (SME) Strategy.

In the ensuing debate, a number of Members spoke in support of the proposals, remarking on the extensive consultation and work that had gone into its drafting. Members also sought assurance that there would be an ambitious marketing and communications plan to support the Strategy, and asked the Chairman to consider how start-ups and smaller SMEs operating from serviced offices could be reached for the City Occupiers database.

Closing the debate, the Chairman took the opportunity to thank Paul Singh, for his work in developing the strategy as Lead Member for Small and Medium Enterprises. He also thanked all officers who had been involved in the generation of the Strategy. Addressing the comments made by Members, he agreed that a marketing strategy would need to be developed once the SME Strategy had been approved. He also agreed that there was further work to do in accessing SMEs operating from serviced offices, and noted that the City Corporation's Community Engagement team was expanding its resource.

Resolved – That the Court approves the Small and Medium Enterprise Strategy.

11 April 2024

(B) Destination City Governance

The Court considered a report of the Policy and Resources Committee the governance of the Destination City Programme.

The Chairman introduced the report, noting that it sought approval for one of the recommendations from the Paul Martin review to provide clarity over the governance of the Destination City Programme.

A Member, also the Deputy Chair of the Culture, Heritage and Libraries Committee, welcomed the outcome of the review and the renewed mandate and additional officer resources which were to be invested in that Committee. They felt this would allow the Committee to lead and be accountable for the cultural strategy which was a cornerstone of Destination City. They noted that the report only addressed one of the two recommendations related to governance from the Martin Review and therefore asked the Chairman of the Policy and Resources Committee for assurance that that the work on the establishment of a cross-cutting Partnership Board, would not be ignored.

A Member expressed their concerns about the accretion of power to the Policy and Resources Committee alongside an erosion of outward authority to private partners. They felt that the recommendations caused an imbalance in governance and took the Culture, Heritage and Libraries Committee to be under the Policy and Resources Committee. A Member, also the Chair of the Culture, Heritage and Libraries Committee, stated that their Committee was working in partnership with Policy and Resources on Destination City, and culture would be a fundamental part of it.

A Member warned that the Destination City Programme had originally been designed to help increase footfall in the City to support food and beverage

industries, but felt it was now being hijacked by a cultural agenda. They asked that it be remembered that areas beyond be culture be included in Destination City.

Other matters raised included how the City Corporation could be flexible when it came to supporting cultural events and whether there was an update on the appointment of a lead officer for culture.

In response, the Chairman of the Policy and Resources Committee said that all recommendations from the Martin Review would be implemented. He agreed that the City Corporation needed to be flexible in seeking opportunities for events. The Martin Review had shown that the City Corporation should work with outside expertise, which strengthen the case for a cross-cutting Partnership Board. The Town Clerk was looking to make the appointment of a cultural lead officer. The Chairman rejected the comments about the accretion of power by the Policy and Resources Committee. He reminded members that decision-making power at the City Corporation was exercised through Committees. The partnerships with the private sector were there to help provide outside expertise.

Resolved – That the Court agrees to align accountability for the refreshed Destination City Programme to the Policy & Resources Committee while noting that accountability for the Culture Strategy remains with the Culture, Heritage & Libraries Committee.

8. CORPORATE SERVICES COMMITTEE

(Deputy Alastair Michael Moss)

10 April 2024

Member-led Recruitment Procedures

The Court considered a report of the Corporate Services Committee relating to procedures for Member-led recruitment.

The Chairman introduced the report, explaining that the Member-led recruitment procedures had not kept up to date with the City Corporation's recruitment needs since their last adjustment in 2021, reflecting on the recruitment of the Chief People Officer and the new People Strategy.

The Chairman also informed the Court of an amendment he wished to move which would allow the various Natural Environment Committees to have a greater say in the appointment of the Executive Director, Environment.

Amendment - To amend the recommendation as follows:

"That Members:

- agree the updated Member-Led Recruitment Procedure and Table of Roles, as detailed in Appendix 1, subject to the following amendments:;
 - a) Page 80, paragraph 12, to read "Recruitment for Member-led roles should be led by a the Chair to be agreed by the Panel (as described in the 'Voting Final Interview Panel Members' section of the Procedure) ~~the~~

Moss, A.,
Deputy;
Hayward, C.,
Deputy

~~Employing Committee first mentioned listed in Annex 1”.~~

- b) Page 81, the sixth bullet (in relation to appointments with more than one Employing Committee), to read “The Chair will be determined by the Panel ~~the Chair of the first mentioned Employing Committee as outlined on Annex 1.~~”
 - c) Page 82, paragraph 21, to read “In the case of a re-evaluated roles with an existing incumbent (e.g. when responsibilities have significantly increased and the role has been evaluated at a higher grade and salary), then placement of the incumbent into the re-evaluated role may be made directly with agreement by the first mentioned Chair(s) of the Employing Committee(s), the Chair of Policy and Resources Committee, the Chair of Corporate Services Committee, the Town Clerk & Chief Executive and the Chief People Officer. While this situation sits outside recruitment explicitly, it is relevant in relation to the grade and salary notes contained in Annex 2.”
 - d) The Employing Committees listed against the Executive Director of Environment (page 89) be revised to include Natural Environment Board, West Ham Park Committee, Hampstead Heath, Highgate Wood and Queens Park Committee and the Epping Forest and Commons Committee.
- ~~Note that further consideration is to be given to Environment Department appointments; and~~
 - ~~Agree to authorise your Policy and Resources Committee and Corporate Services Committee to determine the final Panel arrangements for the relevant Environment Department officer appointments.”~~

A Member, also the Chair of the City Bridge Foundation (CBF) Board, raised concerns about the consultation with CBF in the generation of the proposals. He noted the legal duty of the Board to act in the best interests of the charity and observed a possible conflict in the proposed panel make-up for the recruitment of the Managing Director of the Board. The Member felt that the Chairman of Policy and Resources Committee’s presence on the panel might be a breach of the charities’ conflict of interest policy. In the interest of avoiding a further amendment, assurance was sought from the Chairman of the Policy and Resources Committee that they would elect not serve on the recruiting panel as and when a new Managing Director of the Foundation was recruited.

The Chairman of Policy and Resources spoke to share these concerns, and expressed regret for any oversights in consultation. He provided his assurance that he would recuse himself from any panel considering the appointment of the Managing Director of CBF.

A Member asked for clarification on the position of whether the serving Chair of Policy and Resources Committee could also sit on the CBF Board. It was agreed that this would be clarified by correspondence following the meeting.

Closing the debate, the Chair of the Corporate Services Committee said that the recommendations offered flexibility for the panels to deal with recruitment in an

agile way to help the City Corporation attract the best talent in a competitive market.

Resolved - that Members:

- Agree the updated Member-Led Recruitment Procedure and Table of Roles, as detailed in Appendix 1 subject to the following amendments:
 - a) Page 80, paragraph 12, to read “Recruitment for Member-led roles should be led by a Chair to be agreed by the Panel (as described in the ‘Voting Final Interview Panel Members’ section of the Procedure).
 - b) Page 81, the sixth bullet (in relation to appointments with more than one Employing Committee), to read “The Chair will be determined by the Panel.
 - c) Page 82, paragraph 21, to read “In the case of a re-evaluated roles with an existing incumbent (e.g. when responsibilities have significantly increased and the role has been evaluated at a higher grade and salary), then placement of the incumbent into the re-evaluated role may be made directly with agreement by the ~~first mentioned~~ Chair(s) of the Employing Committee(s), the Chair of Policy and Resources Committee, the Chair of Corporate Services Committee, the Town Clerk & Chief Executive and the Chief People Officer. While this situation sits outside recruitment explicitly, it is relevant in relation to the grade and salary notes contained in Annex 2.”
 - d) The Employing Committees listed against the Executive Director of Environment (page 89) be revised to include Natural Environment Board, West Ham Park Committee, Hampstead Heath, Highgate Wood and Queens Park Committee and the Epping Forest and Commons Committee.

9. **CIVIC AFFAIRS SUB-COMMITTEE**

(Tom Sleigh)

22 April 2024

Applications for Hospitality

The Court considered a report of the Civic Affairs Sub-Committee concerning applications for the provision of hospitality by the City of London Corporation to mark the Holocaust Memorial Day Ceremony and Reception, the 100th Anniversary of the Pikemen and Musketeers and the 100th Anniversary of the Privileged Regiment status being granted to the Royal Regiment of Fusiliers.

Resolved - That the Court of Common Council approves that hospitality application within this report be granted, and that arrangements are made under the auspices of the Policy and Resources Committee for the Holocaust Memorial Day Ceremony and Reception, and under the auspices of the Civic Affairs Sub-Committee for the remaining events; the costs to be met from City’s Cash within approved parameters

10. Resolutions of the Annual Wardmotes were considered as follows:-

Ward of Aldersgate – 20th March 2024

- (i) “This Wardmote resolves to request the Corporation of the City of London to fully implement its Considerate Lighting Charter in the Barbican+Golden Lane Neighbourhood immediately by:
- i) measuring the baseline levels of pollution from artificial light at night in Aldersgate and Cripplegate;
 - ii) setting a target for reducing such light pollution within 12 months; and
- adequately resourcing and running a pilot project, with community involvement, to achieve the target.”
- (ii) “That the City of London supports a group of Common Councillors, City of London Officers, Anchor Management and Tudor Rose Court Residents’ Association Officers to call to account the management of Tudor Rose Court, the only residential facility for elderly people in the City”

Resolved – That both resolutions be referred to the Planning & Transportation Committee for consideration and any necessary action.

Ward of Bassishaw – 21st March 2024

“That the Corporation of London be asked to urgently expedite the review of restrictions at Bank Junction and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

Ward of Candlewick – 21st March 2024

“Since the introduction of restrictions on Black Cabs across Bank Junction, both businesses and residents have suffered, most especially those who are less physically able and visitors who travel into the City from one of the London airports. We therefore resolve that the Corporation of London be asked to urgently expedite the review of these restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

Ward of Cordwainer – 21st March 2024

“That the Corporation of London be asked to urgently expedite the review of Bank Junction restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

Ward of Cripplegate – 2nd November 2023 and 20th March 2024

(i) “This Wardmote respectfully requests that the Corporation of London acknowledges the important role of the Barbican & Golden Lane Neighbourhood Forum in local plan-making and policy development by:

a) Reflecting that role within the Corporation's ‘Statement of Community Involvement’.

b) Reflecting that role within the text of the City Plan 2040, placing the Forum on a par with the non-statutory Business Improvement Districts in the City.

The Barbican & Golden Lane Neighbourhood Forum, under the Localism Act 2011, has statutory standing as a consultee in City planning policy and development control from the date of designation by the City, and not from the date of the Neighbourhood Plan. The City owes the Forum a statutory duty of cooperation from that same date.”

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

(ii) “The Wardmote resolves that officers investigate the reasons for delays incurred since the planning for Crescent House was granted in December 2023 and from that report to produce a critical path programme for delivery, to be shared with residents no later than July 2024, such programme to encompass all the milestones for internal approval processes, design and anticipated construction timetabling both for Crescent House and the entire Golden Lane Estate”.

Resolved – That the resolution be referred to the Community & Children’s Services Committee for consideration and any necessary action.

(iii) “The Wardmote resolves that the Landlord, Planners, Surveyors and other relevant City departments urgently seek agreement and funding for the parade of shops under Crescent House on Golden Lane Estate to remove external shutters which attract graffiti and prepare a programme of restoration of the street shop fronts and rear arcade, to enhance the attraction of the arcade in order that businesses can flourish as an important local amenity”.

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

(iv) The Wardmote resolves to request the Corporation of the City of London to fully implement its Considerate Lighting Charter in the Ward and surrounding neighbourhood by :-

(i) Measuring the baseline levels of pollution from artificial light at night in Aldersgate and Cripplegate; and

(ii) To set a target for reducing such light pollution within 12 months; and

(iii) To adequately resource and run a pilot project, with community

involvement, to achieve the target”.

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

- (v) “The Wardmote resolves to request the Corporation of London to immediately apply the abatement of 27% of structural repairs as set out in the Leases of Crescent House; or in the absence of this, to provide full reasons why this should not be done”.

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

- (vi) “The Wardmote resolves to call upon City Corporation to provide an adequate number of constantly available public toilets to satisfy both the existing need and the ambition of Destination City”.

Resolved – That the resolution be referred to the Port Health and Environmental Services Committee for consideration and any necessary action.

Ward of Langbourn – 20th March 2024

- (i) “The Ward of Langbourn has become increasingly concerned about the lack of action by the City of London Corporation in adopting a sustainable strategy for Leadenhall Market, which will enable the Market and its tenants to flourish in the future. It is hereby resolved by this Wardmote to request the City of London Corporation:
- i) To review the options to establish a more appropriate management and ownership structure for this iconic asset and make a decision as to future strategy no later than May 2024.
 - ii) To establish an action plan and timetable for implementation by September 2024”.

Resolved – That the resolution be referred to the Investment Committee for consideration and any necessary action.

- (ii) “That the Corporation of London be asked to urgently expedite the review of the Bank Junction restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

Ward of Lime Street – 20th March 2024

- (i) “The Lime Street Wardmote resolved that:
- 1) City of London Corporation be asked to review the options to establish a more appropriate management and ownership structure for Leadenhall

Market and the Monument and make a decision as to future strategy as soon as it is possible and by no later than May 2024 and;

- 2) To establish an action plan and timetable for implementation by September 2024.

Such an action plan should also consider potential involvement of ECBid and also inclusion of the Monument in its considerations”.

Resolved – That the resolution be referred to the Investment Committee for consideration and any necessary action.

- (ii) “The City of London Corporation be asked to expedite the review these restrictions and that Licenced “Black Cabs” access to bank junction be restored 24/7 and 365 days of the year”.

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

Ward of Portsoken – 20th March 2023

- (i) “We welcome the consideration given by the City of London Corporation’s Licensing Committee and Port Health and Environmental Services Committee to the issue of anti-social behaviour in Portsoken associated with the night-time economy, and further encourage the relevant Committee to consider the installation of pop-up public conveniences at night-time economy hotspots in the City to address the common issue of street urination”.

Resolved – That the resolution be referred to the Licensing Committee and the Port Health and Environmental Services Committee for consideration and any necessary action.

- (ii) “We request that the City of London Corporation commit to a thorough independent review of estate management on the Middlesex Street Estate given the lack of progress on various longstanding issues and projects within the Estate”

Resolved – That the resolution be referred to the Community & Children’s Services Committee for consideration and any necessary action.

- (iii) “That the relevant Committee consider whether current tenants of the City of London Corporation have the same options as leaseholders with regards to installation of sprinklers, and where a current tenant opted out then sprinklers be installed on a change of tenant”.

Resolved – That the resolution be referred to the Community & Children’s Services Committee for consideration and any necessary action

- (iv) “That the relevant Committee and/or Department of the City of London

Corporation investigate whether there was a statutory nuisance or health and safety hazard under the Housing Health and Safety Rating System in the Mansell Street Estate with regard to pest infestation, and any necessary steps taken to resolve any nuisance identified”.

Resolved – That the resolution be referred to the Community and Children’s Services Committee and the Port Health and Environmental Services Committees for consideration and any necessary action.

Ward of Tower – 20th March 2024

- (i) “That the City Corporation be urged to recommend changes to the proposed City Plan 2040 before its submission to the Secretary of State to ensure that the area bounded by Minories, Aldgate High Street, Jewry Street, Crutched Friars, Coopers Row and the City’s southern boundary continues to be designated as an area for office-led development”

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

- (ii) “This Wardmote resolves that the City Corporation be asked diligently to expedite its review of the traffic arrangements at Bank.”

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

Ward of Walbrook – 20th March 2024

“That the Corporation of London be asked to urgently expedite the review of these restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

Resolved – That the resolution be referred to the Planning & Transportation Committee for consideration and any necessary action.

A Member, a Deputy for the Ward of Farringdon Without, noted that the Resolutions from their own Wardmote had not been included. They acknowledged that it was in the same terms as others captured, and rather than posing an amendment, advised that they would seek clarification as to why it had not been included outside of the meeting.

11. Motions
Joshi, S.,
Deputy;
Packham, G.

By Deputy Shравan Joshi

Motion - “That this Court of Common Council of the City of London Corporation commits to tackling the growing issue of inappropriately parked and obstructive dockless bikes within the City of London, while continuing to call for stronger legislation from national government. It resolves that, in the absence of the additional powers granted by central legislation on micromobility that are needed, the Court calls on operators to comply with our requirements and manage their fleets in line with available parking capacity and to prevent obstructions.

Furthermore, that the City Corporation urgently explores additional options to tackle the challenge such as enhanced fining zones and additional parking bays.

The Court further resolves that it supports the work of the Greater London Authority and Transport for London approach and commits to joining a future pan-London non-docked micromobility contract that aims for a legally binding contract with clear rules and expectations and centralised capacity to manage the contract and measure performance through TfL and London Councils.”

Deputy Shравan Joshi informed the Court that he was proposing the motion after gaining a better understanding of the situation that the Square Mile was facing with dockless bikes (or “e-bikes”). He had conferred with officers, met with dockless bike operators and discussed the issue with London Councils.

Deputy Joshi outlined the usage figures of the two main e-bike providers (Lime and Forest). Tens of thousands of journeys were made on dockless bikes within the Square Mile each month, and their popularity continued to grow.

Deputy Joshi regretted that dockless bikes were often not parked correctly, which causes risks and safety threats. From the outset of the introduction of e-bikes in the Square Mile, the City Corporation had sought to address this issue of by requiring the bikes to be parked in designated bays. There was, however, an increasing shortage of available spaces on the City’s streets, and so officers had asked dockless bike operators to manage capacity and ensure that bikes were appropriately parked or removed.

Officers had been in continuous conversation with service operators, but without proper legislation, companies could not be sanctioned. Meetings had been arranged with the two largest operators, and assurances had been given that they would do more.

It was clear that issues raised were shared among many other inner-London boroughs. A pan-London contract would go a long way towards holding the operators to account. The Planning and Transportation Committee had recently approved its intent to sign up to such a contract. The details were still confidential while further support was fostered, but the terms of the contract would be presented to Members for consideration. In the absence of legislation from central government, the wording of the motion before Members this day, had been agreed with the City Remembrancer so the City could push for better regulation of the bikes. It was expected that a report would soon be submitted to the Streets and Walkways Sub-Committee to explore where additional cycle bays could be added to meet demand.

Graham Packham seconded the motion, noting that while the rental e-bike scheme had had a positive impact in providing a solution to pollution in the City, he agreed that the parking of the bikes was posing an increasingly serious problem. Poorly-parked bikes created a hazard to mobility-impaired pedestrians and other users such as people with small children and buggies. Efforts to engage with the operators had not proved successful. The City Corporation had no powers to directly manage or regulate dockless bikes, and there was little sign that the

government would introduce legislation to grant these powers. Mr Packham said that progress required three things to happen: the City Corporation's highway officers must work with the operators to identify additional suitable bike parking locations; the operators needed to crack down on users who flouted the rules and parked in inconsiderate locations; and primary legislation. The pan-London contract would not be in force immediately and would not completely solve the problem. It was important to take action to make progress in the meantime. Mr Packham said that the Streets and Walkways Sub-Committee would prioritise increasing parking provision, and vigorously challenge operators to provide tangible proof that they would impose penalties and bans on repeat offenders.

During the ensuing debate, several Members spoke in support of the motion. They agreed with the concerns about the usage of e-bikes in the Square Mile, and also referred to behaviour by cyclists more generally, including delivery bikes parked outside restaurant/takeaway venues. It was suggested that any moves to change primary legislation could include bringing certain offences by cyclists into the Road Traffic Act. A Member said that it was important to consider what mechanisms could be used, including fines for incorrect parking and rewards when users parked bikes correctly. It was also suggested that traditional, non-electronic bikes should be encouraged.

The pan-London dialogue was welcomed as an effective way of gaining the attention of central government.

A Member sought clarification on the governance behind the motion coming directly before the Court rather than via the relevant Committee(s).

A Member noted the point that e-bikes were used for convenience, and their usage might indicate wider issues with accessing public transport. They warned of the potential contradiction between encouraging people to come to the City, but also complaining about a popular method for travelling to it.

Deputy Joshi closed the debate and addressed the points raised by Members. A London-wide approach was required to tackle the issue as the nature of usage meant that a ban within the Square Mile alone would not work. The motion had been introduced by individual Members, and any future necessary decisions would return to the Court through the relevant Committees. He felt that the Motion before the Court was appropriately focused on the issue of inappropriately parked dockless bikes, rather than on the behaviour of cyclists more widely. He agreed there needed to be more use of penalties and bans to encourage users in parking habits however, he expressed caution as a neighbouring borough had been invoiced following its attempts to impound bikes. The City Corporation was promoting active travel and would work with all modes of transport. The motion was not aimed at discouraging cyclists, but at operators to ensure responsible operation of e-bikes across London.

Resolved unanimously – That this Court of Common Council of the City of London Corporation commits to tackling the growing issue of inappropriately parked and obstructive dockless bikes within the City of London, while continuing to call for stronger legislation from national government. It resolves that, in the absence of the

additional powers granted by central legislation on micromobility that are needed, the Court calls on operators to comply with our requirements and manage their fleets in line with available parking capacity and to prevent obstructions. Furthermore, that the City Corporation urgently explores additional options to tackle the challenge such as enhanced fining zones and additional parking bays.

The Court further resolves that it supports the work of the Greater London Authority and Transport for London approach and commits to joining a future pan-London non-docked micromobility contract that aims for a legally binding contract with clear rules and expectations and centralised capacity to manage the contract and measure performance through TfL and London Councils.

12. Freedoms The Chamberlain, in pursuance of the Order of this Court, presented a list of the under-mentioned persons, who had made applications to be admitted to the Freedom of the City by Redemption.

<p>Nathaniel Stewart Agnew <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>Damon Anqi Aitken <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>Reena Anand <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>a Consultancy Director and Founder <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>Pinner, Middlesex</p>
<p>Julian Hoffmann Anton <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>a Data Visualisation Designer <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>Forest Hill, London</p>
<p>Dr Pankaj Kumar Arora <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>A City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>Anwesh Banerjee <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>A City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>David Olufemi Oluyemi Babatunde Bankole <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>A City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>Alexander Hugh McCormack Begbie, CBE <i>Deputy Christopher Michael Hayward</i> <i>Deputy Keith David Forbes Bottomley</i></p>	<p>a Financial Services Organisation Chief Executive <i>Citizen and Pattenmaker</i> <i>Citizen and Pattenmaker</i></p>	<p>Edinburgh, Scotland</p>

Mario Claudio Beneventi	a City of London Guide	Royal Tunbridge Wells, Kent
<i>Guy Fairbank</i>	<i>Citizen and Vintner</i>	
<i>David Harry</i>	<i>Citizen and Stationer & Newspaper Maker</i>	
Simon Day-Lewis Bentley	a Bank Group Relationship Director	Tonbridge, Kent
<i>Major Anthony Hugh Samuel Gabb, TD</i>	<i>Citizen and Wax Chandler</i>	
<i>David Anthony Bickmore</i>	<i>Citizen and Wax Chandler</i>	
Professor Amanda Jayne Broderick Kilminster	a University Vice Chancellor	Staffordshire
<i>The Rt. Hon The Lord Mayor</i>	<i>Citizen and World Trader</i>	
<i>Ald. Alastair John Naisbitt King, DL</i>	<i>Citizen and Blacksmith</i>	
Josette Vinella Xamina Bushell-Mingo, OBE	a Speech and Drama School Principal	Upper Holloway, London
<i>The Rt. Hon The Lord Mayor</i>	<i>Citizen and World Trader</i>	
<i>Ald. Alastair John Naisbitt King, DL</i>	<i>Citizen and Blacksmith</i>	
Lindsey Michelle Condron	a Chief of Operations	Beckenham, Kent
<i>The Rt. Hon The Lord Mayor</i>	<i>Citizen and World Trader</i>	
<i>Ald. Alastair John Naisbitt King, DL</i>	<i>Citizen and Blacksmith</i>	
William Anthony Marcus Carmody Cooper	a Solicitor	Hertfordshire
<i>Major Anthony Hugh Samuel Gabb, TD</i>	<i>Citizen and Wax Chandler</i>	
<i>David Anthony Bickmore</i>	<i>Citizen and Wax Chandler</i>	
Professor Frances Marie Corner, OBE	Warden of Goldsmiths	Oxfordshire
<i>The Rt. Hon The Lord Mayor</i>	<i>Citizen and World Trader</i>	
<i>Ald. Alastair John Naisbitt King, DL</i>	<i>Citizen and Blacksmith</i>	
Adrito Prottush Abir Das	a City Scholar	Bloomsbury, London
<i>The Rt. Hon The Lord Mayor</i>	<i>Citizen and World Trader</i>	
<i>Deputy Christopher Michael Hayward</i>	<i>Citizen and Pattenmaker</i>	
Ankur Desval Fehrani	a City Scholar	Bloomsbury, London
<i>The Rt. Hon The Lord Mayor</i>	<i>Citizen and World Trader</i>	
<i>Deputy Christopher Michael Hayward</i>	<i>Citizen and Pattenmaker</i>	
Alden James Neuman Eakins	a City Scholar	Bloomsbury, London
<i>The Rt. Hon The Lord Mayor</i>	<i>Citizen and World Trader</i>	
<i>Deputy Christopher Michael Hayward</i>	<i>Citizen and Pattenmaker</i>	
Abdolkarim Fatehi, MBE	a Chamber of Commerce Chief Executive	Purley, Surrey
<i>Ald. Prem Babu Goyal, OBE</i>	<i>Citizen and Goldsmith</i>	
<i>Deputy Rehana Banu Ameer</i>	<i>Citizen and Common Councillor</i>	
Professor Carina Jacqueline Fearnley	a Communication Professor	Watford, Hertfordshire
<i>The Rt. Hon The Lord Mayor</i>	<i>Citizen and World Trader</i>	
<i>Ald. Alastair John Naisbitt King, DL</i>	<i>Citizen and Blacksmith</i>	

<p>Vanessa Fernandes</p> <p><i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>a Beauty and Aesthetics Company Managing Director</p> <p><i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>Colindale, London</p>
<p>Matan Flum</p> <p><i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>A City Scholar</p> <p><i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>Professor Enrique Balbas Gaztanaga</p> <p><i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>an Astrophysics Professor</p> <p><i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>Portsmouth, Hampshire</p>
<p>Andrew Stanley Goldsmith</p> <p><i>Major Anthony Hugh Samuel Gabb, TD</i> <i>David Anthony Bickmore</i></p>	<p>a Lawyer</p> <p><i>Citizen and Wax Chandler</i> <i>Citizen and Wax Chandler</i></p>	<p>Greenwich, London</p>
<p>Professor Martin John Graves</p> <p><i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>a Magnetic Physics Professor</p> <p><i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>Cambridgeshire</p>
<p>Angela Diana Greaves</p> <p><i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>a Radio Presenter</p> <p><i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>Uxbridge, London</p>
<p>Dr Ta-Wei Guu</p> <p><i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>a City Scholar</p> <p><i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>Professor Jane Harrington</p> <p><i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>a Vice Chancellor</p> <p><i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>Greenwich, London</p>
<p>Sir Lenworth George Henry, CBE</p> <p><i>The Rt. Hon The Lord Mayor</i> <i>Munsur Ali, CC</i></p>	<p>an Actor, Comedian, Writer and Philanthropist</p> <p><i>Citizen and World Trader</i> <i>Citizen and Common Councillor</i></p>	<p>Berkshire</p>
<p>Professor Jennifer Mary Higham</p> <p><i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>a University Vice Chancellor</p> <p><i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>Clerkenwell, London</p>
<p>John Bernard Holliday</p> <p><i>Vincent Dignam</i> <i>John Paul Tobin</i></p>	<p>a Construction Company Consultancy Director</p> <p><i>Citizen and Carman</i> <i>Citizen and Carman</i></p>	<p>Molesey, Surrey</p>
<p>Ahamed Dowshan Humzah</p> <p><i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>a Portfolio Director</p> <p><i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>Sydenham, London</p>

Pamoda Malshani Jayaweera <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	A City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Trevor Junior Lee Johnson <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Head of Business Marketing <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Brixton, London
Beatriz Kira <i>George Christopher Abrahams, CC</i> <i>Gregory Alfred Lawrence, CC</i>	a University Lecturer <i>Citizen and Butcher</i> <i>Citizen and Butcher</i>	City of London
Sofiia Kostytska <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	A City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Stephen Robert Hung Ying Lam <i>Gerald Michael Edwards</i> <i>Martin Victor Edwards</i>	an Airline Pilot <i>Citizen and Fruiterer</i> <i>Citizen and International Banker</i>	St Peters, South Australia, Australia
Anna Hope Landre <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Samuel Zhe Feng Lee <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Peter Loftus <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	an Engineering Consultancy Business Director <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Derby, Derbyshire
Robert Roman Lorenz <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Clinic President and Surgeon <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Westminster, London
Roger Price Marvin <i>Major Anthony Hugh Samuel Gabb, TD</i> <i>David Anthony Bickmore</i>	a Mortgage Broker <i>Citizen and Wax Chandler</i> <i>Citizen and Wax Chandler</i>	Homerton, London
Vivek Menon <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Wildlife Conservation Executive Director <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Delhi, India
Mallin Michael Moolman <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London

Ravendra Naidoo <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Lakshmi Narayanan <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Robert Charles Hughes-Penney</i>	a Businessman <i>Citizen and World Trader</i> <i>Citizen and Haberdasher</i>	Frisco, Texas, United States of America
Ramata N'Diaye <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Julius Peter Ocen <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Professor Alexandra Olaya Castro <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Professor of Physics <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Wimbledon, London
Cristina Orrego Gómez <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	A City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Paraskevi Paxinos <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Women's Business Network Chief Executive <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Maida Hill, London
Charles William Davidson Peattie, MBE <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Cartoonist <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Kilburn, London
Lady Mary Elizabeth Peters, LG CH DBE <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Sir William Anthony Bowater Russell</i>	an Athlete and Philanthropist <i>Citizen and World Trader</i> <i>Citizen and Haberdasher</i>	Belfast, Northern Ireland
Susan Petty <i>Henry Charles Walter Price</i> <i>Dominic Charles Huw Price</i>	a Business Improvement District Executive Director <i>Citizen and Scientific Instrument Maker</i> <i>Citizen and Carman</i>	Bexley
Bhola Vernon Andrew Courtney Ponan <i>His Honour Judge Mark Lucraft</i> <i>His Honour Judge Richard Marks</i>	an Old Bailey Clerk <i>Citizen and Founder</i> <i>Citizen and Cook</i>	Mitcham, Surrey
Thomas Bartholomew Powles <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Professor of Oncology <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Victoria, London

Andrew James Ranson, VR DL <i>Major Anthony Hugh Samuel Gabb, TD</i> <i>David Anthony Bickmore</i>	a Civil Servant <i>Citizen and Wax Chandler</i> <i>Citizen and Wax Chandler</i>	Surbiton, Surrey
Paul Daryl Richardson <i>Colin Roger Titmus</i> <i>Keith Richard Stevens</i>	a Commercial Director <i>Citizen and Air Pilot</i> <i>Citizen and Management Consultant</i>	Hertfordshire
Emma Rousell <i>Ald. Nicholas Stephen Leland Lyons</i> <i>Felicity Ruth Lyons</i>	a Yeoman Warder <i>Citizen and Merchant Taylor</i> <i>Citizen and Musician</i>	Tower Hamlets, London
Paulette Dawn Simpson, CBE <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Banker <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Wembley, Middlesex
Edward Rupert Loben Slade <i>Major Anthony Hugh Samuel Gabb, TD</i> <i>David Anthony Bickmore</i>	a Civil Servant <i>Citizen and Wax Chandler</i> <i>Citizen and Wax Chandler</i>	Fulham, London
Professor Sir David John Spiegelhalter <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a University Professor <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Cambridge, Cambridgeshire
Varun Srivatsan <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Professor Karen Penelope Steel <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a University Professor <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Essex
Wilson Alexander Symons <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Ilsa Tariq <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i>	a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i>	Bloomsbury, London
Russell Philip Taylor, MBE <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Cartoonist and Journalist <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Hornsey, London
Jiyoung Alexandra Ueno-Park <i>The Rt. Hon The Lord Mayor</i> <i>Elisabeth Mainelli</i>	a Solicitor <i>Citizen and World Trader</i> <i>Citizen and Mason</i>	Marylebone, London
Professor Jonathan Andrew Vaughan <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Music and Drama School Principal <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Wiltshire

<p>Th Hon. Alice Louise Walpole OBE <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>a College Director <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>Professor Sally Elizabeth Wheeler, OBE <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>a Vice Chancellor <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>West Ealing, London</p>
<p>Professor Randall Shanley Whittaker <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i></p>	<p>a Drama School Principal and Chief Executive <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i></p>	<p>Bexley</p>
<p>Guy Alexander Wynne-Jones <i>Major Anthony Hugh Samuel Gabb, TD</i> <i>David Anthony Bickmore</i></p>	<p>a Consultant Neurosurgeon <i>Citizen and Wax Chandler</i> <i>Citizen and Wax Chandler</i></p>	<p>Newcastle Upon Tyne, Tyne and Wear</p>
<p>Zheng Xu <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>Mario Andres Yon Secaida <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>Qurat-UI-Ain Zafar <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>
<p>Lubna Binti Zulkifli <i>The Rt. Hon The Lord Mayor</i> <i>Deputy Christopher Michael Hayward</i></p>	<p>a City Scholar <i>Citizen and World Trader</i> <i>Citizen and Pattenmaker</i></p>	<p>Bloomsbury, London</p>

13.
Legislation

The Court received a report on measures introduced by Parliament which might have an effect on the services provided by the City Corporation, as follows:-

Acts

Pedicabs (London) Act 2024

Creates a regulatory framework for pedicabs operating in public places in greater London. Permits TfL to issue and enforce rules relating to licensing of pedicabs. Whilst the Act comes into force two months after Royal Assent, the Act enables TfL to make regulations to put in place a scheme and this would need to happen before the Act has any practical effect.

Royal Assent

25th April 2024

Statutory Instruments

The Online Safety Act 2023 (Pre-existing Part 4B Services Assessment Start Day) Regulations 2024

Requires, as from 2 September 2024 or the date that the Office of Communications (Ofcom) publishes the first illegal content assessment guidance (whichever is the latest), video-Sharing

In Force

22nd May 2024

Platforms to complete risk assessments in relation to illegal content risks within a prescribed period of time

The Economic Growth (Regulatory Functions) (Amendment) Order 2024 21st May 2024

Amends the Economic Growth (Regulatory Functions) Order 2017 which specifies the regulatory functions to which the duty in section 108 applies. Section 108 of the Deregulation Act 2015 provides that a person exercising a regulatory function to which section 108 applies must, when exercising that function, have regard to the desirability of promoting economic growth. This Order adds three additional named regulators: the Gas and Electricity Markets Authority, the Office of Communications and the Water Services Regulation Authority but excludes regulatory functions of those regulators relating to competition where those functions are concurrent with the competition functions of the Competition and Markets Authority and certain other regulatory functions for a limited time period.

The Deregulation Act 2015 (Growth Duty Guidance) Order 2024 30th April 2024

Revokes the previous Ministerial guidance on the growth duty under section 108 of the Deregulation Act 2015 (see above) and brings into force new guidance as to the performance of the duty under section 108. Regulatory bodies subject to the duty must have regard to the guidance in the exercise of relevant functions.

The new guidance entitled “Growth Duty: Statutory Guidance Refresh” has been issued and will be published on the [gov.uk](https://www.gov.uk) website.

The text of the measures and the explanatory notes may be obtained from the Remembrancer’s Office.

Read.

14. Questions
Jason Groves
to the
Chairman of
the Policy and
Resources
Committee

US Office

Jason Groves asked a question of the Chairman of the Policy and Resources Committee, asking him to outline the short-term successes the City Corporation hoped to achieve after the recent opening of its US Office and, in light of the Chairman’s recent visit to Washington and New York, what approach would be taken to expand the UK and US trade relationship for the remainder of the year?

In reply, the Chairman informed Members that the City Corporation’s US Office had already seen some promising results and impact since launch. A new Managing Director had been employed, who was actively strengthening ties in key cities, working with the UK government and partners to expand the City Corporation’s presence.

The Chairman's recent visit to Washington D.C. had proved incredibly useful in advocating on behalf of closer regulatory and trade partnership.

He had found a keen interest in the Washington D.C. in fostering deeper collaboration with the UK, particularly in emerging areas such as Artificial Intelligence, an area where the UK is perceived as taking a similar approach to the US. Conservative members of the policymaking community were also interested in resuming market access conversations, potentially through sectoral deals or more innovative approaches. The Chairman had faced several questions on how a potential change of British government might shape the UK's financial services agenda, with particular focus on the implementation of the secondary objective and attitudes towards risk and digitisation.

The Chairman had met with Commissioner, Caroline Pham at the Guildhall to cement our relationship with the Commodity Futures Trading Commission, and also with Bloomberg's External Head of Global Relations.

This promotional work aimed to enhance the City of London's reputation and market presence, promote UK IFPS firms in the US and present the UK as a compelling alternative to European centres, working closely with existing UK promotional bodies and the government to achieve these goals.

Jason Groves asked a supplementary question, asking if the Chairman agreed that the establishment of concierge services for potential investors could significantly increase potential investment. In reply, the Chairman agreed on the importance of foreign investors. He had recently given evidence to the House of Lords' Financial Services Regulation Committee and had picked up on the importance of establishing a promotional agency for the UK to attract foreign direct investment.

Greater London Assembly Elections

Tijs Broeke asked the Chairman of the Policy and Resources Committee if he would join him in thanking all City Corporation officers for their work in delivering a successful Greater London Authority (GLA) election earlier this month. He also asked if the Chairman knew how turnout in the City compared to the last GLA election in 2021.

The Chairman welcomed the opportunity to thank all of the officers who worked hard to deliver the GLA election at the beginning of the month. He said that special thanks must go to the Electoral Services team for all of their work before, during and following the election.

The Chairman was pleased to inform the Court that at 42%, turnout in the City increased by two percentage points, compared to the 2021 GLA elections.

Tijs Broeke asked a supplementary question, asking the Chairman if he would agree to information about the deadlines for voter registration in advance of the General Election. In reply, the Chairman said that he understood the deadline to be 18 June 2024 and would ask for this to be widely promoted.

Deputy Paul
Martinelli to the
Chairman of
the Policy and
Resources
Committee

Sub-Committee Appointments

Deputy Paul Martinelli asked the Chairman of the Policy and Resources Committee if he felt that it would have been more appropriate to seek the Court's approval for his recent nomination of a Member to chair a sub-committee of the Policy and Resources Committee for an unprecedented seventh year, as had recently been for the Chair of the Barbican Residential Committee (BRC).

In reply, the Chairman regretted that the question was factually incorrect, and that he had acted entirely in accordance with advice from officers. He believed that the question referred to the Capital Buildings Board (CBB), a sub-committee which had only been constituted in 2022. The current Chairman of CBB had been in position since this time, and had therefore just begun his third year in office. The Chairman noted that even if the incumbent had served as the Board for longer than three years, this would still be compliant with the Standing Orders, previously agreed by this Honourable Court, as it was a sub-committee, not a grand committee and the limitations referenced only applied to grand committees.

The Member had been advised of several other sub-committees which had had Chairs who had served for longer than three years.

The Chairman reminded Members that he had undertaken to commission a review of the Standing Orders. Members were encouraged to write to the Town Clerk with any suggestions for this review. The final decision on any changes to the Standing Orders lay with Members.

Deputy Martinelli asked a supplementary question, noting that he disagreed with the interpretation of the governance provided by the Chairman. He accepted that the decision had been made, though felt that in doing so the Chairman had subverted the wishes of the Court and asked the Chairman why he had made the decision.

In reply, the Chairman said that he did not accept that he had ever attempted to subvert the wishes or intentions of any elements of the City Corporation's governance or Standing Orders. He had acted on the advice of the City Solicitor and the Town Clerk.

Oliver Sells asked if the Chairman agreed that there were advantages and a precedent in ensuring continuity of leadership when dealing with the type of major projects under the remit of CBB, which could take several years to complete. In reply, the Chairman agreed in principle that there had been an established norm for Committees with responsibility for major projects to retain Chairs for longer periods. He emphasised again that the Board had been established as a sub-committee in 2022 and that its Chairman therefore remained in his first three-year term.

Gregory Lawrence asked the Chairman if he could confirm that his register of interests included all masonic lodges to which he belonged. In reply, the Chairman said that he had declared his memberships in line with the advice he had received.

Gregory Lawrence asked a supplementary question, referring to the Chairman's declaration of a pecuniary interest with a company which was contracted with the

CBB. He asked the Chairman if he been granted a dispensation in accordance with the Member Code of Conduct to discharge functions in matters relating to this interest and, if not, if he would refer his decision back to the Court. In reply, the Chairman said that he would not discuss matters relating to a private company. He had declared his pecuniary interests and would always recuse himself from decisions if there was any business where these interests were engaged.

Deputy Alistair Moss asked the Chairman if he felt there was true public scrutiny of the decisions he made. In reply, the Chairman said that public scrutiny of the decisions made by the City Corporation's Committees were overseen by its officers, particularly in the City Solicitor's and Town Clerk's departments. The Chairman was satisfied that his decisions had been properly and openly and had not received advice suggesting otherwise.

Natasha Lloyd-Owen asked the Chairman if he agreed that oversight of the projects also rested with the responsible officers and the Chairman of the Policy and Resources Committee as the parent Committee, and if he felt that the time served as Chair of the Capital Buildings Board and its predecessor bodies was a matter of substance, and a committee with such a wide remit as that of CBB should have the same time commitments as grand committees. The Chairman replied that his role as Chairman of the Policy and Resources Committee did not give him direct oversight of major projects, as these were delegated to the Board. He felt it would be premature to speak on the time limits for Chair of the Board, but would wait to speak as part of the wider review into Standing Orders.

Sustainable finance

Irem Yerdelen
to the
Chairman of
the Policy and
Resources
Committee

Irem Yerdelen asked the Chairman if he could provide further information on the specific achievements of the City Corporation's ambitions for sustainable finance which demonstrated progress in delivering the transition to net-zero, and how he believed that the forthcoming Net Zero Delivery Summit would showcase the UK as a leader in green finance.

In reply, the Chairman took the opportunity to thank Ms Yerdelen for her support in this area since becoming Lead Member for Sustainable Finance in December, 2023. He confirmed that the upcoming Net Zero Delivery Summit would showcase the UK as a leader in this area. It would be the third annual Summit, with the first being delivered in partnership with the UK COP26 Presidency and Glasgow Financial Alliance for Net Zero in 2022. The Summit provided a mid-point between each COP, at which the wider business community could take stock of progress. The event was a significant milestone in the sustainable finance calendar and provided a valuable opportunity to showcase the UK's expertise on the global stage.

The theme of this year's Summit was 'Finance Enabling Innovation,' with a focus squarely on delivering a whole economy transition. The event would bring together leaders in climate finance from a range of sectors to explore how the financial services sector can support their transition to net zero. The Chairman said that the Summit was evidence of the importance of the City Corporation's convening power, bringing together the people who can and will ensure the transition to net zero.

The Chairman was also pleased to inform the Court that, closer to home, there had been real progress in the City Corporation's transition to net zero. Its annual carbon emissions had been cut by 31%, with the open spaces used to remove around 16,000 tonnes of carbon from the atmosphere a year and only using renewable electricity since 2018.

Ms Yerdelen asked a supplementary question, seeking the Chairman's views on how the City Corporation was making the most of opportunities due to enhanced political jurisdiction. The Chairman replied to say that there were vast investment and financing needs to meet commitments. Businesses required stable policy in order to deploy their capital with confidence. Globally, there was increasing politicisation of net zero, and the Chairman said that it was a good time to debate the issue as the City Corporation sought to influence political parties during a general election. The Corporation was currently providing the secretariat for transition finance market review, and the Chairman looked forward to engaging with the incoming government on this.

Due to time constraints as set out in Standing Order 13, Deputy Charles Edward Lord requested that their question be withdrawn and submitted for the next meeting of the Court.

15. Ballot
results

The Town Clerk reported the results of the several ballots taken at the last Court, as follows:-

Where appropriate:-

** denotes a Member standing for re-appointment by the Court of Common Council.*

^Denotes a Member who currently serves on the Committee in either an ex-officio capacity or as a representative of another Committee with appointment rights.

★ denotes appointed.

(A) FIVE Members to the **Policy and Resources Committee**.

	Votes
*Deputy Rehana Ameer	21
Deputy Timothy Butcher	15
Deputy Simon Duckworth	18
*Deputy Marianne Fredericks	15
Steve Goodman	43 ★
Deputy Madush Gupta	21
Jaspreet Hodgson	35 ★
^Deputy Ann Holmes	36 ★
Greg Lawrence	28
^Deputy Andrien Meyers	47 ★
^Deputy Alastair Moss	36 ★
^Ruby Sayed	10
Naresh Sonpar	29
Deputy Dawn Wright	30

(B) THREE Members to the **City of London Policy Authority Board.**

	Votes
*Jason Groves	61 *
Deputy Madush Gupta	62 *
*Alderman Timothy Hailes	76 *
Jacqui Webster	38

(C) THREE Members to the **Gresham Committee (City Side)**

	Votes
*Deputy Keith Bottomley	58 *
*Deputy Charles Edward Lord	43 *
Timothy McNally	34
Deputy Alpa Raja	29
Ruby Sayed	22
*Philip Woodhouse	51 *

(D) THREE Members to the **Barbican Centre Board**

	Votes
Brendan Barns	37
*^Tijds Broeke	49 *
Aaron D'Souza	18
Alderman Nicholas Lyons	58 *
*Deputy Alpa Raja	21
Anett Rideg	60 *
Jacqui Webster	22

(E) FOUR Members to the **Board of Governors Guildhall School of Music and Drama**

	Votes
*Deputy Randall Anderson	80 *
Brendan Barns	63 *
Caroline Haines	64 *
Suzanne Ornsby	50 *
Deputy Alpa Raja	38

(F) ONE Member to the **Health and Wellbeing Board**

	Votes
Ruby Sayed	36
Ceri Wilkins	60 *

(G) FOUR Members to the **Community & Children's Services Committee**

	Votes
Munsur Ali	49
Dawn Frampton	65 *
Steve Goodman	83 *
Natasha Lloyd-Owen	59 *
Jacqui Webster	59 *

Read.

16. Resolutions There were no resolutions.
17. Awards There was no report, however, the Town Clerk with the Lord Mayor's consent noted that the Guildhall School of Music and Drama had been ranked top of the Complete University Guide's UK Arts, Drama & Music league table for the third year in a row.
18. Hospital Seal There were no docquets to be sealed.
19. *Dunphy, P., Deputy;*
Colthurst, H., Deputy *Resolved* – That the public be excluded from the meeting for the following item of business below on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 1, 2 and 3 of Part 1 of Schedule 12A of the Local Government Act, 1972, or relates to functions of the Court of Common Council which are not subject to the provisions of Part VA and Schedule 12A of the Local Government Act 1972.

Summary of items considered whilst the public were excluded:-

20. Non-public minutes *Resolved* – That the non-public minutes of the last Court are correctly recorded.

21. **POLICY AND RESOURCES COMMITTEE**

(A) Change to Members' Financial Support Schemes Administration

The Court considered a report of the Policy and Resources Committee concerning proposed changes to the administration of the Members' Financial Support Scheme.

(B) City of London Academies Trust Expansion

The Court considered a report of the Policy and Resources Committee concerning the expansion of the City of London Academies Trust.

22. **FINANCE COMMITTEE**

(A) Market Cleansing Contract

The Court considered a report of the Finance Committee recommending a contract extension.

(B) Prestigious Sites Catering Contract

The Court considered a report of the Finance Committee recommending the award of a contract.

23.

ADDRESS OF WELCOME

The Court considered proposals relative to hospitality associated with a visiting Head of State and the presentation of an Address of Welcome.

The meeting commenced at 1.00pm and ended at 3.22pm

THOMAS.

Report – Finance Committee

Pioneer Support – Additional Grant Funding and Increase in Contract Value

To be presented on Thursday, 20th June 2024

To the Right Honourable The Lord Mayor, Aldermen and Commons of the City of London in Common Council assembled.

SUMMARY

The City Corporation acts as the Contracting Body for Central London Forward (CLF). In this respect the Honourable Court's decision is required to passport the recommendations put forward by the CLF through your Finance Committee.

This report concerns an update to the delivery of the Pioneer Support programme previously reported to, and approved by, this Honourable Court in July 2023. The Court's approval is now required to accept additional funding from DWP, up to the value of £1.5m, and to sign the associated grant agreement documentation. Further this Honourable Court is asked to approve the increase in the contract value with Ingeus.

RECOMMENDATION

That the Court of Common Council approve:-

- The signing of an addendum to the Finance and Costings Framework with DWP to enable the receipt of additional funding up to the value of £1.5m.
- The increasing of the contract value of Pioneer Support to reflect the additional funding.

MAIN REPORT

Background

1. Central London Forward (CLF) is the sub-regional partnership of the 11 central London local authorities and the City of London Corporation. The City of London Corporation is the Contracting Body for CLF and, as such, enters into contracts on behalf of member authorities as requested. Pioneer Support is an employment programme managed by CLF and is an extension of the Work and Health Programme, funded by the Department of Work and Pensions (DWP) with an initial programme value of £3.1m. It aims to support residents who are disabled and economically inactive to work. The programme is delivered by Ingeus. The delivery of the Pioneer Support programme was previously reported to, and approved by, this Honourable Court in July 2023.

Current Position

2. The Pioneer Support programme has been performing well, and is currently the second top performer nationally, with 146 residents supported into work. However, demand for the programme has been high, with levels of starts on the programme at 106% of target contract to date. Therefore, Ingeus has had to cap the number of starts to avoid exceeding the budget available.
3. CLF has requested an additional £1.5m of funding for Pioneer Support, to allow the programme to continue delivering at higher volumes until the end of September 2024. It is anticipated that this would support an additional 720 central London residents, with at least 360 of these expected to enter employment. The DWP have informed the CLF that this funding has been approved in principle, and subsequently the additional funding has been approved by the CLF Chair.
4. This would increase the contract value of Pioneer Support. A decision to increase the contract value is permissible under Regulation 72(1)(b) of the Public Contracts Regulations 2015, as the increase in value (up to £1.5m) does not exceed 50% of the original Work and Health Programme Contract. The Work and Health Programme Contract was worth £53.4m, of which the Pioneer Support element is worth £3.1m.

Proposals

5. Your Finance Committee recommends that the Court approves the acceptance of the additional funding, up to the value of £1.5m, and the signing of an addendum to the Finance and Costings Framework for the programme with DWP. Further, your Committee recommends the increase in the contract value of Pioneer Support, which is compliant with Regulation 71(1)(b) of the Public Contracts Regulation 2015s.

Corporate and Strategic Implications

Strategic Implications

6. The Universal Support programme will support the delivery of diverse, engaged communities, providing excellent services, and dynamic economic growth. Further, it will enable the delivery of priority 1 of the CLF Strategy.

Financial Implications

7. There are no financial implications for the City Corporation. Both the programme itself, and the CLF staff managing the programme are fully funded by grant funding from DWP.

Resources Implications

8. There are no resource implications.

Legal Implications

9. The increase in the contract value is permissible under Reg 72(1)(b) of the Public Contracts Regulations 2015. The proposed increase in value (maximum of £1.5m) does not exceed 50% of the original contract (£53.4m). This has been confirmed by Comptrollers and City Solicitors.

Risk Implications

10. There are no risk implications.

Equalities Implications

11. The additional funding would have a positive impact through tackling labour market inequalities. The programme has equalities targets which will be monitored.

Climate Implications

12. There are no climate implications.

Security Implications

13. There are no security implications.

Conclusion

14. The proposal will enable Pioneer Support to support a potential additional 720 residents, with 360 expected to enter employment. It would enable the programme to continue delivery at higher volumes until the end of September 2024. Your Finance Committee therefore **recommends** that this Honourable Court approve the acceptance of the additional funding, up to the value of £1.5m, and the signing of an addendum to the Finance and Costings Framework for the programme with DWP. Further, it is also recommended that this Honourable Court approves the increase in contract value of Pioneer Support in compliance with the Public Contracts Regulations 2015. In doing so, the City Corporation fulfils its responsibilities as the Contracting Body for Central London Forward (CLF).

All of which we submit to the judgement of this Honourable Court.

DATED this 4th day of June 2024.

SIGNED on behalf of the Committee.

Deputy Henry Nicholas Almroth Colthurst
Chairman, Finance Committee

This page is intentionally left blank

Report – Finance Committee

Universal Support – Grant funding for new Central London Forward employment programme

To be presented on Thursday 20th June 2024

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

The City Corporation acts as the Contracting Body for Central London Forward (CLF). As such the Honourable Court's approval is sought to establish the arrangements for a new employment programme, funded by the Department for Work and Pensions (DWP). This request includes approval for CLF to act as the accountable body for Universal Support, receive funding from DWP, and handle funding with member authorities.

The Court is also recommended to authorise the Finance Committee accordingly to vary the grant agreements with DWP and those member authorities delivering the programme, and to vary the contract with the provider commissioned to deliver the programme.

RECOMMENDATION

That the Court of Common Council approve:-

- CLF acting as the accountable body for Universal Support, and managing the programme on behalf of member authorities, including the development of the procurement strategy, as approved by CLF Board;
- The signing of any associated grant agreements with DWP to enable receipt of the funding, as approved by CLF Board;
- The delegation of funding to member authorities that want to deliver the programme direct;
- The signing of associated grant agreements with these member authorities;
- That the Court delegates to the Finance Committee the authority to vary the grant agreements with DWP, vary grant agreements with member authorities delivering the programme and vary the contract with the provider commissioned to deliver the programme (following the approval of a procurement strategy).

MAIN REPORT

Background

1. Central London Forward (CLF) is the sub-regional partnership of the 11 central London local authorities and the City of London Corporation. It focuses on delivering inclusive and sustainable growth in central London, in particular by managing and delivering employment and training programmes for central London residents and by securing funding to support these goals. CLF employment and training programmes are overseen by its Programmes Board, on which the Town Clerk and Chief Executive sits as the City Corporation's representative, and its wider work is overseen by the CLF Board. The Chairman of the Policy and Resources Committee represents the City Corporation on the Board.
2. The City Corporation also acts as the Contracting Body for CLF and as such enters into contracts on behalf of the member authorities. These contracts need to be approved by the Court of Common Council when they reach the relevant value threshold.

Current Position

3. Universal Support is a new employment programme, funded by the Department of Work and Pensions (DWP). The programme will primarily support people who are disabled and economically inactive through the 'place, train and retain' model of supported employment. These are structured and well-evidenced models, which have been shown to be effective at supporting disabled people into work. This model is being trialled in the Pioneer Support programme, which CLF is managing in central London.
4. Universal Support will replace both the Work and Health Programme, an employment programme which supports disabled people and Pioneer Support, an employment programme which supports economically inactive disabled people. The Work and Health programme and Pioneer Support – which are both devolved to CLF – will stop taking new starters on 30th September 2024. Universal Support is due to roll-out between October 2024 and spring 2025. The programme is due to run until the end of March 2029.
5. DWP will devolve Universal Support to sub-regional partnerships of boroughs in the capital, and CLF will act as the accountable body in central London. This will involve the commissioning or establishment of a Universal Support service locally and establishing governance arrangements for the programme with other local authorities within the area.
6. DWP has given local areas the option either to deliver the programme directly, or to commission a provider to deliver in their area. The CLF Programmes Board and CLF Partnership Board have approved a hybrid delivery model. This will involve direct delivery by some boroughs, and delivery by a commissioned provider in the areas where boroughs do not want to deliver directly. Where member authorities do not want to deliver Universal Support, CLF will commission a provider to deliver Universal Support, which will be the subject of a subsequent report. This delivery model has been used by CLF to support other programmes, and has been used by other sub-regional partnerships.

7. CLF will soon be seeking a decision from member authorities as to their preferred delivery model. Some boroughs that initially opt for direct delivery may later decide to switch to commissioned delivery, and vice versa. Any changes would require the approval of the Court.

Proposals

8. Your Finance Committee recommends that the Court of Common Council approves the receipt of funding by CLF, and that CLF should act as the appointing body. It also recommends that funding should be delegated to those CLF member authorities that want to deliver the programme directly. Your Committee recommends this as it would implement the approach supported by the CLF Programmes Board and Partnership Board and enable boroughs that want to deliver Universal Support to roll-out support quickly. This would minimise any gap in provision following the end of the Work and Health Programme and Pioneer Support.
9. It is also recommended that the Court authorises the Finance Committee to consider and approve any variations to the following:
 - a. the grant agreement with DWP
 - b. grant agreements with CLF member authorities
 - c. the contract with the commissioned provider
10. This approach is recommended as it would aid CLF in responding to any changes to the agreements in an agile manner. In anticipation of the approval of the above, your Finance Committee has also approved a standing delegated authority to the Town Clerk, in consultation with the Chairman and Deputy Chairman, to approve any such decisions to further aid a streamlined decision-making process.

Corporate and Strategic Implications

Strategic Implications

11. The Universal Support programme will support delivery of the following Corporate Plan outcomes: diverse, engaged communities, providing excellent services, and dynamic economic growth.

Financial Implications

12. Delivering the programme will require no funding from the City of London Corporation. Both the programme itself, and the costs of CLF in managing the programme, will be covered by DWP.

Resources Implications

13. The City of London Corporation will be able to opt to deliver the programme to local residents in the City of London. This would involve c. £150k funding annually for the City of London Corporation to support inactive and unemployed residents into work.
14. There are some modest resource implications for City of London Corporation in setting up and managing the programme, and CLF will be able to cover the cost of these through the DWP grant.

Legal Implications

15. City of London Corporation would need to sign a grant funding agreement with DWP. The Corporation will need to sign grant funding agreements with CLF member authorities that opt to deliver the programme and a contract with the provider that will be commissioned to deliver the programme where boroughs do not want to deliver direct.

Risk Implications

16. There are minimal financial risks relating to the programme. Universal Support will be delivered on a 'cost' basis, meaning that delivery partners are reimbursed for eligible costs incurred in delivering the programme.
17. There would be reputational risk for the City of London Corporation if performance of the programme was poor. However, the likelihood of this is minimal, as CLF has a record of successfully delivering similar programmes and there is an experienced programmes team in place to manage the programme. There would also be a potential reputational risk if the City of London Corporation did not proceed with the programme.

Equalities Implications

18. The additional funding would have a positive impact through tackling labour market inequalities. CLF will establish targets relating to protected characteristics to ensure the programme supports all groups of residents.

Climate Implications

19. There are no climate implications. CLF will ensure all delivery partners put in place measures to minimise emissions as a result of the programme.

Security Implications

20. – There are no security implications.

Conclusion

21. DWP has offered to devolve Universal Support to Central London Forward, building on previous devolved programmes. Your Finance Committee recommends that the Court approves the arrangements for CLF to deliver the programme, and also authorises the Finance Committee to approve any variations to the agreements.

All of which we submit to the judgement of this Honourable Court.

DATED this 4th day of June 2024.

SIGNED on behalf of the Committee.

Deputy Henry Nicholas Almroth Colthurst
Chairman, Finance Committee

Report – Finance Committee

Emergency and Temporary Accommodation Placements – Stage 1 Strategy Report and Stage 2 Award

To be presented on Thursday, 20th June 2024

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

The Corporation has a statutory duty to provide Emergency and Temporary Accommodation for Homeless Households under the Housing Act Pt VII 1996 and the Homeless Reduction Act 2017; and for people identified as Street Homeless in the City of London on a discretionary basis as part of their resettlement.

This Report seeks the Court's approval of the recommended procurement strategy to access Emergency and Temporary Accommodation by way of a call off from the Yorkshire Purchasing Organisation (YPO) Procurement Framework and award to the Access Group for the use of their Housing Placements Platform, Adam Housing. Approval is sought for a four-year contract (two years plus an optional two-year extension) at a total value of £8,000,000. The cost of the contract will be funded from within existing local risk resources within existing budgets.

Following market research, the Adam Housing platform was identified and is in use by the WREN Group of Local Authorities (Waltham Forest, Redbridge, Enfield, and Newham) and is rolling out across other London Boroughs including Southwark and Croydon.

In accordance with the Procurement Code Part Two Rule 14, the contract value has been determined at £8,000,000 (total amount payable). Members should note however that the actual cost of the Access Group contract is £81,950 with the remaining spend being the cost of the individual placements. Member approval is sought in accordance with Section 16.2 of the Procurement Code Part One as this value exceeds £2,000,000.

Your Finance Committee agreed to delegate authority to the Town Clerk to approve the procurement strategy, pending the decision of Projects and Procurement Sub-Committee at its meeting on 10 June 2024. The Sub-Committee approved the proposals, and the Town Clerk subsequently approved the submission to Court on 12 June. The proposals were also reviewed by the Housing and Rough Sleeping Sub-Committee at its meeting on 10 June.

Recommendation(s)

Members of the Court of Common Council are invited to:

- Approve the procurement strategy via a direct award call-off from the YPO framework (Commissioning Solution ref 1017 / Commissioning Solution 2 ref 001231) to the Access Group.

- Authorise the Community and Children's Services Director to approve the two-year extension, should it be required.

MAIN REPORT

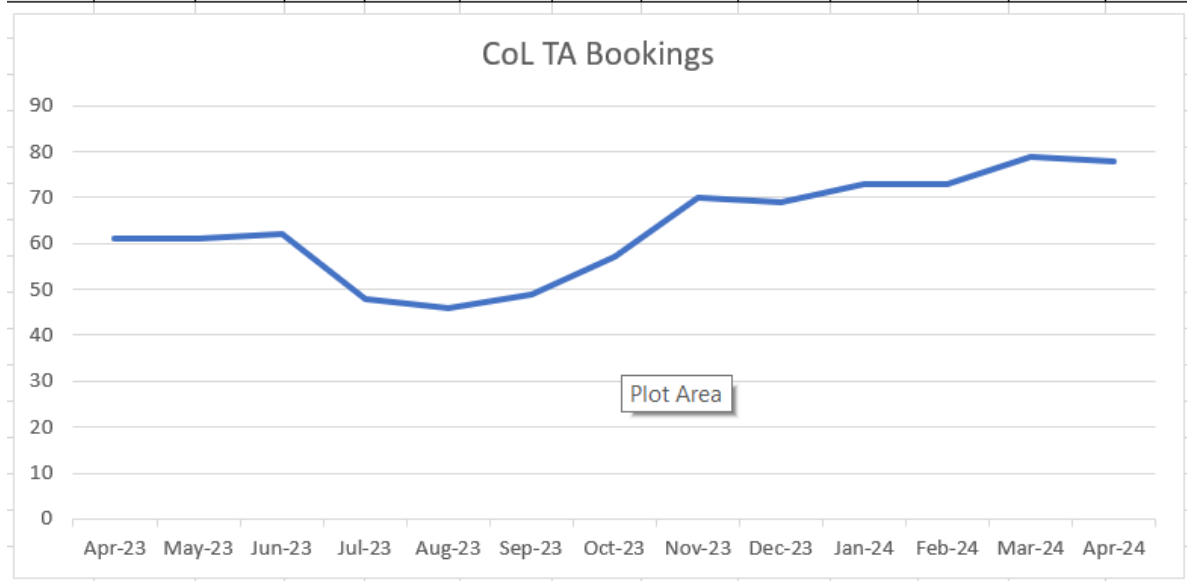
Background

1. The City of London Homeless and Rough Sleeper Service has an ongoing need to procure on a regular basis, Emergency and Temporary accommodation for a host of clients ranging from Homeless Households for whom a relief duty under the Homeless Reduction Act is owed; Rough Sleepers as an emergency route away from the dangers of sleeping out, and people fleeing or at risk from domestic or other abuse or violence. The provision of such accommodation stems not only from statutory duties under the Housing Act 1996 and Homeless Reduction Act 2017, but also the City of London's Homelessness Strategy 2023 - 27 and ongoing work to tackle rough sleeping in the Square Mile.
2. Provision of Emergency and Temporary Accommodation is currently subject to a non-compliant waiver approved by your Community and Children's Services Committee in 2023 which expires in August 2024. The proposed recommendations in this Report will also allow for placements to continue with the existing suppliers.
3. A previous strategy was presented to your Projects and Procurement (Finance) Sub-Committee on 12 February 2024. However, an emerging risk due to market pressures identified with the commercial envelope, requiring adherence to the pan-London nightly paid rates agreement saw this strategy halted following legal advice from the Comptroller & City Solicitor's Department.

Current Position

4. Soft Market testing has been conducted and a Prior Information Notice published. The response from the market was very limited with only four providers expressing an interest in tendering for a City of London Corporation Framework which would have required a minimum of 15 suppliers.
5. The working group assigned to this project continued to undertake wider market research and in doing so, identified an alternative route to market via Adam Housing, a specialist software platform supplied by the Access Group.
6. Following a supplier presentation and a demonstration by the London Borough of Redbridge enabling officers to assess and evaluate the system in use, the working group have determined that this is the best strategy for the Corporation to fulfil its statutory requirements. The system allows the service to benefit from access to a wider range of providers, automate the process of individual property searches and bookings, on-boarding of new providers, and enhances financial management offering greater efficiency in managing the process.
7. The platform is in use by the WREN Group of Local Authorities (Waltham Forest, Redbridge, Enfield, and Newham) and is rolling out across other London Boroughs including Southwark and Croydon.
8. There is a rising demand for emergency and temporary accommodation. The Homeless and Rough Sleeper Service currently make some bookings on a block basis and the rest as and when demand requires.

Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24
61	61	62	48	46	49	57	70	69	73	73	79	78



Options

9. The following Route to Market Options were considered:

a. **Option 1** – Direct Award via Call off from YPO Framework

Advantages: Compliant Route to Market, Single Supplier, Increased Efficiency, Best Value, Access to Competitive Rates.

Disadvantages: Cost of the System Licence, however, this has been significantly discounted following negotiation.

b. **Option 2** – Direct Award via call off from G-Cloud Framework

Advantages: Compliant Route to Market, Single Supplier, Increased Efficiency, Best Value, Access to competitive rates.

Disadvantages: Higher cost as demonstrated in Paragraph 13 (below), Higher administration burden to access framework.

c. **Option 3** – Open Tender for City of London Corporation Framework Agreement

Advantages: Potential access to a range of providers, No system licence fee payable, no reliance on a third-party system.

Disadvantages: Need to develop terms for the framework, very resource intensive to manage, no control over market interest, high level of manual processing.

Finance

10. In accordance with the Procurement Code Rule 14, the contract value has been determined at £8,000,000 (total amount payable), however Members should note that the actual cost of the Access Group contract is £81,950 with the remaining spend being the cost of the individual placements.

11. Costs are increasing as suppliers' rates also increase. The current cost projections based on current provider invoices are as follows. It should be noted that these are for current bookings, some of which were made some time ago with historic lower nightly rates.

	Blocks	Invoices	Total
Provider 1	£ 19,231.33	£ 63,218.85	£ 82,450.18
Provider 2	£ -	£ 37,617.00	£ 37,617.00
Provider 3	£ -	£ 12,110.00	£ 12,110.00
Provider 4	£ -	£ 1,922.00	£ 1,922.00
Total per Month			£ 134,099.18
Annual Projection			£ 1,609,190.16

12. A 33% discounted quotation has been negotiated with the Access Group and a compliant route to market identified via the YPO Framework.

13. The table below demonstrates the costings via each of the frameworks

Access Group - Call-off through G-Cloud		Access Group - Call-off through YPO	
4 Years Total Licence Fee	Average Technology Implementation Fee	4 Years Total Licence Fee	No Implementation Fee, only one of the Initial fees
£129,303.75	£20,000	£80,000	£1,950
Total for 4 years £149,303.75		Total for 4 years £81,950	

Total Savings for 4 years if calling off from YPO £67,353,75

Proposals

14. The proposed recommendation is Option 1, which is to direct Award via a Call off from the YPO Framework. The YPO Framework grants access to the established Adam Housing Software Platform for a negotiated licence fee of £20,000 per annum and a one-off onboarding fee of £1,950. This platform will allow the Homeless & Rough Sleeper Service to automate their onboarding of accommodation providers whilst adhering to Corporations Service Specification and standards; and automate their searches, bookings, quality management, dispute resolution and financial management of the emergency and temporary accommodation bookings. This will free up officer resource and not necessitate specific officer time to manage a local framework.

15. Benchmarking nightly rates on the Adam Housing System against rates given to the Homeless and Rough Sleeper Service by regular providers demonstrate some significant difference.

Unit Size – North London location	Rate via Adam Housing	CoL available rates 9/5/24
1 bed s/c Family	£ 62.00	£ 80.00
3 bed s/c Family	£ 115.00	£ 150.00
2 bed s/c Family	£ 85.00	£ 130.00
Studio (single person)	£ 48.00	£ 60.00

Corporate & Strategic Implications

Strategic implications

16. This procurement allows the Corporation to continue to meet its statutory obligations under the Housing Act Part 1996 VII and to contribute to the Homelessness Strategy.

Financial implications

17. The Financial implications are as set out in the body of the Report. The cost of the contract will be funded from within existing local risk resources.

Resource implications

18. Use of the Adam Housing Software Platform effectively outsources and automates the resource needed to onboard providers and manage the framework. This creates a saving in resources compared to current arrangements and other potential procurement strategies. This enables the Homeless and Rough sleeper service to focus its resources on customer service and their core business.

Legal implications

19. Due diligence has been undertaken upon the YPO Framework in accordance with Rule 20 [Using Frameworks created by External Contracting Authorities] of the City's Procurement Code, and it is legally permissible for the City to utilise the YPO Framework. If the City utilises the Framework, then further approval will be required from the Comptroller and City Solicitor and the Chamberlain in accordance Regulation 13.6 of the City's Financial Regulations to enter into the indemnity set out in the terms of the YPO Framework. Any UK GDPR implications will also need to be considered. The YPO have clarified that TUPE will not apply to the YPO Framework as the use of the Solution will enable the City to contract with Adam HTT Ltd who will create the DPS or framework for the City if it utilises the YPO Framework, and current providers then onboarded to the DPS or framework the City will create.

Risk implications

20. The failure to provide accommodation in line with statutory duty would expose the City Corporation to the risk of legal challenge. Equally, providing temporary accommodation of insufficient quality exposes a further to risk to the Corporation of legal challenge surrounding suitability under Section 202 of the Housing Act 1996. The use of the Adam Housing Platform contributes to mitigating these risks.

Equalities implications

21. An Equalities Impact Assessment has indicated that the needs of people with disabilities, and of old age are chiefly those most impacted by the use of Temporary Accommodation. The procurement takes this into account, ensuring that a full range of accommodation can be made available to the City of London, including ground floor and accessible accommodation.

Climate implications

22. Due consideration to the Corporation's responsible procurement commitments has been considered as part of procurement options and the Access Group's carbon reduction strategy and social value strategy have been provided and reviewed.

23. Providers on the platform will be required to adhere specifically to the City of London's Service Specification for Emergency and Temporary Accommodation which includes sustainability standards.

Security implications

24. None.

Conclusion

25. This Report seeks the Court's approval of the recommended procurement strategy to access Emergency and Temporary Accommodation by way of a call off from the Yorkshire Purchasing Organisation (YPO) Procurement Framework and award to the Access Group for the use of their Housing Placements Platform, Adam Housing. Approval is sought for a four-year contract (two years plus an optional two-year extension) at a total value of £8,000,000. The cost of the contract will be funded from within existing local risk resources.

All of which we submit to the judgement of this Honourable Court.

DATED this 4th day of June 2024

SIGNED on behalf of the Finance Committee.

Deputy Henry Nicholas Almroth Colthurst
Chairman, Finance Committee

Report – Planning and Transportation Committee

Utility Infrastructure Strategy

To be presented on Thursday, 20th June 2024

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

The success and effectiveness of Square Mile of London as a place to live, work and visit fundamentally relies upon the delivery and maintenance of high quality and effective utility services, with the City enjoying the benefits of past improvement, investment and innovation by the utility sector.

The future is expected to be no less challenging, as the City evolves its requirement for digital infrastructure, addresses climate change and ensures network capacities and facilitate the City's plan for substantial growth in office workers and floorspace.

With more renewable energy requirements, a shift to zero emission vehicles and the creation of local energy markets, the future of energy provision will require nothing less than a green revolution to meet these demands, whilst fast & reliable telecommunications have become a basic standard of living in today's modern world.

By working collaboratively and in partnership with all sectors of industry, government and our stakeholders, this strategy seeks to ensure the City's utility infrastructure remains fit for purpose today as well as future proofed for tomorrow.

Your Planning & Transportation Committee considered the Utility Infrastructure Strategy at its meeting on 16 May 2024. Members were informed that consultation had taken place, that a Member workshop had been held and that there had also been positive engagement and response from the utility companies. Members were informed that the strategy had been updated following the consultation. Members welcomed the strategy and the engagement with utility companies.

Your Planning & Transportation Committee, hereby **recommends** the adoption of the final strategy.

Recommendation

That this Honourable Court **approves** the adoption of the final Utility Infrastructure Strategy (Appendix 1).

MAIN REPORT

Background

1. The success of the Square Mile and the way in which it supports the needs of its residents, workers and visitors is fundamentally reliant upon the provision of high quality utility services. Such services require the necessary gas, water, electricity and telecommunications infrastructure to be constructed, installed and maintained by the respective statutory utilities, with the City of London Corporation playing a key role in facilitating and supporting their delivery.
2. Today's modern City still enjoys the benefits of past investment in utility infrastructure, such as Victorian-era underground utility pipe subways and Bazalgette's 19th Century sewer network, alongside modern innovations such as the recently installed Wifi and 5G networks and Thames Water's Thames Tideway super-sewer.
3. However, to this point, the City Corporation has lacked an overarching utility infrastructure strategy to help focus attention on the maintenance and development of these services, to help drive the respective utilities forward to meet the needs of the future City and to respond to the emerging challenges of Climate Action and sustainability through service improvement, investment & innovation.
4. In large part, the City itself is not directly responsible for delivering these services but our stakeholders certainly expect the City Corporation to be at the forefront of innovation, working with the utilities to plan for the future and creating the right environment to plan ahead & invest with confidence in order to support the City's long-term priorities.

Current Position

5. The Utility Infrastructure Strategy seeks to bring together a raft of current and future activities being planned and delivered by the utility sector in the Square Mile. In terms of City departmental responsibilities, the majority of these aspects lie within the Environment Department to coordinate and manage, with the City Surveyors leading on the interface with Citigen.
6. The full strategy can be found at Appendix 1, but for the purposes of this covering report, the strategy is grouped into five themes:

Performance

7. The first section focuses on the performance of the respective utilities in terms of their current operations, particularly their service response standards & communications with City stakeholders and the safety of their highway activities under the umbrella of the Considerate Contractor Streetworks Scheme (CCSS).

Demand & Connectivity

8. This seeks to promote the initiatives being taken to ensure the City has the requisite amount of connectivity in terms of superfast broadband and public Wifi / 5G coverage. It also explains the key role that underground infrastructure plays in enabling that

connectivity, either through the use of pipe subways or the City's support to the Citizen heating & cooling network. It also notes the importance of removing redundant plant such as BT's copper network to create capacity for new networks that take up much less physical space.

Planning & Innovation

9. In this section, understanding the City's future requirements through the development process is highlighted as a key action, alongside establishing a better understanding of the constraints in meeting that need and promoting the City as a test bed of innovation for utilities to improve their services.

Climate Action

10. Given the City's own commitment towards Climate Action, this is a key area of focus for both the City Corporation and utilities, with the strategy outlining initiatives in terms of the Local Area Energy Plan (being brought forward as a separate but connected policy initiative by Environment's Planning Policy team), future heat zoning regulations and open energy networks for managing peaks & troughs in the energy supply grid. It also considers the need to support green infrastructure for electric vehicle charging in the context of the City's Transport Strategy.

Future Proofing

11. The strategy is intended to promote and intensify the City's active engagement with the utility sector in order to identify and address the Square Mile's longer term challenges. These include the need for more investment to meet the increasing demand for green energy, the transition from methane-based natural gas to zero-carbon hydrogen & biomethane, and the withdrawal by OpenReach of all copper-based voice telephone lines in the next two years.

Public Consultation

12. Following the agreement of the Planning & Transportation Committee to undertake public consultation, officers have engaged with key stakeholders on three fronts.
13. In terms of the major utilities themselves, feedback has been supportive and their respective comments and future plans have been incorporated. If adopted, the strategy will serve to underpin the long term liaison and dialogue between the City, those suppliers and other key parties such as Government and the respective industry regulators.
14. In terms of public consultation, officers utilised its regular consultation provider (Commonplace) to help publicise the strategy, and then gather and analyse responses. Given the somewhat niche subject matter, it was thought that the level of public interest could be limited, but nevertheless over 3000 individual website visits were recorded suggesting the consultation's reach was quite extensive.
15. Although specific comments on the strategy were limited, there was broad support for the strategy's objectives, with several well informed & insightful comments. These included:
 - A desire to look at the generation of electricity, not just managing its consumption

- Concerns as to whether the cost of decarbonising the utility sector would be passed onto consumers
 - Could e-scooters be used more effectively and safely to reduce car usage
 - Increasing interest in solar panels & heat pumps
 - The need for early innovation & future planning to be seen as key drivers for the strategy
16. There was also positive engagement with Members on the detail behind the strategy, with a briefing for the Planning & Transportation Committee discussing some key priorities & objectives. These comments included:
- The need to coordinate works by different utilities to minimise the risk of the same area being repeatedly excavated
 - Better engagement and advance notice of works by utilities, including the importance of retaining access to adjacent premises & businesses
 - Continued engagement with OpenReach over the impacts of the ‘copper switch off’ initiative, including the need to remove redundant copper plant when completed
 - Pushing for complete superfast broadband coverage across the Square Mile, particular for residents away from the main estate areas
 - Enhanced publicity & promotion of the City’s public access wifi network
 - An endorsement of the need for utility infrastructure to support economic growth and development activity
 - Establishing a better understanding of the role hydrogen could play for different sectors within the City’s long-term economy
 - The impact of external heat pumps on buildings in conservation areas
 - Developing the case for a strategic energy partner for the City
 - Understanding the impact of future heat zoning legislation if that seeks to mandate for buildings to connect to a heat network in the next 20-30 years.

Proposals

17. The Utility Infrastructure Strategy was updated to incorporate those views expressed during the consultation, and your Committee now recommends the final strategy to the Court of Common Council for adoption.

Strategic & Risk Implications

18. This strategy will help support the delivery of various key strategic priorities within the City’s Corporate Plan (i.e. contribute to a flourishing society, support a thriving economy and ensuring the City is digitally and physically well connected). It also connects to various important policy initiatives such as Climate Action, the Transport Strategy and the Local Area Energy Plan.
19. In terms of risk, not adopting such a strategy would mean a less coordinated and forward looking approach, leading to less than optimal outcomes in the delivery of these services now and in the future.

Financial Implications

20. It is not anticipated that this strategy, in and of itself, will require funding from City Corporation sources. Where investment and expenditure is required (e.g. maintenance of the pipe subway network, support to Citigen or ground penetration radar surveys), these will be subject to 'business as usual' governance and approval processes for capital and revenue expenditure.

Legal Implications

21. Some aspects of the strategy relate to upcoming primary legislation regarding energy and heat zoning, and as such the City Corporation will monitor and (if necessary) seek to influence such powers as they evolve through the parliamentary process.
22. Utilities themselves already make use of extensive statutory powers to excavate highways to install and maintain their equipment, albeit the City continues to support that activity in its role as Highway Authority and Planning Authority, as well as holding its own statutory powers in relation to requiring utilities to use underground pipe subways where such infrastructure exists.

Climate Implications

23. Aspects of this strategy will directly align with the City's Climate Action commitments to reach net zero across the Square Mile by 2040. This includes the Local Area Energy Plan which aims to improve understanding of the nature, scale, rate and timings of the changes necessary to transition to a net zero energy system.

Equalities, Resource & Security Implications

24. None

Conclusion

25. This strategy intends to better align the utility sector with the future needs of the Square Mile, drawing in key aspects of the City's activities that relate to utility infrastructure. By working collaboratively and in partnership with all sectors of industry, government and our stakeholders, this strategy seeks to ensure the City's utility infrastructure remains fit for purpose today as well as future proofed for tomorrow.

Appendices

Appendix 1 – Utility Infrastructure Strategy

[The draft public minute of the Planning & Transportation Committee meeting on 16 May 2024](#)

All of which we submit to the judgement of this Honourable Court.

DATED this 16th day of May 2024.

SIGNED on behalf of the Committee.

Deputy Shravan Joshi
Chairman, Planning and Transportation Committee

This page is intentionally left blank



Contents

Infrastructure Strategy Five Point Plan	3
Introduction	3
Performance	4
Service Standards, Communications & Engagement	4
Consider Contractor Streetworks Scheme	5
Demand & Connectivity	6
Superfast Broadband.....	6
Wireless Concession (4G/5G/wifi)	7
Pipe Subway Capacity.....	8
Stigen	9
Planning and Innovation	10
Innovation Test Bed.....	10
Underground Capacity	11
Planning Process	12
Climate Action	13
Local Area Energy Plan	13
Heat Zoning Regulations.....	14
Open Energy Networks for the Smart Grid.....	15
Transport Strategy: Electric Vehicle Charging	16

Future Proofing	17
Stakeholder Engagement	18
Route Map	19
Performance Actions:	19
Connectivity Actions:	19
Planning & Innovation Actions:.....	20
Climate Resilience Actions:.....	20
Future Proofing Actions:	20
Stakeholder Engagement Actions:.....	20
Contacts	23

Infrastructure Strategy Five Point Plan

Introduction

The City has a history of responding to the challenges of delivering the infrastructure necessary to facilitate the growth of the Square Mile and maintain its relevance at the heart of the UK economy.

The last 150 years has seen vast progress in utility infrastructure, from Bazalgette's sewers and Victorian-era pipe subways, through rebuilding after WWII, the deregulation of the telecommunications sector into today's digital e-enabled environment.

The future will be no less challenging for the utility sector as it must account for the rapidly evolving requirements of digital infrastructure, the need to address climate change and to ensure that capacity is sufficient to facilitate the City's plans for substantial growth in office workers and floorspace.

The City's commitment to Net Zero emissions by 2040, alongside its Innovative Transport Strategy and the high expectations of its residents, workers and visitors set the bar high, making it essential that all parties work together to meet these goals.

With more renewable energy requirements, a shift to zero emission vehicles and the creation of local energy markets, the future of energy provision will require nothing less than a green revolution.

Innovation and change in telecommunications will be no less demanding, with fast, efficient and reliable connectivity a basic standard of living in today's modern world, whilst the City's water and sewer networks provide new opportunities to address the capacity constraints found underground.

By working collaboratively across all sectors of industry, government and in partnership with our stakeholders, this strategy seeks to ensure the City's utility infrastructure remains fit for purpose today and future proofed for tomorrow, enabling it to underpin the City's position as a sustainable, effective environment in which to live, work and visit.





Service Standards, Communications and Engagement

Given the City's various commercial, residential and visitor communities, the requirements for power, water, gas and telecommunications can vary quite markedly.

However, the City gathers information direct from a wide range of stakeholders, including individuals, residential working groups, Business Improvement Districts, developers and wider commercial interests, to enable it to challenge the major utility providers to deliver high quality levels of connectivity, service response standards and communications.

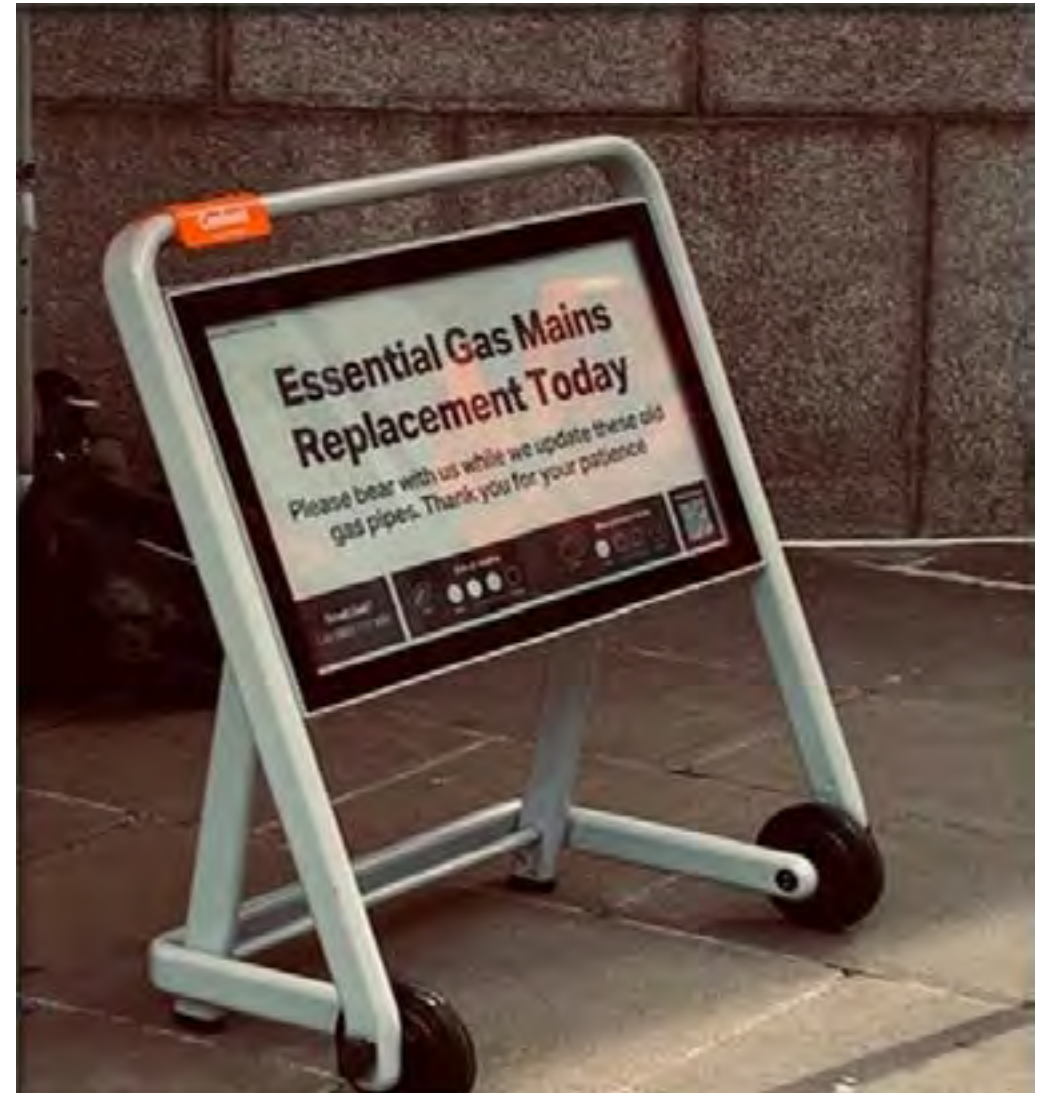
Highly effective working relationships have been established with utilities and their contractors, from senior levels down to operational supervisors who manage works on the ground, enabling City officers to address issues quickly and effectively for the benefit of our stakeholders.

One of the City's key initiatives in this area is the Digital Infrastructure Toolkit, developed with the support of developers, landlords, broadband operators, property managers, government, legal firms and key trade associations.

This national award winning concept sets out a series of tools to make it easier and faster to agree digital connections, including a common standard for wayleave agreements to quicken the process of agreeing consents to cable broadband through buildings.

Alongside close working relationships with the Department for Transport, GLA, TfL and London Councils, officers remain closely involved in shaping industry guidance and driving best practice through JAG (the Joint Authorities Group representing all highway authorities in the UK) and HAUC (Highway Authorities and Utilities Committee).

This includes preparing for new inspection codes of practice for street works before the end of 2023 and the development of Streetmanager, the industry IT tool for permitting and coordinating all utility works.





Considerate Contractor Streetworks Scheme

The Considerate Contractor Streetworks Scheme (CCSS) was pioneered by the City in 1990 and was the first scheme of its kind to be introduced in the UK.

The Scheme aims specifically to tackle the problems associated with street works on our highly congested streets, and its objective remains to encourage and promote the highest of standards for utilities and their contractors working in the Square Mile.

It looks to instil a spirit of pride and excellence in those who work on the highway, create a safer and cleaner environment for everyone who uses our streets and enhance the perception of the street works industry and those who work in it.

The scheme comprises:

- A Code of Conduct that aims to reduce work durations, minimise disruption, improve signage, enhance communication and ensure continuous improvement
- Regular inspection and monitoring by City officers
- A formal awards ceremony recognising high performing utilities and their contractors

The scheme remains highly prestigious and drives improvement, creating competition between participants and a mindset to ensure works are safe, well managed and expeditious.

Throughout its long history, the scheme has evolved to include the introduction of an Innovation Award for utilities and the use of sponsorship to make the awards self-funding.

It remains highly effective in encouraging and enabling collaborative working (such as trench sharing) and the coordination of infrastructure works with City projects and highway maintenance, minimising disruption to the public, improving accessibility and driving safety.

The CCSS also promotes good communications and advance warning, and supports the coordination of works by different utilities, minimising the risk of re-excavating the same street multiple times.





Superfast Broadband

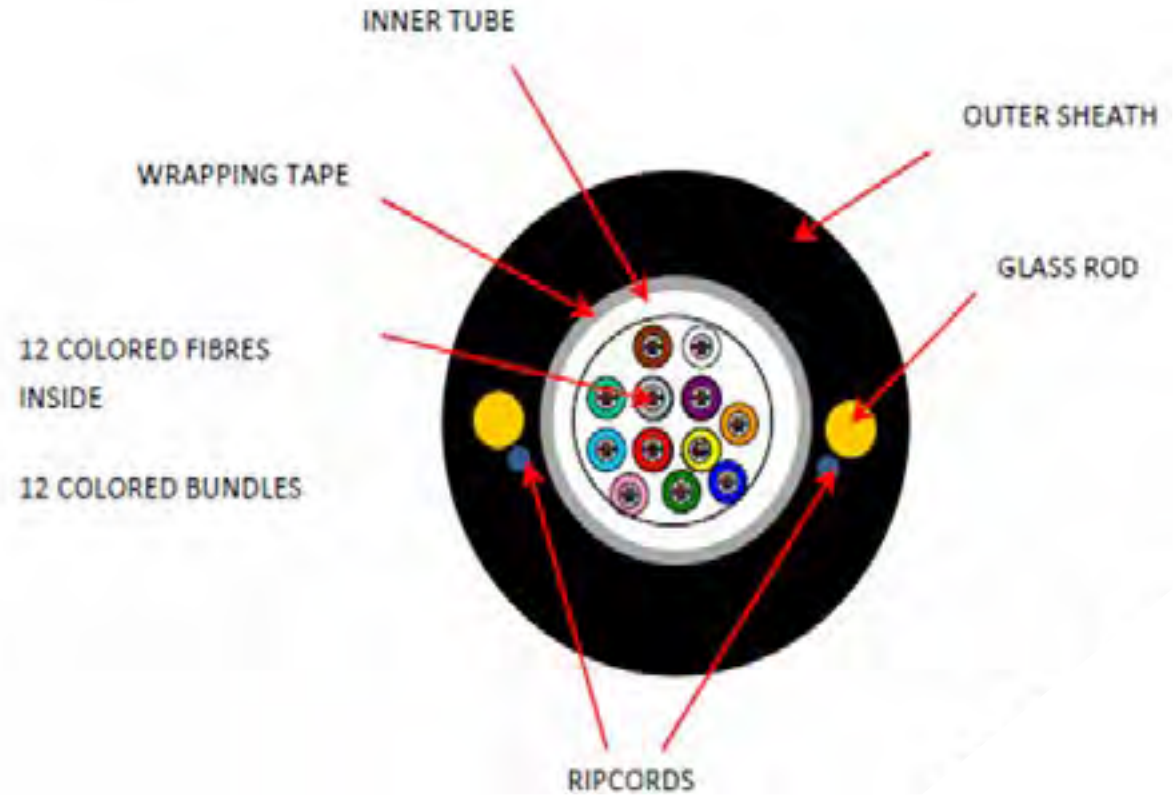
The City's unusual social mix of major financial services and residential properties has historically led to some unique challenges in connecting the City with effective broadband, particularly for our SMEs, residential estates and residential buildings spread across the Square Mile.

With the City's largest commercial enterprises able to procure their own direct requirements from multiple suppliers across diverse routes, the remaining market has typically fallen short of Openreach's business case test for proactively connecting the City to superfast broadband.

Given the status of the Square Mile, this has been consistently raised at a senior level with Openreach and has been addressed through a series of initiatives to enable everyone in the City to have access to an essential part of modern life.

By 2020 90% of the City had superfast broadband enabled by various initiatives including:

- Working with Openreach to improve capacity and their fibre to the premises network
- Facilitating wayleave agreements to bring additional fibre providers to the City's major residential estates
- Identifying and addressing 'not-spot' areas within the Square Mile where network connectivity is not sufficient
- Supporting new fibre providers such as Vorboss to increase network capacity





Wireless Concession

Alongside the steps being taken to address broadband requirements, the City also set itself the challenge of creating a world leading public access Wi-fi network as well as facilitating the requirements of the mobile telecommunications companies to deliver comprehensive and effective 4G (and now 5G) coverage across the Square Mile.

The first step towards this was the installation of free public Wi-Fi infrastructure, delivered in conjunction with partner Cornerstone and their contractor Freshwave. This award-winning connectivity delivered download speeds of up to 100mbps, with installations typically utilising existing street furniture, extended in height to reach the optimum 'broadcast' point.

However, to deliver the requisite 4G/5G connectivity, a solution was needed that avoided the potential for each of the four main mobile network providers deploying their own columns, cabinets and equipment that would otherwise fill the City's congested streets.

The City's innovative concession contract with Cornerstone facilitated the rollout of over 200 4G cells, with Cornerstone and Freshwave promoting, developing and maintaining common user technology at no cost to the City.

Suitable sites are now being trialed that help deliver high capacity, highly reliable 5G mobile networks that the telecommunications sector need to keep the City connected. Full 5G coverage is expected by 2025 with an appropriate communications campaign working alongside to raise public awareness and promote its use.





Pipe Subway Capacity

The City has over 6km of pipe subway built underneath its roads, designed and constructed specifically to hold utility infrastructure of all shapes and sizes.

Mostly built by the forward thinking Victorians, utilities are required to use these subways to carry their plant rather than dig up the road, reducing the disruption above ground whilst allowing their equipment to be installed, managed and repaired by physical inspection.

The cost of expanding the network today into new streets can be prohibitively expensive given the disruption required to relocate existing infrastructure, but the City has been able to amend and add to the network in recent times as part of major infrastructure projects such as Thameslink, Crossrail and Tideway.

Safe access to these facilities is managed by the City given their confined space nature, and future initiatives to ensure these unique facilities remain fit for purpose include major structural maintenance work, measures to ensure they are resilient to climate change and smoke sensors to check for safety issues.

Moving forward, the City is seeking to work with the utilities to remove redundant plant such as BT's copper cabling, ensuring sufficient space is available to accommodate the City's future requirements.





Citigen

By working with the utility e.on, the City leads the way in low carbon decentralised energy networks by making use of the Citigen decentralised power plant based within the City that produces enough power to heat the equivalent of 11,300 homes.

Hidden behind the Port of London Authority facade at Smithfield, Citigen not only generates power but also heating and cooling, delivered via 10.5km of underground piping to business and residential properties across the Square Mile.

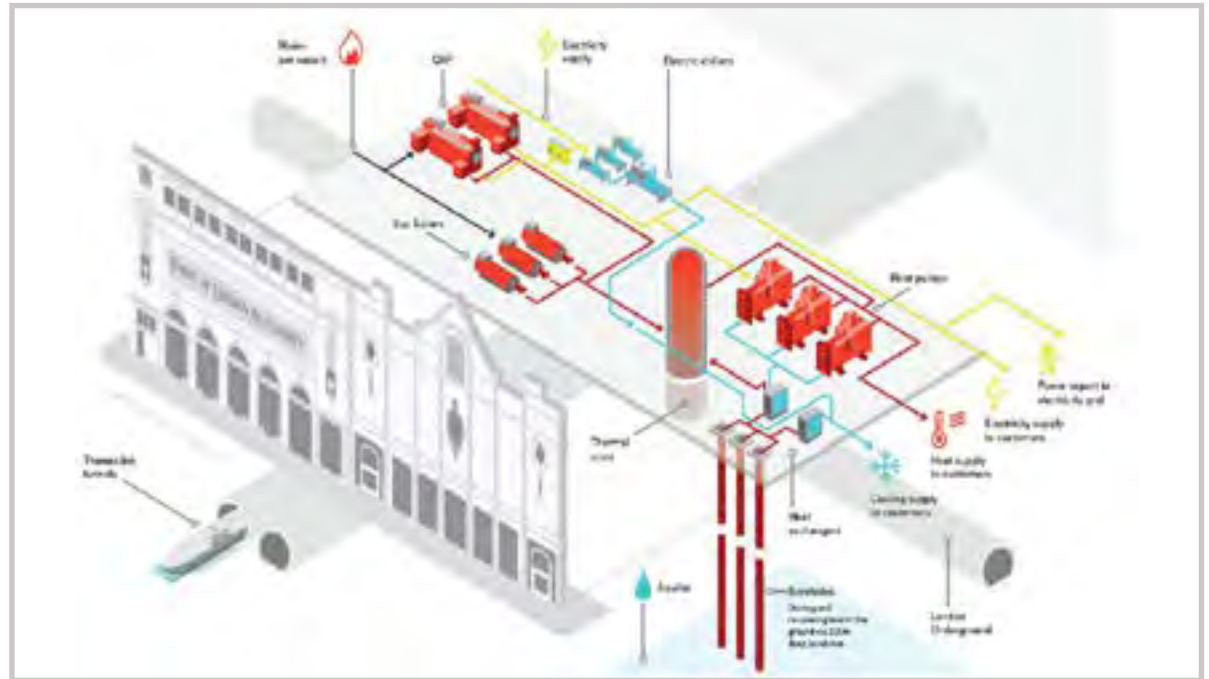
Whilst seeking opportunities to expand its capacity and network, Citigen also makes a significant contribution to the City's environmental goals through its decentralised district heating approach.

The large thermal store allows the system to hold excess renewable energy before reusing it at peak times, and by drawing on the natural warmth from the London Aquifer 200m below the City, Citigen are now able to commission a new 4MW heat pump that will reduce carbon emissions by 30%.

This infrastructure will allow the City to build on the future decarbonisation of the electricity network as the proportion of renewable energy sources on the grid increases, further reducing heating and cooling associated carbon emissions.

The City's supply agreements with Citigen currently run to 2027, with Citigen obliged to deliver a 20% reduction in carbon during that period.

The challenge for Citigen is to develop and deliver a sustainable and attractive long term energy solution for both its existing and potential new customers within the Square Mile.





Innovation Test Bed

All utilities remain focused on finding ways to improve the resilience of their respective networks, increase the efficiency of their operations, minimise disruption and improve the service to their customers.

The last 10 years has seen major capital investment from both Thames Water and Cadent Gas to upgrade their aging networks using new materials to address what were significant levels of leakage from their pipelines. Thames Water in particular had to address failing pipes which in some places had almost completely eroded away.

We continue to see investment and innovation from all quarters, such as:

- robots to survey and repair pipelines from the inside
- use of the existing sewer network to carry new telecommunications cabling
- vacuum technology to increase the speed of removing materials from excavations
- utility covers that safely vent gas leaks without closing footways
- deployment of denser fibre cables to increase capacity

The degree of innovation is not confined to the commercial sector, with the City itself having just completed its rollout of an innovative street lighting system that enables direct control of individual lighting units in real time via a low frequency mesh network.

Combined with an investment in LED technology and aligned to an industry leading Lighting Strategy, this has resulted in a reduction in energy for street lighting of over 50%.

This mesh network is also capable of carrying other Smart City data, enabling the potential for further development of e-enabled smart technology. As an example, the City is using the same network to generate warnings when lifebelts are removed from the riverside, making the Thames safer by ensuring that those that are removed are quickly replaced.

It is this strategy's ambition for the City to be seen as an effective test bed for new technology, allowing utilities the opportunity to trial new ways of working that make operations quicker, easier and more effective for everyone involved.





Underground Capacity

The space beneath our feet plays host to all number of utility cables, pipes and operating plant, but given these networks have grown over time without a statutory requirement for strategic coordination, successive utilities have installed their own plant wherever space is available.

The first networks to be laid related to sewerage, water and gas, meaning these large pipe networks are typically the deepest underground, with power cables next in line above them. The highest sets of services are usually telecommunications cables which sit just below the surface.

Telecommunications saw a massive expansion in the 1990s and 2000s as a result of government deregulation, meaning the space under most of our footways and roads is now reaching capacity.

That means when new networks are required, significant amounts of time, cost and disruption are incurred just to establish viable routes over, under and around existing networks.

To address this issue, the City is currently working with the GLA and the utility sector to consider how GIS record keeping can help, and for the City in particular, it is proposed to undertake ground penetrating radar surveys to comprehensively map the Square Mile, enabling the City to identify which streets are still available for network expansion.

Meanwhile, the Physical Infrastructure Access scheme enables third party utility companies to rent the Openreach network in order to build their own networks without taking up more space underground, saving time, effort and cost. This is being actively progressed by seven telecom utilities in the City and more are expected to follow, driving competition and improving connectivity





Planning Process

Much of the City's expanding utility need is driven by major development, particularly when it is clustered together and requires a step change in supply that exceeds current capacity.

In the recent past, this has been most noticeable in the Eastern Cluster, where successive large developments have required expansions to the power supply load for that area. Such uplifts are fed from UK Power Network's major City-based substation near Ludgate Hill, the last time being around 10 years ago when many of the City's key streets had to be excavated for new power cables over a two year period.

The City can best address these issues by proactively working with the utility sector and developers to identify specific requirements ahead of time, facilitate advance planning to reduce disruption to the general public, and ensuring long term plans are in place to ensure sufficient capacity is available to meet future demand.

Other initiatives linked to the planning process include a planning condition that major developments must share with the City their utility requirements at an early stage to enable advance discussions around available supplies, customer connections and potential network expansion.

One particular issue can also arise when the needs of a new building occupier only emerge at the very end of the development, significantly adding to the number of connections and utility chambers required, sometimes well after the City's public realm construction works have finished.

To address this, the City promotes a communal entry chamber scheme whereby one utility chamber is constructed to facilitate the requirements of multiple utilities and their respective connections into the new building, allowing last minute supplies to be installed without the need for further major excavations.





Local Area Energy Plan

The City of London has recently developed and adopted a Climate Action Strategy aimed at setting a pathway to net zero, building climate resilience and championing sustainable growth.

The Strategy outlines the City's commitment to reaching net zero carbon emissions within its own operations by 2027, and net zero across the Square Mile and the City Corporation's supply chain by 2040.

To support this Strategy, the City is developing a Local Area Energy Plan for the Square Mile to improve understanding of the nature, scale, rate and timings of the changes necessary to transition to a net zero energy system.

The LAEP process combines robust technical analysis with comprehensive stakeholder engagement to create a route map for delivering decarbonisation as effectively as possible.

It will identify the actions required by local and national government, energy providers, regulators, industry and residents to achieve this, increase local stakeholder awareness in the Square Mile, and inform credible commitments and better buy-in for these changes.

Priority intervention areas include:

- Maximising the energy efficiency of buildings
- Exploring waste heat capture and sharing opportunities
- Prioritising decarbonisation of heat networks
- Rolling out renewable energy systems
- Driving rooftop solar energy

The pathway to an LAEP is currently under development in conjunction with public bodies (GLA, London Councils, Transport for London), key utilities (UKPN, Cadent, e.on), Ofgem and Arup, with a wider stakeholder engagement stage about to commence.





Heat Zoning Regulations

The Government's proposed Energy Security Bill (intended to become law by 2024) seeks to introduce a new regulatory framework for heating, intended to define and designate zones where heat networks can provide the lowest cost low carbon solutions.

As Citigen has shown, local district heating networks can be a cost-effective way of providing reliable, efficient, low carbon heat, even though heat networks themselves do not enjoy the same statutory powers as other forms of utilities such as gas, water and power.

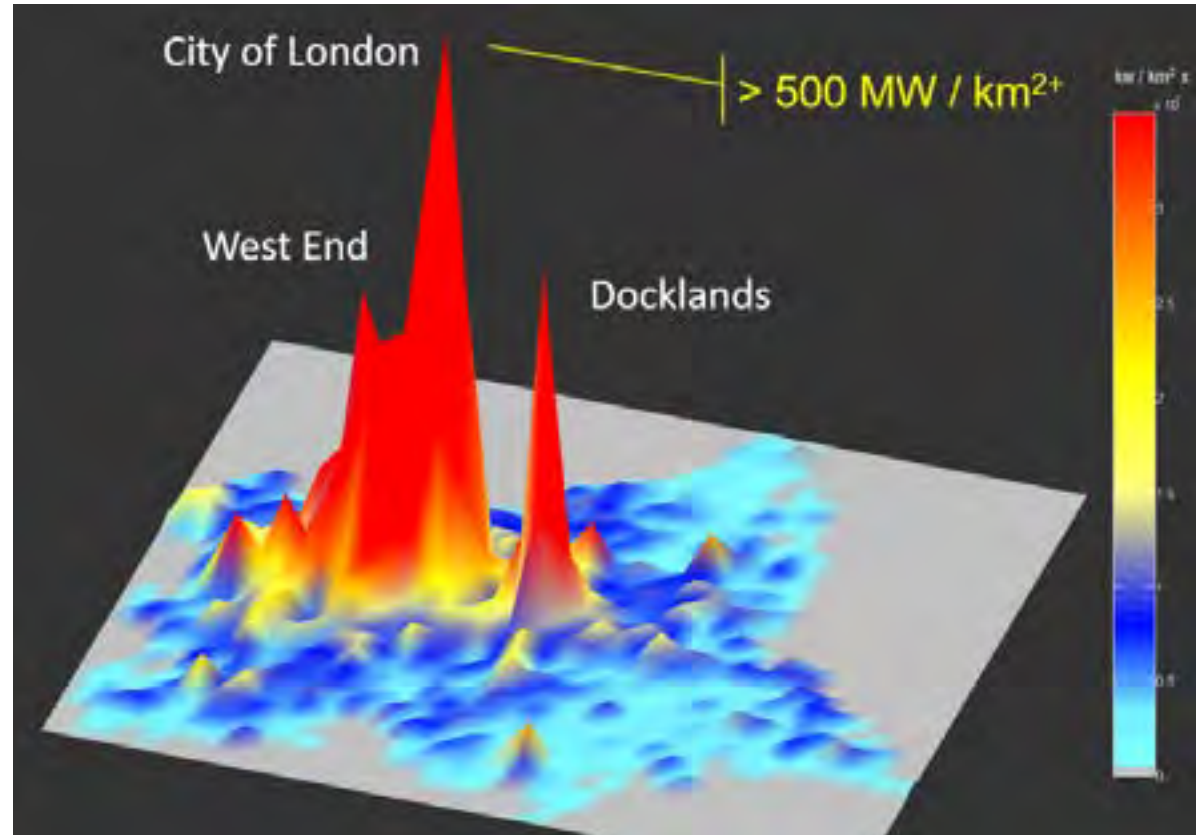
The Bill intends to resolve this by granting heat networks statutory powers, bringing local heat networks under the Ofgem umbrella, regulating prices, promoting technical standards and introducing limits on carbon emissions.

Heat zoning regulations are expected to support the growth and decarbonisation of existing networks such as Citigen and are intended to accelerate the transition towards net zero heat, enabling cities to adopt a common energy strategy.

Local heat networks are particularly suited to locations such as the Square Mile with its building density and available heat sources.

In such areas, the potential for Heat Network Zoning will be considered where certain buildings would be required to connect to such networks as the lowest cost solution for decarbonised heat.

As part of these initiatives, the City may also be able to benefit from the Green Heat Networks Fund, a three year (2022-2025) £288m capital grant fund intended to support (amongst other things) the expansion of existing heat networks.





Open Energy Networks for the Smart Grid

With new smart technologies challenging the traditional way we generate, consume and manage electricity, the Open Networks programme has brought together the nine electricity grid operators in the UK and Ireland to work together to align processes to make connecting these networks as easy as possible and to bring renewable energy resources, including wind and solar panels, to the local electricity grid.

One of their initiatives is the concept of flexible technology that can store energy using periods of low demand, releasing it back to the grid during peak periods. This will become increasingly important in order to address local peaks and troughs of demand given that local supply grids are typically designed to meet average loads.

Working with the industry regulator and the distribution network operators, UK Power Networks are currently facilitating this marketplace by paying flexible energy suppliers (typically at this point large commercial buildings) both an availability fee and a utilisation fee to store energy and push it back into the grid at peak times through their building energy management system.

All the grid providers have committed to offer quicker connections to properties making this commitment, and given the City's demographic, there are clear opportunities where the City and the Energy Networks Association can work together with the City Business Improvement Districts, large commercial properties and residential estates to explore these opportunities.

In the future, it may be possible to consolidate infrastructure installations and harness synergies between developments, enabling both heat and cooling to be provided in a more efficient way to residents and other stakeholders. This will likely drive innovation in terms of energy storage facilities and cooperation between adjacent properties to create a local eco-system for heating and cooling.





Transport Strategy: Electric Vehicle Charging

Under the direction of its innovative Transport Strategy and the need to support the transition to zero emission capable vehicles, the City has recently increased the amount of electric vehicle charging infrastructure available for use in the Square Mile, delivering facilities sufficient to meet the current needs of residents and vehicles serving the City.

There are publicly accessible electric vehicle charging points in all the City's public car parks, one rapid charging point on-street for taxis and a rapid charging hub in Baynard House car park with six rapid charge points and space for a further four in the future.

This number of facilities needs to balance potential demand with the need to avoid drawing unnecessary traffic into the City just to recharge, potentially adding congestion to our streets, whilst changes in battery and recharging technology will also change these requirements over time.

Alongside this, the City has delivered on its own commitment to zero-emission vehicles by making its Cleansing fleet fully electric, installing the necessary infrastructure at its Walbrook Wharf depot and working with contractor Veolia to transition its fleet of vehicles.

Progress has also been made through the Planning process, whereby new developments with off-street loading can be required to install rapid charge points, whilst we can also encourage the owners, managers and occupiers of existing buildings with loading bays to install rapid charge points.

It's clear that demand for top up charging for vehicles servicing the City, alongside reliable and available recharging facilities for our residents, remains a growing requirement, and as such we are currently working with colleagues in Community and Children's Services to expand recharging facilities in our residential estates, promoting the newly opened recharging hub and looking to increase the number of top up rapid recharging units.





Future Proofing

The City has to continue to work with its stakeholders, the utility sector, government and the industry regulator to ensure its utility infrastructure remains fit for purpose, meeting the needs of today as well as addressing the challenges of the future.

With that in mind, future proofing the City already has some specific early challenges:

- Given deregulation of the supplier market, companies such as UK Power Networks are prevented from investing ahead of need. However, longterm expansions in demand will undoubtedly require an uplift in capacity, needing the City to work with UKPN and others in the electricity sector to consider strategic investment opportunities to grow supply capacity.
- Development activity in the Square Mile continues apace, so it is essential that the City engage with the development community to understand

Despite the complexity and cost of expanding the City's underground pipe subway network, it must look to maximise the opportunities when they arise to connect or lengthen existing parts of this essential infrastructure network future demand.

- In one of the biggest changes in telecommunications history, Openreach intend withdrawing all copper-based voice telephone lines from the UK's network at the end of 2025. This will enable Openreach to focus on maintaining and enhancing its fibre network and consider opportunities from decommissioning but this will impact anyone still using copper based lines.
- Changes are planned to the UK's 284km of gas pipeline network to transition it from methane-based natural gas to zero-carbon hydrogen and biomethane. Cadent has upgraded 92% of the City's low pressure network to distribute natural gas to hydrogen in the future, and other green gas projects would be expected should Government decide in 2026 to allow hydrogen for domestic use.
- As part of the opportunities opened up by forthcoming legislative changes promoting heat networks, the City could be in position to work with a strategic energy partner to take a leading role in creating such a network across much of the Square Mile.





Stakeholder Engagement

To consult on this strategy and raise awareness of the issues and challenges it seeks to address, it's intended to undertake a series of engagement sessions and publicity activities, from face to face meetings and public forums to on-line promotion.

The key groups to be engaged with will include:

- Senior level utility representatives
- Business Improvement Districts
- City businesses & SMEs
- Resident groups
- Industry Regulators
- Energy Networks Association
- Greater London Authority
- Transport for London
- Adjacent Local Authorities
- HAUC (Highway Authority and Utilities Committee)
- Members and appropriate City Corporation Committees

To ensure this strategy remains a live document, it is intended the dialogue established through its creation remains in place to drive forward the essential changes it seeks to make.



Performance Actions:

- Ensure effective relationships are maintained within each utility sector and work with stakeholders across the City to bring issues to their attention
- Promote the Digital Infrastructure Toolkit and standard wayleave agreement
- To maintain the commitment embodied by the Considerate Contractor Streetworks Scheme for safe, considerate and cooperative working practices
- Establish performance measure for this strategy

Connectivity Actions:

- Supporting Openreach in achieving their target to deliver fibre broadband to 25 million premises, including both businesses and residents, by end of 2026.
- Highlighting 'not-spot' areas within the Square Mile where there is greater demand for faster fibre connectivity.
- Supporting new fibre providers such as Vorboss to increase network capacity
- Complete the 5G network rollout in conjunction with Cornerstone & Freshwave
- Ensure effective maintenance and resilience for the existing Wi-Fi and 4G networks
 - Capital investment in repairs to Snow Hiill and Holborn Viaduct pipe subways
 - Trial smoke sensors to ensure the subways remain safe for both utility plant and workers
- Review opportunities for the removal of redundant plant, making space for new cabling
 - Identify further opportunities to invest in & expand Citigen network
 - Consider opportunities from Govt heat zoning regulations and consider requirements to connect to heat networks

Planning & Innovation Actions:

- Promote the opportunity for the City to be seen as a test bed for new ideas and innovations
- Explore the opportunities provided by the City-wide mesh network to carry smart data
- Undertake ground penetration radar mapping of the City's streets
- Work with the GLA and key utilities to establish the potential to map utility networks as part of the National Underground Asset Register initiative

Climate Actions:

- Work with the City's consultants and key stakeholders to identify the route towards implementing a Local Area Energy Plan for the Square Mile
- Continue to work with e.on to identify opportunities to expand the Citigen network
- Seek to make further progress in decarbonising Citigen's operation
- Work with Govt and Ofgem to review implications & options from heat network zoning and the Green Heat Networks Fund
- Engage with the Energy Networks Association to develop opportunities for flexible energy networks
- Review requirements for on-street and off-street charging points, including within our public car parks and residential estates
- Promote and publicise access to the recharging hub at Baynard House car park
- Work within the Planning process and with the BID engagement team to require & promote the installation of recharging facilities within commercial premises for servicing vehicles

Future Proofing Actions:

- Identify long term energy and telecom requirements and supply constraints for future development
- Consider opportunities for future pipe subway expansion
- Address the impact of the withdrawal off copper-based telecoms
- Assess the challenge represented by the transition of gas networks to hydrogen & biomethane

Route Map

Routemap	
Performance Actions	<ul style="list-style-type: none"> Establish performance measures for this strategy Ensure effective relationships are maintained within each utility sector and work with stakeholders across the City to bring issues to their attention Promote the Digital Infrastructure Toolkit and standard wayleave agreement To maintain the commitment embodied by the Considerate Contractor Streetworks Scheme for safe, considerate and cooperative working practices
Connectivity Actions	<ul style="list-style-type: none"> Supporting Openreach in achieving their target to deliver fibre broadband to 25million premises, including both businesses and residents, by end of 2026 Highlighting 'not-spot' areas within the Square Mile where there is greater demand for faster fibre connectivity Supporting new fibre providers such as Vorboss to increase network capacity Complete the 5G network rollout in conjunction with Cornerstone & Freshwave Ensure effective maintenance and resilience for the existing Wi-Fi and 4G networks Capital investment in repairs to Snow Hill and Holborn Viaduct pipe subways Trial smoke sensors to ensure the subways remain safe for both utility plant and workers Review opportunities for the removal of redundant plant, making space for new cabling Identify further opportunities to invest in & expand Citigen Network Consider opportunities from government heat zoning regulations and consider requirements to connect to heat networks
Planning & Innovation Actions	<ul style="list-style-type: none"> Promote the opportunity for the City to be seen as a test bed for new ideas and innovations Explore the opportunities provided by the City-wide mesh network to carry smart data Undertake ground penetration radar mapping of the City's streets Work with the GLA and key utilities to establish the potential to map utility networks as part of the National Underground Asset Register initiative
Future Proofing Actions	<ul style="list-style-type: none"> Identify long term energy and telecom requirements and supply constraints for future development Consider opportunities for future pip subway expansion Address the impact of the withdrawal off copper-based telecoms Assess the challenge represented by the transition of gas networks to hydrogen & biomethane

Page 75

DRAFT



Routemap

Climate Actions

- Work with the City's consultants and key stakeholders to identify the route towards implementing a Local Area Energy Plan for the Square Mile
- Continue to work with e.on to identify opportunities to expand the Citigen Network
- Seek to make further progress in decarbonising Citigen's operation
- Work with the government and Ofgem to review implications and options from heat network zoning and the Green Heat Networks Fund
- Engage with the Energy Networks Association to develop opportunities for flexible energy networks
- Review requirements for one-street and off-street charging points, including within our public car parks and residential estates
- Promote and publicise access to the recharging hub at Baynard House car park
- Work within the Planning process and with the BID engagement team to require & promote the installation of recharging facilities within commercial premises for servicing vehicles

2023

2024

2025

2026

Contacts



Ian Hughes – City Operations Director

Ian is the City Operations Director. He has strategic responsibility for all the operational activities on the City's streets, including the key front line services of street cleansing, highway maintenance, domestic waste collection and parking enforcement. Ian also has overarching responsibility for road safety, transportation & public realm schemes, maintaining the Square Mile's trees & green spaces and supporting the City's major on-street events such as the Lord Mayor's Show. He is Deputy Senior Responsible Officer for the Secure City programme with the City Police.



Sye Thevathas – Strategic Infrastructure and Asset Manager

Sye Thevathas is the Strategic Infrastructure & Highways Asset Manager. He is the key contact within the Corporation for all matters relating to network infrastructure, supporting elected Members, City of London departments, City businesses, property owners, developers, utility and fibre broadband providers, to ensure that the Square Mile is provided with world leading utility network infrastructure.



Michelle Ross – Traffic Manager

Michelle leads, manages and directs the three specialist teams responsible for coordination of Street works (permitting), Special Events (on the highway) & Traffic Management (road closures, hoarding licences & major projects)



Darran Gowdy - Streetworks Manager

Darran has over 35 years of experience in engineering, technical services, utility works, highways activities, streetworks permitting and inspections, compliance and highway management, Darran manages the Streetworks Team for the City of London.



Giles Radford – Assistant Director Highways

Giles is the Assistant Director for Highways. He is responsible for managing highway maintenance and construction, street lighting, drainage and the City's pipe subway network. Giles is also responsible for highway licensing, temporary road closures, special events, utility works, the City's 4G infrastructure and the Considerate Contractor Scheme.



Graeme Low – Assistant Director of Energy and Sustainability

Graeme is Assistant Director, Head of Energy and Sustainability for the City Surveyors Department. His team leads on the supply of energy to our buildings including electricity, gas and heat and coolth supplied via Heat Networks such as Citigen. He is responsible for ensuring our buildings energy and operational carbon performance improves to meet the challenge of our Climate Action Targets for 2027.



Mark Donaldson - Senior Energy Engineer

Mark leads the City Corporation's support for the development of heat networks within the Square Mile. This includes working with E.On to support the growth and decarbonisation of the existing Citigen heat network, developing opportunities for new low carbon heat networks in the Square Mile, and preparing the City Corporation for the forthcoming Heat Zoning regulations.



Rob McNicol - Head of Policy and Strategy

Rob is the Assistant Director for policy and strategy in the planning division. His team is responsible for delivering the City Plan, Supplementary Planning Documents and other planning guidance; monitoring and data relating to the Built Environment; and delivering a number of Climate Action Strategy projects that will embed sustainable approaches to development in the Square Mile.

Report – Planning and Transportation Committee

Bank Junction Improvements (All Change at Bank): Traffic mix and Timing review update

To be presented on Thursday 20th June 2024

To the Right Honourable The Lord Mayor, Aldermen and Commons of the City of London in Common Council assembled.

SUMMARY

In April 2022 the Court of Common Council requested a review of the nature and timing of the traffic restrictions at Bank Junction. The Court Motion was, “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.”

A report considered by your Planning & Transportation Committee at its meeting on 16 May 2024, provided the Committee with the information needed to make a recommendation to the Court on whether to pursue a change to the restrictions. The report was also an information item on the Streets and Walkways Sub-Committee agenda for its meeting on 14 May 2024.

The report was informed by analysis of taxi availability and journey times (Appendix 2). The findings from this include:

- The Bank restrictions were found to have little or no impact on most journey times and costs for the routes sampled.
- At times, there is very limited ability to hail a taxi on some streets leading up to Bank.
- There is good availability of both taxis and private hire vehicles in the Bank area and City-wide throughout the day via ride hailing apps.

The equality impacts of the restriction and potential changes to it are assessed in the Equalities Impact Assessment (EqIA, Appendix 3). The EqIA recognises that there are both positive and negative impacts associated with the current restriction.

The EqIA concluded: **“The additional research undertaken on taxi availability, journey times, and journey costs suggests that, as a whole, the restriction of taxi access through Bank junction between the hours of 7am to 7pm has not led to any extensive negative impacts on equality, and the impacts of the restrictions outside of these hours is deemed to be negligible.**

“However, it is important to acknowledge that there have been some negative impacts for certain individuals, particularly those that are most reliant on taxis as an essential mobility aid, such as some disabled people, older people with age-related mobility impairments, and pregnant women”.

Concerns about the impact of taxis being restricted from using Bank junction on the City's reputation as a business destination have been raised in previous debates. Several Ward Motes recently passed resolutions supporting a change to the restriction at Bank to allow taxi access. There is mixed anecdotal evidence on the economic impact of the taxi restrictions. There is a clear strength of feeling amongst taxi drivers and passengers for a change at Bank.

The review of the traffic restrictions has found no strong transport grounds for making a change to the restrictions to allow taxis during restricted hours.

The original objective of the changes at Bank to address the junction's safety record has also been achieved and the data shows the current scheme has reduced collisions to virtually nil (one collision in the 11 months up to Nov 2023; paras 49 and 50).

However, Honourable Members may still wish to pursue a change based on remaining equality concerns for those most reliant on taxis as an essential mobility aid and considering the anecdotal evidence of the economic impacts the Bank restrictions and their effect on the perception of the City as a business centre and visitor destination.

Any changes to the restrictions at Bank require an application to TfL under the Traffic Management Act Notification (TMAN) process. A full traffic model audit from TfL will be required before a TMAN application can be made and considered. The next steps, should Members agree to pursue a change to the restrictions at Bank, are provided in Appendix 4.

At its meeting on 16 May 2024, your Planning & Transportation Committee discussed the Officer report.

Several Members considered that financial, economic and business considerations had not been considered to the same extent as highways considerations and that they should be. It was noted that feedback from individual businesses around Bank junction was included in the report.

Equalities were also discussed. Members were informed that an equalities impact assessment had been undertaken. The report acknowledged there were benefits and disbenefits but Officers did not consider that any groups would be excluded as a result of changes.

A number of Members commented on how Bank junction had been transformed and was now a safer, more pleasant environment. Concerns were raised that allowing taxis through the junction, would increase congestion and heighten the risk element by resulting in more traffic, turns, complexity and reduced crossing time for pedestrians.

A Member raised concern about contraventions and Officers stated there were a small number of vehicles that had repeatedly contravened the traffic order.

Concern was raised that allowing taxis through the junction could undo some of the street improvements made in recent years. A Member stated that maintaining the space was essential to meet the needs of Destination City and the aim to attract more people into the City. The Chairman stated that the pedestrian space at Bank junction had been well received by all users and he asked for clarification that any potential changes would not change the design. An Officer stated that the decision related to the traffic mix and not the traffic design and therefore the junction would remain unchanged regardless of the decision made at the Court of Common Council.

Costs were discussed and Members were informed that additional funding had been agreed through the usual governance processes to deal with all the aspects the Court of Common Council had asked to be looked at. So far, £277,000 had been spent, leaving

£327,000 to get to the point where a change (if the Court of Common Council decided to implement the change) could be implemented. As experimental traffic orders were monitored for 18 months and there was public consultation during that time, it was likely that further funding would need to be sought to deliver this through the usual processes.

In response to a suggestion that technology could be implemented to enable Automatic Number Plate Recognition (ANPRs) to recognise blue badges placed in taxis, an Officer stated that this technology did not yet exist but could be considered in the future.

Members were informed that following the decision by the Court of Common Council, any subsequent decisions in relation to the modelling process and any specific highways changes would be undertaken by the Streets and Walkways Sub-Committee.

Having debated the report, Members of your Planning & Transportation Committee voted on the Officer recommendation. Eight votes were cast in favour, four against and there were two abstentions.

Your Planning & Transportation Committee, having scrutinised the options hereby **recommends** the progression of Option 1 detailed further in the report, the option also recommended by Officers. **The arguments are finely balanced and the evidence is mixed but the Road Traffic Regulation Act 1984 says a Highway Authority has a duty to focus on the expeditious, convenient and safe movement of vehicles and pedestrians. Therefore, because of the significant reductions in collisions and the lack of any strong transport reasons for change, Officers recommend Option 1.**

RECOMMENDATION

That this Honourable Court **approves** Option 1: No change to current restrictions, with Bank junction continuing to operate as it currently does, i.e. bus and cycle only, 7am - 7pm, Monday – Friday, except for access to Cornhill from Princes Street.

MAIN REPORT

Background

1. 'Taxi' in this report refers to licensed taxis (black cabs) only. Private hire vehicles (minicabs) are considered as part of general traffic. It is possible to restrict access for general traffic while still allowing taxis. Access for powered two wheelers (motorcycles and mopeds) can also be considered separately.
2. A motion approved at the Court of Common Council in April 2022 requested that the Planning & Transportation Committee immediately begin a review of the nature and timing of the restrictions at Bank Junction, considering all options, and present a recommendation to the Court of Common Council.
3. This motion brought forward the planned review of the restriction, given that the Streets & Walkways Sub Committee had previously agreed in September 2021 that this would begin 12 months after the completion of construction, i.e. in spring 2025.
4. In March 2023, the Planning & Transportation Committee agreed that no further work on the option to reintroduce general traffic into Bank would be undertaken. The review has since focussed on assessing the need for changes to the restrictions to allow access for taxis and/or powered two wheelers.

5. In December 2023, the Court of Common Council decided to immediately restart the modelling of the traffic impacts, running this work in parallel with the data collection and analysis to identify and evidence a need for change.
6. Work on the traffic modelling elements is underway and is being conducted in close collaboration with TfL. This work is unrelated to the evidence base for change and is not covered in this report.
7. Any changes to the restrictions at Bank require an application to TfL under the Traffic Management Act Notification (TMAN) process. A full traffic model audit from TfL will be required before a TMAN application can be made and considered.
8. The current 7am – 7pm, Monday to Friday, bus and cycle only restriction at Bank junction was first introduced in May 2017. The primary objective was to improve safety at the junction, which was a hotspot for collisions, including two fatal collisions in 2012 and 2015.
9. All streets on the approaches to Bank junction can be accessed by motor vehicles, including for pick up and drop off by taxi.
10. The All Change at Bank project is now delivering a transformational change that has significantly increased the amount of space available to people walking and wheeling. Further details on the changes being delivered are provided in Appendix 1.
11. All Change at Bank is nearing the end of its construction phase and is due to be substantively completed in June 2024. Some planting and accessibility improvements to the area outside the Royal Exchange will follow later this year.

Current Position

12. A review of this type is usually informed by an identification of a transport issue or issues that need addressing such as traffic collisions and casualties, volumes of people travelling and the need to reallocate space, equality concerns or air quality.
13. Work up to May 2023 identified the need for further analysis of the equality impacts of making a change to the restrictions at Bank. No other transport related reasons to promote a change to the restrictions at Bank have been identified. Additional data collection and analysis, including the Equalities Impact Assessment (EqIA) has now been completed.
14. In making a decision on whether to change the restrictions at Bank, Members are reminded of their duty as the Highway Authority and that the statutory regime puts the consideration of any traffic (including pedestrians) implications (which would result from a change to any traffic orders) at the forefront of decision making when discharging the City Corporation's duty set out in Section 122 of the Road Traffic Regulation Act 1984.
15. In addition, due regard must be given to eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act 2010. The equality duty is to be considered at the time of taking the decision.
16. Collection and analysis of taxi availability data and journey times and costs was undertaken by WSP. Key findings are summarised below, and WSP's full report is provided in Appendix 2. WSP analysed the data through a mix of site-specific analysis and breaking the City of London into four areas: Bank sites, North, East, and West to enable comparisons across different parts of the City. Survey sites and area boundaries are shown in Figure 1. It should be noted that WSP's data collection took place before the changes to the Cheapside bus gate to allow taxis (under an

experimental traffic order) and the installation of the taxi rank on Poultry outside The Ned.

17. The EqlA to inform this review was carried out by Steer. The EqlA considers the benefits and disbenefits for different protected characteristic groups of the potential changes to allow taxis and/or powered two wheelers through the junction during restricted hours. The full EqlA and accompanying Technical Note is provided in Appendix 3.
18. This report concludes the review requested by the Court of Common Council in April 2022. The next steps, should Members agree to pursue a change to the restrictions at Bank, are provided in Appendix 4.

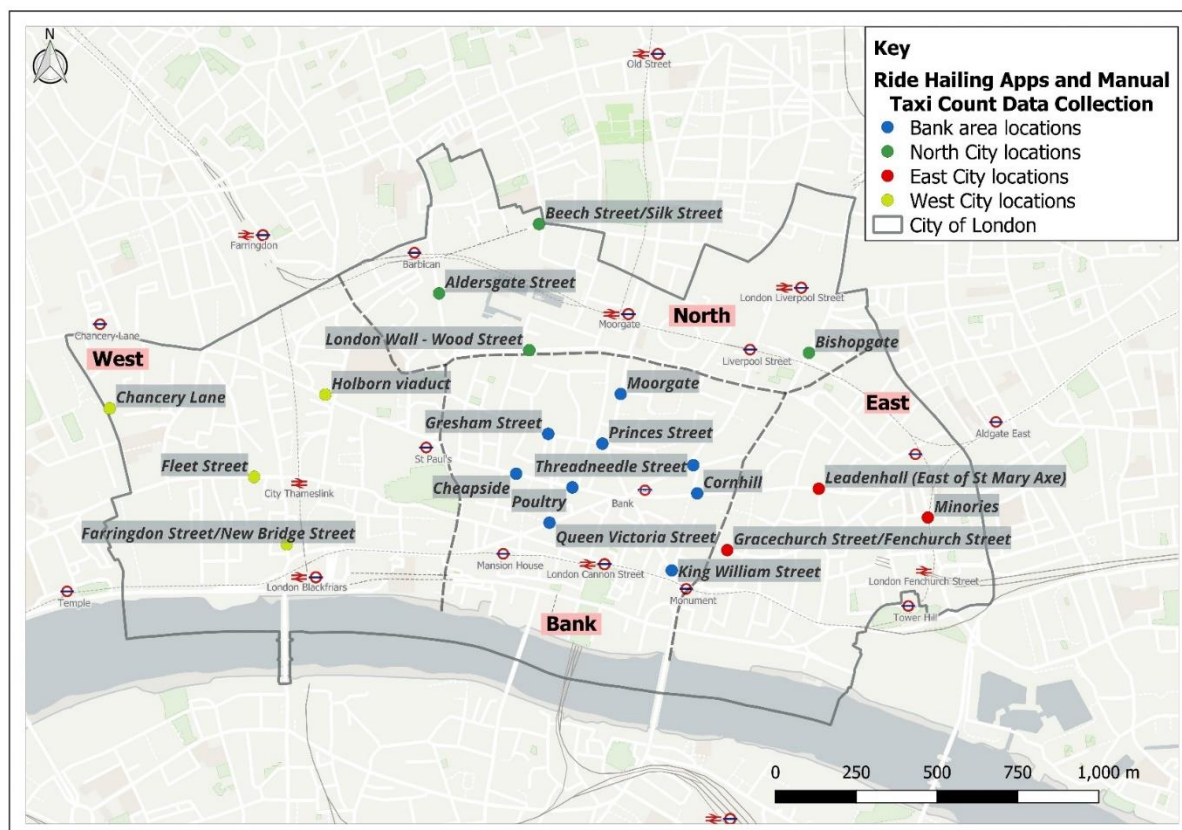


Figure 1: 2023 Taxi availability survey sites and area boundaries

Travel in the City of London

19. The most consistent and reliable source of data on how people travel to/from and within the City is the London Travel Demand Survey (LTDS). This is a long running annual survey of 8,000 Londoners conducted by TfL.
20. The average mode share for trips originating in the City based on data from 2017/18 - 2019/20 is provided in Table 1. Data for 2022/23, the first full year for which post-pandemic data is available, is also provided.
21. A trip represents the main mode of travel used for a journey. Many trips in the City, especially those made by public transport, will involve some travel by another mode, mainly walking.

Year	Rail	Underground /DLR	Bus	Taxi /other	Car /motorcycle	Cycle	Walk
2017/18 - 2019/20	23.6	31.6	4.5	1.4	2.3*	4.5	32.1
2022/23	20.5	32.4	8.5	2*	1.6	5.5	29.4

Table 1: Percentage of trips per day by mode of travel to the City (LTDS). *Includes private hire vehicles.

22. TfL analysis of London-wide LTDS data [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://tfl.gov.uk/what-we-do/our-programmes-and-initiatives/our-strategic-transport-plans/our-transport-plans-for-2019) found that the most common form of transport used by Londoners was walking. 95% of respondents said they walked at least once a week. The figure is lower for disabled people (81%) and those aged over 65 (87%). 3% of Londoners reported using a taxi at least once a week, with relative consistency across different groups including disabled people (3%) and those over 65 (2%).
23. The TfL analysis also found that for Londoners with lower household incomes (below £20,000) the bus is the second most used form of transport after walking. Compared with 59 per cent of all Londoners using the bus at least once a week, 69 per cent of people with lower household incomes take the bus. 2% of people from households with lower incomes reported using a taxi at least once a week.
24. A table summarising the travel modes used by different communities is provided in Appendix 5.

Taxi availability and trends

Taxi rank usage

25. Data collected by WSP found that most of the 30 ranks across the City are lightly used by taxi drivers, with only a small number very well used across the day. WSP's findings include:
- 2002 taxis were recorded across 30 ranks over 24 hours.
 - Liverpool Street station has the highest recorded number of taxis across the day (879). This rank operates differently to the other ranks in the City as it operates near the station exit as a continuous feeder rank.
 - Excluding Liverpool Street station there is little difference between rank usage by geographical area. What appears more important in terms of rank usage is the proximity of the rank to key attractors such as stations, tourist destinations and hotels.
 - Across all sites, 30% of taxis left the rank without picking up a passenger.

Taxi availability via ride hailing apps

26. WSP's analysis of the availability of both taxis and private hire vehicles through ride hailing apps found minimal variations in wait times across the City. The average wait time via the ride hailing apps was found to be 4 minutes 11 seconds for a taxi and 3 minutes 20 seconds for a private hire vehicle. For both private hire vehicles and taxis, the wait times in the Bank area were within 20 seconds of the overall average, as can be seen in Figure 2.

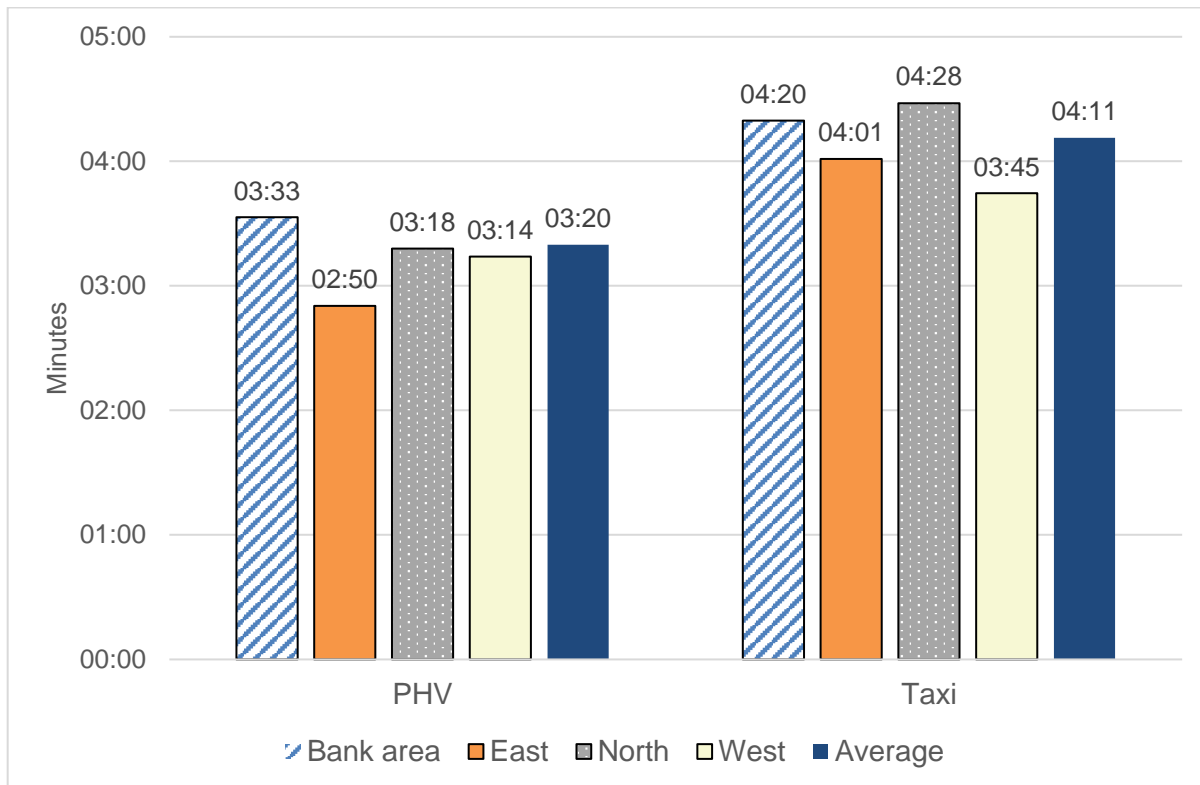


Figure 2: Average wait time for a private hire vehicle or taxi split by area based on ride hailing app data (7am to 1am on a weekday)

27. While this exercise did not take account of drivers not accepting requests or cancelling accepted requests, the data suggests that throughout the day there is good availability of both taxis and private hire vehicles via ride hailing apps, and that the Bank restrictions have no significant impact on these.
28. In relation to taxi availability via apps, Steer commented that: “Though there was little variation in taxi and private hire vehicle wait times across the [City], Poultry and Cornhill were within the top three locations with the highest average taxi wait times across all the sites surveyed”. Steer also summarised that “The analysis shows that the average wait time for taxis and private hire vehicles in the Bank junction area is not significantly higher when compared to the rest of the [City] (Approximately +13 seconds for private hire vehicle users, and +10 seconds for taxi users). Overall, this difference in average wait time is not considered to disproportionately impact [disabled people, older people with mobility impairments due to ageing, or pregnant women with acute mobility impairments].”

Taxi availability on-street

29. WSP undertook manual taxi count surveys to record the number of taxis passing the survey location in both directions, whether they had their lights on (available to hire) or off (not available to hire).
30. Looking at the approach arms to Bank, the data shows that there are times when there is very limited ability to hail a taxi. The surveys counted several occasions when there were no or only one or two available taxis in an hour on these streets.
31. There are significantly fewer taxis on Cornhill, Poultry, King William Street and Queen Victoria Street with their light on throughout the day (7am to 1am) compared to the other sites. Details are provided in Table 3-3 in the WSP report (Appendix 2). This data collection took place before the changes to the Cheapside bus gate to allow taxis and the installation of the taxi rank on Poultry outside The Ned.

- 32. This pattern is largely to be expected given the timing of the restrictions at Bank. It is also in line with the classification of these streets in the City of London Street Hierarchy as local access streets, i.e. primarily used for the first or final part of a journey, providing access for vehicles to properties.
- 33. Additional analysis of taxi numbers from the City Corporation’s strategic traffic counts suggests that taxi volumes on the approaches to Bank are comparable with similar local access streets. See Appendix 6 for further details.
- 34. Concerns have previously been raised about reduced taxi availability in the evening and the link with the daytime restrictions at Bank junction. The extent to which the restrictions at Bank may impact on the availability of taxis in the evening is unclear.
- 35. The WSP analysis found that taxi availability increases on King William Street from 7pm and Princes Street from 4pm. Analysis of the City Corporation’s strategic traffic counts for King William Street and Poultry also shows an increase in taxi numbers after 7pm, although the volumes are significantly lower in 2022 than they were in 2017 and 2019. See Figure 3 for more details.

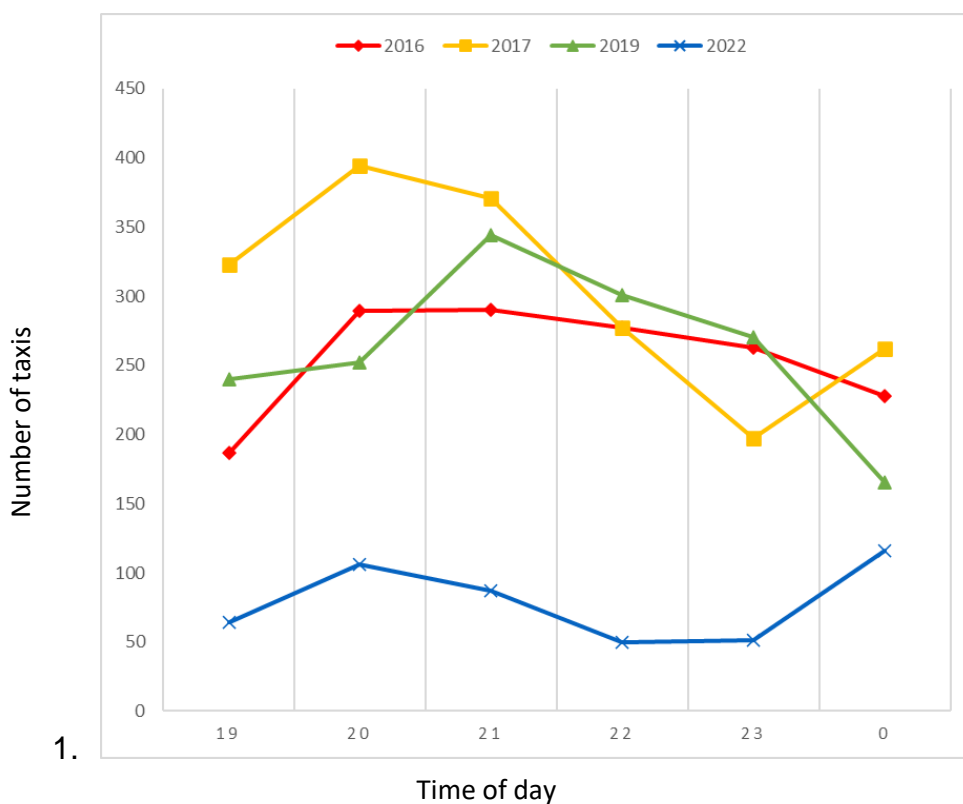


Figure 3: Total taxi numbers on King William Street and Poultry, 7pm – 1am between 2016 and 2022.

Wider trends in taxi numbers

- 36. Taxi numbers have been falling in the City and central London for several years. The number of licensed taxis and drivers has also fallen over this time. These wider trends may limit the extent to which any changes to the restrictions at Bank will increase the availability of taxis in the Bank area and more generally.
- 37. WSP analysis found that across 17 sites (shown in Figure 1) in the City, overall taxi numbers reduced from 56,450 taxis counted in 2016 to 23,307 taxis in 2023 (7am – 1am). A 59% decrease across this sample of sites.

38. Taxi numbers counted in the City Corporation’s strategic traffic counts (15 sites, 7am–7pm) are shown in Figure 4 below. Between 2016 and 2022 there was a 21% drop in taxis counted.

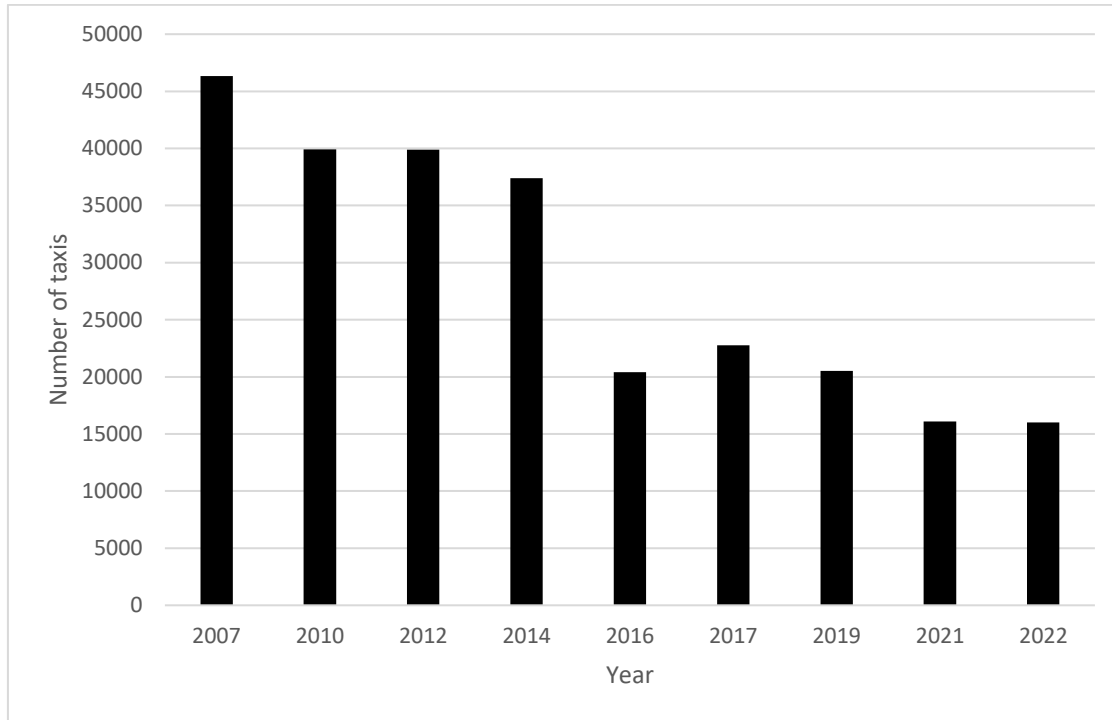


Figure 4: Taxi numbers counted at 15 sites between 7am and 7pm

39. The number of taxis recorded entering the Congestion Charge Zone (during charging hours) fell by 55% between 2016 and 2023.
40. The number of licensed taxis drivers with an All London licence, which includes the City, has also reduced significantly over this time from 21,274 in 2016/17 to 16,327 in 2022/23, a 24% drop. The latest data from TfL suggests that this trend is continuing, with 15,608 All London licences recorded in March 2024, a 4% reduction compared to 2022/23 (<https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/licensing-information>).
41. As part of their analysis WSP compared data on taxi numbers provided by Westminster City Council with data for the City. This comparison, set out in Table 2, suggests that drops in taxi volumes are not unique to the City, or in particular the Bank area.

	2017	2022/23	Absolute change	% change
Oxford Street	6389	4729	-2660	-26%
Regent Street*	965	525	-440	-46%
Bank area	4846	2840	-2006	-41%
Rest of City	5457	3999	-1458	-27%

Table 2: Taxi number comparison between 2017 and 2022/23 for sites in the City of London and Westminster (peak hours, approx. 08:00-10:00, 12:00-14:00, 17:00-19:00).

*Regent Street sites peak hour counts were for one hour only.

Journey times and costs

42. WSP undertook journey time surveys for four routes:
- a) Southwark Street to Silk Street (via London Bridge)
 - b) Whitechapel High Street to Blackfriars Station
 - c) Fenchurch Street Station to Giltspur Street
 - d) Liverpool Street to Queen Street
43. For each of these, the driving time was recorded in both directions using the quickest route provided by the Waze satellite navigation app and the most direct route via Bank (and where appropriate via Bishopsgate). The cost of this journey was then calculated based on distance travelled and time taken. The time required to make the equivalent journey by public transport and step-free public transport was calculated using TfL's Go app.
44. Overall, there was little difference in journey time or cost between routes via Bank and routes provided by Waze. The most significant journey time difference was for Southwark Street to Silk Street (over 5 minutes quicker via Bank), although in the southbound direction Waze provided the quicker route. Southwark Street to Silk Street was also the only route where travel by taxi took longer than travel by public transport.
45. This analysis is based on a sample of routes, and it is impossible to assess every potential route combination. There will be some taxi journeys that are made longer because of the Bank restrictions. However, the results suggest that changing the restrictions at Bank may not have a significant impact on journey times and costs for taxi journeys.

The impact of changing the restrictions at Bank on project objectives

46. The project objectives for All Change at Bank are:
- Continue to reduce casualties by simplifying the junction
 - Reduce pedestrian crowding levels
 - Improve air quality
 - Improve the perceptions of place
47. The extent to which changing the restrictions at Bank to allow taxis or powered two wheelers will impact on these objectives depends on the number of additional vehicles that ultimately use the junction. At this stage this is an unknown quantity. Numbers will become clearer as we progress with traffic modelling and clearer still if an experimental scheme is implemented. With this uncertainty in mind, the potential impacts on each of the project objectives is considered below.

Continue to reduce casualties by simplifying the junction

48. Changing the restrictions at Bank to allow taxis or powered two wheelers will increase the number of vehicles travelling through the junction and associated turning movements. This increase will happen when the area is busiest with people walking, wheeling and cycling. This adds complexity and is likely to increase the risk of a collision and potential for conflict, and impact on perceptions of safety. This risk may be mitigated by the recent changes to layout and pavement widening delivered by the All Change at Bank project.
49. Casualty figures for the Bank area are summarised in Table 3 below. These indicate that the current restrictions have contributed to a reduction in the number of collisions in and around Bank junction. The latest date for which verified data is currently available is 30 November 2023.

Year	2014 – 2016 (avg)	2017 (restriction introduced in May 2017)	2018 – 2021 (avg, excluding 2020)	2022	2023 (to 30 November)
Casualties	14	13	9	3	1

Table 3: Number of casualties (all severity) in the Bank area, 7am – 7pm.

50. In 2023 (up to 30 November), there were no recorded collisions or casualties within the junction itself, at any time. One collision/casualty has been recorded on the periphery, on Cornhill near Birchin Lane. This occurred within the restricted times. Note that this time period overlaps with the construction of All Change at Bank. Further detail can be found in Appendix 7.
51. City-wide, between January 2019 and November 2023 there have been 192 casualties from collisions recorded as involving a taxi (including private hire vehicles) and 66 from collisions involving powered two wheelers (TfL Road Safety Data Reports). Over the same time there were 320 casualties from collisions involving a car and 117 from collisions involving a pedal cycle. Note that both car and taxi figures could include private hire vehicles and it is not possible to put a precise figure on the number of collisions that involve a taxi.

Reduce pedestrian crowding levels

52. The new layout of Bank junction provides a significant increase in the amount of space available for people walking and wheeling. Changing the restrictions to allow taxis or powered two wheelers does not require any changes to this. There will be no impact on pedestrian crowding levels on pavements. There may be an increase in crowding at crossings if longer wait times are required to accommodate the increase in traffic.

Improve air quality

53. On average during 2023 NO₂ levels at monitoring sites at Bank junction were below the legal limit (40 µg m⁻³) and have been since 2022, when all sites monitored in the wider area were below the legal limit for the first time. While changing the restrictions to allow taxis or powered two wheelers will increase the number of motor vehicles using the junction this is unlikely to have a significant impact on air quality.
54. Approximately 50% (December 2023) of the taxi fleet is now zero emission capable and all new taxis are required to be zero emission capable. Any increase in NO₂ or particulates is likely to be negligible in comparison with background levels.

Improve the perceptions of place

55. All Change at Bank has delivered a high-quality public realm at Bank junction, with wider pavements and new public spaces incorporating seating and greening. This is complemented by very low traffic levels during the day, reducing traffic dominance, albeit with buses still travelling through the junction. It is likely that increasing the number of motor vehicles using the junction will have some negative impact on the experience of people spending time in the area.

The impact of changing the restrictions at Bank on different modes of travel

56. The extent to which changing the restrictions at Bank to allow taxis or powered two wheelers will impact on different modes of travel will depend on the number of vehicles that ultimately use the junction. As noted above, this is an unknown quantity, but the potential impacts are considered below based on the feasibility traffic modelling

undertaken last year. This is based on vehicles being given the same access as buses which would be the most impactful change.

57. Note that the modelling area for Bank (Appendix 8) includes approximately 30 signalised junctions and a further 27 priority junctions/signalised crossings and covers a number of streets beyond the immediate vicinity of the junction. The impacts of any changes to the restrictions may be felt within this wider area.
58. Taxis: If taxis were permitted, some taxi journeys would be quicker and cheaper, and it may be easier to hail a taxi both on-street and through ride hailing apps on the approaches to Bank. There may be some delays to taxis within the wider area on some routes, depending on changes to traffic movements and signal phasing changes to accommodate the change at Bank. It is also possible that some other areas see a decrease in the number of taxis available as vehicles divert towards Bank. The introduction of just powered two wheelers at Bank would do little to impact or benefit people travelling in taxis.
59. General traffic: There may be some delays to general traffic within the wider area, depending on changes to traffic movements and signal phasing. There is also the possibility of minor journey time improvements with taxis or powered two wheelers diverting to Bank from the wider area.
60. Powered two wheelers: If only taxis were allowed through Bank, then there may be some delays within the wider area, depending on changes to traffic movements and signal phasing. Although this is likely to be less so for powered two wheeler riders who can, if safe, move to the head of the traffic queue. There is also the possibility of minor journey time improvements with taxis diverting to Bank from the wider area. If powered two wheelers were allowed through Bank, some journeys for powered two wheeler riders would be quicker. There is likely to be some reduction in risk of a collision for riders in comparison to other routes that previously would have been taken and which have more vehicles on them. However, there remains a risk of a collision when travelling through Bank.
61. Walking and wheeling: There are likely to be negative impacts for people walking and wheeling both at Bank junction and in the wider area. These could include increased waiting times and crowding at crossings, reduced ease of crossing, increased risk of collisions, lower perceptions of safety and a reduction in the experience of walking, wheeling and spending time on street. At Bank specifically, to minimise the impact on bus journey times if taxis were to be introduced, it is likely that waiting times at crossings would increase to accommodate the increased traffic flow.
62. Cycling: There are likely to be negative impacts for people cycling, or considering cycling, both at Bank junction and in the wider area with the introduction of more motor vehicles. These could include increased traffic on streets such as King William Street that are currently very lightly trafficked at the times when they are busiest with people cycling. This may result in traffic levels exceeding those that are acceptable (per TfL and DfT guidance) for streets without dedicated cycle infrastructure. This in turn may result in an increased risk of collisions and lower perceptions of safety. There may be some delays to people cycling at Bank junction and within the wider area, depending on changes to traffic movements and signal phasing. Specifically at Bank, if the signal time is extended to accommodate the increased flows of traffic, this would increase the amount of time people cycling will have to wait at the traffic signals. Conversely, there may be some benefits for people cycling on those corridors in the wider area where vehicles have diverted away from them.
63. Buses: There may be some delays to buses at Bank junction and within the wider area, depending on changes to traffic movements and signal phasing. The impact on buses is expected to be worse if taxis, or taxis and powered two wheelers, were to be allowed through the junction. This is likely to result in the need to extend the signal time phasing at

Bank. The impact on bus passengers is expected to be minimal if only powered two wheelers were permitted.

Other considerations

64. In line with usual process, consultation will be undertaken if a decision is made to pursue a change to the restrictions, most likely while an experimental traffic order is in place. As such, the views of City businesses, workers, residents, visitors and other stakeholders will be sought at that time.
65. Past consultations for All Change at Bank and other projects suggest the views of taxi drivers and taxi passengers can be significantly different to the views of people who travel by other modes.
66. Concerns about the impact of taxis being restricted from using Bank junction on the City's reputation as a business destination have been raised in previous debates. Several Ward Motes recently passed resolutions supporting a change to the restrictions at Bank to allow taxi access.
67. Similar concerns have been raised in correspondence from the City of London Chamber of Commerce who noted that excluding taxis from Bank junction during the day "continues to damage the international perception of our City as a welcoming and accessible business and tourism centre." The Chamber of Commerce also raised concerns about the impact of the restrictions on disabled people. Their full correspondence is provided in appendix 9.
68. Other correspondence received by officers include a response from the Royal Exchange, the City Property Association (CPA) and The Ned hotel also contained in appendix 9.
69. The Royal Exchange mention that they are a "luxury retail destination in the heart of the City with a number of food and drink operators open until 11pm as well as events such as weddings and parties over the weekend, it is vital for our customers to be able to book and hail taxis to pick them up from outside The Royal Exchange...Allowing taxis through Bank Junction would alleviate that issue and ensure the continued success of The Royal Exchange and others around it."
70. The CPA reiterated their support for the All Change at Bank project "...we strongly welcome suggestions to explore restrictions on vehicular traffic, including taxis, on a case by case basis. We urge the continuation of these restrictions at Bank Junction which has only very recently seen the completion of its long planned public realm works. Whilst we understand a very small number of people feel this is inconvenient, we would urge the City to take into consideration wider views and give the newly delivered scheme more time to bed in. Whilst it is not as ambitious as we would have liked to have seen delivered, it is still transformative for the area and rowing back now the junction is operational would be a retrograde step after 6+ years of the current restrictions."
71. The Ned hotel "fully support restricted access for lorries and other commercial / logistic vehicles in addition to personal vehicles, during the hours of 7am – 7pm, Monday to Friday", however "**do not** support, nor do I understand the rationale for restricting registered London taxis (Black Cabs) during these hours. As the records show, there has never been a fatality recorded on Bank Junction as a result of a collision with a taxi and therefore it is hard to justify that these vehicles pose a high safety risk".
72. The strength of feeling amongst taxi drivers and passengers for a change at Bank is evidenced by the Cabs Across Bank campaign receiving almost 600 responses (as of February 2024) to its request for feedback from drivers and passengers.

73. The Cabs Across Bank campaign provided Steer with approximately 200 responses from their call for feedback. This sample was considered by Cabs Across Bank to be the most relevant for the purpose of the EqlA.
74. Steer linked the comments made to the following four protected characteristics:
- Age (older people)
 - Disability
 - Pregnancy and Maternity
 - Sex
75. The concerns raised include “decreased taxi availability, increases in time for taxi journeys and longer routes, plus corresponding increase to taxi fares and decreased safety as a result of less passive surveillance from vehicles. A more general concern is that taxi use is relied upon for essential mobility across protected characteristics”. These concerns were already a consideration for the EqlA.
76. Steer’s review focused on the themes raised within the responses. It was not possible to indicate frequency of concern due to not having the full data set. It was also not always possible to differentiate if a respondent was a taxi driver or passenger.
77. The number of City workers has continued to grow in recent years, with 615,000 workers in the City of London in 2022 ([City of London factsheet March 2024](#)). This number has increased from 542,000 in 2019. Growth is anticipated to continue with approx. 840,000sqm of office floorspace currently under construction (February 2024).
78. Infrastructure provision for people using public transport, walking, wheeling and cycling will need to respond to this growth to ensure the comfort and safety of people living, working and visiting the City. However, this expected growth has not been factored into this review as the layout of Bank junction does not need to change.

Powered two wheelers

79. The Court of Common Council motion requested that this review consider “all options”. The option to potentially allow all motor traffic during restricted hours was ruled out in March 2023. This was based on the feasibility modelling clearly indicating significantly detrimental traffic impacts if general traffic was reintroduced at all times. These included implications for bus journey times and for general traffic travelling on London Wall.
80. The option to potentially allow powered two wheelers (motorcycles and mopeds) through Bank during restricted hours remained under consideration.
81. The feasibility modelling found that allowing powered two wheelers would not result in journey time delays to buses. This is partly because powered two wheelers make up only a small proportion of traffic (approximately 5%). They also take up less space on the carriageway and can line up next to each other if at the front of the queue. This limits the impact on the amount of time needed within the green phase of the traffic signal. Conversely taking some motorcycles from other routes doesn’t make a significant difference to other traffic journey times.
82. The EqlA highlights that permitting powered two wheelers would “increase traffic through Bank which may make it more difficult for some people to informally cross the road and therefore may reduce real or perceived road safety”. This option was summarised as likely to have a limited impact on equalities, with the “continued restriction to most motor traffic from the junction is likely to retain the benefits for road safety and air quality, disproportionately benefitting younger and older people, disabled people and pregnant women”.

83. Allowing taxis and powered two wheelers would have the greatest negative impact on equalities, “greater access for vehicles will see greater negative impact upon road safety and air quality, impacting younger and older people, disabled people and pregnant women.”
84. There is also likely to be an increase in noise with the acceleration of powered two wheelers which may impact on the enjoyment of the space.
85. From a risk perspective, allowing powered two wheelers through the junction is likely to increase the risk of a collision given the high volume of people walking and cycling in this area and the very different speeds that these three modes are able to reach. Analysis of collision data to inform the development of the Vision Zero Action Plan found that people riding motorcycles pose the highest risk to others relative to their share of traffic.
86. Powered two wheeler riders are a vulnerable road user and across the City in the three years of 2020 to 2022 accounted for 16% of all casualties.
87. While the junction is used by buses, the narrowed carriageway and the volume of people cycling keeps the bus speeds across the junction relatively low. Powered two wheeler riders are more likely to be able to gain speed across the junction and into the approach arms, where there is greater informal crossing by people walking. With the relatively low trafficked approach arms, there is an increased risk of exceeding the speed limit on the approach to or from Bank which increases risk of seriousness of injury if there were a collision.
88. There may be an argument that powered two-wheeler riders would be safer going through Bank because there are fewer motor vehicles, but the potential conflict with the large volume of people walking and cycling in this space increases the risk of injury to all three modes. It is considered that the negative impact associated with the increased risk of collisions outweighs the potential journey time benefit to powered two wheeler riders.
89. Fundamentally, there are only benefits to individual riders in terms of possible journey time benefits on some routes, and the argument for permitting this mode of travel on accessibility grounds is weak.
90. It is recommended that no further consideration is given to potentially allowing powered two wheelers to travel through Bank during restricted times.

Proposals

91. The proposed options for Members are:
 - Option 1: No change to current restrictions, with Bank junction continuing to operate as it currently does, i.e. bus and cycle only, 7am - 7pm, Monday – Friday except for access to Cornhill from Princes Street.
 - Option 2: Pursue a change to the restrictions, under an experimental traffic order, to allow taxi access at all times while continuing to restrict other traffic, including private hire vehicles and powered two wheelers, between 7am – 7pm, Monday – Friday, except for access to Cornhill from Princes Street. (This is subject to further modelling, design work and approvals)
92. The review has found no transport grounds or strong equality grounds for making a change to the restrictions to allow taxis during restricted hours. However, Members may still wish to pursue a change based on remaining equality concerns for those most reliant on taxis as an essential mobility aid and considering the anecdotal evidence of the economic impacts the Bank restrictions and their effect on the perception of the City as a business centre and visitor destination.

93. If Option 2 is agreed, then changes to the restrictions to allow taxis would first be introduced under an experimental traffic order. There is still uncertainty around the number of taxis that will take advantage of a change to the restrictions. Taxis have not been able to travel through Bank during restricted hours for seven years. As such, traffic modelling to assess the impacts of a change to the restrictions cannot fully predict the potential traffic impacts.
94. Using an experimental traffic order offers the opportunity to monitor the change in action against agreed outcomes, such as taxi availability, and identify any potential impacts before making a permanent change. In the event of any significant unanticipated negative impacts on journey times, etc the experiment could be stopped.
95. Public consultation would be carried out once the experimental traffic order is in place. This will allow a change to be introduced more quickly.
96. An experimental traffic order will still require an application to TfL under the Traffic Management Act Notification (TMAN) process. A full traffic model audit from TfL will be required before they would consider a TMAN application.
97. The traffic modelling may identify impacts that require mitigation, such as changes to signal phasing, or limit the choice of routes that can be made available to taxis.
98. Future decisions on the experimental traffic order, including the decision to implement a change following the traffic modelling and any decision on whether to make the experimental order permanent in due course, would be taken by the Planning & Transportation Committee, with delegation to the Streets & Walkways Sub Committee as appropriate.
99. No change to the timing of the restrictions is proposed. Weekend footfall remains significantly below weekdays and there is not enough evidence to suggest that change to the hours of operation is necessary or appropriate. This does not prevent a change in the future.

Corporate & Strategic Implications

Strategic implications

100. By providing more space for walking and wheeling, reducing motor traffic, making the City's streets safer and more accessible and enhancing the public realm the All Change at Bank project contributes to the Vibrant Thriving Destination and Flourishing Public Spaces outcomes of the Corporate Plan. The project also contributes to the delivery of the Transport Strategy, Climate Action Strategy and Destination City initiative.
101. The project will continue to contribute to the delivery of these outcomes and strategies if the restrictions are altered, although the extent of the contribution may change. As noted above, changing the restrictions is likely to negatively impact on the experience of walking, wheeling, cycling and spending time at Bank junction while improving accessibility for some people who rely on taxis.

Financial implications

102. To date, approximately £277,000 has been spent/committed to complete this review and on early stages of the traffic modelling. This leaves a balance of £327,000.
103. If it is decided to proceed with Option 1, the remaining funds will be returned to the On Street Parking Reserve (OSPR) and made available for other projects.
104. If it is decided to proceed with Option 2, the remaining funds are estimated to be enough to reach the final decision to proceed with an experimental scheme including developing

the monitoring strategy and success criteria and submitting the TMAN application to TfL. Most of this expenditure will be for progressing the necessary traffic modelling and subsequent application to TfL.

105. It is likely that some additional funding will be required to fund the monitoring and run the consultation for the experiment. The detail of this is unknown at this stage. A future bid for OSPR funding will be submitted as required.

Resource implications

106. If Option 2 is chosen there is the possibility of requiring more internal resource than is currently available. Consideration as to how this is managed, for example by reprioritising other work or through additional consultancy support, will be required following the decision on how to proceed. Additional resource may be required within the parking enforcement team to implement and manage the change to the enforcement of the restrictions for the experiment.
107. It should also be noted that progressing the traffic modelling work with TfL requires them to have sufficient staff resource to undertake their assessment and audits. This risk has been raised with TfL to ensure they seek to address it. The capacity of the traffic modelling consultant would also be required.

Legal implications

108. In exercising the City Corporation's functions as traffic authority and taking a decision on the review, the City are required to comply with the duty in 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 on the amenities of any locality affected.
- (bb) national air quality strategy.
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- (d) any other relevant matters.

109. Under Section 16 of the Traffic Management Act 2004 the City Corporation as the local traffic authority has a duty to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the objectives of (a) securing the expeditious movement of traffic on the authority's road network and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

110. Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations between those who share a protected characteristic (i.e., race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not.

111. As part of the duty to have “due regard” where there is disproportionate impact on a group who share a protected characteristic, the City Corporation should consider what steps might be taken to mitigate the impact, on the basis that it is a proportionate means which has been adopted towards achieving a legitimate aim.

Risk implications

112. There are several key risks associated with this review including reputational risk and the potential for a legal challenge. £150,000 of costed risk has been allocated to cover potential costs associated with a legal challenge.
113. Should Members decide to progress a change to the traffic orders at Bank to amend the restrictions, there is a risk that TfL do not agree to the TMAN application when submitted. This would be mitigated by pursuing an experimental scheme and continuing to work closely with TfL.
114. Should a scheme be implemented, associated risks would be contained within the relevant project reports to Committee and actively managed and mitigated.

Equalities implications

115. Members must give due regard to eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act 2010. The EqlA (Appendix 3) provides Members with the information they need to consider the equality duty at the time of taking a decision.
116. The four protected characteristics assessed - age, disability, pregnancy and maternity, and race - were identified in the Test of Relevance for the All Change at Bank scheme.
117. The EqlA uses a range of sources of information to provide meaningful consideration of how changes to the restriction may impact both positively and negatively on these protected characteristics and considers the likely impacts to changing the traffic restrictions at Bank on people using different modes of travel.
118. The EqlA considers the likely impacts of changing the restrictions to allow:
- Buses, cycles, and taxis (Scenario 1)
 - Buses, cycles and P2Ws (Scenario 2)
 - Buses, cycles, taxis and P2Ws (Scenario 3)

Of these, Scenario 1 is considered as likely to have the least negative impact on equalities. The EqlA found: *“The biggest positive impact is due to the access provided to taxis to pass through the junction. This would benefit those who may rely on taxi access, such as older people, those with mobility impairments and pregnant women. By only extending access to taxis, this would also limit the impact on public transport and cyclists. However, the inclusion of taxi access will still have direct impacts on public transport, active transport, and road safety, though to a lesser extent than some other scenarios with greater increases in vehicle access.”*

119. Noting concerns relating to personal safety and the lack of passive surveillance from passing motor vehicles, the EqlA analysis of crime trends indicates that “fluctuations in crime rates observed in and around Bank junction are proportional to trends across the CoL, suggesting that there has been no significant increase in crime compared to surrounding areas since the All Change at Bank scheme was implemented.”
120. Following consideration of the impacts and assessment of the analysis on taxi availability the EqlA concludes: **“The additional research undertaken on taxi availability, journey times, and journey costs suggests that, as a whole, the restriction of taxi**

access through Bank junction between the hours of 7am to 7pm has not led to any extensive negative impacts on equality, and the impacts of the restrictions outside of these hours is deemed to be negligible. However, it is important to acknowledge that there have been some negative impacts for certain individuals, particularly those that are most reliant on taxis as an essential mobility aid, such as some disabled people, older people with age-related mobility impairments, and pregnant women”.

121. The primary negative impact with the current traffic restrictions are the increases in journey time for some taxi users. Though taxis can serve every address at and around Bank junction at all hours of the day, for some taxi passengers, taxi journeys during restricted hours could now be longer and cost more, depending on trip origin, destination, and alternative route used. The severity of this negative impact is nuanced and varies between relatively minor and relatively substantial. The additional study of taxi journeys showed that not all journeys via taxi or private hire vehicle are being negatively impacted, and some routes which avoid Bank junction are now quicker than if they passed directly through it.
122. Ultimately, these negative impacts must be taken in context. Taxi journeys comprise approximately 1 per cent of all journeys to the CoL (for all purposes), and less than 1 per cent for people who travel to work in the CoL. Further consideration should also be given to the benefits that the current motor traffic restrictions deliver for all users, including disabled people, older people, and pregnant women. This includes the improvements to perceived and actual road safety, as well a less polluted space. Amending these restrictions to allow additional motor traffic through Bank junction would risk compromising these benefits to some extent, affecting everyone.
123. Scenario modelling also demonstrates that permitting taxis through Bank junction would also have a negative impact on bus journey times. Bus mode share is five times higher for journeys travelling into the CoL than taxis, meaning that significantly more people use the bus to access Bank junction. Permitting taxis through Bank junction could risk negatively impacting journeys for a greater number of people, including public transport users who are disabled, older, or pregnant.
124. The equality impacts identified in the EqlA, including the negative impacts of longer journey times for those that rely in taxis, are consistent with previous assessments of the All Change at Bank project. In previous decisions, these have been regarded as proportionate given the benefits of the traffic restriction and changes to the layout of Bank junction.

Climate implications

125. The All Change at Bank projects contributes to the delivery of the Climate Action Strategy by enabling and encouraging walking, wheeling and cycling; and supporting efforts to reduce motor traffic. The project will continue to contribute to the delivery of these outcomes if the restriction is altered, although the extent of the contribution will be reduced.

Security implications – None

Conclusion

126. This report concludes the review of the nature and timing of the restrictions at Bank Junction requested by the Court of Common Council in April 2022. It provides the Planning & Transportation Committee with the information it needs to make a

recommendation to the Court of Common Council (in its capacity as the Highway Authority) on whether to pursue a change to the restrictions.

127. As with any traffic changes to the City's streets, there will be benefits and disbenefits to different users of changing the restrictions or leaving them unchanged.
128. In terms of changing the restrictions at Bank to allow taxis, the benefits will primarily be some quicker and cheaper journeys for taxi passengers, and potentially an improved ease of hailing a taxi on-street and via ride hailing apps on the streets approaching the junction.
129. There are likely to be disbenefits for people travelling by bus, walking and wheeling, cycling and spending time at Bank. These include increased journey times, increased risk of collisions or reduced perceptions of safety and reduced ease of crossing.
130. The review has found no transport grounds or strong equality grounds for making a change to the restrictions to allow taxis during restricted hours. However, Members may still wish to pursue a change based on remaining equality concerns of those most reliant on taxis as an essential mobility aid and considering the anecdotal evidence of the economic impacts the Bank restrictions and their effect on the perception of the City as a business centre and visitor destination.
131. Any changes to the restrictions at Bank require an application to TfL under the TMAN process. A full traffic model audit from TfL will be required before a TMAN application can be made and considered. The next steps, should Members agree to pursue a change to the restrictions at Bank, are provided in Appendix 4.

Appendices

Due to the volume of material, these appendices are available in a separate supplementary pack. Hard copies will be provided to Members on request.

[Appendix 1 – All Change at Bank: Plan and description of changes](#)

[Appendix 2 – WSP Report: Bank Junction taxi availability analysis, March 2024](#)

[Appendix 3 – Steer report: All Change at Bank Equality Impact Assessment, April 2024](#)

[Appendix 4 – Next steps and indicative programme](#)

[Appendix 5 – Proportion of Londoners using modes of transport at least once a week \(2016/17\) \(TfL\)](#)

[Appendix 6 – Comparison of taxi volumes to other Local Access Streets](#)

[Appendix 7 - Casualty/Collision information](#)

[Appendix 8 – Bank junction Traffic modelling area](#)

[Appendix 9 – Correspondence received](#)

Background Reports

The following papers were considered by the Streets & Walkway Sub Committee and/or the Planning & Transportation Committee.

[May/June 2022](#) – in principle methodology for undertaking the review.

[February/March 2023](#) – update report on the review.

[May/June 2023](#) – update on the review findings to date.

[November 2023](#) – progress report on the new data collection for the review.

[May 2024](#) - Bank Junction improvements (All Change at Bank): Traffic mix and timing review conclusion.

[The draft public minute of your Planning & Transportation Committee meeting on 16 May 2024.](#)

All of which we submit to the judgement of this Honourable Court.

DATED this 16th day of May 2024.

SIGNED on behalf of the Committee.

Deputy Shравan Joshi
Chairman, Planning and Transportation Committee

This page is intentionally left blank



List of Applications for the Freedom

To be presented on Thursday, 20th June, 2024

*To the Right Honourable The Lord Mayor, Aldermen and
Commons of the City of London in Common Council assembled.*

Set out below is the Chamberlain's list of applicants for the Freedom of the City together with the names, etc. of those nominating them.

Simon Robert Armitage <i>His Honour Judge Mark Lucraft Fiona Josephine Adler</i>	a Poet <i>Citizen and Founder</i> <i>Citizen and Tobacco Pipe Maker & Tobacco Blender</i>	Kirklees, West Yorkshire
James Cornelius Batten <i>CC Gregory Alfred Lawrence CC Henry Llewellyn Michael Jones MBE</i>	a Professional Boxer, retired <i>Citizen and Butcher</i> <i>Citizen and Common Councillor</i>	Dartford, Kent
Mohammed Alam Begi <i>Gwenllian Mari Rhys Arthur Peter Rawlinson</i>	a Teacher <i>Citizen and Glass Seller</i> <i>Citizen and Glass Seller</i>	Eltham, London
Nicholas Anthony Betts <i>Major Anthony Hugh Samuel Gabb, TD David Anthony Bickmore</i>	a Test Automation Specialist <i>Citizen and Wax Chandler</i> <i>Citizen and Wax Chandler</i>	Swale, Kent
Jonathan David Ames Bond <i>Richard George Turk Edward Gradosielski, BEM</i>	a Shipbroking Company Director <i>Citizen and Shipwright</i> <i>Citizen and Wax Chandler</i>	Bromley, London
Alison Mary Emmins <i>Stephen Emmins David Woodward</i>	a Secretary <i>Citizen and Security Professional</i> <i>Citizen and Furniture Maker</i>	Redbridge, Essex
Roger Walton Ferguson <i>Ald. Sheriff Bronislaw Edmund Masojada CC Catherine Sidony McGuinness CBE</i>	An Asset Management Company President, retired <i>Citizen and Insurer</i> <i>Citizen and Solicitor</i>	North Palm Beach, Florida, U.S.A

Neil John Goode	a Corporate Hospitality Company Director, retired	Sevenoaks, Kent
<i>Major Anthony Hugh Samuel Gabb, TD David Anthony Bickmore</i>	<i>Citizen and Wax Chandler Citizen and Wax Chandler</i>	
Richard Garnet Cuthbert Keeson	an Army Officer	Royal Tunbridge Wells, Kent
<i>Major Anthony Hugh Samuel Gabb, TD David Anthony Bickmore</i>	<i>Citizen and Wax Chandler Citizen and Wax Chandler</i>	
John Michael Kennedy	a Financier	Willesden, London
<i>David O'Reilly Ald. Vincent Thomas Keaveny CBE</i>	<i>Citizen and Educator Citizen and Solicitor</i>	
Ruth Leas	a Bank Chief Executive	Barnet, London
<i>Ald. Sheriff Bronislaw Edmund Masojada Sharon Lesley Constançon</i>	<i>Citizen and Insurer Citizen and Chartered Secretary & Administrator</i>	
Dr Joseph Marc André Levesque, OMM	a Historian and Canadian Military Officer, retired	Ottawa, Ontario, Canada
<i>Justin Giles Joseph Morin- Carpentier James Anthony Drabble</i>	<i>Citizen and Tyler & Bricklayer Citizen and Arts Scholar</i>	
His Excellency Jeremiah Kingsley Nyamane Mamabolo	a Diplomat	Trafalgar Square, London
<i>The Rt. Hon The Lord Mayor Deputy Christopher Michael Hayward</i>	<i>Citizen and World Trader Citizen and Pattenmaker</i>	
Robert John Midgley	a Civil Servant	Westminster, London
<i>Jacqueline Chan Rafael Steinmetz Leffa</i>	<i>Citizen and Gold & Silver Wyre Drawer Citizen and International Banker</i>	
Jayson Milkias	a Financial Services Company Managing Director	Clapham, London
<i>CC Timothy James McNally CC David James Sales</i>	<i>Citizen and Glazier Citizen and Insurer</i>	
Edmund John Anthony Murphy	a Financial Services Programme Manager	Bath, Somerset
<i>Ald. Alison Jane Gowman Ald. Alastair John Naisbitt King, DL</i>	<i>Citizen and Glover Citizen and Blacksmith</i>	
Annette LaPorte Nazareth	a Lawyer, retired	North Palm Beach, Florida, U.S.A
<i>Ald. Sheriff Bronislaw Edmund Masojada CC Catherine Sidony McGuinness CBE</i>	<i>Citizen and Insurer Citizen and Solicitor</i>	

David John Postings <i>Deputy Christopher Michael Hayward</i> <i>Deputy Keith David Forbes Bottomley</i>	a Finance Industry Association Chief Executive <i>Citizen and Pattenmaker</i> <i>Citizen and Pattenmaker</i>	Bournemouth, Dorset
Simon David Roberts <i>Edward Gradosielski, BEM</i> <i>Richard George Turk</i>	a Financial Services Company Director <i>Citizen and Wax Chandler</i> <i>Citizen and Shipwright</i>	Southend-on-Sea, Essex
Rosalind Theresa Scanlon <i>Vincent Dignam</i> <i>John Paul Tobin</i>	a Playwright and Theatre Director <i>Citizen and Carman</i> <i>Citizen and Carman</i>	Wimbledon, London
Philip Victor Selby <i>Kevin Malcolm Everett</i> <i>Richard Evans</i>	a Banker, retired <i>Citizen and Fletcher</i> <i>Citizen and Educator</i>	Reigate and Banstead, Surrey
Prof. Dr Luciano Francesco Silighini Garagnani Lambertini <i>Ann-Marie Jefferys</i> <i>Anne Elizabeth Holden</i>	a Director and Movie Producer <i>Citizen and Glover</i> <i>Citizen and Basketmaker</i>	Saronno, Lombardy, Italy
Elizabeth Sliman <i>Richard Leslie Springford</i> <i>Sir David Hugh Wootton</i>	an Events Manager <i>Citizen and Carman</i> <i>Citizen and Fletcher</i>	Lewisham, London
Brian Thomas Smith <i>Terry Kenneth Morris</i> <i>Martin Stewart Earle</i>	an Events and Travel Company Director <i>Citizen and Pewterer</i> <i>Citizen and Builders Merchant</i>	Chichester, West Sussex
Dr Yvonne Veronica Thompson, CBE, DL <i>The Rt. Hon The Lord Mayor</i> <i>Ald. Alastair John Naisbitt King, DL</i>	a Business Network Founder <i>Citizen and World Trader</i> <i>Citizen and Blacksmith</i>	Stockwell, London
Lance John Tucker <i>Dudley John Tucker</i> <i>Stanley Liu</i>	a Window Cleaning Company Owner <i>Citizen and Poulter</i> <i>Citizen and Butcher</i>	Swindon, Wiltshire
George Robert Warren <i>CC Gregory Alfred Lawrence</i> <i>CC Henry Llewellyn Michael Jones MBE</i>	a Security Guard <i>Citizen and Butcher</i> <i>Citizen and Common Councillor</i>	Dartford, Kent
James Simon Watkins <i>Ald. Prem Babu Goyal OBE</i> <i>Deputy Rehana Banu Ameer</i>	a Head of Policy and Public Impact <i>Citizen and Goldsmith</i> <i>Citizen and Common Councillor</i>	Harrow, London

<p>The Hon. Stephen Hartwig Willoughby Watson <i>Lord Mountevans</i> <i>Jeremy Mark Fox</i></p>	<p>an Engineering Company Chief Executive</p> <p><i>Citizen and Shipwright</i> <i>Citizen and Stationer & Newspaper Maker</i></p>	<p>Gloucestershire</p>
<p>Derek White <i>Kevin Malcolm Everett</i> <i>Richard Evans</i></p>	<p>a Bank Official, retired</p> <p><i>Citizen and Fletcher</i> <i>Citizen and Educator</i></p>	<p>Barnet, London</p>
<p>Neal Simon Wilkinson <i>Deputy Brian Desmond</i> <i>Francis Mooney BEM</i> <i>Ald. Alastair John Naisbitt</i> <i>King, DL</i></p>	<p>an Insurance Underwriter</p> <p><i>Citizen and Common Councillor</i></p> <p><i>Citizen and Blacksmith</i></p>	<p>Hertford, Hertfordshire</p>

Report – City Remembrancer

Measures introduced into Parliament which may have an effect on the work and services provided by the City Corporation

To be presented on 20th June 2024

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

Acts

Royal Assent

Digital Markets, Competition and Consumers Act 2024

24 May 2024

Provides an update to the protection of consumer rights.

Victims and Prisoners Act 2024

24 May 2024

Strengthens the rights of victims of crime and improve their treatment; to provide support for victims of major incidents; and to ensure the Parole Boards keeps public protection as its primary focus when making decisions to release people.

Leasehold and Freehold Reform Act 2024

24 May 2024

Makes wide-ranging changes to leasehold and freehold, for example lengthening the period by which leaseholders can extend their holding, removing the requirement for a new leaseholder to have owned their house for two years before they can extend their lease or buy their freehold, requiring greater transparency regarding leaseholders' service charges, prohibiting leasehold houses, introduces a presumption that each side will bear its costs on a lease extension. Much of the Act will be brought into force by subsequent statutory instruments.

Statutory Instruments

In Force

Coroners (Suspension of Requirement for Jury at Inquest: Coronavirus) Regulations 2024

24 May 2024

During the height of the corona pandemic, regulations were introduced to remove the need for a coroner's inquest in cases relating to coronavirus. The period of this exception was set to expire on 27 June 2024 and these Regulations extend the period to 27 June 2026.

**Retained EU Law (Revocation and Reform) Act 2023
(Commencement No. 2 and Saving Provisions) Regulations 2024** 24 May 2024

These Regulations are the second commencement regulations made under the Retained EU Law (Revocation and Reform) Act 2023 and, from 1 October 2024, enable a lower court or tribunal, which is bound by assimilated case law, to refer a point of law concerning assimilated case law to a higher court to decide. Also brings into force from 1 October a new procedure for the law officers of the UK Government and their counterparts in Scotland, Wales and Northern Ireland to refer a point of assimilated case law to a relevant higher court on a case which concluded in the lower courts. Confers on law officers of the UK Government or their counterparts a right to intervene in proceedings before a higher court where departure from assimilated case law is being considered.

Recognition and Enforcement of Judgments (2019 Hague Convention etc.) Regulations 2024 24 May 2024

These Regulations are preparatory to the 2019 Hague Convention coming into force in the UK in 2025. The Regulations provide for registration of judgments for the purposes of official recognition or enforcement and routes to challenge such a registration.

The text of the measures and the explanatory notes may be obtained from the Remembrancer's Office.

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

Document is Restricted

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank