



Planning and Transportation Committee

Date: TUESDAY, 6 MAY 2025

Time: 9.00 am

Venue: OLD LIBRARY - GUILDHALL

Members:

Tana Adkin KC	Charles Edward Lord, OBE JP
Samapti Bagchi	Antony Manchester
Matthew Bell	Timothy James McNally
Deputy Emily Benn	Sophia Mooney
Deputy John Edwards	Deputy Alastair Moss
Anthony David Fitzpatrick	Deborah Oliver
Deputy Marianne Fredericks	Deputy Henry Pollard
Alderman Alison Gowman, CBE	Alderman Simon Pryke
Alderman Prem Goyal, OBE	Deputy Nighat Qureishi
Deputy Madush Gupta	Gaby Robertshaw
Josephine Hayes	Hugh Selka
Deputy Jaspreet Hodgson	Alethea Silk
Amy Horscroft	Deputy Tom Sleigh
Shravan Joshi MBE	Naresh Hari Sonpar
Philip Kelvin	William Upton KC
Alderwoman Elizabeth Anne King,	Matthew Waters
BEM JP	Jacqui Webster

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<https://www.youtube.com/@CityofLondonCorporation/streams>

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**

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

3. **ORDER OF THE COURT OF COMMON COUNCIL**

To receive the Order of the Court of Common Council from Friday 25th April 2025.

For Information
(Pages 7 - 8)

4. **ELECTION OF CHAIRMAN**

To elect a Chairman in accordance with Standing Order 28.

For Decision

5. **ELECTION OF DEPUTY CHAIRMAN**

To elect a Deputy Chairman in accordance with Standing Order 29.

For Decision

6. **MINUTES**

To agree the public minutes and non-public summary of the meeting held on 11 February 2025.

For Decision
(Pages 9 - 24)

7. **APPOINTMENT OF SUB-COMMITTEES**

Report of the Town Clerk.

For Decision
(Pages 25 - 34)

8. **SMITHFIELD MARKET BRIEF**

Report of the Executive Director, Environment.

For Decision

(Pages 35 - 40)

9. **BUILDING CONTROL CHARGES REPORT 2025/26**

Report of the Executive Director, Environment.

For Decision
(Pages 41 - 86)

10. **DISCONTINUANCE OF THE CITY WALKWAY**

Report of the Executive Director, Environment.

For Decision
(Pages 87 - 96)

11. ***QUARTERLY PUBLIC LIFT & ESCALATOR REPORT – JANUARY TO MARCH 2025**

Report of the City Surveyor.

For Information

12. ***STREETS AND WALKWAYS SUB-COMMITTEE DRAFT MINUTES**

To note the Draft Minutes of the Streets and Walkways Sub-Committee Meeting held on 04 February 2025

For Information

13. ***REPORT OF ACTION TAKEN**

Report of the Town Clerk.

For Information

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

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

16. **EXCLUSION OF THE PUBLIC**

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

For Decision

Part 2 - Non-public Agenda

17. NON-PUBLIC MINUTES

To agree the non-public minutes of the meeting held on 11 February 2025.

For Decision
(Pages 97 - 98)

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

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

Part 3 - Confidential Agenda

20. CONFIDENTIAL MINUTES

To agree the confidential minutes of the meeting held on 11 February 2025.

For Decision

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Agenda Item 3

KING, Mayor	RESOLVED: That the Court of Common Council holden in the Guildhall of the City of London on Friday 25 th April 2025, doth hereby appoint the following Committee until the first meeting of the Court in April, 2026.
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PLANNING & TRANSPORTATION COMMITTEE

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

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

- Membership 2025/26**

ALDERMEN

- 2 Elizabeth Anne King BEM JP
- 1 Alison Gowman CBE
- 3 Prem Goyal OBE JP
- 3 Simon Pryke

COMMONERS

4	Deborah Oliver TD.....	Aldersgate
1	Naresh Hari Sonpar	Aldersgate
1	Timothy James McNally.....	Aldgate
1	Madush Gupta, Deputy.....	Bassishaw
1	Nighat Qureishi, Deputy.....	Billingsgate
8	Shravan Jashvantraï Joshi MBE	Bishopsgate
6	Tom Sleigh, Deputy.....	Bishopsgate
2	The Hon. Emily Sophia Wedgwood Benn, Deputy	Bread Street
3	Hugh Selka.....	Bridge and Bridge Without
4	Antony Geoffrey Manchester.....	Broad Street
	(Candlewick has paired with Bridge and Bridge Without for this appointment)	Candlewick
1	Tana Adkin KC.....	Castle Baynard
1	Josephine Hayes.....	Castle Baynard
12	Alastair Michael Moss, Deputy.....	Cheap
1	Philip Kelvin.....	Coleman Street
4	Amy Horscroft	Cordwainer
	(Cornhill has paired with Lime Street for this appointment)	Cornhill
1	Gaby Robertshaw.....	Cripplegate
3	Jacqueline Roberts Webster	Cripplegate
23	James Henry George Pollard, Deputy	Dowgate
7	John Ernest Edwards, Deputy	Farringdon Within
1	Matthew Bell	Farringdon Within
9	William Upton KC.....	Farringdon Without
5	Charles Edward Lord OBE JP.....	Farringdon Without
1	Matthew Waters.....	Langbourn
4	Anthony David Fitzpatrick	Lime Street
1	Samapti Bagchi.....	Portsoken
1	Sophia Mooney.....	Queenhithe
18	Marianne Bernadette Fredericks, Deputy	Tower
4	Jaspreet Hodgson, Deputy.....	Vintry

4. **Terms of Reference**

To be responsible for:-

- (a) All functions of the City as local planning authority [relating to town and country planning and development control] pursuant to the Town and Country Planning Act 1990, the Planning (Listed Building and Conservation Areas) Act 1990 and Compulsory Purchases Act 2004, the Planning Act 2008 and all secondary legislation pursuant to the same and all enabling legislation (including legislation amending or replacing the same).
- (b) Making recommendations to Common Council relating to the acquisition, appropriation and disposal of land held for planning purposes and to exercise all other functions of the local planning authority relating to land held for planning (or highways) purposes, and making determinations as to whether land held for planning or highways purposes is no longer required for those purposes, other than in respect of powers expressly delegated to another committee.
- (c) All functions of the Common Council as local highway, traffic, walkway and parking authority (other than in respect of powers expressly delegated to another committee) and the improvement of other open land under S.4 of the City of London (Various Powers) Act 1952.
- (d) All functions under part II of the City of London (Various Powers) Act 1967 including declaration, alteration and discontinuance of City Walkway (other than in respect of the promotion of works to the Barbican Podium, which shall not include any declaration, alteration or discontinuance of City Walkway ["City Walkway regulatory functions"] in connection with such works, all City Walkway regulatory functions to remain the responsibility of Planning and Transportation Committee).
- (e) All functions relating to the construction, maintenance and repair of sewers in the City, including public sewers (on behalf of Thames Water under an agency arrangement).
- (f) All functions of Common Council as Lead Local Flood Authority in relation to the Flood and Water Management Act 2010.
- (g) All functions relating to the Stopping Up of highway (including as local planning authority and highway authority).
- (h) All functions relating to street naming and numbering under the London Building Acts (Amendment) Act 1939.
- (j) All functions relating to building control under the Building Act 1984, Building Regulations 2000-10 and London Building Acts 1930-82.
- (k) All functions and powers of the City Corporation of providing assistance to the Building Safety Regulator under Section 13 of the Building Safety Act 2022, where the Building Safety Regulator is acting as the Building Control Authority under section 91ZA and 91ZB of the Building Act 1984.
- (k) The setting of building control charges under the Building (Local Authority Charges) Regulations 2010.
- (l) Updating and approving the Planning Protocol.
- (m) Response to and resolution of dangerous structures under the London Building Acts (Amendment) Act 1939.
- (n) All functions relating to the City of London Corporation's commemorative blue plaques.
- (o) All functions relating to the Local Land Charges Act 1975.
- (p) The appointment of such Sub-Committees as is considered necessary for the better performance of its duties including a Planning Applications Sub-Committee, Streets & Walkways Sub-Committee and a Local Plans Sub-Committee.

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 11 February 2025

Minutes of the meeting of the Planning and Transportation Committee held at Livery Hall - Guildhall on Tuesday, 11 February 2025 at 10.30 am

Present

Members:

Deputy Shravan Joshi MBE (Chairman)
Graham Packham (Deputy Chairman)
Deputy Randall Anderson
Mary Durcan
Deputy John Edwards
Deputy John Fletcher
Deputy Marianne Fredericks
Jaspreet Hodgson
Alderwoman Elizabeth Anne King, BEM JP
Deputy Natasha Maria Cabrera Lloyd-Owen
Deputy Brian Mooney BEM
Eamonn Mullally
Deborah Oliver
Alderman Simon Pryke
Ian Seaton
Hugh Selka
William Upton KC
Jacqui Webster
Deputy Dawn Wright

Officers:

Isobel Tucker	- City Surveyor's Department
Fleur Francis	- Comptroller and City Solicitor's Department
Simon Owen	- Chamberlain's Department
Gudrun Andrews	- Environment Department
David Horkan	- Environment Department
Gillian Howard	- Environment Department
Ian Hughes	- Environment Department
Bruce McVean	- Environment Department
Gwyn Richards	- Environment Department
Peter Wilson	- Environment Department
Katie Stewart	- Executive Director, Environment
Polly Dunn	- Town Clerk's Department
Callum Southern	- Town Clerk's Department

1. APOLOGIES

Apologies were received from Ian Bishop-Laggett, Amy Horscroft, Charles Edward Lord, OBE JP, Alderwoman Jennette Newman, Deputy Henry Pollard and Tom Sleigh.

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

No declarations of interest under the Code of Conduct in respect of items on the agenda were made.

3. **MINUTES**

RESOLVED – That, Members approved the minutes of the last meeting held on 21 January 2025 as an accurate and correct record of proceedings, subject to amendments on errors related to spelling and attendance.

4. **BANK JUNCTION IMPROVEMENTS: EXPERIMENTAL TRAFFIC ORDER TO REINTRODUCE TAXIS**

The Committee received a Gateway 5: Complex Authority to start work report which considered the benefits and impacts of a change to the Bank restrictions and the operational and monitoring requirements for an experimental traffic order. The report also outlined an additional funding request for up to £750k to support the cost of installing new signage and enforcement cameras, data collection, monitoring, consultation, and officer time. An increased Costed Risk Provision was also included to minimise any potential delay if additional unplanned spend is required during the experiment.

A Member drew attention to the proposed success criteria and suggested that the views of those who used the public space in Bank Junction every day needed to be surveyed as there was an opportunity to consider the pedestrian view before the scheme began so their views could be monitored as the scheme unfolded.

It was queried by a Member, in addition to the east-west route, why no north-south route was proposed.

Another Member sought assurance in relation to when the scheme could commence as the traffic modelling had not yet been validated due to IT problems at TfL and queried whether it could be fast-tracked.

Concern was expressed by a Member in relation to taxis potentially using Cheapside given it had virtually become a shared space and expressed the need for pedestrian opinion to be measured. The Member also added that he thought the 18-month ETO would become permanent and expressed disappointment at this as he felt it was a retrogressive step away from pedestrianisation.

It was reiterated by another Member that valuable points had been made in relation to the measurement of pedestrian opinion and stated that she worried for the silent majority. The Member also suggested she would like to see a future paper that set out the full costs of the scheme from inception, along with a piece on lessons learned, as it had been hugely expensive and would allow Members to scrutinise the figures and considered whether there were robust reasons for change.

The Chairman stated that the question was not whether the Junction should be open to taxis, but a question of how the Junction could be opened up to taxis and stated one of the key reasons for Streets and Walkways Sub-Committee having settled on the east-west route was due to a need not to have any turning points on the Junction which was seen as a major safety issue and was seen as the safest possible option. The Chairman added that another point that convinced Members on the Sub-Committee was in relation to having no need to change the light signals on the Junction which would have flowed and created an impact on other junctions. He added, therefore, that the material impact and assessment needed to implement the scheme was relatively small compared to if other routes or traffic light sequencing needed to be adapted.

Officers stated it was standard process as part of a traffic management application notice that TfL audited traffic modelling and added that, by taking the approach recommended, it minimised the need for wider traffic modelling. Officers also reported that TfL were still dealing with the consequences of a cyber attack that occurred last year and, if the Committee approved the recommendation, Officers would continue to engage with TfL to acquire some certainty as to when they would be able to audit the traffic modelling provided to them and suggested that was expected in the next two-to-three weeks.

Officers agreed that the largest users of the Junction at the moment were pedestrians and stated they needed to work hard to ensure their views were captured which the engagement and monitoring strategy in the report acknowledged.

Officers informed the Committee that that the totality of the cost for delivering the scheme would be included in future reports and sought to reassure Members that in funding the project, Officers were still subject to corporate governance procedures and applications for future funding would need to be requested through the Resource Allocation Sub-Committee and the Policy and Resources Committee. Officers added they had enough funding to implement the scheme and begin monitoring, but a pragmatic approach was being taken to flag the need for additional funding now so Members could see there was a funding strategy to fund the scheme to its conclusion.

In relation to the question as to whether a north-south route had been considered, Officers responded that it was reviewed as one of the routing options considered at Streets and Walkways Sub-Committee meeting in November and added that the addition of a north-south route would create queuing which was a safety concern and would also cause bad delays for bus journey times which would mean the signal timing around the Junction would

need to be increased. Officers further added that it would have led to an additional wait time for pedestrians to cross the road as well.

A Member queried why the monitoring of pedestrian views was not considered a key metric.

Another Member stated she had suggested the removal of the Princes Street access to reduce further turns and confusion on the Junction to make it as safe as possible and still believed that if one could drive straight across from Poultry to Cornhill and vice-versa, the use of Cornhill for other traffic was not really required.

The Member suggested that some of the success criteria and monitoring needed to be widened as she was aware that there were a number of taxis going through the Junction with no taxi light on with no one in the back of the vehicle who were using the route as a quick way to drive across the City. She added that she was keen to ensure taxis were deterred as much as possible from using the route to get across the City quickly and emphasised the need to understand whether taxi drivers were crossing the City with passengers. The Member also raised the impact of bus journey times in the monitoring area was not good enough as a bus being delayed in the centre of the City would have an impact further out of 10 minutes or more and stated that the Committee needed to be aware that people could be waiting for buses for a longer period outside of the City due to issues at Bank Junction.

The Member also raised the issue of the cost of the scheme, particularly in relation to the resource costs in additional workloads for Officers, as well as the loss of other safety projects that could have been rolled out across the City had the funding been available to them which she believed would have been more beneficial across the City. The Member added that while she appreciated Officers had the money to finish the scheme, she was disappointed at the loss of other safety schemes that could have been implemented.

The Deputy Chairman suggested there were two components to the cost, the substantial costs of the original scheme in relation to the landscaping, and the incremental costs to ensure cabs could get through the Junction which Members wanted to see.

The Deputy Chairman indicated he supported the raising of previous concerns in relation to the perception of the majority of users of the Junction both before and after implementation of the scheme as it needed to be done very carefully.

The Deputy Chairman also stated, in relation to bus journey times, that it was a key metric for TfL who, when they saw the figures, would factor in the severity of the impact of the scheme and the fact the measurement was included in the criteria would suffice for TfL. The Deputy Chairman added that TfL would not be shy in coming forward with concerns if the impacts were unacceptable.

A Member queried how a qualitative survey of pedestrians around Bank Junction, assessing the impact on them, would operate as it was difficult to get

hard numbers on that and queried how it would be presented alongside the key criteria and indicators outlined in the report.

In relation to air pollution, a Member considered whether a pollution measurement could be collected near Bank Junction to get an idea whether the reintroduction of taxis had a significant impact. Another Member flagged the issue of idling vehicles, particularly outside the Ned which may be a hotspot.

Officers informed the Committee that the key criteria, which was the hard numbers behind the scheme's measurement, and the consultation and engagement strategy were two separate things. However, they accepted it was important to understand people's views but added that it was difficult to count people's views in the same way as the monitoring criteria. Officers added they anticipated they would bring back hard figures in relation to the criteria, alongside feedback that had would be received from a number of sectors, including pedestrians, cyclists, the taxi trade and it would be for Members to judge what weight they gave to those views when decisions were made in the future. Officers added that the views of stakeholders would be monitored but was slightly different to a hard number-based success criteria.

Officers confirmed that they would be monitoring taxi movements through the Junction to analyse those taxis carrying pedestrians with their lights off and those who were not with their lights off as they wanted to gather as much information as possible in appreciation of the fact that they were two very different users of the Junction. They added that bus journey times further out than Bank Junction would also be considered as TfL would be very keen to ensure that their wider networks were not impacted.

In relation to funding, Officers stated that the organisation effectively determined what the priorities were that they were asked to consider, manage and spend funding on and added that there was no direct offset at present and the money had been ringfenced from a ringfenced account within the On-Street Parking Reserve. Officers added that there were long-term objectives as to what to use the funding for, but they were content that the priority that the project was given by Court was reflected in the way in which they had sought to draw down funds from Resource Allocation Sub-Committee and Policy and Resources Committee.

Officers informed the Committee that, in relation to air pollution, that they would continue to monitor pollution and, as far as the Junction was concerned, did not believe that it would be materially impacted by the scheme due to the small number of vehicles that were likely to be taxis, as well as the move of taxis to being powered by electric. Officers added they would engage with all the businesses directly impacted by the change.

A Member indicated his appreciation for key indicators that are measurable, shared the previous concerns raised in relation to Cheapside and queried whether traffic density could be monitored on the street.

Another Member cautioned against the potential feeling that the scheme could be imposed based on what a particular group wanted and stated that the

number of people impacted was not taken into account when the debate was had at Court of Common Council. The Member added that concern was raised for those with mobility issues and reiterated that the need for qualitative data was important.

The Member added he supported the concerns raised on air quality measurements as what was happening in the metre and a half of the pavement was important and felt there was an opportunity to address the PM 2.5 figure across the City.

Officers indicated that the analysis of transport and air quality impacts had been joined up and would continue to monitor them. They added they would also seek to provide balanced reports for a decision further down the line and traffic density could be measured on Cheapside. Officers added that while it was not as high a priority as the key criteria set out, a number of things would be monitored to analyse wider ripple effects and, with the change to the bus gates to allow taxis down Cheapside, that had already been monitored in the last year anyway, so would be included as part of the data sets.

The Chairman moved the meeting to a vote on the recommendations before the Committee.

The Committee proceeded to vote on the recommendations before them.

Votes were cast as follows:

IN FAVOUR – 15

OPPOSED – 0

There were five abstentions.

The recommendations were therefore carried.

RESOLVED – That, Members:

- Approved, subject to TfL's TMAN approval and the additional funding being approved, that an Experimental Traffic Order be implemented to allow taxis to travel the full length of Cornhill, Poultry, and Mansion House Street in both directions, Monday to Friday, 7am to 7pm. This included prohibiting taxis from turning into Lombard Street/King William Street from Bank junction.
- Agreed the success criteria for the experimental traffic order in paragraph 34.
- Approved, subject to Policy and Resources Committee approval, an additional budget of £750,000 to reach the next Gateway (explained in section 3).
- Noted that this would take the revised total Bank junction improvements project budget to £8,057,030 (including risk).
- Approved, subject to the approval of the bid of an additional £750,000, a Costed Risk Provision of £350,000 (to be drawn down via delegation to Chief Officer).
- Noted the proposed monitoring strategy (Appendix 3).

- Noted the draft outline communications and engagement plan (Appendix 4).
- Noted that the next planned report was a second Gateway 5 report presenting the outcome of the monitoring and considering whether to make the experiment permanent. This would be approximately 14-16 months after the launch of the experiment, depending on how Committee dates fall.

5. **LOCAL DEVELOPMENT SCHEME**

The Committee received a report which noted that the new Local Development Scheme had been produced to meet the Government's deadline of 6 March 2025 which included the key dates for the final stage of the preparation of the City Plan 2040 and dates associated with planning Supplementary Planning Documents.

RESOLVED – That, Members:

- Agreed that the Local Development Scheme as at Appendix 1 and the accompanying dataset be submitted to MHCLG as the updated timetable for the preparation of planning policy documents.

6. **REDEVELOPMENT OF BANK OVER STATION DEVELOPMENT - SITE BOUNDED BY KING WILLIAM STREET, CANNON STREET, ABCHURCH LANE & NICHOLAS LANE, LONDON EC4**

The Committee received a report which sought approval, in principle, for the acquisition of land for planning purposes by agreement under section 227 of the Town & Country Planning Act 1990 enabling the operation of powers under section 203 of the Housing & Planning Act 2016 to facilitate the carrying out of the redevelopment of the Bank Over Station Development (Site Bounded by King William Street, Cannon Street, Abchurch Lane & Nicholas Lane, London EC4).

RESOLVED – That, Members:

- Authorised the acquisition of an interest in the Redevelopment Site by the City under S227 in order to engage powers under S203 for the planning purpose of facilitating the carrying out of the development and subsequent disposal of that interest to the Owner under Section 233 of the Town and Country Planning Act 1990, **SUBJECT TO** The Town Clerk determining, in consultation with the Planning and Development Director, City Surveyor, and the Chairman and Deputy Chairman of the Planning and Transportation Committee that:
 - adequate attempts have been made by the Developer to remove injunction risks by negotiating release of relevant rights and interests by agreement and that those entitled to the rights are not prepared, by agreement (on reasonable terms and within a reasonable timeframe) to permit infringements of those rights in time to achieve the development programme;

- a suitable Deed of Indemnity is in place; and
- suitable terms for the acquisition and disposal referred to above have been entered into between the City, the Owner, and the Developer.

7. DELEGATION REQUEST - 75 FARRINGDON STREET EC4, HIGHWAY DECLARATION (CITY FUND)

The Committee received a report which recommended that Members agreed to delegate authority to the Town Clerk under Standing Order 41(b), in consultation with the Chair and Deputy Chair, to approve that a decision could be taken in respect of declaring a volume of City Fund-owned airspace to be surplus to highway requirements, enabling its disposal in connection with a permitted development of Stonecutter Court, 75 Farringdon Street, EC4. The report noted that planning permission had been issued on 28 March 2019.

RESOLVED – That, Members, delegated authority to the Town Clerk under Standing Order 41(b), in consultation with the Chair and Deputy Chair, that a decision could be taken to approve declaring a volume of City Fund owned airspace to be surplus to highway requirements, if appropriate, enabling its disposal in connection with a permitted development of Stonecutter Court, 75 Farringdon Street, EC4.

8. *FINANCE PROGRESS REPORT (Q3 OCTOBER - DECEMBER) 2024/25

The Committee received a report which provided an update on the Committee's 2024/25 local risk revenue budget position as at the end of December 2024.

RESOLVED – That, Members:

- Received the report and noted its contents.

9. *RISK MANAGEMENT UPDATE REPORT

The Committee received a report which provided the Planning and Transportation Committee with assurance that risk management procedures in place within the Environment Department were satisfactory and met the requirements of the Corporate Risk Management Framework.

RESOLVED – That, Members:

- Received the report and noted the report and the actions being taken by the Environment Department to identify, mitigate and effectively manage risks arising from their operations.

10. *TO NOTE THE DRAFT MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE MEETING HELD ON 19 NOVEMBER 2024

The Committee received the minutes of the Streets and Walkways Sub-Committee meeting held on 19 November 2024.

A Member sought confirmation that the Aldersgate side of Fann Street was also part of the consultation process. The Chairman suggested that a written response from Officers could be provided.

Another Member, in relation to concerns raised at Streets and Walkways Sub-Committee around the expenditure on Golden Lane Leisure Centre and access to the Leisure Centre, that access was a huge issue in ensuring people had access to good facilities, felt welcome and could find their way there and added she had absolutely no doubt that wayfinding and access would be a big part of the consultation.

RESOLVED – That, Members:

- Received the minutes and noted their content.

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

A Member noted there were a number of approved applications which included cultural and/or community benefits such as roof gardens, museums, theatres and performance spaces, and queried whether Officers gave guidance to developers on cultural offerings which could be beneficial in the City, and if that guidance was given, what was it based upon and could it be shared. If such advice guidance was not given, the Member also asked if it was an area which could be developed with the Culture, Heritage & Libraries Committee. Officers responded that, as part of any negotiation of the development of any planning scheme, they were on the lookout for cultural opportunities that arose, and each one had to be considered on its own merits. They added such opportunities tended to exist primarily in major schemes and it was important to note that the Local Plan that had been adopted included no requirement for a culture use, but there was an aspiration that they should be sought after. Officers further stated that the replacement plan, which was to set up be examined in public imminently, would have a requirement for cultural space commensurate to the scale of the development, but given that the current Local Plan did not include such a requirement, planners had been creative in seeking out opportunities that arose in schemes as part of the wider planning package under the development scheme.

Officers, in relation to the guidance given, told the Committee that a lot of the cultural spaces were defined by the natural of the site and cited an example of archaeological remains where Officers worked with an archaeologist to celebrate those finds, having previously covered them over. Officers added that the requirement for elevated public areas was part of the London Plan and were applying planning policy to deliver them where they would be appropriate. Other instances where there was a natural cultural use, for example, were 65 Fleet Street and the print museum which was delivered had a site specific dynamic.

Officers, in reference to guidance to developers, indicated that each case was considered on its merits and prioritised inclusivity, education, celebrating heritage, while also seeking to deliver cultural spaces which were relevant and welcoming to all communities and backgrounds. Officers added, in response to a previous request to better define the cultural offer, they were focused on ensuring that a cultural consultant, employed by the developer, was on board for every scheme to engage with Officers to understand what demand of communities around the City was and to scope opportunities out there. They further stated that the approach was governed by the Committee and cultural consultants worked closely with Officers to develop a strategy, and that engagement included ward members. Officers further added it was important to point out that all significant cultural uses were included within major planning applications, and all major planning applications came to the Committee and the cultural offer would be presented to Members, including in the briefing before the application was heard. Officers indicated, going forward, that they were working collaboratively with the culture lead as they developed the cultural strategy and would be carried out in line with the Culture, Heritage and Libraries Committee, and a Supplementary Planning Document would be developed to put a much more coherent framework around cultural offers.

The Member responded that she was reassured that collaboration was taking place with the cultural lead and noted that education was something that also needed to be taken into account, particularly as there were schemes that included a 'classroom in the sky', as well as community needs as there were other aspects that need to be drawn together. She added that an understanding of the need was missing, considered whether there was an evidence base behind the cultural offers, and suggested Officers look at identifying some of the needs to be built into future developments with the Culture, Heritage and Libraries Committee. The Member also raised concerns as to whether there was a steer on situations when organisations, who had been granted access to the facilities, could struggle to maintain funding to stay in the building and considered whether the owners of the new buildings could be expected to support organisations in some way.

Officers apologised for the delay in sending the 99 Bishopsgate cultural management plan that was part of the public submission for the 99 Bishopsgate development which set out the evidence base and public consultation that informed the development of the scheme which was shared with the Committee. They also noted that the education uses were all supported by evidence and engagement as well and acknowledge the Member had raised a good point on sustainable business models for a lot of organisations providing a cultural offer. They added that a lot of the cultural offers came about as a result of a very reciprocal relationship with the owner or development of the building and suggested it was right to say that there was often a shortfall in maintaining business sustainability which was why Officers were in active discussions on the use of CIL, Neighbourhood CIL to see if that could prove helpful.

A Member expressed concerns about the sustainability of 'classrooms in the sky' if they came in application by application and considered what it meant strategically and whether there was a need for the same thing, and what that

meant for the Destination City programme. The Member added it would be useful to produce a map that showed applications with the schemes attached to them as it would provide clarity on what might be needed in specific spaces and suggested it would be worth reviewing a scheme granted a few years ago to examine whether it had been sustainable and whether there were any lessons to be learned. The Member added that, as a cultural offer had been a big emphasis in recent applications considered at the Planning Applications Sub-Committee, it would be helpful for Members to be able to consider the reliability of the schemes.

Officers responded that a lot of the cultural schemes consented had not been built yet, but the ones that had been built, such as the Vine Street Roman Wall exhibition, and the elevated public areas, were having their footfall monitored to measure the success of those spaces and it did not indicate any issues at present. Officers further noted they asked for developers and organisations to be realistic about how they could sustain such spaces in early discussions and 'classrooms in the sky' were built to be multifunctional spaces for various different groups, including schools and the community, were considered in the cultural management plan and visitor management plan, and were based on evidence of what else had been proposed as part of the cultural management plan which tried to make such spaces as flexible and adaptable as possible.

Officers also advised caution as the schemes coming through the system were not necessarily considering specific end-user occupiers, but were mindful that they were to encourage greater cultural occupancy in the City and had a duty to see how the City could support individual cultural occupiers. Officers added they were happy to formulate a list of schemes coming through the system that would be informing both the supplementary planning document and would look at that spatially. Officers further noted they had done some work previously with Publica examining the cultural planning framework which would be included in the SPD and consulting on that to gather stakeholder thoughts, as well as working with culture colleagues to ensure the SPD was informing the cultural strategy so the two documents worked collaboratively.

Another Member expressed concern that they were asked to apply weight to the cultural community officer without knowing how to value that and expressed the need for a strategic view, specifically into how the cultural planning framework was being used and how it was being used in discussions with developers to determine what the City wanted to see.

The Deputy Chairman drew attention to the new home of the Shoe Lane Library and Community Centre and stated that it met numerous needs, such as education for children, adult education, well-being classes, support for elderly residents, access to other activities and had provision of facilities for income generation to ensure the library would be sustainable. He added that the Committee could be proud of what it had accomplished over the last three or four years.

Another Member noted a discussion had taken place at Health and Wellbeing Board as the Director of Public Health's annual report on the role of social

capital and improving health and wellbeing which the Member stated had considered the role of physical spaces in buildings. The Member added that there were a large number of groups looking for usable space and there was a need for the Corporation to map space to match it with the local community. She told the Committee she was keen to ensure that such space remained public benefits space and not space offered just to secure a planning application and, in the long-term, such spaces were expensive to run and valuable to the developer, so it was important that the public used them. The Member added she agreed that there needed to be mapping of existing and proposed community schemes across the City, and there was a need to ensure developers were introduced to existing local groups as there was already a lot of need out there. The Member suggested that the Health and Wellbeing Board, and Officers, work with the planning department to carry out the work so it could be built into the Director of Public Health's report going forward and expressed a need for all departments to discuss what spaces were available and how they were matched against groups within the local community.

Officers responded that they had previously mapped out the cultural ecosystem of the City and suggested it needed to be looked at again and shared more widely. They added that they understood the need to identify community groups and felt that was being done when Officers were made aware of a group looking for space. They further noted it was ongoing work that Officers had hoped to pull together as part of the supplementary planning document which would be presented to the Committee, and the Culture, Heritage and Libraries Committee.

The Member suggested that all the community schemes needed to be published on the website so occupiers could be approached to see if premises could be used. The Chairman suggested it was not a problem provided it was not commercially sensitive information.

Officers clarified that the cultural planning framework contained a lot of information that could be shared with Members again and, as it was taken forward, the SPD could be made clearer as to what it required from the cultural offering of the City. Officers added that the Committee needed to be careful in considering the nature of such offers, including their accessibility, the inclusion, the extended developer support rather than necessarily specific offers on the table and encouraging developers to work closely with potential occupiers as well. Officers confirmed they would also speak to the Health and Wellbeing Board with regard to issues raised as it was not a standalone piece of work, but cautioned that not every single issue could be solved at the same time through one lens. Officers also informed the Committee they sought to update the Infrastructure Delivery Plan, which would come to the Committee following the Court of Common Council elections, and was an opportunity to address some of the wider infrastructure needs of the Square Mile.

A Member suggested conditioning in permanent use of any ground floor space for meanwhile use in the upcoming cultural SPD as it could often be better for developers to leave it vacant, even if only for a short period, and there could be cultural offerings going on in such spaces that did not need to be permanent.

The Chairman suggested the question needed a written response from Officers.

Another Member queried whether Officers' notes from meetings with developers, both with and without Members in attendance, were stored on the planning portal and made visible to the public. Officers explained that Members would take notes, with Members present or otherwise, for their own purposes. Officers added, given the nuances of the response and the Planning Protocol and its precise wording, that it may be best to provide a written response, subject to the agreement of the Chairman, following further discussion with colleagues. Officers further added that there was no requirement for such notes to be published automatically to the planning portal.

The Member queried how notes being kept private from such meetings ensured transparency and sought to understand why such notes being published would be a problem. Officers explained that a lot of those discussions were not only commercially sensitive, but if one included meetings with developers, meetings with potential objectors would also have to be included who, in the knowledge that their views would be recorded onto a public portal, could feel they could not express their views openly. Officers added they would take the question away but stated that no other planning authority published their notes onto their planning portal and the question did raise procedural and legal issues. Officers suggested the question could be better taken as a written response.

The Chairman stated that there were conceptual conversations at the early stages of the planning application with developers and sometimes there was a need for confidential meetings between Officers and developers. He added that the Chairman and Deputy Chairman was sometimes called into such meetings at an appropriate time to provide a political steer to developers on how schemes would come forward. He added he did not see a need for such notes of private meetings to be published and a response would be provided.

Another Member suggested the question was in reference to meetings that Members had with developers' pre-application with Officers present and stated that she felt the notes could be published provided everyone in the room had no issue with it and the applicant was discussing the scheme with the Common Councillor.

The Member raised a query on the Local Plan enquiry and queried, given the Committee had twice rejected a scheme due to the obscurity of the sky from the Bevis Marks Synagogue and the courtyard, whether wording in relation to that issue could be agreed by Officers with the Planning Inspector to be added to the Local Plan. Officers told the Committee that decisions on individual applications would not necessarily dictate the outcome of the Local Plan process as the Local Plan was an overarching document, contained a plethora of different policies for different schemes to come forward, and acknowledged that many of the issues raised would be discussed at the examination in public. Officers added they were happy to make the Inspector aware of the decision of the Sub-Committee's decision on the Bury Street application and suggested the Inspector may well ask for information on that case anyway. However, Officers

further noted, it was up to the inspectors to look at the plan as a whole to hear the views of different respondents who may have differing views on that issue, and many other issues as well.

It was questioned by the Member whether Officers had delegated powers to agree recommended wording with the inspector in relation to the protection of a view of the sky, or whether it would need to come back to the Committee for decision. The Chairman stated the Grand Committee was not in a position to unwind a Court of Common Council-approved Local Plan. Officers added that there was a delegated authority in place, but stated that it was not in relation to agreement on policies, but related to enabling the Inspector to have a discussion with Officers in relation to it, Officers would then inform that discussion and represent the position of the City of London Corporation. The Inspectorate would then consider what main modifications they considered, if any, necessary for the City Plan which would return to the grand committee for consideration before they went out to public consultation. Officers further added the Plan would also need to go to the Policy & Resources Committee and the Court of Common Council as well.

Another Member suggested there was an aspect of organisational learning that could be done in relation to planning applications that returned for decision, and were consistently rejected by the Sub-Committee, in relation to the Bevis Marks Synagogue that advised it would be very unlikely to be accepted due to previous decisions. The Chairman sought clarification that the planning authority was not in a position to override a developer submitting a planning application. Officers confirmed that each application had to be decided on its merits and stated that the second application was very different to the first one. While Members may reach the same conclusion, applications still had to be considered, and developers could not be banned from submitting applications.

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman formally thanked Members for their commitment to the Committee.

Alderman Simon Pryke noted his name had been missed off the minutes of the previous meeting on 21 January 2025 and asked for it to be added.

13. EXCLUSION OF THE PUBLIC

RESOLVED – That, under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involved the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

14. DELEGATED AUTHORITY REQUEST – DECLARATION OF CITY FUND LAND SURPLUS TO HIGHWAY REQUIREMENTS – 1 UNDERSHAFT, LONDON, EC3A 8EE

The Committee received a report of the City Surveyor.

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

No non-public questions on matters relating to the work of the Committee were received.

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

There was no other business that the Chairman considered urgent and which the Committee agreed should be considered whilst the public were excluded.

17. *PROPOSAL FOR DEVELOPMENT OF A CITY BUSINESS INVESTMENT UNIT

The Committee received a report of the Executive Director of Environment.

The meeting ended at 1.15 pm

Chairman

Contact Officer: Callum Southern
Callum.Southern@cityoflondon.gov.uk

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City of London Corporation Committee Report

Committee(s): Planning and Transportation Committee	Dated: 6 th May 2025
Subject: Appointment of Sub-Committees	Public report: For Decision
This proposal: <ul style="list-style-type: none"> • delivers Corporate Plan 2024-29 outcomes • provides statutory duties • provides business enabling functions 	<ul style="list-style-type: none"> - Diverse Engaged Communities - Dynamic Economic Growth - Leading Sustainable Environment - Vibrant Thriving Destination - Providing Excellent Services - Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of:	Ian Thomas CBE, The Town Clerk & Chief Executive
Report author:	Callum Southern, Governance Officer

Summary

The purpose of this report is to ask Members to consider the appointment of the Planning and Transportation Committee's sub-committees, and to approve their respective compositions and Terms of Reference.

The Planning and Transportation Committee appoints two sub-committees as follows:-

- Streets and Walkways Sub-Committee

- Local Plan Sub-Committee

For ease, details of the composition and terms of reference of the Sub-committees are set out in full in Appendix A.

The Planning and Transportation Committee also has a Planning Applications Sub-Committee. However, this is not appointed to given that the membership and the Chairmanship and Deputy Chairmanship mirrors that of the Planning and Transportation Committee.

Recommendation(s)

It is recommended that:-

- a) The Committee appoints the Streets and Walkways Sub-Committee for the ensuing year and approves its terms of reference detailed at Appendix A to this report;
- b) The Committee appoints the Local Plans Sub-Committee for the ensuing year and approves the terms of reference detailed at Appendix A to this report;
- c) The Committee approves the Planning Applications Sub-Committee terms of reference detailed at Appendix A to this report;
- d) Elect a Chair for the Streets and Walkways Sub-Committee and note that the Deputy Chair of the Sub-Committee will be elected by the Sub-Committee at its first meeting; and
- e) Elect a Chair for the Local Plans Sub-Committee and note that the Deputy Chair of the Sub-Committee will be elected by the Sub-Committee at its first meeting.

Current Position

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

Planning Applications Sub-Committee

3. At its meeting on 19 July 2022 the Planning and Transportation Committee resolved to constitute a Planning Applications Sub-Committee to determine planning applications and applications for listed building consent. This was subsequently agreed by Policy and Resources Committee, and then by Court of Common Council on 13 October 2022.

4. The Planning Applications Sub-Committee was established to address the issues of (i) allowing Planning and Transportation Committee to major on strategic and policy issues; and (ii) planning application decisions on land or buildings for which the Planning and Transportation Committee has responsibility.
5. The membership, Chairmanship and Deputy Chairmanship of the Planning Applications Sub-Committee is the same as that of the Planning and Transportation Committee. This ensures that the Planning Applications Sub-Committee fully benefits from the training and knowledge of the Planning and Transportation Committee particularly regarding the strategic and policy framework to be applied in deciding planning applications.
6. As the membership, Chairmanship and Deputy Chairmanship of the Planning Applications Sub-Committee is the same as that of the Planning and Transportation Committee, appointments are not made to it. However, the terms of reference are set out at Appendix A for completeness and it is requested that these be approved.

Streets and Walkways Sub-Committee

7. The Sub-Committee was originally formed in 2004 and has acted fairly independently of the Grand Committee since then. The Terms of Reference have always included responsibility for such things as traffic engineering and management, street scene enhancements, the Riverside Walkway, and road safety matters.
8. It should be noted that the Sub-Committee continues to have power to act in those matters, in order to avoid potentially delaying projects by requiring the Grand Committee's approval as well, when they often involve tight timescales in terms of completion or use external funding.
9. Expressions of interest are sought from **seven Members of the Planning and Transportation Committee** who wish to serve on this Sub-Committee.
10. The Sub-Committee meets every 5-6 weeks and has met five times since it was last appointed in April 2024.

Chairman and Deputy Chairman of the Sub-Committee

11. In previous years, the Chair and Deputy Chair of the Sub-Committee was the Chair and Deputy Chair of the appointing Committee, or their nominees(s). However, under the Standing Orders as agreed at the Court of Common Council meeting on 25 April 2025, the Chair of the Sub-Committee is to be elected by the appointing Committee, while the Deputy Chair is to be elected by the Sub-Committee. The proposed composition of Sub-Committees shall not be increased solely to avoid a ballot for contested vacancies without the consent of the appointing Committee.

12. Members may wish to consider whether it would be prudent to continue the practice of fixing the role of Chair of the Streets and Walkways Sub-Committee to the Deputy Chair of the appointing Committee to ensure strategic continuity.
13. The Committee is therefore requested to agree the membership and the Terms of Reference of the Streets and Walkways Sub-Committee for the ensuing year, (at Appendix A) with power to act.

Local Plans Sub-Committee

14. The Committee first appointed this Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning strategy for the City. It was later agreed that this Sub-Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as well. Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee.
15. Expressions of interest are sought from **five Members of the Committee** who wish to serve on this Sub-Committee.
16. This Sub Committee meets when necessary to progress the Local Plan or LIP. The Sub-Committee has met five times since it was last appointed in April 2023. Membership of the Sub-Committee presents the opportunity to be involved in the early stages of deciding the many policies upon which the City's entire planning strategy is based.

Chairman and Deputy Chairman of the Sub-Committee

17. In previous years, the Chair and Deputy Chair of the Sub-Committee was the Chair and Deputy Chair of the appointing Committee, or their nominees(s). However, under the Standing Orders as agreed at the Court of Common Council meeting on 25 April 2025, the Chair of the Sub-Committee is to be elected by the appointing Committee, while the Deputy Chair is to be elected by the Sub-Committee. The proposed composition of Sub-Committees shall not be increased solely to avoid a ballot for contested vacancies without the consent of the appointing Committee.
18. Members may wish to consider whether it would be prudent to continue the practice of fixing the role of Chair of the Local Plan Sub-Committee to the Chair and Deputy Chair of the appointing Committee to ensure strategic continuity.
19. The Committee is, therefore, requested to agree for the ensuing year, the Membership of the Local Plans Sub-Committee.

Appendices

Appendix A – Composition and Terms of Reference of the Planning and Transportation Committee's Sub-Committees.

Contact:

Callum Southern

Governance Officer, Town Clerk's Department

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(A) Planning Applications Sub-Committee

Composition

1. The Planning Applications Sub-Committee comprises –
 - a) Four Aldermen nominated by the Court of Aldermen;
 - b) Together with up to 31 Commoners representing each Ward (two representatives for the Wards with six or more Members regardless of whether the Ward has sides) or Side of Ward.
2. The Members of the Planning and Transportation Committee are automatically appointed as Members of the Planning Applications Sub-Committee.

Terms of Reference

3. To determine all planning, listed building and advertisement consent applications (including matters relating to planning obligations, conditions and to the principle of stopping up orders under the Town and Country Planning Act 1990 relevant to such determinations) not delegated to officers under the Scheme of Delegation with all other functions within the Terms of Reference of the Planning and Transportation Committee not delegated to officers continuing to be exercised by that Committee or any other Sub-committees to which it delegates functions.

(B) Streets and Walkways Sub-Committee

Composition

4. The Streets and Walkways Sub-Committee comprises –
 - a) The Chairman and Deputy Chairman of the Grand Committee along with seven other Members;
 - b) Together with four Members representing the Finance, Police, Port Health and Environmental Services Committees and the Natural Environment Board.
5. The 2024/25 Membership comprised the following Members –

Graham Packham (Deputy Chairman of the Grand Committee and Chairman of the Sub Committee)
John Edwards (Deputy Chairman of the Sub Committee)
Deputy Randall Anderson
Mary Durcan
Deputy Marianne Fredericks

Deputy Shravan Joshi MBE
Deputy Alastair Moss
Ian Seaton
Hugh Selka
Brendan Barns (Finance Committee – Ex-Officio)
John Foley (Port Health & Environment Services Committee – Ex-Officio)
Eamonn Mullally (Natural Environment Board – Ex-Officio)

Terms of Reference

6. The Sub-Committee is responsible for:-

- (a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, special events on the public highway and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;
- (b) all general matters relating to road safety;
- (c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;
- (d) public lighting, including street lighting;
- (e) day-to-day administration of the Grand Committee's car parks
- (f) all matters relating to the Riverside Walkway, except for adjacent open spaces; and
- (g) to be responsible for advising the Grand Committee on:-
 - (i) progress in implementing the Grand Committee's plans, policies and strategies relating to the City's Highways and Walkways; and
 - (ii) the design of and strategy for providing signposts in the City
- (h) Those matters of significance will be referred to the Grand Committee to seek concurrence.

(C) Local Plans Sub-Committee

Composition

7. The 2024/25 Membership comprised the following Members –

Deputy Shravan Joshi (Chairman of the Grand Committee and Sub Committee)
Deputy John Edwards
Deputy Marianne Fredericks
Charles Edward Lord
Deputy Alastair Moss
Deputy Keith Bottomley (Policy and Resources Committee – Ex-Officio)
Elizabeth Anne King (Port Health and Environmental Services

Terms of Reference

8. To provide guidance and make recommendations on changes to the City of London Local Plan to the Grand Committee.

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City of London Corporation Committee Report

Committee(s): Planning & Transportation Committee – For Decision	Dated: 06/05/2025
Subject: Smithfield Market – Planning Brief	Public report: For Decision
This proposal: <ul style="list-style-type: none"> • delivers Corporate Plan 2024-29 outcomes • provides statutory duties 	<ul style="list-style-type: none"> • Statutory Planning Duties • Diverse Engaged Communities • Dynamic Economic Growth • Leading Sustainable Environment • Vibrant Thriving Destination • Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	No
Report of:	Katie Stewart – Executive Director Environment
Report author:	Gemma Delves – Principal Planning Officer (Development Management)

Summary

This report recommends that approval is granted to commence the drafting of a Planning Brief for the part of Smithfield Market that includes the East and West Market buildings and the Rotunda. At the outset, it must be emphasised that all future development proposals are subject to the City of London (Markets) Bill being approved by Parliament and are therefore undertaken on a prospective basis.

This report presents the intention for a Planning Brief which will set out guidelines and requirements for any development of, in whole or in part, of the respective market buildings. It is considered necessary given the potential relocation of the markets and subsequent opportunities for the re-use of the buildings that would therefore arise. It needs to be ensured that future development preserves and enhances the legacy of these buildings through exemplary design and conservation and innovation which supports the growing evening and weekend economy, complements the City Corporation's emerging aspirations for Smithfield for the significant social and economic value can be derived from the growth of creative enterprises, cultural and leisure uses and it should be fully inclusive whilst protecting local amenity. The Planning Brief will, upon adoption, constitute a Supplementary Planning Document (SPD) in line with the Local Plan 2015 and the forthcoming City Plan 2040.

Recommendation(s)

Members are asked to:

- Approve the commencement of a draft Smithfield Market Planning Brief.

Main Report

Background

1. This paper relates to the grade II* listed East and West Market buildings and the grade II listed Rotunda, which form part of the Smithfield Market complex as shown edged in red on figure one below. These buildings were constructed for the Corporation in the 1860s to the design of the City Surveyor Sir Horace Jones. They are historically and architecturally significant and together with the Poultry Market, General Market and Annexe Market to the west of the site, they formed one of the finest market complexes in Europe. They are located within the Smithfield Conservation Area.

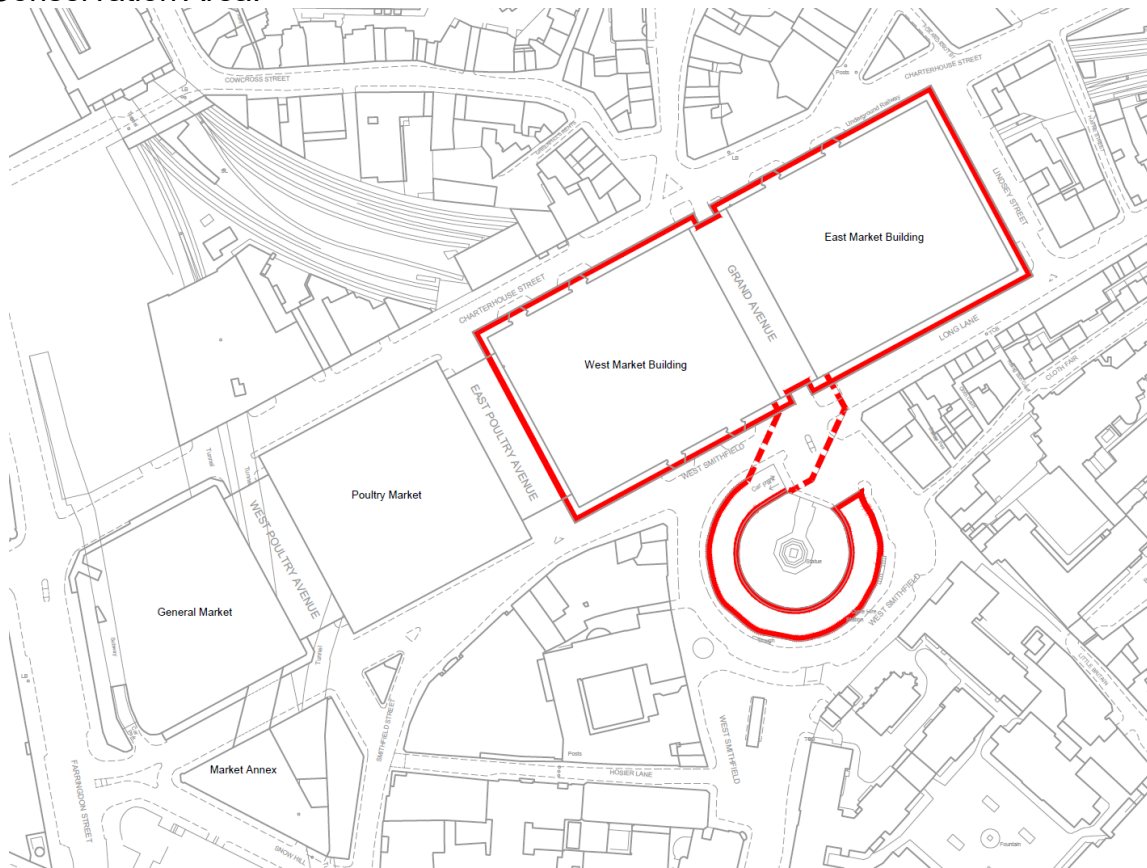


Figure 1

2. While parts of the identified site are still operational as a wholesale meat market, a Bill was deposited in Parliament on 27 November 2024 that provides for the ending of the City Corporation's responsibilities to operate the Smithfield and Billingsgate Markets.
3. With the potential relocation of the meat market, the Smithfield area would undergo substantial change over the coming years. Works are already underway in the

General Market and Poultry Market to the west of the site to accommodate the relocation of the London Museum. The draft City Plan 2040 identifies the site as being within the Smithfield and Smithfield and Barbican Key Areas of Change which seek to support the continued presence of Smithfield Market in the short to medium term, while encouraging the future sensitive re-use of the Smithfield Market buildings should the market re-locate, requiring a world class design solution that delivers a mix of uses that celebrate and are appropriate to the site's sensitive heritage character, and that provide inclusive public access to the buildings.

Current Position

4. It is estimated that the Bill is likely to take around 2.5 years to complete its Parliamentary passage and subject to the successful passage of the Bill, it is therefore expected that the markets would continue to operate in Smithfield until at least 2028. Notwithstanding, in anticipation of the site becoming vacant, to set expectations and to realise optimal outcomes for the area, proposals that could come forward would benefit from a shared vision, clear masterplan and alignment on specific aspects of the design, uses and infrastructure for the site. These can best be captured in a 'Design Guide', or Planning Brief, for this part of the market site.
5. The development of the Smithfield Market Planning Brief would be carried out in-house and led by the City's Planning and Development Division. Planning Briefs can be developed to different levels of detail, depending on their purpose. Careful scoping would be undertaken at the start of the project to set out the appropriate level of detail for different aspects of the design guide, helping to give the right balance between certainty and flexibility, and ensuring the process of developing a design guide can happen at pace. It is currently envisaged that the Planning Brief could set parameters for:
 - a) Conservation and adaptation of the historic buildings
 - b) Scoping the potential, if any, for extensions
 - c) Uses and activation (at different times/days), securing public access
 - d) Movement, public spaces, public realm enhancements
 - e) Character, identity, wayfinding, legibility
 - f) Safety, security, lighting, resilience
 - g) Exploring opportunity for greening
 - h) Sustainability, energy
 - i) Transport and servicing
 - j) Policy compliance
6. It is anticipated that key statutory consultees such as Historic England could provide input on the developing draft at an early stage, together with other key statutory and non-statutory consultees as required, to be scoped following committee endorsement of this paper.
7. The Planning Brief would give the City, through its planning function, additional influence through all stages of the process to delivery, and provide developers greater certainty about what may be acceptable when seeking planning permission and listed building consent, and can help lead to faster decisions based on whether a proposal complies with a guide. This can help to speed up the delivery of development. For

schemes such as Smithfield Market, design guides can help to maintain consistency in the delivery of development over a longer period of time.

8. The City's ambitions for the Smithfield Market site, will need to be evolved in the context of placemaking, governance, corporate objectives, the City Plan, Destination City and the Corporate Plan along with evolving strategies for operational use of the site and strategies for the wider area including the conversion of the western end of the market buildings to the London Museum, the Bunhill, Barbican and Golden Lane Area Healthy Neighbourhoods Plan, the Culture Mile BID Public Realm Vision and Strategy and the City's Smithfield Public Realm Strategy. A development brief for Smithfield Market provides opportunity for the City to take a leading role in shaping through this SPD, a 'once in a generation' development capable of meeting the requirements of various occupier uses, with exemplar heritage benefits, sustainability standards and significant public, social and placemaking benefits.
9. The brief would build upon emerging Strategic Policies S23 and S24 of the City Plan 2040 by seeking to ensure that the re-use of the market buildings embodies exemplary design, supports the growing evening and weekend economy, complements aspirations for cultural and leisure activity and this area and is fully inclusive whilst protecting amenity.

Options

10. The options for the City are:
 - a) Do Nothing – to reactively respond to and anticipate and assess proposals for the area in whole or part as and when they come forward.
 - b) Proactively consider the potential for development of the site. To fully assess and determine the latent potential in the site, a Planning Brief should be evolved. During this time further consideration can be given to the potential uses for the end development.

In order to establish a proactive vision for what is one of the most historically significant sites in the City it is recommended to proceed with Option B and utilise in house expertise to develop a brief for the site.

Proposals

11. To have weight in decision-making and influence development proposals through the planning process, a Planning Brief will need to go through a number of stages of development including public consultation and formal adoption by the Planning and Transportation Committee as a Supplementary Planning Document.
12. The process would likely include (timescales are indicative and would need to be mindful of the status and progress of the Bill):
 - An in-house team within the City's Planning Division being formed to take the project forward in June 2025, which would seek input on the developing draft from key statutory and non-statutory consultees as required.
 - A Draft Planning Brief to Planning & Transportation Committee to approve public consultation in December 2025.

- A return to Planning & Transportation Committee for approval to adopt the Planning Brief as an SPD April 2026 following consideration of consultation responses and finalisation of the document.

Corporate & Strategic Implications

13. **Strategic** implications – The delivery of this Planning Brief will strengthen the influence of and strengthen existing and draft City Plan policy for this Key Area of Change and delivery of the following outcomes of the Corporate Plan:
 - Diverse Engaged Communities
 - Dynamic Economic Growth
 - Leading Sustainable Environment
 - Vibrant Thriving Destination
 - Flourishing Public Spaces
14. **Financial** implications - There are no financial implications arising from this report.
15. **Resource** implications - Delivery of the Planning Brief will be through an in house team and would require officer time.
16. **Legal** implications - There are no legal implications arising from this report. The SPD is being developed in line with the requirements of The Town and Country Planning (Local Planning) (England) Regulations 2012. The Levelling-up and Regeneration Act 2023 received Royal Assent on the 26th of October 2023. This Act introduces changes to the plan making system but the dates for the initial commencement of the relevant sections is yet to be appointed, meaning these sections don't yet apply. If the relevant sections are commenced before the SPD is adopted, local planning authorities will no longer be able to produce supplementary planning documents. Instead, Supplementary Plans can be produced which are intended to relate to the use of land and therefore could cover the Smithfield area. These would form part of the Development Plan and undergo 'light touch' examination. A brief will still provide useful guidance to inform the planning process.
17. **Risk** implications - There is some risk that proceeding with developing the Planning Brief, and in particular publicly consulting on it, might be misunderstood or misinterpreted as assuming that Parliament will decide to pass the Bill. This matters because the Corporation does not want to in any way impact negatively its relationship with Parliamentarians, whether in relation to the City of London (Markets) Bill or more broadly. On the other hand, delaying the development of the Planning Brief until the Bill has completed its passage would result in the real risk of significant delay in the development and regeneration of Smithfield if none of the pre work is undertaken on the Planning Brief until the legislation has been passed: the Corporation would also have to deal with ad hoc approaches and proposals made to it in any event during this period of time. These competing risks can be mitigated by ensuring that in all communications, committee papers and consultations, it is emphasised that all such work is being undertaken on a prospective basis, and development proposals are subject to Parliament passing the legislation.

18. Equalities implications – Section 149 of the Equality Act 2010 requires that the City Corporation, as a public authority must, in the exercise of its functions, have due regard to the need to:
 - Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it;
19. The characteristics protected by the Equality Act are age, disability, gender, reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.
20. Communications and events will be designed to be accessible. An Equality Impact Assessment (EqIA) screening of the draft SPD will be undertaken to evaluate the implications for people with protected characteristics.
21. Climate implications - Delivery of the SPD will seek to contribute towards meeting the objectives of the Climate Action Strategy.
22. Security implications - There are no security implications arising from this report.

Conclusion

23. The future of Smithfield Market is a generational opportunity for the City. A Planning Brief for the site in addition to the vision and policies of the City Plan 2040 including that for the Smithfield and Smithfield and Barbican Key Areas of Change allows for a proactive position to be taken as a material consideration in any development proposals and therefore would act as a proponent of the development of this historically and culturally significant area of the City. To achieve optimal improvement of the site, a development needs master planning and engagement with the key stakeholders.
24. This is a complex site with multiple constraints. The Planning Brief would allow the City to positively shape future development proposals in support of the City Plan and wider City Corporate Plan objectives. The Planning Brief will form a complementary material planning consideration to the Development Plan.

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City of London Corporation Committee Report

Committee(s): Planning & Transportation Committee – For Decision	Dated: 06/05/2025
Subject: Building Control Charges Report 2025/26	Public report: For Decision
This proposal: <ul style="list-style-type: none"> • delivers Corporate Plan 2024-29 outcomes • provides statutory duties 	Providing excellent services. Providing Building Control services under Section 91 Building Act 1984 & compliance of The Building (Local Authority Charges) Regulations 2010.
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of:	Katie Stewart, Executive Director, Environment
Report author:	Gordon Roy, District Surveyor

Summary

The propose of this report is to advise the Committee of the findings of the Building Control's review into their previous fees and charges increases and to recommend revised fees for 2025/26.

The District Surveyor's Building Control Division amended their charges in May 2024 as agreed by this Committee, with charges being set for the service through a "cost recovery" charges scheme. These charges are known as the "City of London Building Regulations Charging Scheme No 7", for work associated with applications under the Building Regulations 2010, and the "Building Control Miscellaneous Charges No 5" for work associated with Notices under the London Building Act (Amendment) Act 1939, and the Building Act 1984. This report informs the Committee of the results of the charges schemes and to recommend changes to the Building Regulation Charging Scheme for 2025/26.

Recommendation

Members are asked to:

- Approve Option 3 and agree a new “City of London Building Regulations Charges Scheme No 8: 2025” and a new “Building Control Miscellaneous Charges No 6: 2025.

Main Report

Background

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

- Chargeable Building Regulations
- Non-Chargeable Building Regulations
- Other Building Control Activities

The two current charges schemes, were previously approved by this Committee are:

- The City of London Charges Scheme No 7; 2024, which applies charges for “Chargeable Building Regulation” activities, (See Appendix A) and
 - The Miscellaneous Building Control Charges No 5:2023, (See Appendix B) which applies charges for “Other Building Control Activities”.
2. CIPFA guidance lists a wide range of activities associated with Building Regulations which are chargeable and non-chargeable for the purposes of these schemes. Chargeable activities include checking of plans, site inspections, building notice charges, reversion charges and chargeable advice. Non-chargeable activities include the control of unauthorised works, general advice to the public and other departments, administering Initial Notices and Final Certificates from Registered Building Control Approvers, the first hour of any Building Regulation advice and carrying out Building Regulation functions in relation to work providing facilities for disabled people.
 3. Originally Building Regulation fees, for the approval or rejection of building plans and for the inspection of building works were prescribed by central government and as a result standardised fees were applied to every local authority in England and Wales.
 4. In 2010, the government introduced The Building (Local Authority Charges) Regulations 2010, being the legal framework for setting a Building Regulation charging scheme and a new scheme was implemented on the 1st October 2010, known as the City of London Charges Scheme No1, 2010. These charges are

reviewed on an annual basis and the currently approved scheme is known as City of London Charges Scheme No 7, 2024.

5. The City of London Building Regulation Charges Scheme No 7; 2024, Appendix A, comprises of a range of fixed charges for small scale works with a construction cost up to £1million. For larger projects with a construction cost of over £1million, fees are individually assessed based on the average hourly rate of building control services.
6. Other Building Control activities include dealing with temporary structures applications, dealing with dangerous structures, and responding to Demolition Notices. Existing charges are set out in “Building Control Miscellaneous Charges No 5” in Appendix B.

Current Position

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

TABLE 1					
Budgetary Performance 2015-16 to 2025-26					
	Chargeable			Non-Chargeable Net Cost	Total (Expenditure)/ Income
	Expenditure	Income	(Deficit)/surplus		
	£'000	£'000	£'000	£'000	£'000
2025-26 (Original Budget)	(1,376)	1,100	(276)	(1,215)	(1,491) *2
2024-25 (Forecast)	(1,154)	1,125	(29)	(1,015)	(1,044) *2
2023-24	(959)	1,144	185	(965)	(780) *2
2022-23	(1,031)	1,055	24	(817)	(793) *1
2021-22	(1,024)	1,028	4	(755)	(751) *1
2020-21	(1,089)	981	(108)	(912)	(1,020) *1
2019-20	(1,032)	1,058	26	(821)	(795)
2018-19	(1,221)	957	(264)	(669)	(933)
2017-18	(1,204)	874	(330)	(603)	(933)
2016-17	(1,192)	1,296	104	(515)	(411)
2015-16	(1,169)	1,355	186	(514)	(328)

8. In table 1, expenditure includes both local risk and central support & capital recharges. Expenditure charges indicated by a *1 was previously split 56% to chargeable and 44% to non-chargeable accounts. Following a review of central support recharges to accurately allocate legitimate corporate departments charges to the chargeable account, lines indicated by *2 are based on an

apportionment of 20% to chargeable and 80% to non-chargeable account, to reflect accurately expenditure relating to Building Regulation application administration in accordance with CIPFA guidance.

9. As required by the CIPFA guidance, Building Control income/expenditure for chargeable work, should break even over a 5-year period. Table 1 above, sets out the deficit/surplus over the last nine years actual performance from 2015/16 to 2023/24, and is currently running with a cumulative deficit of £173,000 during this period from 2015/16 to 2023/24, which is forecast to increase slightly for 2024/25 by £29,000 and a further £276,000 in 2025/26.
10. The deficit occurred largely during 2017/18 and 2018/19 when development activity within the City paused, due to the national vote to leave the EU, and then worsened in 2020/21 when activity dramatically slowed due to COVID-19 epidemic. Both resulted in income reducing and creating the deficit.
11. In early 2023, with a further projected deficit projected for year 2022/23 of £102,000 and £322,000 for 2023/24, a review of expenditure and income was undertaken. To ensure the service charges could deliver a service in accordance with the CIPFA guidance the hourly rate for Chargeable works was recalculated, to £152 and included a supplement to reduce the deficit to zero over a five-year period.
12. The result of adding the supplement to reduce the deficit can be seen in the results in table in year 2023/24, and demonstrates that the deficit is reducing as planned, but needs to be monitored over the coming few years. Although the position is largely forecast to remain static in 2024/25 with a slight deficit of £29,000, its currently forecasting a large deficit again in 2025/26 of £276,000 mainly due to increased staff costs as vacant posts are filled.
13. Application numbers and their associated generated fees are shown in Table 2. Application numbers in 2024 have decreased mainly due to a change in legislation where from 1st October 2023, applications that involve a higher-risk building (residential buildings, hospitals and care homes over 18m high) such as the Barbican, must be submitted to the Building Safety Regulator as they are now the Building Control Authority for these buildings, under the Building Safety Act 2022. In March 2025, the BSR agreed that the District Surveyors Building Control team could assist them with their applications within the Barbican residential buildings when the work is being carried out by residential leaseholders, therefore applications will rise again in 2025/26.
14. The submission of medium to large applications during 2024 and the effect of the hourly rate increasing last May, can be seen in Table 2. No major new applications were deposited during 2024, but the applications received remains healthy. A number of significant projects are expected over the next year, including 1 Undershaft, Tenter House, 99 Bishopsgate, and a number of other developments that have approached the division regarding their proposed developments. This alongside increasing numbers of requests from the Building Safety Regulator to assist them with their works on residential buildings and

hospitals, including development such as Great Ormond Street Hospital, it is anticipated, that income will surpass the £1.1m income target in Table 1 and the deficit should further reduce, as planned.

Table 2 Building Control Applications 2012-2024		
Year	Number of Application	Fees Generated
2015	280	£1,210,007
2016	228	£847,099
2017	236	£778,279
2018	246	£778,279
2019	266	£1,091,256
2020	191	£810,680
2021	210	£1,391,757
2022	220	£937,669
2023	196	£1,513,915
2024	135	£1,175,399

15. A review was also undertaken of the applications which were completed during 2024. During this time 258 projects were completed and as time associated with projects is recorded in the District Surveyors corporate TimeMaster software and CAPS Uniform software, all projects can be checked to ensure that the correct fees were being charged.
16. Each completed project was checked and cross referenced to similar projects dating back to 2015 and placed into bands that matched the Estimated Cost of Works within the fee scales. Average time taken to administer those projects within each band has been calculated and forms the basis for all the fees & charges.

Options

17. **Option 1.** Agree an hourly rate, based on full cost recovery for chargeable works, including work undertaken on behalf of the Building Safety Regulator, and other Building Control activities. The hourly rate will be £145 per hour. Work to assist the Building Safety Regulator will be charged at £151 per hour. Work to deal with a dangerous structure when the Corporation has to carry out works with their contractor, will be charged at £145 per hour. **NOT RECOMMENDED**
18. **Option 2.** Agree an hourly rate, for chargeable works and work including work undertaken on behalf of the Building Safety Regulator based on a cost recovery rate, plus a 10% surcharge to reduce the accumulated Trading Statement deficit, over the next five years. The hourly rate will be £160. Charges for other Building Control activities to be based on cost recovery basis at £145. Work to assist the Building Safety Regulator will be charged at £166 per hour. Work to deal with a dangerous structure when the Corporation has to carry out works with their contractor, will be charged at £160 per hour. **NOT RECOMMENDED**

19. **Option 3.** Agree an hourly rate, based on cost recovery for chargeable works including work undertaken on behalf of the Building Safety Regulator based on a cost recovery rate, plus a 20% surcharge to reduce the accumulated Trading Statement deficit, over the next five years. The hourly rate will be £174. Charges for other Building Control activities to be based on cost recovery basis at £145. Work to assist the Building Safety Regulator will be charged at £181 per hour. Work to deal with a dangerous structure when the Corporation has to carry out works with their contractor, will be charged at £174 per hour. **RECOMMENDED**

Proposals

20. Using information regarding proposed expenditure for Building Control, and the costs associated with the Division, the hourly rate for chargeable works, has been recalculated, by the Chamberlain's department and forms the basis for the new charging scheme.
21. It is the proposal of this report to request the Committee agree, that to ensure applications received in 2025/26 are sufficient to balance the budget for chargeable works, and with an understanding that the cumulative deficit will be reduced over the next 3-year period to zero, a surcharge is proposed to be maintained to the base hourly rate. A revised fee schedule has been drafted and will be known as "The City of London Charges Scheme No 8:2025". Draft shown in Appendix D, which includes a 20% surcharge on the base hourly rate as recommended in Option 3. This would generate additional income in the region of £100,000 in 2025/26.
22. Fees and charges associated with other Building Control activities, such as Demolition Notices and Temporary Structures, have also been similarly reviewed. It is proposed to apply an hourly rate of £145 to these fees and charges to maintain cost recovery. See Appendix F
23. In 2022 Royal Assent was given to the new Building Safety Act, which has brought new requirements to the building industry to improve building safety, particularly for residential buildings over 18m in height. From the 1st October 2023, The Building Safety Act introduced the Building Safety Regulator as the Building Control Authority for new residential buildings over 18m or 7 storeys and above, and as such, all building regulation applications for these buildings, are now submitted to the Regulator rather than local authority or private Registered Building Control Approvers. Under Section 13 of the Building Safety Act 2022, the Building Safety Regulator can request the help of a local authority building control to assist them with an application and the Local Authority is able to charge the Building Safety Regulator appropriate charges to ensure cost recovery.

24. When assisting the Building Safety Regulator under a Section 13 request, the local authority must assist the Regulator by using an appropriately competent surveyor. Under the new Building Inspector Competence Framework, and The Building (Restricted Activities & Functions) (England) Regulations 2023, this will require a Class 3 Registered Building Inspector, therefore the most experienced surveyors within our team. To ensure full cost recovery, the appropriate charges for the Building Safety Regulator has been calculated, using costs associated with the appropriate surveyors and has been determined at £181 per hr, as recommended in Option 3.
25. In January 2023, this Committee agreed that the District Surveyor could act as the single point of contact between the Building Safety Regulator (BSR) and all London local authority building control teams, when the BSR requires assistance under Section 13. This is known as the London HUB and has been in operation since 1st October 2023. On the 1st April 2025, 866 requests had been received since the HUB started, with 762 requests between 1st April 2024 and 1st April 2025. The operation of the London HUB continues to flourish and will result in income being generated on a full cost recovery basis, as recommended in Option 3.

Financial Implications

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

Corporate & Strategic Implications

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

Legal implications

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

Climate implications

29. None

Security implications

30. None

Conclusion

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

Appendices

- Appendix A- Current "City of London Building Regulations Charges Scheme No 7 , 2022, Annex A & Annex B".
- Appendix B- Current "Building Control Miscellaneous Charges No 4:2022
- Appendix C- Proposed "City of London Building Regulations Charges Scheme No 6: 2023".
- Appendix D- Proposed "City of London Building Regulations Charges Scheme No 5, 2023, Annex A, Charges
- Appendix E- Proposed "City of London Building Regulations Charges Scheme No 5, 2022, Annex B,
- Appendix F- Proposed City of London Building Control Miscellaneous Charges Scheme No 4;2022

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Appendix A- Building Regulation Charges Scheme No 7:2024

CITY OF LONDON

The Building (Local Authority Charges) Regulations 2010

BUILDING REGULATIONS CHARGES SCHEME No. 7, 2024

1. This scheme may be cited as the Building Regulations Charges Scheme No. 7, 2024 of the City of London Corporation (the Charges Scheme) and shall come into force on 3rd June 2024.

INTRODUCTION

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

DEFINITIONS

5. The following definitions apply to the Charges Scheme:
"application for building regulation approval with full plans" means an application submitted in accordance with regulations 12(2)(b) and 14 of the Principal Regulations.
"building" means any permanent or temporary building but not any other kind of structure or erection, and a reference to a building includes a reference to part of a building;
"building notice" means a notice given in accordance with regulations 12(2)(a) and 13 of the Principal Regulations;
"building work" means:
 - a) the erection or extension of a building;
 - b) the provision or extension of a controlled service or fitting in or in connection with a building;
 - c) the material alteration of a building, or a controlled service or fitting;
 - d) work required by Building Regulation 6 of the principal regulations (requirements relating to material change of use);
 - e) the insertion of insulating material into the cavity wall of a building;
 - f) work involving the underpinning of a building;
 - g) work required by building regulation 23 (requirements for the renovation or replacement of thermal elements);
 - h) work required by building regulation 22 (requirements relating to a change of energy status);
 - i) work required by building regulation 28 (consequential improvements to energy performance);

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

Appendix A- Building Regulation Charges Scheme No 7:2024

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

- a) the passing or rejection of plans of proposed building work which has been deposited for Building Control approval with full plans, in accordance with regulation 12(2)(b) and 14 of the Principal Regulations - (Plan Charge)
- b) the inspection of building work for which plans have been deposited and approved in accordance with regulation 12(2)(b) and 14 of the Principal Regulations – (Inspection Charge)
- c) the consideration of a building notice which has been given in accordance with the Principal Regulations – (Building Notice Charge)
- d) the consideration of building work reverting to the Council under The Building (Registered Building Control Approvers etc.)(England) Regulations 2024 – (Reversion Charge)
- e) the consideration of a regularisation application submitted under regulation 18 of the Principal Regulations – (Regularisation Charge).

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

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

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

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

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

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

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

"full plans charge" means the combined plan and inspection charge applied to an application submitted for approval of Building Regulations with full plans.

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

"relevant person" means:

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

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

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

Appendix A- Building Regulation Charges Scheme No 7:2024

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

SUMMARY OF BUILDING REGULATIONS FUNCTIONS AND CHARGES

6. The City of London Corporation has determined:
 - a) plan charges for or in connection with the passing or rejection of plans of proposed building work deposited with them in accordance with 12(2)(a) and 13 of the Principal Regulations.
 - b) inspection charges for or in connection with the inspection of building work for which plans have been deposited in accordance with the Principal Regulations.
 - c) building notice charges for or in connection with the consideration of a building notice which has been given to the City of London Corporation in accordance with the Principal Regulations.The charges for the foregoing functions are as set out in the attached tables in Annex A.
7. The City of London Corporation is also authorised within its Charges Scheme to make a charge in relation to a request for advice as regards any particular case where such a charge is made in anticipation of the future exercise of its chargeable functions in relation to that case (referred to as "chargeable advice"); save that no charge is to be made for the first hour of time spent by an officer in providing such chargeable advice.
8. This Charges Scheme has been fixed such that its objective is to ensure that, taking one financial year with another, the income to be derived by the City of London Corporation from performing chargeable functions and providing chargeable advice (referred to as "chargeable income") as nearly as possible equates to the costs incurred by the City of London Corporation in performing chargeable functions and providing chargeable advice (referred to as "chargeable costs"). At the end of the financial year within which the City of London Corporation first made this Charges Scheme and of each subsequent financial year, the City of London Corporation will conduct a review of the level of charges set out under this Charges Scheme for the purpose of achieving the Charges Scheme's objective above.
9. Immediately following the review of the level of charges, the City of London Corporation will prepare a "building control statement" setting out as regards the financial year to which it relates, the chargeable costs, the chargeable income and the amount of any surplus or deficit. Such "building control statement" will be approved by the City of London Corporation's Section 6 Officer and will be published not more than six months after the end of the financial year to which the statement relates.
10. Each charge determined within the Charges Scheme has been related to the costs of providing building regulation services in relation to particular building work or building work of particular descriptions having regard to the objective outlined in clause 8 above. Where this Charges Scheme is first made and takes effect at any time other than the beginning of a financial

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

Appendix A- Building Regulation Charges Scheme No 7:2024

year, the City of London Corporation will have regard to any estimated surplus or deficit arising for that part of the financial year for which its existing scheme made under the Building (Local Authority Charges) Regulations 2010 continues to have effect.

11. The costs of providing City of London Corporation building regulation services in relation to chargeable functions or chargeable advice has been calculated using the hourly rate at which the time of its officers will be charged and the factors which have been taken into account in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions).
12. The hourly rate of the City of London Corporation building regulation officers is set out herewith: £163.
13. Where the City of London Corporation consider it necessary to engage and incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of building work, those costs will be included in the determination of the charges referred to in this Charges Scheme.
14. In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), both in relation to standard and assessed charges, the City of London Corporation has taken some or all of the following factors into account:
 - a) the existing use of a building, or the proposed use of the building after completion of the building work;
 - b) the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. (*see definition of 'building work' in clause 5 above*);
 - c) the floor area of the building or extension. (*see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above*);
 - d) the estimated duration of the building work and the anticipated number of inspections to be carried out.
 - e) the estimated cost of the building work.
15. In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), in relation to assessed charges for individual projects, the City of London Corporation will take some or all of the following additional factors into account in assessing the charges
 - f) the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used;
 - g) whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6);

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

Appendix A- Building Regulation Charges Scheme No 7:2024

- h) whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be used;
 - i) whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.
 - j) whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation.
 - k) whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and
 - l) whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.
- 16. On receipt of an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to a standard charge published in the scheme (see schedule of standard charges listed in Annex A), has taken into account the factors listed in clause 14 above.
- 17. On receipt of a request for advice, an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to an individual assessment of the charge to be made (see guidance on assessed charges in Annex B), will take into account the factors listed in clauses 14 and 15 above and such individually determined charges will be confirmed in writing specifying the amount of the charge and the factors which have been taken into account.
- 18. No charge will be made for the first hour of an officer's time in respect of chargeable building regulation advice given by such officer.
- 19. The sum of the plan charge and the inspection charge is equal to the building notice charge. With the exception of those circumstances detailed in paragraphs 21 and 22 below, the plan charge is 40% of the building notice charge and the inspection charge is 60% of the building notice charge.
- 20. The preceding paragraphs 6, 8, 9 and 10 are subject to paragraph 21 below.
- 21. Where:
 - a) one application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other; or
 - b) an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been approved or building works inspected by the City of London Corporation and where the City of London Corporation is satisfied that the owner of the plans who deposits them or who gives a building notice in respect of them is the same person who originally deposited the plans or gave a building notice in respect of them, a reduction not exceeding 30% in the plan charge or building notice charge payable may be applied and a reduction not exceeding 30% in the inspection charge payable may also be applied, but only at the

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

Appendix A- Building Regulation Charges Scheme No 7:2024

absolute discretion of the City of London Corporation.

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

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

Appendix A- Building Regulation Charges Scheme No 7:2024

- a) for the purpose of providing means of access for the disabled person by way of entrance or exit to or from the dwelling or any part of it, or
 - b) for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of the disabled person.
28. The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of a disabled person in relation to an existing dwelling, which is, or is to be, occupied by that disabled person as a permanent residence and as outlined in clause 6 (b) above, where such work consists of-
- a) the adaptation or extension of existing accommodation or an existing facility or the provision of alternative accommodation or an alternative facility where the existing accommodation or facility could not be used by the disabled person or could be used by the disabled person only with assistance; or
 - b) the provision of extension of a room which is or will be used solely-
 - (i) for the carrying out for the benefit of the disabled person of medical treatment which cannot reasonably be carried out in any other room in the dwelling, or
 - (ii) for the storage of medical equipment for the use of the disabled person, or
 - (iii) to provide sleeping accommodation for a carer where the disabled person requires 24-hour care.
29. The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing building to which members of the public are admitted (whether on payment or otherwise); and where the whole of the building work in question is solely-
- a) for the purpose of providing means of access for disabled persons by way of entrance or exit to or from the building or any part of it; or
 - b) for the provision of facilities designed to secure the greater health, safety, welfare or disabled persons.

Note: 'disabled person' means a person who is within any of the descriptions of persons to whom Section 29(1) of the National Assistance Act 1948, as extended by virtue of Section 8(2) of the Mental Health Act 1959, applied but disregarding the amendments made by paragraph 11 of Schedule 13 to the Children Act 1989.

PAYMENT OF CHARGES

30. Any plan charge shall be payable when the plans of the building work are deposited with the City of London Corporation but see also clause 40 below.
31. Any inspection charge shall be payable on demand made after the City of London Corporation carries out the first inspection in respect of which the charge is payable but see also clause 40 below.

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

Appendix A- Building Regulation Charges Scheme No 7:2024

32. Any building notice charge shall be payable when the building notice is given to the City of London Corporation.
33. Any reversion charge shall be payable for building work in relation to a building:
 - i) which has been substantially completed before plans are first deposited in accordance with regulation 22(2)(a)(i) of the Building (Registered Building Control Approvers etc.)(England) Regulations 2024 as amended; or
 - ii) in respect of which plans for further building work have been deposited with the City of London Corporation in accordance with regulation 22(3) of the Building (Registered Building Control Approvers etc.)(England) Regulations 2024 as amended, on the first occasion on which those plans are deposited.
34. Any regularisation charge shall be payable at the time of the application to the City of London Corporation in accordance with regulation 18 of the Principal Regulations (unauthorised building work).
35. Any charge for chargeable advice shall be payable on demand after the City of London Corporation has given notice to the relevant person in writing specifying the amount to be charged and the factors which have been taken into account as listed in clauses 14 and 15 above.
36. Any plan charge, inspection charge, building notice charge, reversion charge, regularisation charge and charge for chargeable advice is to be payable by the relevant person (*see definition, clause 5 above*).
39. Any plan charge, inspection charge, building notice charge which is payable to the City of London Corporation shall be paid together with an amount equal to any value added tax payable in respect of that charge.
40. Part of any charge which is payable to the City of London Corporation, may, at its absolute discretion, be paid in instalments of such amounts payable on such dates as the City of London Corporation shall specify.
41. There is no entitlement to a complete refund of any regularisation charge paid, if the City of London Corporation, after incurring costs, subsequently cannot determine what work is required to comply with the relevant requirements.
42. Where a plan charge has been paid and not refunded, the City of London Corporation may in any case they consider reasonable, decide not to make a further plan charge in respect of plans subsequently deposited for substantially the same building work.
43. Where for any reason the City of London Corporation do not give notice of approval or rejection of the application for building control approval with full plans within the period required by regulation 14A(6) of the principal regulations, any plan charge paid will be refunded.

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

Appendix A- Building Regulation Charges Scheme No 7:2024

44. No refund will be given by the City of London Corporation where the reason for not giving approving an application for Building Control approval with full plans is due to the failure by the person by whom or on whose behalf the plans were deposited to supply information within a reasonable time, necessary to meet the City of London Corporation duty under that section.
45. Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is less than that which was originally assessed, the City of London Corporation (subject to clause 49 below) will make a refund in respect of the proportion of the charge relating to the excess payment.
46. Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is more than that which was originally estimated in the assessment, the City of London Corporation (subject to clause 49 below) may raise a supplementary charge in respect of any additional work carried out its officer.
47. In relation to the assessment of a refund or supplementary charge, the City of London Corporation may discount one hour of an officer's time from the calculation of the refund or, as the case may be, the supplementary charge.
48. Where in respect of an application for Building Control approval with full plans is deposited with the City of London Corporation under regulation 12(2)(b) and 14 of the Principal Regulations, the plan charge and inspection charge are to be aggregated for the purposes of calculating any refund or supplementary charge.
49. The payment of any refund or request for a supplementary charge will be accompanied by a statement setting out the reason for the assessment and the calculation of the refund or supplementary charge.
50. Plans which are deposited otherwise than in accordance with the requirement imposed under paragraph 24 above or an agreement under paragraph 30 above are not deposited in accordance with building regulations for the purposes of regulation 14 of the principal regulations; and a building notice given otherwise than in accordance with a requirement imposed under paragraph 26 above or an agreement under paragraph 30 above is not validly given for the purposes of the Principal Regulations.
51. Where an individual assessment of a full plans charge or building notice charge has been made, (other than a standard charge) any individually assessed full plan charge or building notice charge shall not be payable until such full plan charge or building notice charge has been specified by the City of London Corporation and confirmed in writing if such confirmation is provided later than the deposit of the plan or (as the case may be) the giving of the building notice.

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

Appendix A- Building Regulation Charges Scheme No 7:2024

52. The City of London Corporation is authorised to require the supply of any information where such information is necessary to determine any building regulation charge listed in clause 9 above.
53. The City of London Corporation operates, maintains and makes available on request, to any interested party, an appropriate complaints procedure regarding its building regulations services. If a person is dissatisfied with the decision made relating to the determination of charges for building work and wishes to make a complaint, such complaint will be dealt with within the Council's agreed complaint's procedure. In the first instance, such complaints should be addressed at a local level to:
- The District Surveyor
Environment Department
Guildhall
London EC2P 2EJ
- Telephone: 020 7332 1000
Fax: 020 7332 1968
email: district.surveyor@cityoflondon.gov.uk
54. Where building work reverts to the control of the City of London Corporation any plans relating to that building work given to the City of London Corporation in accordance with regulation 22 of the Building (Registered Building Control Approvers etc.)(England) Regulations 2024 as amended, shall be accompanied by a current estimate in writing of the cost of that building work.
55. Contravention of the Building (Local Authority Charges) Regulations 2010 and or the non- payment of any charge which becomes payable are not treated as offences under Section 35 of the Building Act 1984 (penalty for contravening building regulations).

TRANSITIONAL PROVISIONS AND REVOCATION

56. The Building Regulations Charges Scheme No. 6. 2023 of the City of London Corporation made under the Building(Local Authority Charges) Regulations, 2010 will continue to apply to building work within the City of London Corporation area for which plans were first deposited or a building notice was given or a reversion charge became payable, or a regularisation certificate was made, before 3rd June 2024.

INFORMATIVE

57. Further information and advice concerning building regulation charges and the Building Regulations Charges Scheme, can be obtained from:

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

Appendix A- Building Regulation Charges Scheme No 7:2024

The District Surveyor
Environment Department
Guildhall
London EC2P 2EJ

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

Signed:

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

Dated:

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

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

Building Regulation Charges Scheme No 7;2024 Annex A: Charges Schedule. (Based on an hourly rate of £163)

Cost of Works	Charges from 1st June 2024						
	Work Categories						
£1,000's	Refurbishments & Extensions	Fit out and alterations	Material Change of Use	Small Residential Alterations *	Other		
£10	£1060	£652	£1467	£902	For works not described on the table a specific individually assessed charge will be provided.		
£20		£978		£1228			
£40		£1385		£1304		£1712	£1717
£70	£1875	£1793	£2282	£2206			
£100	£2200			£2369			
£150	£2526			£2119		£3097	SEE 'OTHER'
£200	£2852	£2364	£3260				
£300	£3505	£2771	£4890				
£400	£4075	£3260					
£500	£4727	£3586					
£600	£5379	£3994	£7009				
£700	£6031	£4645					
£800	£6683	£4972					
£900	£7335	£5542	£9128				
£1,000	£7824	£5705					
Plan & Insp charge due immediately if £1100 or less (excl VAT)							
For works over £1.0 million a specific Individually assessed charge will be provided							
* If Part P electrics are not applicable or if they are dealt with under the Competent Persons Scheme - Deduct £250 per unit/flat							

**Building Regulation Charges Scheme No 7;2024 Annex A: Charges
Schedule. (Based on an hourly rate of £163)**

Building Regulation Charges Scheme No 7, 2024 Annex B: Factors to be taken into Account When Determining Assessed Charges.

The factors to be taken into account in determining Assessed Charges as per clauses 14 & 15 of the Building Regulations Charges Scheme No. 7, 2024 of the City of London Corporation.

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

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

Appendix B-Building Control Miscellaneous Charges Scheme No 5: 2023

Table of miscellaneous charges (from 3rd April 2023)

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

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

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

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

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

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

Appendix C- Building Regulation Charges Scheme No 8:2025

CITY OF LONDON

The Building (Local Authority Charges) Regulations 2010

BUILDING REGULATIONS CHARGES SCHEME No. 8, 2025

1. This scheme may be cited as the Building Regulations Charges Scheme No. 8, 2025 of the City of London Corporation (the Charges Scheme) and shall come into force on 2nd June 2025.

INTRODUCTION

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

DEFINITIONS

5. The following definitions apply to the Charges Scheme:
"application for building regulation approval with full plans" means an application submitted in accordance with regulations 12(2)(b) and 14 of the Principal Regulations.
"building" means any permanent or temporary building but not any other kind of structure or erection, and a reference to a building includes a reference to part of a building;
"building notice" means a notice given in accordance with regulations 12(2)(a) and 13 of the Principal Regulations;
"building work" means:
 - a) the erection or extension of a building;
 - b) the provision or extension of a controlled service or fitting in or in connection with a building;
 - c) the material alteration of a building, or a controlled service or fitting;
 - d) work required by Building Regulation 6 of the principal regulations (requirements relating to material change of use);
 - e) the insertion of insulating material into the cavity wall of a building;
 - f) work involving the underpinning of a building;
 - g) work required by building regulation 23 (requirements for the renovation or replacement of thermal elements);
 - h) work required by building regulation 22 (requirements relating to a change of energy status);
 - i) work required by building regulation 28 (consequential improvements

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

Appendix C- Building Regulation Charges Scheme No 8:2025

to energy performance);

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

- a) the passing or rejection of plans of proposed building work which has been deposited for Building Control approval with full plans, in accordance with regulation 12(2)(b) and 14 of the Principal Regulations - (Plan Charge)
- b) the inspection of building work for which plans have been deposited and approved in accordance with regulation 12(2)(b) and 14 of the Principal Regulations – (Inspection Charge)
- c) the consideration of a building notice which has been given in accordance with the Principal Regulations – (Building Notice Charge)
- d) the consideration of building work reverting to the Council under The Building (Registered Building Control Approvers etc.)(England) Regulations 2024 – (Reversion Charge)
- e) the consideration of a regularisation application submitted under regulation 18 of the Principal Regulations – (Regularisation Charge).

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

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

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

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

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

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

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

"full plans charge" means the combined plan and inspection charge applied to an application submitted for approval of Building Regulations with full plans.

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

"relevant person" means:

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

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

Appendix C- Building Regulation Charges Scheme No 8:2025

which a charge may be made pursuant to the definition of ‘chargeable advice’

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

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

SUMMARY OF BUILDING REGULATIONS FUNCTIONS AND CHARGES

6. The City of London Corporation has determined:

- a) plan charges for or in connection with the passing or rejection of plans of proposed building work deposited with them in accordance with 12(2)(b) and 14 of the Principal Regulations.
- b) inspection charges for or in connection with the inspection of building work for which plans have been deposited in accordance with the Principal Regulations.
- c) building notice charges for or in connection with the consideration of a building notice which has been given to the City of London Corporation in accordance with the Principal Regulations.

The charges for the foregoing functions are as set out in the attached tables in Annex A.

7. The City of London Corporation is also authorised within its Charges Scheme to make a charge in relation to a request for advice as regards any particular case where such a charge is made in anticipation of the future exercise of its chargeable functions in relation to that case (referred to as “chargeable advice”); save that no charge is to be made for the first hour of time spent by an officer in providing such chargeable advice.

8. This Charges Scheme has been fixed such that its objective is to ensure that, taking one financial year with another, the income to be derived by the City of London Corporation from performing chargeable functions and providing chargeable advice (referred to as “chargeable income”) as nearly as possible equates to the costs incurred by the City of London Corporation in performing chargeable functions and providing chargeable advice (referred to as “chargeable costs”). At the end of the financial year within which the City of London Corporation first made this Charges Scheme and of each subsequent financial year, the City of London Corporation will conduct a review of the level of charges set out under this Charges Scheme for the purpose of achieving the Charges Scheme’s objective above.

9. Immediately following the review of the level of charges, the City of London Corporation will prepare a “building control statement” setting out as regards the financial year to which it relates, the chargeable costs, the chargeable income and the amount of any surplus or deficit. Such “building control statement” will be approved by the City of London Corporation’s Section 6 Officer and will be published not more than six months after the end of the financial year to which the statement relates.

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

Appendix C- Building Regulation Charges Scheme No 8:2025

10. Each charge determined within the Charges Scheme has been related to the costs of providing building regulation services in relation to particular building work or building work of particular descriptions having regard to the objective outlined in clause 8 above. Where this Charges Scheme is first made and takes effect at any time other than the beginning of a financial year, the City of London Corporation will have regard to any estimated surplus or deficit arising for that part of the financial year for which its existing scheme made under the Building (Local Authority Charges) Regulations 2010 continues to have effect.
11. The costs of providing City of London Corporation building regulation services in relation to chargeable functions or chargeable advice has been calculated using the hourly rate at which the time of its officers will be charged and the factors which have been taken into account in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions).
12. The hourly rate of the City of London Corporation building regulation officers is set out herewith: £174.
13. Where the City of London Corporation consider it necessary to engage and incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of building work, those costs will be included in the determination of the charges referred to in this Charges Scheme.
14. In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), both in relation to standard and assessed charges, the City of London Corporation has taken some or all of the following factors into account:
 - a) the existing use of a building, or the proposed use of the building after completion of the building work;
 - b) the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. (*see definition of 'building work' in clause 5 above*);
 - c) the floor area of the building or extension. (*see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above*);
 - d) the estimated duration of the building work and the anticipated number of inspections to be carried out.
 - e) the estimated cost of the building work.
15. In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), in relation to assessed charges for individual projects, the City of London Corporation will take some or all of the following additional factors into account in assessing the charges
 - f) the nature of the design of the building work and whether innovative

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

Appendix C- Building Regulation Charges Scheme No 8:2025

- | | |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>or high-risk construction techniques are to be used;</p> <p>g) whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6);</p> <p>h) whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be used;</p> <p>i) whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.</p> <p>j) whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation.</p> <p>k) whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and</p> <p>l) whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.</p> |
| 16. | On receipt of an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to a standard charge published in the scheme (see schedule of standard charges listed in Annex A), has taken into account the factors listed in clause 14 above. |
| 17. | On receipt of a request for advice, an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to an individual assessment of the charge to be made (see guidance on assessed charges in Annex B), will take into account the factors listed in clauses 14 and 15 above and such individually determined charges will be confirmed in writing specifying the amount of the charge and the factors which have been taken into account. |
| 18. | No charge will be made for the first hour of an officer's time in respect of chargeable building regulation advice given by such officer. |
| 19. | The sum of the plan charge and the inspection charge is equal to the building notice charge. With the exception of those circumstances detailed in paragraphs 21 and 22 below, the plan charge is 40% of the building notice charge and the inspection charge is 60% of the building notice charge. |
| 20. | The preceding paragraphs 6, 8, 9 and 10 are subject to paragraph 21 below. |
| 21. | Where: <ul style="list-style-type: none"> a) one application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other; or b) an application or building notice is in respect of building work which |

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

Appendix C- Building Regulation Charges Scheme No 8:2025

	<p>is substantially the same as building work in respect of which plans have previously been approved or building works inspected by the City of London Corporation and where the City of London Corporation is satisfied that the owner of the plans who deposits them or who gives a building notice in respect of them is the same person who originally deposited the plans or gave a building notice in respect of them, a reduction not exceeding 30% in the plan charge or building notice charge payable may be applied and a reduction not exceeding 30% in the inspection charge payable may also be applied, but only at the absolute discretion of the City of London Corporation.</p>
22.	Where the appropriate total charge is £800 or below a plan charge is payable, which incorporates that charge which would be made for an inspection of building work, although no separate inspection charge is made.
23.	Standard charges set in accordance with clause 14 above are shown on Table 1 in annex A.
24.	<p>The following applications may be dealt with by individually assessed charges in accordance with clauses 14 & 15 above.</p> <ul style="list-style-type: none"> a) Building Control approval with full plans (both the passing or rejection of plans and the associated inspections) where the cost of the work exceeds £1m. b) Building Notice where the cost of the work exceeds £1m. c) All stand alone new buildings. d) Reversion for or in connection with the consideration of building work reverting to the control of the City of London Corporation. e) Regularisation submitted under regulation 18 of the Principal Regulations (unauthorised building work). <p>For these applications, the plan charge and the inspection charge will be advised on an individual basis.</p>
25.	<p>Where building work comprises -</p> <ul style="list-style-type: none"> a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is not certified to an approved standard or is not installed by an approved installer or is not part of a larger project comprising other building work; or b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is not part of a larger project comprising other building work, <p>the City of London Corporation has fixed its charges by reference to the estimated cost of the building work only, and no plan charge will be made in respect of such building work.</p>
26.	<p>Where building work comprises:</p> <ul style="list-style-type: none"> a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is certified to an approved standard, or is installed by an approved

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

Appendix C- Building Regulation Charges Scheme No 8:2025

	<p>installer or is part of a larger project comprising other building work; or</p> <p>b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is part of a larger project comprising other building work, no charges will be made in respect of such building work.</p>
27.	<p>The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing dwelling which is, or is to be, occupied by a disabled person as a permanent residence; and where the whole of the building work in question is solely-</p> <p>a) for the purpose of providing means of access for the disabled person by way of entrance or exit to or from the dwelling or any part of it, or</p> <p>b) for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of the disabled person.</p>
28.	<p>The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of a disabled person in relation to an existing dwelling, which is, or is to be, occupied by that disabled person as a permanent residence and as outlined in clause 6 (b) above, where such work consists of-</p> <p>a) the adaptation or extension of existing accommodation or an existing facility or the provision of alternative accommodation or an alternative facility where the existing accommodation or facility could not be used by the disabled person or could be used by the disabled person only with assistance; or</p> <p>b) the provision of extension of a room which is or will be used solely-</p> <p>(i) for the carrying out for the benefit of the disabled person of medical treatment which cannot reasonably be carried out in any other room in the dwelling, or</p> <p>(ii) for the storage of medical equipment for the use of the disabled person, or</p> <p>(iii) to provide sleeping accommodation for a carer where the disabled person requires 24-hour care.</p>
29.	<p>The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing building to which members of the public are admitted (whether on payment or otherwise); and where the whole of the building work in question is solely-</p> <p>a) for the purpose of providing means of access for disabled persons by way of entrance or exit to or from the building or any part of it; or</p> <p>b) for the provision of facilities designed to secure the greater health, safety, welfare or disabled persons.</p> <p><i>Note: 'disabled person' means a person who is within any of the descriptions of persons to whom Section 29(1) of the National Assistance Act 1948, as extended by virtue of Section 8(2) of the Mental Health Act</i></p>

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

Appendix C- Building Regulation Charges Scheme No 8:2025

1959, applied but disregarding the amendments made by paragraph 11 of Schedule 13 to the Children Act 1989.

PAYMENT OF CHARGES

30. Any plan charge shall be payable when the plans of the building work are deposited with the City of London Corporation but see also clause 40 below.
31. Any inspection charge shall be payable on demand made after the City of London Corporation carries out the first inspection in respect of which the charge is payable but see also clause 40 below.
32. Any building notice charge shall be payable when the building notice is given to the City of London Corporation.
33. Any reversion charge shall be payable for building work in relation to a building:
 - i) which has been substantially completed before plans are first deposited in accordance with regulation 22(2)(a)(i) of the Building (Registered Building Control Approvers etc.)(England) Regulations 2024 as amended; or
 - ii) in respect of which plans for further building work have been deposited with the City of London Corporation in accordance with regulation 22(3) of the Building (Registered Building Control Approvers etc.)(England) Regulations 2024 as amended, on the first occasion on which those plans are deposited.
34. Any regularisation charge shall be payable at the time of the application to the City of London Corporation in accordance with regulation 18 of the Principal Regulations (unauthorised building work).
35. Any charge for chargeable advice shall be payable on demand after the City of London Corporation has given notice to the relevant person in writing specifying the amount to be charged and the factors which have been taken into account as listed in clauses 14 and 15 above.
36. Any plan charge, inspection charge, building notice charge, reversion charge, regularisation charge and charge for chargeable advice is to be payable by the relevant person (*see definition, clause 5 above*).
39. Any plan charge, inspection charge, building notice charge which is payable to the City of London Corporation shall be paid together with an amount equal to any value added tax payable in respect of that charge.
40. Part of any charge which is payable to the City of London Corporation, may, at its absolute discretion, be paid in instalments of such amounts payable on such dates as the City of London Corporation shall specify.
41. There is no entitlement to a complete refund of any regularisation charge paid, if the City of London Corporation, after incurring costs, subsequently cannot determine what work is required to comply with the relevant requirements.

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

Appendix C- Building Regulation Charges Scheme No 8:2025

- | | |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 42. | Where a plan charge has been paid and not refunded, the City of London Corporation may in any case they consider reasonable, decide not to make a further plan charge in respect of plans subsequently deposited for substantially the same building work. |
| 43. | Where for any reason the City of London Corporation do not give notice of approval or rejection of the application for building control approval with full plans within the period required by regulation 14A(6) of the principal regulations, any plan charge paid will be refunded. |
| 44. | No refund will be given by the City of London Corporation where the reason for not giving approving an application for Building Control approval with full plans is due to the failure by the person by whom or on whose behalf the plans were deposited to supply information within a reasonable time, necessary to meet the City of London Corporation duty under that section. |
| 45. | Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is less than that which was originally assessed, the City of London Corporation (subject to clause 49 below) will make a refund in respect of the proportion of the charge relating to the excess payment. |
| 46. | Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is more than that which was originally estimated in the assessment, the City of London Corporation (subject to clause 49 below) may raise a supplementary charge in respect of any additional work carried out its officer. |
| 47. | In relation to the assessment of a refund or supplementary charge, the City of London Corporation may discount one hour of an officer's time from the calculation of the refund or, as the case may be, the supplementary charge. |
| 48. | Where in respect of an application for Building Control approval with full plans is deposited with the City of London Corporation under regulation 12(2)(b) and 14 of the Principal Regulations, the plan charge and inspection charge are to be aggregated for the purposes of calculating any refund or supplementary charge. |
| 49. | The payment of any refund or request for a supplementary charge will be accompanied by a statement setting out the reason for the assessment and the calculation of the refund or supplementary charge. |
| 50. | Plans which are deposited otherwise than in accordance with the |

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

Appendix C- Building Regulation Charges Scheme No 8:2025

- requirement imposed under paragraph 24 above or an agreement under paragraph 30 above are not deposited in accordance with building regulations for the purposes of regulation 14 of the principal regulations; and a building notice given otherwise than in accordance with a requirement imposed under paragraph 26 above or an agreement under paragraph 30 above is not validly given for the purposes of the Principal Regulations.
51. Where an individual assessment of a full plans charge or building notice charge has been made, (other than a standard charge) any individually assessed full plan charge or building notice charge shall not be payable until such full plan charge or building notice charge has been specified by the City of London Corporation and confirmed in writing if such confirmation is provided later than the deposit of the plan or (as the case may be) the giving of the building notice.
52. The City of London Corporation is authorised to require the supply of any information where such information is necessary to determine any building regulation charge listed in clause 9 above.
53. The City of London Corporation operates, maintains and makes available on request, to any interested party, an appropriate complaints procedure regarding its building regulations services. If a person is dissatisfied with the decision made relating to the determination of charges for building work and wishes to make a complaint, such complaint will be dealt with within the Council's agreed complaint's procedure. In the first instance, such complaints should be addressed at a local level to:
- The District Surveyor
Environment Department
Guildhall
London EC2P 2EJ
- Telephone: 020 7332 1000
email: district.surveyor@cityoflondon.gov.uk
54. Where building work reverts to the control of the City of London Corporation any plans relating to that building work given to the City of London Corporation in accordance with regulation 22 of The Building (Registered Building Control Approvers etc.)(England) Regulations 2024 as amended, shall be accompanied by a current estimate in writing of the cost of that building work.
55. Contravention of the Building (Local Authority Charges) Regulations 2010 and or the non- payment of any charge which becomes payable are not treated as offences under Section 35 of the Building Act 1984 (penalty for contravening building regulations).

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

Appendix C- Building Regulation Charges Scheme No 8:2025

TRANSITIONAL PROVISIONS AND REVOCATION

56. The Building Regulations Charges Scheme No. 7. 2024 of the City of London Corporation made under the Building(Local Authority Charges) Regulations, 2010 will continue to apply to building work within the City of London Corporation area for which plans were first deposited or a building notice was given or a reversion charge became payable, or a regularisation certificate was made, before 2nd June 2025.

INFORMATIVE

57. Further information and advice concerning building regulation charges and the Building Regulations Charges Scheme, can be obtained from:

The District Surveyor
Environment Department
Guildhall
London EC2P 2EJ

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

Signed:

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

Dated:

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

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

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Appendix D- Draft Building Regulation Charges Scheme No 8;2025
Annex A: Charges Schedule. (Based on an hourly rate of £174)

Cost of Works	Charges from 1st June 2025					
	Work Categories					
£1,000's	Refurbishments & Extensions	Fit out and alterations	Material Change of Use	Small Residential Alterations *	Other	
£10	£1131	£696	£1566	£946	For works not described on the table a specific individually assessed charge will be provided.	
£20		£1044		£1298		
£40		£1394		£1392		£1816
£70	£2001	£1914	£2436	£2338		
£100	£2349			£2512		
£150	£2697			£2262		SEE 'OTHER'
£200	£3045	£2523	£3408			
£300	£3741	£2958	£5220			
£400	£4350	£3480				
£500	£5046	£3828				
£600	£5742	£4176	£7482			
£700	£6438	£4872				
£800	£7134	£5220				
£900	£7830	£5568	£9744			
£1,000	£8352	£5916				
Plan & Insp charge due immediately if £1300 or less (excl VAT)						
For works over £1.0 million a specific individually assessed charge will be provided						
* If Part P electrics are not applicable or if they are dealt with under the Competent Persons Scheme - Deduct £250 per unit/flat						

DRAFT

Appendix E –

Building Regulation Charges Scheme No 8, 2025 Annex B: Factors to be taken into Account When Determining Assessed Charges.

The factors to be taken into account in determining Assessed Charges as per clauses 14 & 15 of the Building Regulations Charges Scheme No. 8, 2025 of the City of London Corporation.

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

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

Appendix F: Building Control Miscellaneous Charges Scheme No 6: 2025

Table of miscellaneous charges (from 2nd June 2025)

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

Miscellaneous Building Control Charges No 6:2025 VAT should be added at the current rate as indicated and included in your payment.					
Work Categories (For works not described on the table a specific individually assessed charge will be provided.)					
			VAT or No VAT	Charge from 2 nd June 2025	
1.	Demolition Notice. Application submitted under section 80, Building Act 1984		No VAT	Charge £500	
2	Section 30 Application submitted under Section 30, London Building Act (As Amended) 1939		No VAT	As set out in the Section 30 London Building Act (As Amended) Act 1939 Charges No 3. (See Below)	
3	Approval In Principle Application submitted for Technical Approval of Highway Structures.		VAT	£4000	Fee adequately covers the cost of administration of this application. No increase required.
4	Marriage Act surveys			£500 for New registration	Fee controlled by Community and Children's Services.
5	Researching and Viewing Building Control Historical Records.		VAT	Fee based at 145 per hour to cover officer time spent researching and providing advice	
6	Dangerous Structures		Varies	Charged at hourly rate	Fees recoverable through Section 66, London Building Act (As Amended) Act 1939

Section 30 London Building Act (As Amended) Act 1939 Charges No 6: 2025

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

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

		Current Charge	VAT or No VAT	Charge from 2 nd June 2025	
1.	Erecting a special building or structure intended to be kept permanently.		No VAT	To be agreed based on details of structure. Please contact department for a detailed quote.	
2	Erecting a Grandstand to be used for a special event. 10-250 Seats		No VAT	£600	
3	Erecting a Grandstand to be used for a special event up to 600 Seats		No VAT	£600	
4	Erecting a Grandstand to be used for a special event over 600 seats.		No VAT	As To be agreed based on details of structure. Please contact department for a detailed quote.	
5	Erecting a Framed tower for loudspeakers, lighting, Video screens, etc		No VAT	£500	.
6	Erecting a structure of a complex nature or an air inflated structure		No VAT	To be agreed based on details of the structure. Please contact department for a detailed quote	
7	Erecting a marquee for a special event.		No VAT	Fee for marquee up to 30m.sq £500 Fee for marquee over 30m.sq £700	

City of London Corporation Committee Report

Committee(s): Planning and Transportation Committee	Dated: 06/05/2025
Subject: Discontinuance of the City Walkway	Public report: For Decision
This proposal: <ul style="list-style-type: none"> Provides statutory duties 	
Does this proposal require extra revenue and/or capital spending?	No.
If so, how much?	Not Applicable.
What is the source of Funding?	Developer funded.
Has this Funding Source been agreed with the Chamberlain's Department?	Not Applicable.
Report of:	Katie Stewart, Executive Director, Environment
Report author:	Taluana Patricio, Nayane Pires and Laura Kearney, Transport Planning; Comptroller & City Solicitors Department

Summary

This report considers the rescission of the City Walkway footbridge over Wormwood Street.

The rescission of the City Walkway footbridge over Wormwood Street is to enable the redevelopment of 55 and 65 Old Broad Street that was approved by the Planning Application Sub-committee on 20th November 2023, subject to the completion of a Section 106 agreement.

The conditional Section 106 Agreement for 55 and 65 Old Broad Street has now been completed, as a result it is now considered appropriate for the City Corporation to discontinue that part of the City Walkway affected by the redevelopment.

This report recommends the rescission of that part of the City Walkway being the footbridge over Wormwood Street to enable the redevelopment of 55 and 65 Old Broad Street under approved planning application 23/00469/FULEIA.

Recommendation(s)

That your Committee:

- a) Subject to:
 - i. the implementation of planning permission (Registered No. 23/00469/FULEIA) for the redevelopment of 55 and 65 Old Broad Street, EC2M 1RX; and
 - ii. completion of the bridge removal agreement; and
 - iii. completion of an agreement between the owners of 55 and 65 Old Broad Street and 99 Bishopsgate;

resolve to rescind the resolution of the Court of Common Council dated 17th July 1986 so as to discontinue the City Walkway footbridge over Wormwood Street shown cross hatched yellow on the drawing entitled The City Walkway Footbridge and numbered 7146-A03-FPA-ZZZ-100L-DR-A-990014-P01 at Appendix 1 of this report (“the City Walkway Footbridge”) in accordance with the resolution set out in Appendix 2 to this report.

- b) Delegate to the City Operations Director (City Streets and Spaces) authority to insert an appropriate date for the resolution to come into force.
- c) Delegate to the City Operations Director (City Streets and Spaces) the authority to negotiate and agree the heads of terms and to enter into an agreement with all relevant parties for the removal and disposal of the City Walkway Footbridge.

Main Report

Background

1. On 17 July 1986 the Court of Common Council resolved to declare from 30 October 1986 a city walkway, being all that way or place being the walkway from the southern side of Wormwood Street to the staircase in Bishopsgate Churchyard, including the footbridge over Wormwood Street and the stretch of walkway adjacent to Broad Street House. This report refers to this city walkway as the Broad Street House city walkway.
2. The Broad Street House city walkway formed part of a more extensive highwalk route that ran between Liverpool Street Station and Leadenhall Street. In developing the City of London Unitary Development Plan 2002 the City Corporation determined that the City-wide pedestrian highwalk network idea should not be pursued further and made decisions as to which already constructed highwalks should be retained and which should not be replaced when the buildings through which they passed were redeveloped. The Liverpool Street Station to Leadenhall Street highwalk was one of two highwalks designated in the 2002 Unitary Development Plan (the “UDP”) as “to be deleted”. Paragraph 9.38 of the 2002 Unitary Development Plan noted that:

Where upper level walkway links through buildings exist which no longer form part of the network, applications for their change of use or redevelopment will

normally be considered favourably. Where appropriate, proposals should provide for adequate alternative emergency escape routes for buildings which use the walkway for that purpose.

3. On 18 March 2008 your Committee resolved to alter from 28 April 2008 the Broad Street House city walkway so as to exclude all that way or place being the high-level walkway around Broad Street House, including the staircase onto Bishopsgate Churchyard to allow for the extension of the office accommodation at Broad Street House by infilling part of the city walkway at podium level.
4. Ideally all of the city walkways forming the Liverpool Street Station to Leadenhall Street highwalk to be deleted under the UDP would have been discontinued at the time of your Committee's 18 March 2008 resolution, but the fire egress requirements of the various buildings through which the highwalk passed meant that that was not possible at that time, and so only the Broad Street House city walkway was altered so as to exclude its northern extent required for the extension of the office accommodation.
5. On 26 July 2018 your Committee delegated to the Assistant Director (City Public Realm) authority to restrict access to the City Walkway Footbridge, for a period of up to three months in order to allow a major artwork within the Sculpture in the City programme to be sited on the City Walkway Footbridge.
6. During this temporary closure, officers liaised with the landowners of 55 Old Broad Street, 99 Bishopsgate and 55 Bishopsgate to secure the fire egress requirements of each building so that those remaining sections of city walkway from the Broad Street House to Tower 42 could finally be removed from the network. Due to plans for redevelopment of some of these buildings a fire egress agreement was not completed, and the city walkway routes were retained following removal of the temporary art installation.
7. On the 20th November 2023 the Planning Application Sub-Committee approved an application for the partial demolition and redevelopment of 55 and 65 Old Broad Street. The proposal requires the removal of the City Walkway Footbridge.
8. The City Walkway Footbridge has provided part of the emergency escape route for the occupants of 55 and 65 Old Broad Street. Alternative escape facilities are being provided as part of the redevelopment removing the need for the occupants of 55 Old Broad Street to use the City Walkway Footbridge. The City Walkway Footbridge is not used by any other property for emergency escape and does not provide the public any through route or access so is not used by the public.

Current Position

9. The recent approval of planning permission for redevelopment of 55 Old Broad Street has given fresh impetus to concluding the deletion of the remaining sections of city walkway.
10. The Section 106 Agreement for 55 and 65 Old Broad Street has been completed securing the provision of high quality public realm and a new public route at

highway level. The redevelopment of 55 and 65 Old Broad Street will provide fire egress via other means. The City Walkway Footbridge has in recent years only been used for fire egress by the tenants of 55 Old Broad Street and will be redundant following completion of the new development. The 55 Old Broad Street redevelopment, and proposed development of 99 Bishopsgate (approved by Committee subject to the completion of a s106) requires the removal of the City Walkway Footbridge. Officers are working with the 55 and 65 Old Broad Street Developer to negotiate and secure a bridge removal agreement and the Owners of 55 and 65 Old Broad Street are working with 99 Bishopsgate to secure all relevant approvals and consents for the removal of the footbridge and making good that part of 99 Bishopsgate affected by the removal.

11. The Section 106 Agreement prevents demolition or any part of the building affecting the City Walkway Footbridge until the City Walkway status has been rescinded. The Developer of 55 Old Broad Street wishes to implement the planning permission.

Proposals

12. The proposed rescission of the City Walkway Footbridge is to be effective on the date of the resolution appended at Appendix 2 which will not be before implementation of the planning permission, completion of the bridge removal agreement and completion of the agreement between 55 Old Broad Street and 99 Bishopsgate.
13. It is considered appropriate for the City Corporation to discontinue the City Walkway Footbridge and appropriate wording for a resolution to effect the rescission of the City Walkway Footbridge, including plans, is appended to this report at Appendix 2.
14. The discontinuance of the City Walkway Footbridge will not take place until after the expiration of the 28-day notice period following the date of the resolution.

Corporate & Strategic Implications

Strategic implications

15. None.

Financial implications

16. As part of the proposed Section 106 Agreement the Developer of 55 Old Broad Street is bound to cover the City's costs reasonably and properly incurred in connection with the rescission of City Walkway Footbridge (to include costs for advertising and publication).

Resource implications

17. None.

Legal implications

18. Wording for the resolution is included at Appendix 2 for your Committee's approval. If the resolution is made, notice of the resolution describing the rescission must be published in one or more newspapers circulating within the City and displayed for at least 28 days in a prominent position on the City Walkway. The resolution will take effect from a date to be inserted by the City Operations Director (City Streets and Spaces) which shall not be before the planning permission is implemented and shall not be before the completion of the bridge removal agreement or the agreement with 99 Bishopsgate (as set out above).

Risk implications

19. The rescission of the City Walkway Footbridge is not considered to present any key risks that are not dealt with by conditions on the planning permission and obligations as part of the Section 106 Agreement and that would not be dealt with as obligations under the bridge removal agreement.

Equalities implications

20. None.

Climate implications

21. None.

Security implications

22. None.

Conclusion

23. Implementation of the 55 Old Broad Street redevelopment necessitates altering the City Walkways so as to exclude from the city walkway network the area needed for the redevelopment and provision of new public realm.

24. Your Committee is therefore recommended to:

- a. Make a resolution to vary the original city walkway resolution dated 17th July 1986 subject to the implementation of the planning permission (ref 23/00469/FULEIA); the completion of the bridge removal agreement; and completion of the agreement with 99 Bishopsgate.
- b. Delegate to the City Operations Director (City Streets and Gardens) authority to insert an appropriate date for the coming into force of the resolutions at (a).
- c. Delegate to the City Operations Director (City Streets and Spaces) authority to negotiate and agree the heads of terms for the bridge removal agreement and grant authority to enter into the bridge removal agreement.

Appendices

- Appendix 1 – The City Walkway Plan
- Appendix 2 – Resolution to vary the City Walkway declaration

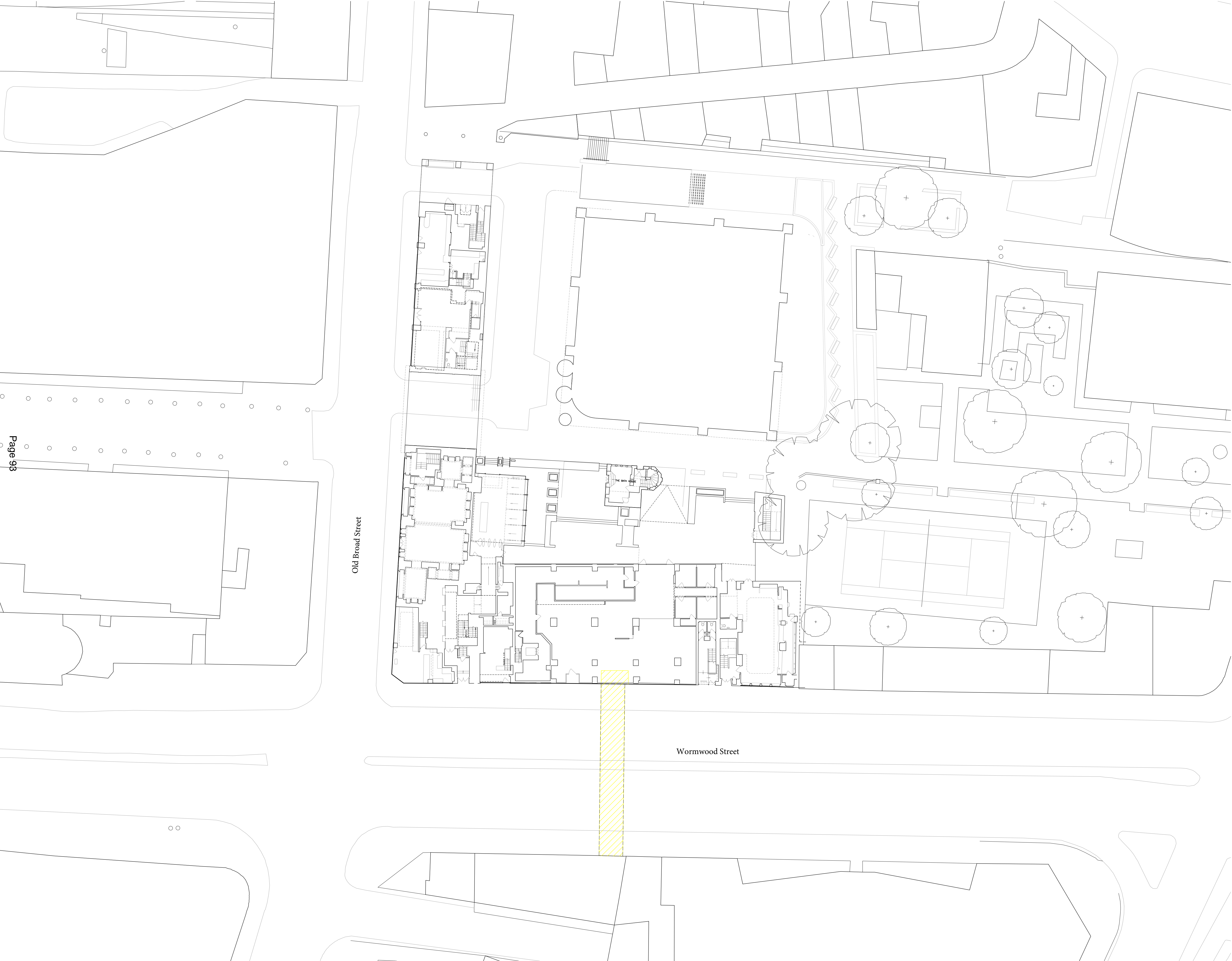
Background Papers

Planning Application Sub-Committee, on 20th November 2023 for the decision of 55 and 65 Old Broad Street development.

Gwyn Richards

Planning and Development Director
Environment

E: gwyn.richards@cityoflondon.gov.uk



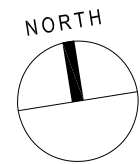
NOTES
Fletcher Priest Architects is a Limited Liability Partnership registered in England and Wales (OC336568) at the below address. ≡ this drawing is to be read in conjunction with the design risk assessment prepared by fpa. ≡ this drawing is to be read in conjunction with other drawings and specification produced by fpa and other members of the design team. ≡ all dimensions are in millimeters unless otherwise stated, ≠ do not scale this drawing. ≡ any discrepancies in dimensions are to be reported to the architect. ≡ all information subject to detail site survey.

KEY
The City Walkway Footbridge

Appendix 1

P01	First Issue	CR	-	23.10.2024
REV	DESCRIPTION	BY	CHK	DATE

FOR INFORMATION



LANDSEC
55 OLD BROAD STREET

99 Legal Drawings
The City Walkway Footbridge

DRAWING NUMBER / REVISION
7146_A03-FPA-ZZZ-100L-DR-A-990014-P01

SCALE
1:250 @A1 1:500 @A3

DATE / DRAWN BY / CHECKED BY

fletcher priest architects
london + köln + riga

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Resolution to vary the City Walkway declaration



(under powers delegated to them by the Court of Common Council on 19th July 2001)

DATED day of 202

(i) to be laid out or otherwise suitable for a City Walkway within the meaning of Section 5 of the Act.

(ii) to which access is available directly from a street or another way or place which is a City Walkway, and

(iii) which is laid out or rendered suitable for a City Walkway in accordance with one of the provisions specified in subsection (1) of the said Section 6.

TO BE A CITY WALKWAY as from such date as may be specified in such resolution

AND WHEREAS the City are further authorised by the said Section 6, by resolution, to vary or rescind any resolution declaring a City Walkway.

AND WHEREAS it appears to the City that the resolution made by them on the 17 July 1986 (hereinafter called the “1986 Resolution”) should be varied to discontinue the City Walkway shown cross hatched yellow on the drawing attached hereto and numbered 7146_A03-FPA-ZZZ-100L-DR-A-990014-P01 and titled “The City Walkway Footbridge”.

NOW THEREFORE the City in pursuance of Section 6(5) of the Act by resolution **HEREBY VARIES the 1986 Resolution so as** to discontinue the City Walkway described in the Schedule hereto on and after the [] day of [] 202 .

THE SCHEDULE

ALL THAT way or place being the walkway forming the footbridge over Wormwood Street connecting 55 Old Broad Street and the City walkway at 99 Bishopsgate the said way or place being more particularly shown cross hatched yellow on the said drawing No. 7146_A03-FPA-ZZZ-100L-DR-A-990014-P01 and titled “The City Walkway Footbridge”.

Dated the day of 202[]

THE COMMON SEAL OF THE MAYOR

AND COMMONALTY AND CITIZENS

OF THE CITY OF LONDON

was hereunto affixed in the presence of:-

Authorised Officer

Guildhall, London, EC2P 2EJ

City of London Corporation Committee Report

Committee(s): Planning and Transportation Committee	Dated: 6 May 2025
Subject: Transport Strategy: 2024/25 Annual Report, 2025/26 – 2030/31 Delivery Plan and City Streets 2025 Summary Report	Public report: For Information
This proposal: <ul style="list-style-type: none"> • delivers Corporate Plan 2024-29 outcomes • provides statutory duties • provides business enabling functions 	<ul style="list-style-type: none"> • Diverse Engaged Communities • Leading Sustainable Environment • Vibrant Thriving Destination • Providing Excellent Services • Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/a
What is the source of Funding?	N/a
Has this Funding Source been agreed with the Chamberlain's Department?	N/a
Report of:	Katie Stewart Executive Director Environment
Report author:	Samantha Tharme, Head of Transport Strategy

Summary

The City of London Transport Strategy was adopted in May 2019. The second edition was approved in 2024. The Strategy sets the framework for the design and management of transport and streets in the Square Mile to 2044. The Transport Strategy is supported by a five-year Delivery Plan, which is updated annually.

The review of the Transport Strategy was completed after a comprehensive programme of stakeholder engagement, followed by a wider public consultation. The Transport Strategy second edition was adopted in July 2024.

This report presents the 2024/25 Annual Report which details progress with delivering the Transport Strategy (Appendix 1) and the Delivery Plan for 2025/26 –

2030/31 (Appendix 2). It also presents the City Streets 2025 Summary Report which highlights the key findings from the 2024 strategic traffic counts (Appendix 3).

Projects that were completed or underway in 2024/25 included:

- All Change at Bank
- King William Street
- New Change Garden
- Jubilee Gardens
- Healthy Streets Minor Schemes at 9 locations

The Transport Strategy includes a set of key targets. These are reported on a bi-annual basis. Good progress is being made towards delivery of these targets, with several interim targets for traffic reduction already met.

Recommendation(s)

Members of the Planning & Transportation Committee are asked to note the report.

Main Report

Background

1. The second edition of the City of London Transport Strategy was adopted in July 2024 (link in Background Papers). The Strategy sets the framework for the design and management of transport and streets in the Square Mile to 2044.
2. The review of the 25-year City of London Transport Strategy was completed after a comprehensive programme of engagement with stakeholders and followed by a wider public consultation. The review considered changes in working patterns after the pandemic, wider issues from legislative changes and the direction from the emerging City Plan.
3. Section 1 of this report provides an update on progress in delivering the Transport Strategy in 2024/25, this includes progress towards meeting the key targets set out in the strategy. Further details are provided in the Annual Report (Appendix 1).
4. The Transport Strategy is supported by a five-year Delivery Plan. This provides details of current projects to deliver the Transport Strategy and is updated on an annual basis. Section 2 of this report highlights the main items in the Delivery Plan. The Delivery Plan for 2025/26 – 2030/31 is provided in Appendix 2.
5. Section 3 highlights the key findings from strategic traffic counts carried out in 2024. Further details are provided in the City Streets 2025 summary report (Appendix 3)

Section 1: Transport Strategy 2024/25 Annual Report

The Annual Report presenting the key projects and activities undertaken in 2024/25 is provided in Appendix 1. Progress on delivering the Transport Strategy includes:

Bank Junction

6. The All Change at Bank project was completed in 2024 with the exception of some small elements of public realm work such as additional seating which will be completed over 2025.
7. A review of the traffic restrictions at Bank concluded in May 2024, following a Court of Common Council Motion in April 2022. In June 2024, the Court of Common Council voted to allow taxis to access Bank Junction for a trial period. The change is expected to come into effect in summer 2025, provided Transport for London approve the proposal.

St Paul's Gyratory transformation

8. This project will be delivered in two phases, with Phase 1 around 81 Newgate Street delivered in 2025-27. Phase 2 around the Rotunda will be delivered alongside the redevelopment of the old Museum of London site which received planning permission in April 2024. The timetable for phase 2 is currently unconfirmed.
9. Design work for the Phase 1 highway changes has been completed and approval to commence work was granted in February 2025. On-site construction is due to start April 2025. Design work for the Greyfriars Square has progressed during 2024 and is due to be completed in mid-2025.

King William Street pedestrian priority improvements

10. Phase 1 construction for King William Street is well underway and is due to complete in summer 2025. The project will deliver wider pavements, improved crossings and new trees and seating

Healthy Streets Minor Schemes and public realm programme

11. Over the course of 2024/25, a number of Healthy Streets minor schemes were delivered that included raised carriageways to improve accessibility, reduce road danger and give more priority to people walking and cycling in the City.
12. Projects to improve the quality, accessibility and climate resilience of the public realm include the completion of improvements to New Change Garden in 2024 and construction of enhancements to Jubilee Gardens in April 2025.

Vision Zero

13. Vision Zero action plan was published in June 2024, after final approvals in February 2024. The Plan includes an ambitious set of actions that when delivered in combination, will lead to a reduction in risk on the City's streets. The works on the safe system approach which includes education and campaigns as well as design improvements to our streets.

14. During 2024/2025, we have continued to collaborate with the City Police to run a variety of road danger reduction events and campaigns.
15. To promote and improve cycle safety and security, the City Police ran 41 workshop sessions and security marked over 650 cycles. We collaborated on several road danger reduction events, hosting five 'Exchanging Places' events to raise awareness of blind spots around HGVs. In November ahead of the Road Safety Week campaign, we held a Road Safety Day at Aldgate School with the City of London Police.
16. From April 2024 to March 2025, the Cycle Team issued 2,208 Traffic Offence Notices and seized 326 illegal electric cycles and e-scooters. The Cycle Team spent 3,500 hours on street patrols and delivered 9,203 key messages regarding crime prevention, such as phone snatch advice, and road safety primarily encouraging safe riding behaviours, continuing the focus on education as well as enforcement.
17. 75 adults were trained to Bikeability standard (55 to Level 1, 9 to Level 2 and 11 to Level 3). In addition, 30 children received Bikeability training at Aldgate Primary School, with 4 trained to Level 1 and 26 trained to Level 2. 154 people were trained to ride cargo bikes, helping support the transition for short-distance freight transport.
18. Delivering Vision Zero includes working with TfL to support their projects to improve safety on the TfL Road Network. Monument junction remains the highest priority location. TfL have a project to improve the junction but consultation on the proposals has recently been delayed. We have expressed our concerns about the delay and will continue to work with TfL to progress this scheme as quickly as possible.

Manging dockless cycles and e-scooter hire

19. Locations for over 800 additional dockless cycles and e-scooter hire parking spaces, have been identified with half delivered by March 2025 and the remainder to be delivered by late Summer 2025. Upon completion, the total parking capacity for dockless cycles and e-scooter hire will be approximately 1,400 spaces.
20. A removal campaign was launched in February 2025, prioritising areas where cycles posed immediate danger, particularly to disabled people navigating cluttered pavements. To date this has resulted in better management practices with operators, which we will continue to encourage through a voluntary agreement, including data on compliance with our parking regime for dockless hire cycles. A report on progress will be made to Streets & Walkways sub-committee later in the year.

Progress against Transport Strategy key targets

21. The City of London Transport Strategy includes a set of key targets. These are tracked and reported against every two years. KPI data up to 2024 is included in Table 1, as follows. Due to there being a time lag in the collection

of some data, the table shows data for which we have complete datasets at the time of writing. The targets were reviewed during the process of the overall Transport Strategy review, completed last year, all these targets were still considered appropriate.

Table 1. Transport Strategy Key Targets summary and progress

Transport Strategy key targets	Units	2017 Baseline	2022 Update	2024 Update	2030 Target	2044 Target
Reduction in motor vehicle traffic (24 hr)	Motor vehicles	185k	137k (-26%)	122k (-34%)	139k (-25%)	93k (-50%)
Reduction in motorised freight vehicle volumes (24hr)	Freight vehicles	39k	34k (-14%)	31k (-21%)	33k (-15%)	27k (-30%)
Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	16k (-11%)	14k (-22%)	9k (-50%)	2k (-90%)
Number of people killed or seriously injured on our streets	Persons	54	42	*	<16	0
Number of km of pedestrian priority streets	Kilometres/ percent of all streets	25km/25%	26.3km/ 26%	27.8km/ 28%	35km/35%	55km/55%
Increase the number of people cycling (24 hr)	Cycles	44k	47k (+7%)	75k (+70%)	66k (+50%)	88k (+100%)
Proportion of zero emission capable vehicles entering the City	n/a	2022 baseline	2022 baseline (30%)	*	90%	100%
People rating experience of walking in the City as pleasant	n/a	10%	75%**	*	35%	75%
People rating experience of cycling in the City as pleasant	n/a	4%	36%**	*	35%	75%

*data not available for year

**Note that the survey method was revised in 2022 so these figures are not directly comparable. The new method will be repeated for future years.

Section 2: Transport Strategy Delivery Plan 2025/26 – 2030/31

22. The 2025/26 – 2030/31 Delivery Plan is provided in Appendix 2.
23. Overall, the delivery plan for the next five years is similar to the 2024/25 Delivery Plan as many projects and activities are developed and delivered over several years. Some smaller schemes are delivered under rolling programmes (such as Healthy Streets Minor Schemes) which will continue into the next plan period.
24. For projects, the Delivery Plan is structured around Healthy Streets Plan areas (including areas for which plans have not yet been developed). It also includes sections on cycling infrastructure (and City-wide programme) and the Strategic Transport Programme.
25. Key projects and activities include:
- Delivery of Phase 1 of the St Paul's Gyratory project to partially remove the gyratory system and deliver significant benefits for people walking, wheeling and cycling, along with transformational public realm improvements in the form of a new public square (Greyfriars Square).
 - Implementing an experimental change to the restrictions at Bank junction to allow taxi access between 7am and 7pm.
 - Completion of the first phase of improvements to Moorgate and progressing the design and delivery of phase 2, including pavement widening and improvements to the Ropemaker Street junction.
 - Finalising detailed design and beginning construction on improvements to Leadenhall Street.
 - Continuing to develop proposals for the transformation of Fleet Street.
 - Working with the local community to develop proposals for public realm improvements and greening of Moor Lane.
 - Development of Vision Zero safer streets schemes at Ludgate Hill/Old Bailey junction; Aldgate High Street and Newgate Street.
 - Completion of a strategic study to identify future opportunities for improvements along the London Wall corridor and to the Bevis Marks gyratory.
 - Ongoing delivery of the Healthy Streets Minor works programme.
 - Partnership programme as Zero Emission Network under Mayors Air Quality Fund to include rental cargo cycles and last mile hubs (across City of London and four neighbour boroughs). Working with residents and BIDs.
 - A comprehensive update to Legible London maps and signs.

Section 3: Traffic data and trends

26. The City of London Corporation has conducted a City-wide traffic survey roughly every two years since 1999 to better understand the levels and patterns of traffic in the City. The results of the latest strategic traffic counts,

carried out in autumn 2024 is provided in the City Streets 2025 Summary Report (Appendix 3). Key findings include:

27. Motor traffic is decreasing in line with targets. Motor vehicle numbers are nearly a third of what they were in 1999. There has been a greater reduction in motorcycles, taxis, cars and private hire vehicles compared to freight vehicles, and targets for reductions in the total traffic volumes and total freight volumes have been met. We are not yet on track to meet our 2030 target for freight volumes during peak hours. However, peak freight vehicles volumes are decreasing (-8% since 2022) and are now 78% of what they were in 2017, and total 24-hour freight volumes are less than half of what they were in 1999 (-54%).
28. Traffic in the City stays at a consistent level for most of the day with a peak at 6pm, but the makeup of the traffic changes during this time. From the early afternoon into the evening, the number of freight vehicles reduces, and the number of cars and private hire vehicles increases.
29. Footfall is also increasing (8% higher than 2022) but is still 70% of pre-pandemic levels. People walking, wheeling and cycling now make up three quarters of observed travel activity (up from two-thirds in 2022) and this rises to 85% during peak hours.
30. There was a significant increase in cycling in the 2024 counts. Cycling levels are 57% higher than in 2022, with some streets seeing twice as many cycles on them compared to two years ago. There have been significant increases in both dockless and personal cycles. There are four times as many dockless cycles in 2024 compared to 2022 and they now make up 17% of all cycles seen. Personal cycles have also increased by 36% and make up 60% of the increase since 2022. Cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8-9am and 6-7pm.
31. Data relating to collisions and casualties on the streets of the Square Mile is published by TfL each June for the previous calendar year. Therefore, we do not yet have 2024 data.

Corporate & Strategic Implications

Strategic implications

32. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes:
 - Diverse Engaged Communities
 - Leading Sustainable Environment
 - Vibrant Thriving Destination
 - Providing Excellent Services
 - Flourishing Public Spaces

33. The Transport Strategy will support and help deliver the objectives of the City Plan. Work is in progress on the City Plan review which is being undertaken in parallel with work and recommendations to inform the Transport Strategy Review.
34. The Transport Strategy and schemes directly supports delivery of the Destination City ambitions.
35. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risk CR21 – Air Quality.
36. The Strategy review has ensured that alignment with other Corporate priorities and areas of work is identified and addressed. These include health and wellbeing, crime prevention and community safety and air quality.
37. The Strategy review has also considered how to best support the Destination City programme and the City's ongoing recovery from the Covid-19 pandemic.
38. The City Corporation is required to demonstrate how it is delivering the Mayor's Transport Strategy (MTS), which is done through submission of the Local Implementation Plan (LIP). The Transport Strategy forms part of our LIP. The vision, aims, outcomes and proposals of the Transport Strategy are in line with the MTS.

Financial implications

39. We will continue to provide a costed 5-year Delivery Plan, which will be provided alongside the updated Transport Strategy. This will be updated annually and reported to the Planning & Transportation Committee.
40. Approval for funding for projects within the Delivery Plan will be sought as necessary through the annual capital bidding process for funds from CIL, OSPR and other sources as appropriate. Section 106 developer funding through planning agreements are ring fenced by purpose, and in most cases by location, approvals as required will be from Resource Allocation Sub-Committee.
41. Data collection, engagement and consultation costs associated with the review are funded through local risk budget and TfL - LIP funding.

Resource implications

42. Staff resource is in place to deliver the Transport Strategy. The Strategic Transport Team is in place to complete the Delivery Plan and Annual Report on work completed and liaises with other teams as appropriate.

Legal implications

43. Delivery of the Transport Strategy fulfils the relevant legal duties that fall on the City Corporation as Highway Authority. Legal implications associated with projects and initiatives are considered during the development those proposals.

Risk implications

44. There are no risks associated with the documents presented in the report. Risk implications associated with projects and initiatives are considered during the development those proposals.

Equalities implications

45. A full Integrated Impact assessment including Equalities Impact Assessment (EQIA) was undertaken for the development of the Transport Strategy. We commissioned a full EqIA which informed the review of the Transport strategy. EQIAs are undertaken for all relevant projects that support the Transport Strategy.
46. The Transport Strategy includes an overarching proposal to embed inclusion in our approach to transport planning and delivery. Achieving this requires reaching a wide audience when engaging and consulting on projects. To monitor this, we are now reporting on the range of people responding to our consultations and comparing this against available data on the City community. The findings for the three public consultations carried out in 2024/25 are summarised in the Annual Report at Appendix 1. This is the first year that we have reported this data.

Climate implications

47. Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use and a switch away from fossil fuel vehicles. Addressing climate resilience on our street network and in scheme delivery is now a feature of our schemes. The review of the Transport Strategy will consider changes required to support the delivery of the adopted Climate Action Strategy.

Security implications

48. As the Transport Strategy is relevant to the management of public space and the transport network, security implications are relevant at a detailed level and inform decision making at a scheme level.

Conclusion

49. This report summarises progress with delivering the Transport Strategy in 2024/25 and sets out the Delivery Plan for 2025/26 – 2030/31.
50. During the 2024/25 financial year we made good progress on a wide range of projects that contribute to making the Square Mile's streets and public spaces more attractive, accessible places for people to walk, wheel, cycle and spend time.
51. Progress on individual schemes and delivery dates are reported in the Annual Report in Appendix 1. The Delivery Plan for 2025/26 - 2030/31 is provided in Appendix 2.

Appendices

- Appendix 1: Transport Strategy Annual Report 2024/25
- Appendix 2: Transport Strategy Delivery Plan 2025/26 - 2030/31
- Appendix 3: City Streets 2025 Data Summary Report

Background Papers

- City of London Transport Strategy
<https://www.cityoflondon.gov.uk/assets/Services-Environment/transport-strategy-second-edition-2024.pdf>

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City of London Corporation **Transport Strategy Annual Report**

April 2025



Contents

Introduction and executive summary	3
Traffic in the City.....	4
Transport Strategy targets progress.....	5
Summary of achievements in 2023/24 and 2024/25	7
Detailed summary	8
St Paul's Gyratory transformation	9
King William Street pedestrian priority improvements	10
All Change at Bank	11
Improved accessibility and climate change mitigation	12
New Change Garden	12
Jubilee Gardens	12
Healthy Streets Minor Schemes	13
Working with developers to improve the public realm	14

Consultations completed.....	15
Bunhill, Barbican and Golden Lane Healthy Neighbourhood	15
Transforming Leadenhall Street.....	15
Aldgate to Blackfriars Cycleway	15
Engaging a diverse audience	16
Vision Zero and working with the City of London Police.....	17
Vision Zero Plan 2024-2028	17
Collision and casualty analysis	17
2024/25 road safety initiatives.....	18
Roads policing and enforcement.....	18
Telematics trial	19
Freight - changing deliveries.....	19
Dockless bikes and scooter expansion	20
Transport Strategy Second Edition published.....	21

Introduction and executive summary

This report covers the major progress and completion of work in 2024/25 to deliver the Transport Strategy. Progress against targets and a summary of achievements is followed by detail of transport and public realm projects. We also include City-wide strategic initiatives such the Vision Zero Plan and management of dockless cycle hire.

There was a significant increase in cycling in the traffic 2024 counts. Cycling levels are 57% higher than in 2022, with some streets seeing twice as many cycles on them compared to two years ago. Between 7am and 7pm cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8am and 9am and 6pm and 7pm. There have been significant increases in both dockless and personal cycles. There are four times as many dockless cycles in 2024 compared to 2022, making up 17% of all cycles seen. Personal cycles have also increased by 36% and make up 60% of the increase since 2022.

People walking, wheeling and cycling now make up three quarters of observed travel activity (up from two-thirds in 2022) and this rises to 85% during peak hours.

We have already achieved three of the four 2030 traffic targets set by our Transport Strategy. We are also making progress towards our target of 55km of pedestrian priority streets, which is a 30% increase on the 2017 baseline of 25km.

The All Change at Bank project was completed this year with the exception of some small elements of public realm work which will be completed over 2025. A trial to allow taxis through the junction is expected to commence in summer 2025.

Design work for the first phase of highway changes at St Paul's Gyratory has been completed and approval to commence work was granted in February 2025. On-site construction is due to start in April 2025. Design work for Greyfriars Square is due to be completed in mid-2025.

Construction of the King William Street pedestrian scheme priority is well underway and is due to complete in summer 2025.

A number of Healthy Streets Minor Schemes and public realm schemes were delivered this year. These included raised carriageways to improve accessibility, reduce road danger and give more priority to people walking and cycling in the City, improvements to New Change Garden, and enhancements to Jubilee Gardens.

The Vision Zero Plan was published in June 2024, including a bold and ambitious set of actions that when delivered in combination, will lead to a reduction in risk on the City's streets. The works on the safe system approach includes education and campaigns as well as design improvements to our streets.

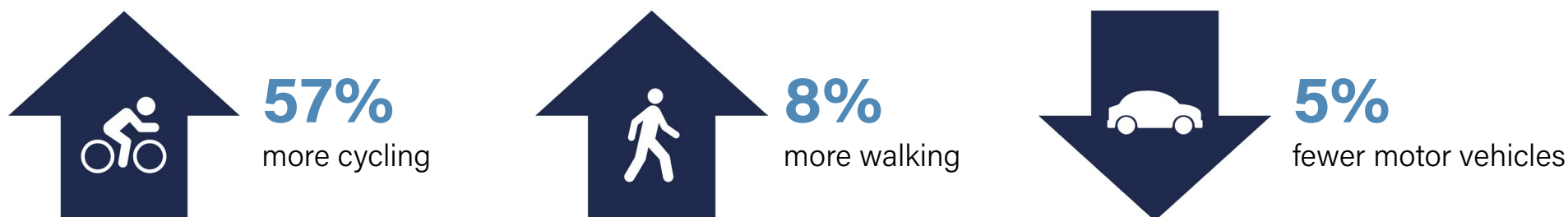
To promote and improve cycle safety and security, the City Police ran 41 workshop sessions and security marked over 650 cycles. We collaborated on several road danger reduction events, hosting five 'Exchanging Places' events to raise awareness of blind spots around HGVs.

74 adults and 30 children had Bikeability training and 154 people were trained to ride cargo bikes, helping support the transition for short-distance freight transport.

Locations for over 800 additional dockless cycles and e-scooter hire parking spaces have been identified with half delivered by March 2025 and the remainder to be delivered by late Summer 2025. A removal campaign was launched in February 2025, prioritising areas where cycles posed immediate danger, particularly to disabled people navigating cluttered pavements.

Traffic in the City

Change since 2022



Since 1999, the City of London Corporation has conducted a City-wide traffic survey roughly every two years during the autumn to understand the levels, patterns and makeup of traffic in the Square Mile. The data from the most recent counts, on 9 October 2024, demonstrates a significant shift in travel habits since 2022. There are 57% more people cycling, 8% more people walking and 5% fewer motor vehicles.

The jump in cycling in 2024 is the largest we have seen since records began. Some streets are seeing twice as many cycles on them compared to two years ago. Some of the jump is due to a four-fold increase in use of dockless cycles, which now makeup 17% of all cycles in the City, but the majority (60%) is from personal cycles. Cycles were not only seen more than any other vehicle over 24 hours, but between 7am and 7pm there are now almost twice as many cycles as cars. Between 7am and 7pm, cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8-9am and 6-7pm.

This increase in cycling in the City follows news from TfL that cycling journeys in Greater London have increased by 26% since 2019 and aligns with TfL traffic count data from the three road bridges into the City, collected in 2024.

The increase in walking shows footfall is recovering from the impact of the pandemic, though it is still 70% of pre-pandemic levels. People walking, wheeling and cycling now make up three quarters of all observed travel activity and 85% during peak hours (8-10am and 5-7pm).

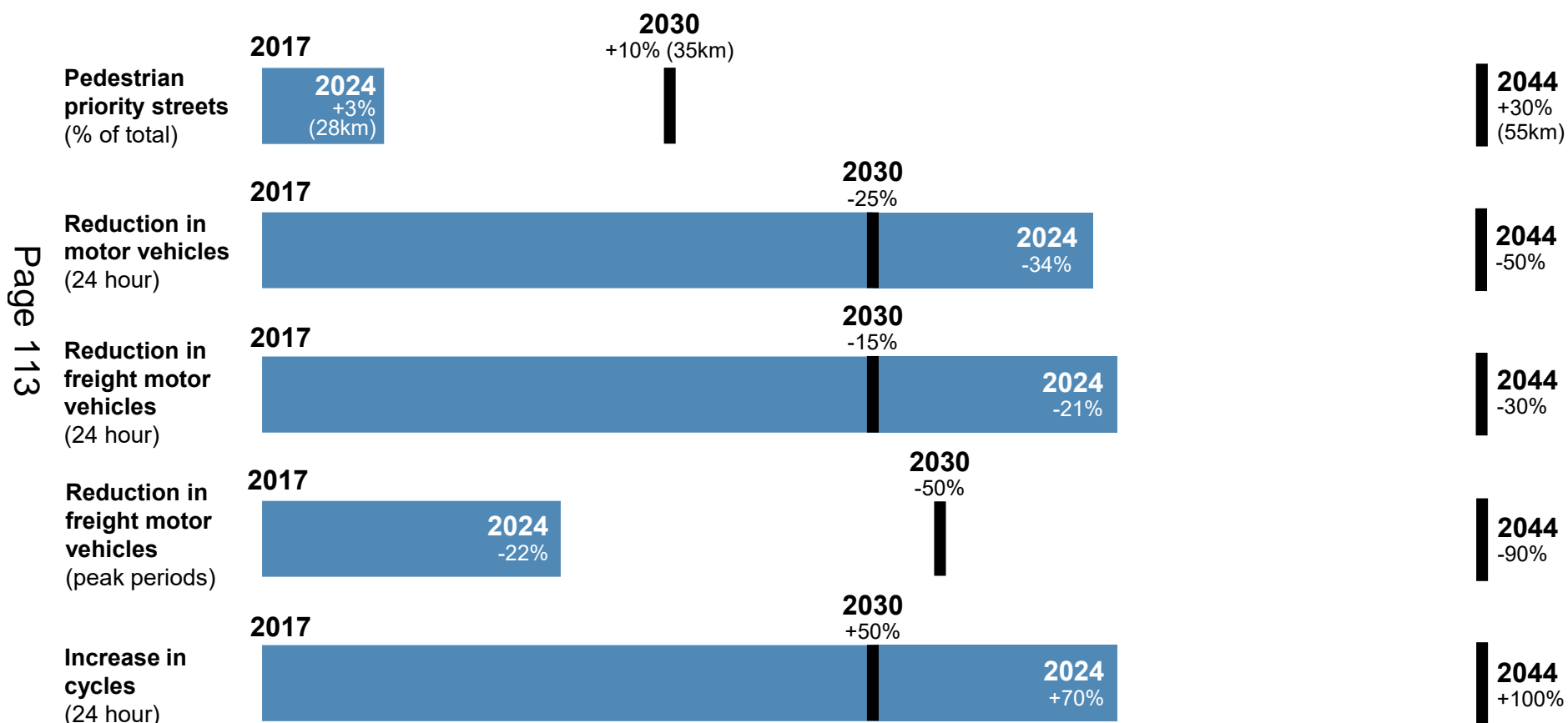
Traffic is decreasing in line with targets. Motor vehicle numbers are nearly a third of what they were in 1999 and three quarters of what they were in 2019. The biggest reduction has been seen in motorcycles, taxis, cars and private hire vehicles compared to freight vehicles. We have met both 24-hour targets (total traffic volumes and total freight volumes), but are not yet on track to meet our 2030 target for freight volumes during peak hours. However, peak hour freight volumes are decreasing (-8% since 2022) and are now 78% of what they were in 2017. Total 24-hour freight volumes are less than half of what they were in 1999 (-54%).

Traffic in the City stays at a consistent level for most of the day with a peak at 6pm, but the makeup of the traffic changes during this time. From the early afternoon into the evening, the number of freight vehicles reduces, and the number of cars and private hire vehicles increases. Private vehicles increase significantly at 6pm when the Congestion Charge finishes. 40% of car and private hire journeys occur after 6pm and the busiest hour for car traffic on City streets is 10pm.

Transport Strategy targets progress

The change in traffic patterns means we have already achieved three of the four 2030 traffic targets set by our Transport Strategy. We are also making progress towards our target of 55km of pedestrian priority streets, which is a 30% increase on the 2017 baseline of 25km.

Progress against all targets can be seen in the table on the following page.



(15 locations, 2017 baseline, 2024 autumn counts, peak periods = 07:00-10:00, 12:00-14:00, 16:00-19:00)

	Units	2017	2022	2024	2030	2044
		Baseline	Update	Update	Target	Target
Reduction in motor vehicle traffic (24 hr)	Motor vehicles	185k	137k (-26%)	122k (-34%)	139k (-25%)	93k (-50%)
Reduction in motorised freight vehicle volumes (24hr)	Freight vehicles	39k	34k (-14%)	31k (-21%)	33k (-15%)	27k (-30%)
Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	16k (-11%)	14k (-22%)	9k (-50%)	2k (-90%)
Number of people killed or seriously injured on our streets	Persons	54	42	*	<16	0
Number of km of pedestrian priority streets	Kilometres / % of all streets	25km / 25%	26.3km / 26%	27.8km / 28%	35km / 35%	55km / 55%
Increase the number of people cycling (24 hr)	Cycles	44k	47k (+7%)	75k (+70%)	66k (+50%)	88k (+100%)
Proportion of zero emission capable vehicles entering the City	n/a	2022 baseline	2022 baseline 30%	*	90%	100%
People rating experience of walking in the City as pleasant	n/a	10%	75%**	*	35%	75%
People rating experience of cycling in the City as pleasant	n/a	4%	36%**	*	35%	75%

*Data not available for year

**Note that the survey method was revised in 2022 so these figures are not directly comparable to 2017. The new method will be repeated for future years.

Summary of achievements in 2023/24 and 2024/25

Transport and public realm improvements delivered over the last two years include:



3,041m²
of new
pavement space



25
new raised tables



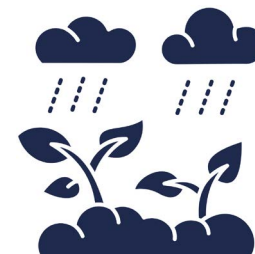
2
new formal
pedestrian crossings



302
new seating spaces



95
new trees



731m²
of new green
planting and SuDS



514m
of new
cycle lane



146
new private cycle
parking spaces



475
new dockless cycle
parking spaces

Detailed summary of transport and public realm delivery achievements in 2023/24 and 2024/25

	Pavement widening (m/m²)		Trees (number)		Green planting and SuDS (m²)		Seating (total capacity)		Cycle Parking (total capacity)		Advanced stop lines (number)		Cycle Lanes (linear m)		Raised tables (number)		New formal crossings		Improved formal crossings		New or improved informal crossings	
	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25
Private Cycle Parking	5 / 10								74	46												
Micromobility Parking										475												
Healthy Streets Minor Schemes	2 / 1.5	5.5 / 40.9								13	2				9	9			2	1	7	10
King Street	150 / 192						4						150		1				1		2	
Mark Lane	30 / 60		2		5		10						40		2							
Moor Lane East	70 / 116		6																			
City Cluster Green Streets					40	20	40	25														
City Cluster Bevis Marks SuDS			4		150	35	10	15														
Cool Streets & Greening tree planting			12	25																		
Fleet Street Quarter seats & greening					7		60															
Jubilee Gardens				12		282		35														
Greening Cheapside: Sunken Garden						25		25														
Bank Junction (All Change at Bank)	516 / 1536	225 / 650	3	8		17	12	6	13				110	214	1	1	1		7	1	1	2
Finsbury Circus Western Arm		50 / 375		5		150		25														
40 Leadenhall Street		50 / 60		3												1						
Cannon Street Crossing															1		1					1
Middlesex Street Phase 2				6				5														
Little Trinity Lane				9		160		30														
Total	773 / 1915.5	330.5 / 1125.9	27	68	202	529	136	166	87	534	2	0	300	214	14	11	2	0	10	2	10	13

St Paul's Gyratory transformation

Design work for the first phase of highway changes at St Paul's Gyratory has been completed and approval to commence work was granted in February 2025. Design work for Greyfriars Square is due to be completed in mid-2025. Construction on the gyratory transformation begins in April 2025 and is due to be completed in 2027.

The project will change the way traffic moves around the area to create a new public space and improve the experience of walking, wheeling and cycling, whilst retaining access for buses and motor vehicles.

Changes include the closure of the southern section of King Edward Street to traffic, the introduction of two-way traffic on Newgate Street and St Martin's Le Grand up to the junction with Angel Street, and the removal of a large traffic island at the south of the gyratory. This partial removal of the gyratory system will enable the creation of Greyfriars Square, a new 3,000-square-metre public space with over four tennis courts worth of trees and planting.

Significant improvements will be made for people walking and cycling. Alongside the new public space at Greyfriars Square, there will be pavement widening and improved crossing facilities. There will be new cycle lanes, included protected lanes where space permits, advanced stop lines, and provision for northbound cycling on Aldersgate Street.

Phase 2 will be completed alongside the redevelopment of the Museum of London and Bastion House and involves future improvements to the former Museum of London 'rotunda'.



Greyfriars Square visualisation

King William Street pedestrian priority improvements

Construction is now underway on the first phase of improvements to King William Street. The changes are part of the City Corporation's Pedestrian Priority Programme to make walking and wheeling in the Square Mile safer, easier, more accessible and more pleasant.

The improvements include:

- Wider pavements on both sides of the street and a narrower carriageway that's quicker, easier and safer to cross
- Raised junctions at side streets and raised sections of carriageway to provide a level surface, slow vehicles and reinforce priority for people walking and wheeling
- At least 15 new trees, connected to an improved highways drainage system
- Two new purpose-built inset and timed loading bays, expanding pavement capacity at times when the street is busiest with people walking and wheeling
- An improved and accessible crossing on the approach to Monument
- Increased seating and cycle parking.

Phase 1 is due to complete in summer 2025. Phase 2 between Abchurch Lane and Nicholas Lane will then take place once the development at 10 King William Street is nearing completion.



King William Street visualisation

All Change at Bank

The improvements to Threadneedle Street completed in July 2024 were the final significant works of the All Change at Bank project. The project reallocated carriageway space freed up from the removal of daytime traffic to widen pavements, improve crossings and create new public space with seating, tree planting and other greening.

The changes on Threadneedle Street involved the closure of the street to motor vehicles between Bank Junction and Bartholomew Lane, enabling a significant expansion of pavement space and a bidirectional cycle lane.

The project also included accessibility improvements, seating and tree planting. Six trees were planted, two each on Queen Victoria Street, Poultry and Threadneedle Street. Some small elements of work such as additional seating and accessibility improvements will be completed over 2025.

A review of the traffic restrictions at Bank concluded in May 2024, following a Court of Common Council Motion in April 2022. In June 2024, the Court of Common Council voted to allow taxis to access Bank Junction for a trial period. The change is expected to come into effect in summer 2025, provided Transport for London approve the proposal.



Improved accessibility and climate change mitigation

New Change Garden

The junction of Cheapside and New Change, formerly known as the Sunken Garden because of its stepped access, has been transformed into a more open, inviting, fully accessible, greener and more climate resilient public space. Greening has increased by 43%, with plant species selected to help biodiversity, and historic trees and root systems have been retained. Permeable paving lets rain drain freely into the ground, storing it for the trees to use later. The accessible seating is made from over 150-year-old granite stones salvaged from the Thames River Wall and recycled timber from fallen London Plane trees, keeping the project carbon footprint to a minimum.



Jubilee Gardens

Work to enhance Jubilee Gardens has created a greener, more inviting open space with improved seating and access, and has increased the City's biodiversity and resilience to the impacts of climate change. The improvements include the removal of an elevated section to create a fully accessible space, an additional entrance, new seating, new railings, 15 new trees and new shrubs and perennials to provide food and habitats for pollinators and wildlife, new sustainable drainage to reduce the risk of flooding, and log and stone piles for invertebrates.



Healthy Streets Minor Schemes

These projects are part of a rolling programme of smaller scale improvements to reduce road danger, improve accessibility, and enhance the walking, wheeling and cycling experience.

Projects delivered in 2024/25 to create accessible pavements and make crossing side streets quicker, easier and safer included nine raised carriageways at the following locations:

- Shoe Lane by Charterhouse Street
- Silk Street near Milton Street
- Addle Hill by Carter Lane
- Dean's Court by Carter Lane
- St Andrew's Hill by Carter Lane
- Fetter Lane / Bream's Buildings / New Fetter Lane
- Noble Street by Gresham Street
- Staining Lane by Gresham Street
- Bread Street by Queen Victoria Street



Working with developers to improve the public realm

Each year, we deliver a range of public realm improvements in association with new developments. Referred to as Section 278 or S278 projects these schemes deliver improvements necessary to allow a development to go ahead, for example by widening pavements to accommodate higher footfall. They also often include wider improvements such as new trees and seating, and sometimes changes to motor vehicle access.

The projects are fully funded by the developer but are designed and delivered by the City Corporation. This ensures designs and standards are consistent and maximises the opportunity for projects to contribute to delivering the Transport Strategy. It also helps us to coordinate works and minimise disruption.

The largest project completed this year was the improvements around the 40 Leadenhall Street development. This delivered new tree planting, cycle parking and seating, and widened pavements on Leadenhall Street and Fenchurch Street. This is a good example of how development funded schemes deliver elements of larger projects, such as the Leadenhall Street Transformation.

Also completed this year, in April 2024, was improvements to the eastern pavement of Moor Lane, including new trees, planters and a series of bollards to protect 21 Moorfields.



**Widened pavement outside
40 Leadenhall Street**

Consultations completed

Bunhill, Barbican and Golden Lane Healthy Neighbourhood

In late 2024, in partnership with Islington, we consulted on the draft Healthy Neighbourhood Plan for the Bunhill, Barbican and Golden Lane area. The plan aims to create more space for people walking, wheeling and cycling, and for more trees and greenery, with less through traffic. The final draft of the plan will be presented to elected members in May 2025 for approval.

Transforming Leadenhall Street

Between December 2024 and February 2025 we consulted on the plans to transform Leadenhall Street. The proposed changes would create a greener, more welcoming and more sustainable environment with widened pavements, improved crossings, and new trees, planting and seating. The results of the consultation will be presented to elected members in May 2025.

Aldgate to Blackfriars Cycleway

Between December 2024 and February 2025 we consulted on the Aldgate to Blackfriars cycleway scheme. The results of the consultation will be presented to elected members in July 2025.

The scheme includes improvements at Aldgate that will provide an eastbound cycle lane protected with flexible posts on Aldgate, raised side street crossings for cycling, walking and wheeling on Duke's Place and Houndsditch, an upgraded eastbound cycle lane with traffic island separators on St Botolph Street, and a bus stop bypass for cycling incorporating a raised zebra crossing on St Botolph Street.

Improvements to Leadenhall Street include wider pavements and slowing traffic to make it more comfortable for walking and cycling. Along Queen Victoria Street between Queen Street and New Bridge Street there would be single lane cycle tracks protected by traffic island separators or flexible posts, a two-way cycle track protected with traffic island separators, and dedicated traffic light stages or early 'green' traffic lights for cycling at junctions.



Engaging a diverse audience

The Transport Strategy includes an overarching proposal to embed inclusion in our approach to transport planning and delivery. Achieving this requires reaching a wide audience when engaging and consulting on projects.

To monitor this, we are now reporting on the range of people responding to our consultations and comparing this against available data on the City community. The findings for the three public consultations carried out in 2024/25 are summarised below. This is the first year that we have reported this data. We will continue to explore how to best analyse and present this data in future years.

The data reported here is for those protected characteristics (defined in the Equality Act) which the Equalities Impact Assessment identified as potentially being impacted, positively or negatively, by the proposals under consultation, and for which comparable data is available.

Disabled people: 2021 Census data indicates that 12% of City residents are disabled, compared with 16% for London as a whole. Data on the number of disabled people working in the City of London is not currently available. Between 8% and 12% of respondents to our consultations considered themselves disabled.

Age: According to the 2021 Census, 83% of City residents are aged 16 to 64. For our surveys the average proportion of respondents aged 18 to 64 was 86%. The City Corporation's March 2025 statistics briefing states that that the Square Mile has a workforce younger than the rest of the country, with 61% of workers aged between 22 and 39, compared with an England and Wales average of 40%. Although not directly comparable age ranges, on average 48% of respondents to consultations were in the 25 to 44 age groups. The reported age of respondents varied across consultations. The cycleway consultation had a higher proportion in the 25 to 34 age group (28%, compared to an average of 24%). The Bunhill, Barbican and Golden Lane consultation had had a higher proportion in the 65 to 74 age group (10%, compared to an average of 7%).

Gender: The 2021 Census shows the gender distribution for City of London residents is 56% male and 44% female. The City Corporation's March 2025 statistics briefing states that the City workforce in 2023 was 62% male and 38% female. Between 65% and 70% of respondents to our consultations recorded their gender as male.

Ethnicity: According to the 2021 Census, the population in the City of London is predominantly white (69%). The City Corporation's March 2025 statistics briefing states that 37% of the City's workforce was of black, Asian or a minority ethnic origin in 2023. Between 73% and 78% of respondents to our consultations described their ethnicity as white.



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Vision Zero and working with the City of London Police

Vision Zero Plan 2024-2028

Our Vision Zero Plan, adopted in early 2024, outlines our strategy to eliminate road deaths and serious injuries by 2040. Working with the City of London Police and TfL, we aim to create a safer environment by reducing road danger.

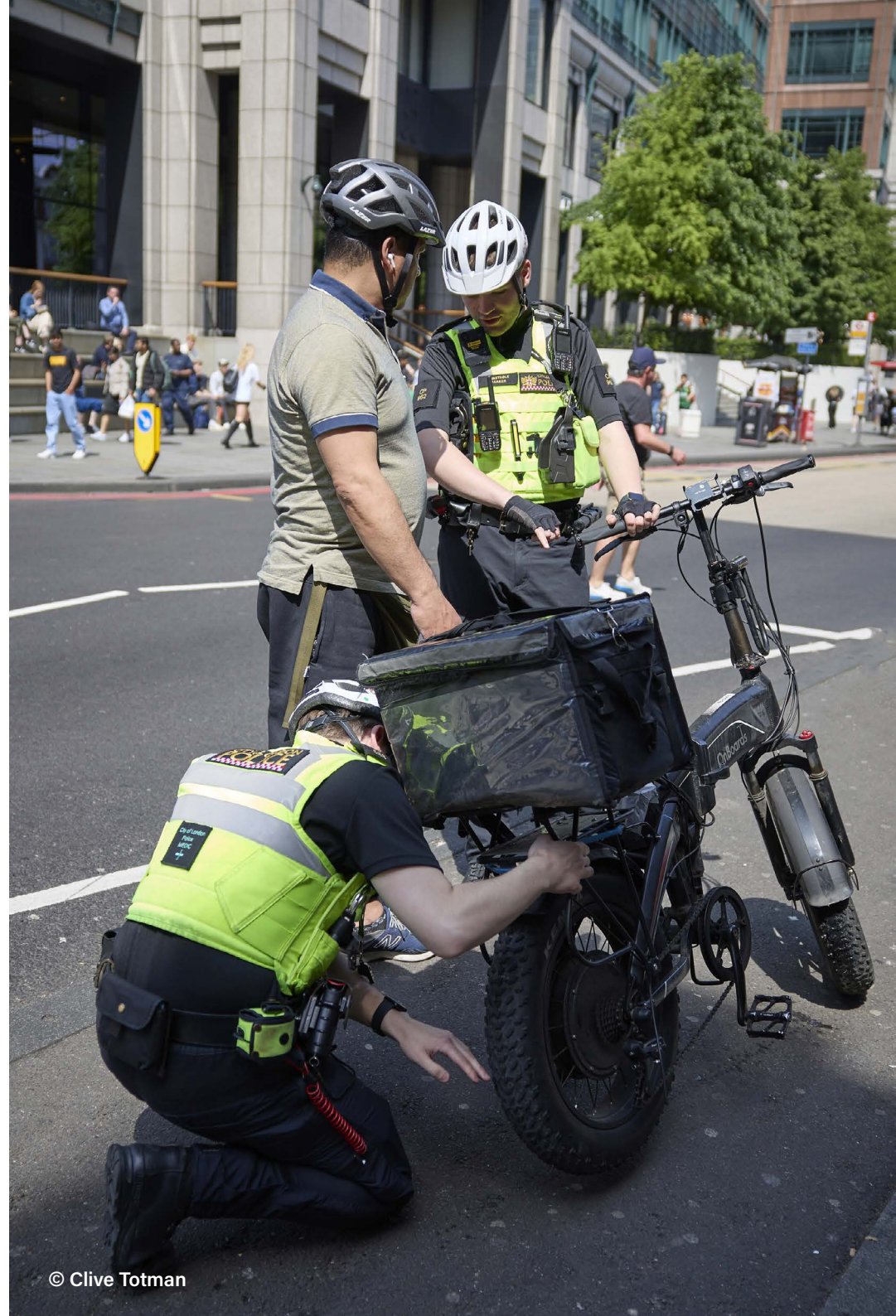
Our plan follows the 'Safe System' approach, which aims for an integrated solution to reducing road danger through engineering, education and enforcement.

Collision and person injury numbers for 2024 are not yet available and will be published later in the year.

Collision and casualty analysis

Analysis of the Square Mile data showed that:

- People walking and wheeling, cycling and riding motorcycles are the most vulnerable.
- Junctions pose the highest risk due to complex turning movements.
- Over 50% of serious injuries and fatalities occur on TfL-managed streets, highlighting the need for strong collaboration.
- Motorcyclists, bus/coach drivers and HGV operators pose the highest risk to others.
- Cars, taxis, and private hire vehicles are involved in most serious injury incidents.
- Motorcyclists have a disproportionately high involvement in serious collisions.
- Conflict between people walking, wheeling and cycling requires attention.



2024/25 road safety initiatives

We continue to collaborate with City Police on road danger reduction campaigns.

This year 41 cycle safety and security events led to over 650 cycles being security-marked. The events also includes Exchanging Places held with our partners Speedy Services, FM Conway, and the City of London Business Improvement Districts to raise awareness of HGV blind spots. We held a very successful Road Safety Day at the Aldgate School, which included students with special educational needs, teachers and local community and included Exchanging Places and recruiting for cycle training. The cycle training programme has provided 75 adults and 30 children with Bikeability training. We also trained 154 people advanced level for Cargo bike riding.

Roads policing and enforcement

In 2024, the City Police Road Policing Unit continued efforts to educate road users and enforce safety laws, using an intelligence-led approach.

Traffic enforcement

Traffic enforcement in 2024 resulted in:

- 417 Arrests (285 drink/drug related, 17 dangerous driving)
- 2,378 Traffic Offence Reports (includes driver/rider distraction, red light contraventions, speeding and MOT certification)
- 6,589 Notices of Intended Prosecution (Safety Cameras)

Cycling enforcement

From April 2024 to March 2025, the Cycle Team issued 2,208 Traffic Offence Notices and seized 326 illegal electric cycles and e-scooters. The Cycle Team spent 3,500 hours on street patrols and delivered 9,203 key messages regarding crime prevention, such as phone snatch advice, and road safety, primarily encouraging safe riding behaviours, continuing the focus on education as well as enforcement.



Telematics trial

A successful 2024 telematics pilot for the City's fleet is leading to full deployment across 110 vehicles, enhancing safe driving and fuel efficiency. The system monitors acceleration and top speeds and provides feedback on driving style. The pilot showed that the introduction of the telematics system is forecast to deliver £58,000 in net savings through reductions in fuel consumption, accidental damage, vehicle downtime and end of lease contract damages, and over 116 tons of CO₂ over three years.

Freight - changing deliveries

In 2024 we were successful in securing a grant through the Mayors Air Quality Fund for an expansion of the Zero Emission Network (ZEN) covering central London boroughs (Hackney, Newham, Tower Hamlets, and City of Westminster). This provides a number of benefits including a focus on providing cargo bikes to small businesses via grants, and delivering a network of at least 28 cargo bikes for hire to residents and businesses. People will start to see more of these during 2025.

Over the last few years, we have developed a good partnership with TfL and one of the cargo bike delivery companies to provide cargo bike training. This year 154 individuals were trained to ride cargo bikes, helping support the transition from motorised vehicles for short-distance freight transport. With the support of TfL and our ZEN neighbour borough partners we are helping the transition for freight onto cargo bikes.

Additionally, we are working with two Business Improvement Districts to develop an area based approach to consolidation and collaboration for reducing the amount of vehicles delivering to buildings. The area based work is identifying where existing occupiers can adopt a similar approach by collaborating on ordering and use of consolidation centres. We already use our planning obligations (S106) to require large new buildings to consolidate deliveries and limit the number of vehicles to their sites. Since 2005, we have consented 122 planning permissions with requirements for Delivery and Servicing management plans that include a combination of consolidation and a cap on vehicle deliveries by motorised van or lorry.



Dockless bikes and scooter expansion

Dockless cycles have seen significant growth, with usage quadrupling between 2022 and 2024, contributing to increased levels of cycling. They now make up 17% of all cycles on City streets. The City Corporation has agreements with Lime and Forest for dockless cycle hire and is part of the TfL managed London-wide e-scooter hire trial.

Managing this increase has been challenging for central London authorities. The City Corporation was the first to mandate designated parking areas, enforced through operator-managed warnings, fines and on-site monitoring. Introduced in 2020, this approach has since been adopted by other central boroughs, improving user understanding.

TfL has provided additional funding and now enforces bay parking on its streets. The City has approved funding and locations for 800 additional dockless cycle hire spaces, with half delivered by March 2025 and the remainder to be delivered by late Summer 2025. Upon completion, the total parking capacity for dockless cycles and e-scooter hire will be approximately 1,400 spaces.

In response to concerns about poorly parked dockless cycles, a removal campaign was launched in February 2025, prioritising areas where cycles posed immediate danger, particularly to disabled people navigating cluttered pavements. This initiative prompted cycle operators to improve their management of responsible parking.

After sustained lobbying, the government has committed to new legislation to regulate dockless cycle usage. However, with implementation expected in 2026, the City Corporation will continue working with Lime and Forest to ensure effective management.



Transport Strategy Second Edition published

A review of the 25-year Transport Strategy, originally adopted in May 2019, has been completed. The review considered changes in working patterns after the pandemic, wider issues from legislative changes, and the direction from the emerging City Plan. Following extensive stakeholder engagement and public consultation, the second edition was adopted in July 2024.

Key updates include:

- An acknowledgement of micromobility being a new definition to include scooters as well as cycles, and to make provision for a broader range of cargo and passenger cycles, which are part of the emerging mix of zero emission transport on our streets.
- The addition of an overarching proposal to embed inclusion in our approach to transport planning and delivery.
- A shift from specific zero emission zones to a more targeted local approach, acknowledging improved air quality.
- Promotion of last-mile delivery hubs and identifying suitable spaces with neighbour boroughs.
- Support for consolidation centres, using planning obligations for new developments, and working on an area basis with Business Improvement Districts to bring in existing buildings and occupiers.



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City of London Corporation

Transport Strategy Delivery Plan

2025/26 - 2030/31



Contents

Introduction.....3
Glossary..... 3

City Cluster Area4
Leadenhall Street Transformation..... 5
Creechurch Lane..... 5
St Andrew Undershaft Churchyard 5
1 Leadenhall Street 5

Liverpool Street Area7
Moorgate area 8
Finsbury Circus 8
1-2 Broadgate..... 8
2-3 Finsbury Avenue..... 8

Fleet Street Area.....9
Fleet Street Transformation..... 10
Fleet Street Courts and Lanes 10
Salisbury Square 10
Ludgate Broadway and St Andrew’s Hill..... 10
Healthy Streets Minor Schemes 10
Ludgate Hill/Old Bailey/Pageantmaster Court Vision Zero Scheme 10
Northcliffe House – Tudor Street..... 10
Other S278 projects..... 10

Barbican and Golden Lane Area12
Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan 12
London Wall/Moorgate Oval..... 13
Fann Street Healthy Streets Minor Scheme 13
Fann Street greening and SuDS..... 13
1 Golden Lane..... 13

Smithfield and St Paul’s Area15
St Paul’s Gyratory 16
Smithfield Public Realm..... 16
London Museum S278 project..... 16
St Paul’s External Lighting 17
Newgate Street Vision Zero scheme..... 17
Healthy Streets Minor Schemes 17
Snow Hill Police Station..... 17
61-65 Holborn Viaduct 17

Bank and Guildhall Area.....19
Bank and Guildhall Area Healthy Streets Plan 19
Bank Junction 20
Moorgate cycle lane..... 20
St Peter Westcheap and Bread Street..... 20
Pedestrian Priority Streets Programme 20
Healthy Streets Minor Schemes 20
2 Aldermanbury Square..... 21

Wood Street Police Station 21
Other S278 projects..... 21

Riverside Area22
Riverside Area Healthy Streets Plan..... 22
Little Trinity Lane and Knightrider Court..... 23
Healthy Streets Minor Schemes 23
Millenium Bridge House 23
Seal House 23
Arthur Street..... 23

Aldgate, Tower and Portsoken Area.....25
Aldgate, Tower and Portsoken Healthy Streets Plan..... 25
Aldgate High Street Vision Zero scheme..... 25
Middlesex Street Estate 25

Fenchurch Street Area26
Fenchurch Street Area Healthy Streets Plan..... 26
Lloyd’s Avenue 27
Healthy Streets Minor Schemes 27
100 Minorities 27
65 Crutched Friars 27
50 Fenchurch Street 27
5-10 Great Tower Street 27

City-wide projects.....29
City Cycle Network..... 29
Cycle and micromobility parking programme..... 30
Legible London updates..... 30

Strategic transport initiatives.....32
Sustainable servicing programme 32
Zero Emission Network (ZEN) 32
Pedestrian zones timing review 32
Deliveries and consolidation..... 32
Kerbside review 32
EV Infrastructure Action Plan..... 32
Access for disabled people travelling by taxi and private hire 32
Inclusivity Action Plan 33
London Wall corridor study..... 33
Collision analysis and mitigation review 33
Cycle and micromobility parking action plan 33

Events and campaigns.....34
Road danger reduction campaigns..... 34
Highway Code campaign 34
Cities & Lighting Summit 2025..... 34
London Walking, Wheeling and Cycling Conference 34

Introduction

This Delivery Plan for the City of London Transport Strategy covers the five year period from 2025/26 to 2030/31. It sets out the main projects and initiatives that are delivering the proposals within the Transport Strategy. The projects within the delivery plan are categorised into nine areas which correspond with existing or proposed Healthy Streets Plans.

A short summary of each project is provided, which includes dates, funding source, full project budget where known, and an indication of which of the Transport Strategy proposals the project delivers against (see [City of London Transport Strategy](#) for details of the proposals). The Transport Strategy recently underwent a review and the City of London Transport Strategy second edition was adopted in July 2024.

Glossary

Funding sources abbreviations.

BID	Funding from Business Improvement Districts (the BID providing funding will be specified in individual projects)
CAS	Climate Action Strategy
CIL	Community Infrastructure Levy
CoL	Other City Corporation funds
GLA	Greater London Authority funds
LIP	Transport for London's Local Implementation Plan funding
OSPR	On Street Parking Reserve
S106	Section 106 developer funding through planning agreements
S278	Section 278 developer funded highway scheme
TfL	Other Transport for London funding

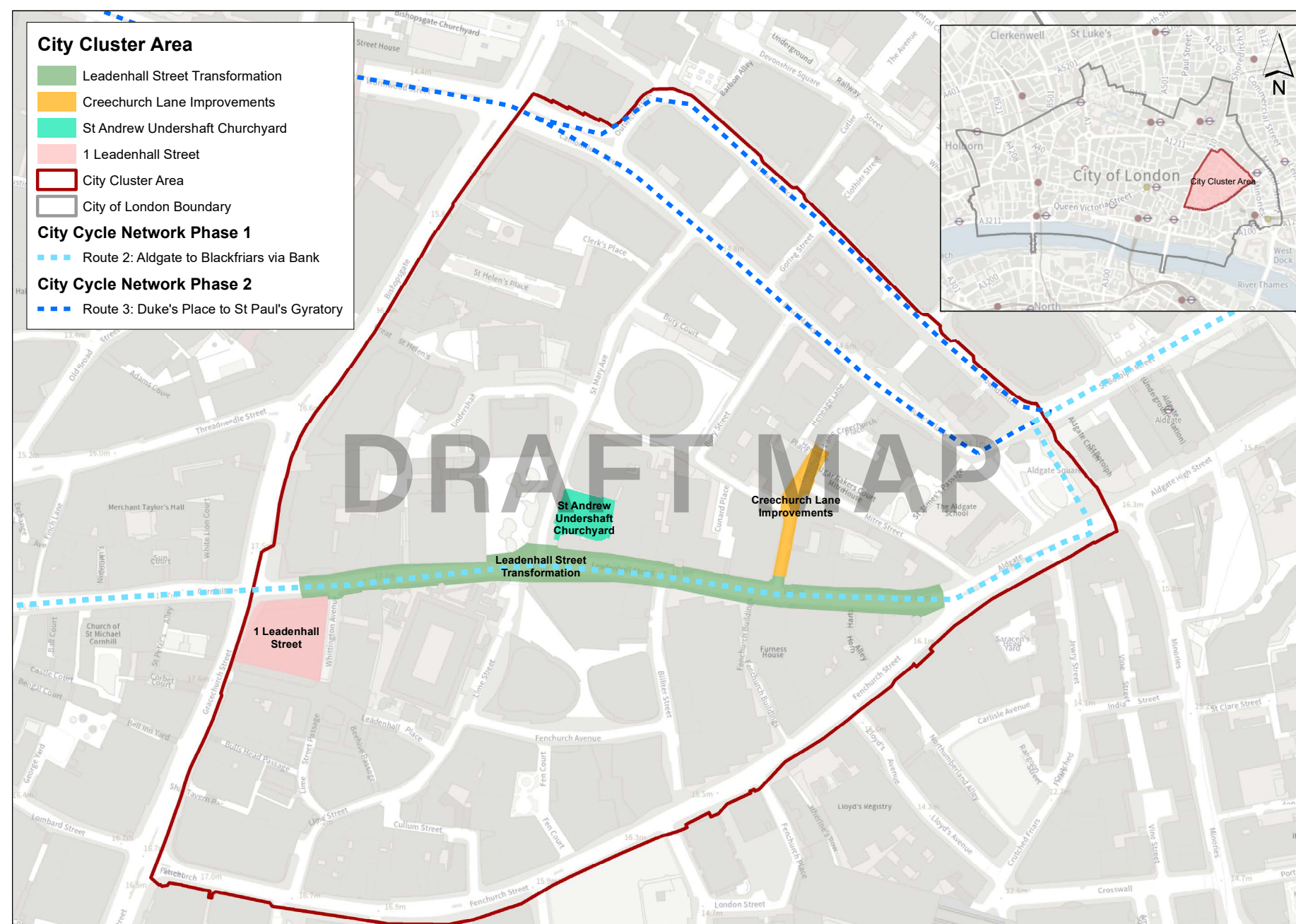


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City Cluster Area

The City Cluster area has the highest concentration of tall buildings and office floorspace in central London. The forecast for future office demand indicates that considerable further growth is required. A programme of projects has been established to accommodate this growth and create a safer, more attractive place for people. The framework for this is set out in the Healthy Streets Plan (2021) and Public Realm Vision (2019) for the area.

Projects within the programme include street and public realm improvements to give more priority to people walking and wheeling. These will deliver pavement widening, as well as improved public spaces and greening. Much of the work will be delivered in partnership with the EC BID.



Leadenhall Street Transformation

This project aims to enhance the experience of people walking, wheeling, and cycling. The improvements will increase the width of the pavements along the street by up to three metres, improve existing and add new crossings, introduce trees and greening, and add seating. The project will also celebrate the rich history of the area by incorporating historical references into planters and seating. A public consultation on the Leadenhall Transformation project was undertaken at the end of 2024. The designs are now being finalised, and construction is due to start in early 2026.

Start date: 2023/24

End date: 2027/28

Funding source: OSPR, CIL, S106, EC BID

Total cost: £9,500,000

Delivery of proposals 1, 6, 7, 8, 9

Creechurch Lane

This project will deliver a permanent street layout to replace the temporary seating and greening measures on Creechurch Lane, enhancing the environment and making it more comfortable for people to walk, wheel and cycle. The project will include raising the junction of Creechurch Lane, Bury Street and Mitre Street, and the introduction of tree planting and greening (subject to underground utilities).

Start date: 2023/24

End date: 2025/26

Funding source: S106, EC BID

Total cost: £500,000 - £780,000

Delivery of proposals 1, 2, 7, 8

St Andrew Undershaft Churchyard

Relandscaping St Andrew Undershaft Churchyard with a focus on climate resilience measures. A central element of the redesign is the integration of sustainable drainage measures. This system is designed to not only capture water from the church roof for irrigating new planting beds but also to treat roof and surface water runoff before it enters the combined sewer system. The scheme will also provide additional seating, improved accessibility and increased greenery.

Start date: 2022/23

End date: 2025/26

Funding source: CAS, S106

Total cost: £639,000

Delivery of proposals 7, 8, 9, 10

1 Leadenhall Street

Introduction of a raised carriageway for the entire length of Whittington Avenue, and widened footways on Leadenhall Street and Gracechurch Street.

Start date: 2022/23

End date: 2025/26

Funding source: S278

Total cost: £831,000

Delivery of proposals 7, 8, 9, 10

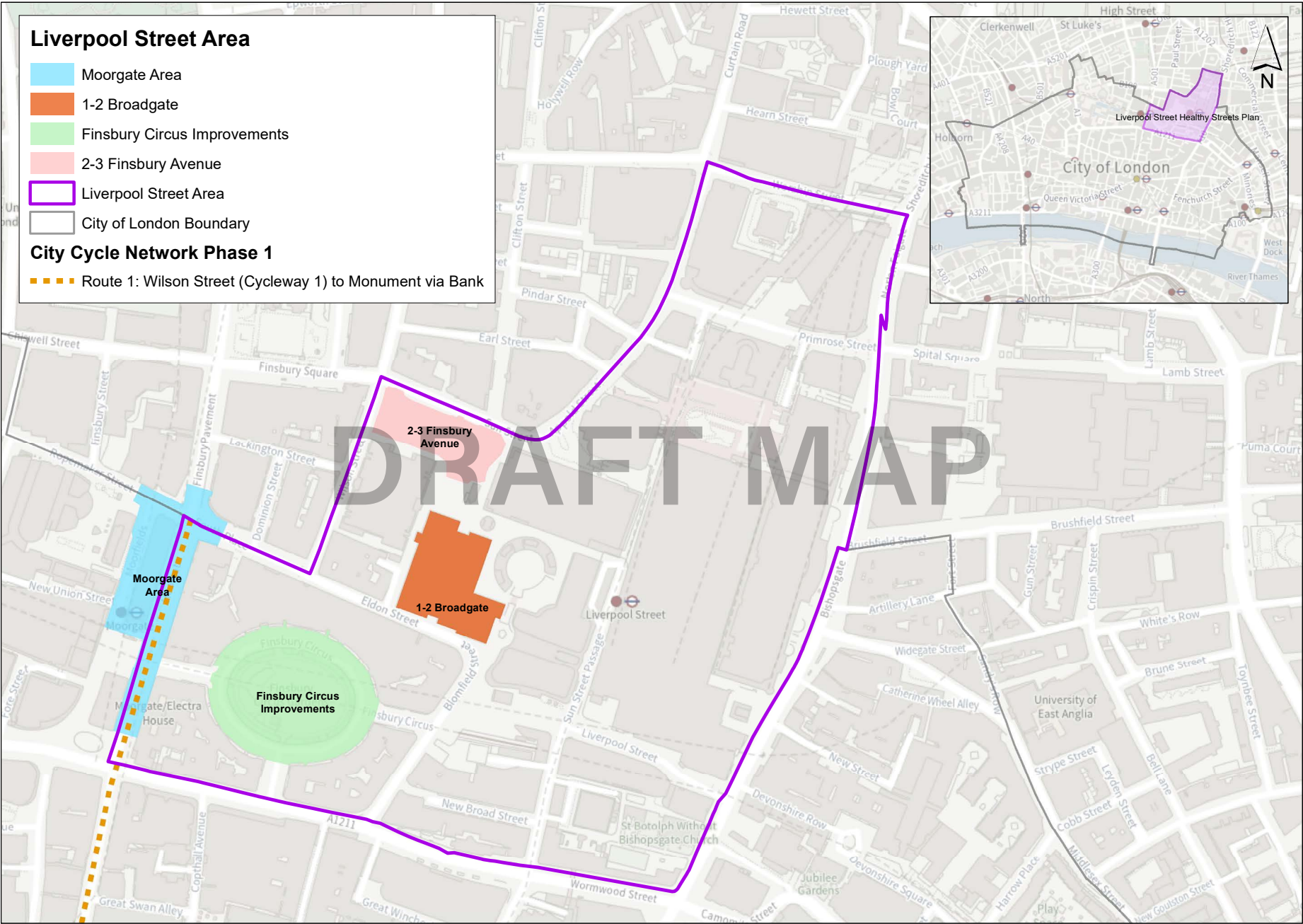


Leadenhall Street Transformation visualisation

Liverpool Street Area

The Liverpool Street Healthy Streets Plan, adopted in May 2024, provides the framework for improvements to the streets and spaces in the area, including those associated with new developments.

A Key Area of Change in the City Plan 2040, the area includes Liverpool Street, Broadgate and Liverpool Street Station. Significant development is both underway and planned for this area, including the potential redevelopment of Liverpool Street Station.



Moorgate area

Street and public realm enhancements on Moorgate and around Moorgate Station entrances, including walking and cycling improvements to the junctions with Ropemaker Street and London Wall, as well as improvements to Moorgate (north of London Wall) and public realm improvements at Moorfields North.

Start date: 2019/20

End date: 2028/29

Funding source: S278, OSPR, CIL, S106

Total cost: £6,000,000+

Delivery of proposals 1, 2, 7

Finsbury Circus

This project will deliver accessibility improvements and rearrange parking to accommodate more cycle and micromobility parking. The project includes wider pavements and raised carriageways to create safer and accessible crossings at the entrances to Finsbury Circus Gardens. This project will tie into public realm improvement works at the western arm of Finsbury Circus, and with works to transform Finsbury Circus Gardens.

Start date: 2024/25

End date: 2025/26

Funding source: S106

Total cost: £860,000

Delivery of proposals 1, 2, 7, 8

1-2 Broadgate

Public realm improvements to accommodate new walking desire lines and increased footfall associated with the development of 1-2 Broadgate. Works are due to start in summer 2025.

Start date: 2020/21

End date: 2025/26

Funding source: S278

Total cost: £900,000

Delivery of proposals 2, 5, 7

2-3 Finsbury Avenue

This project will deliver changes to the streets around the development at 2-3 Finsbury Avenue through a Section 278 agreement. The project will include repaving of pavements on Sun Street and Wilson Street, the removal of on-street parking bays and provision of a blue badge parking bay (subject to consultation), and tree planting and other greenery.

Start date: 2023/24

End date: TBC

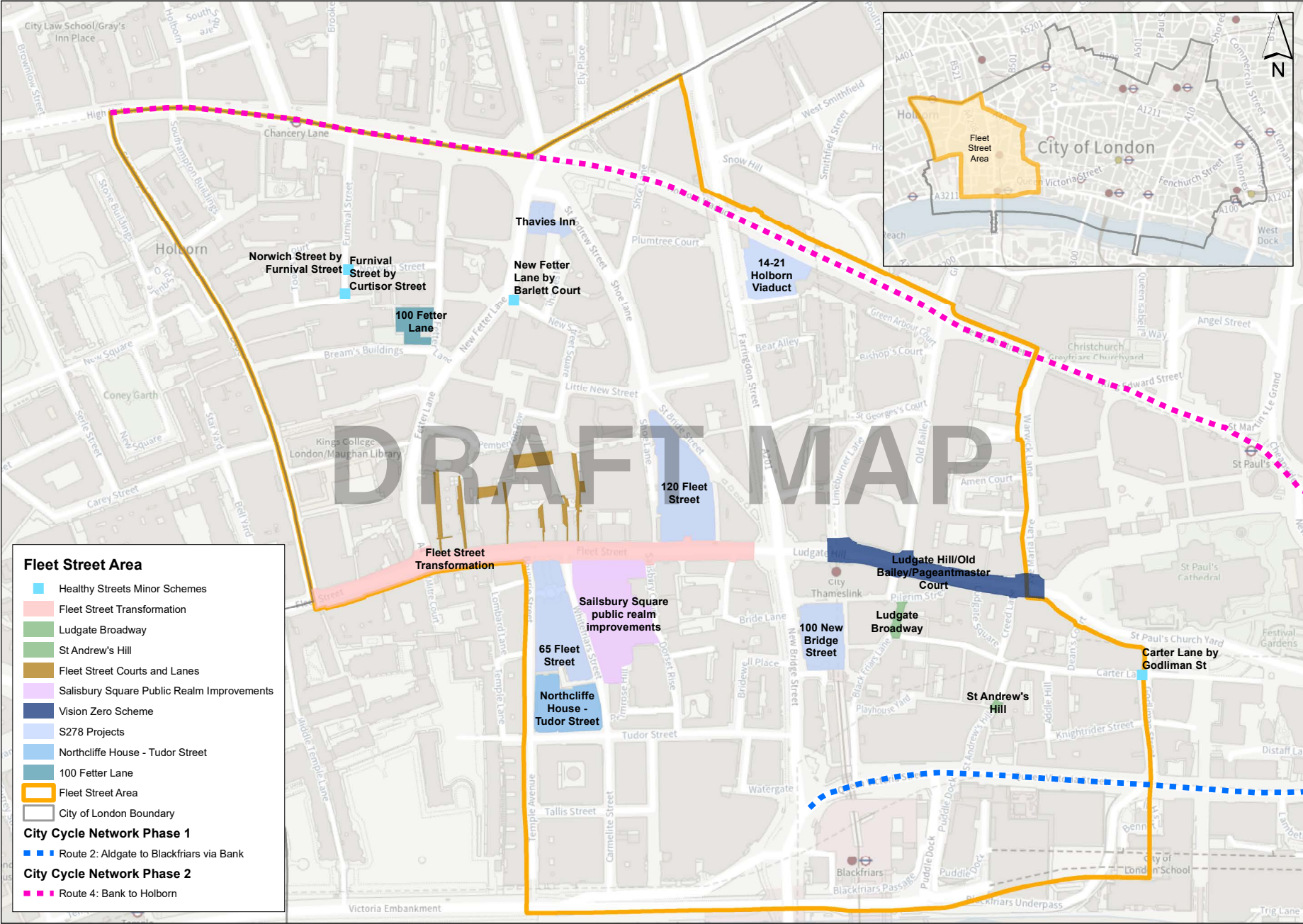
Funding source: S278

Total cost: £400,000 - £1,000,000

Delivery of proposals 2, 8

Fleet Street Area

The Fleet Street Area Healthy Streets Plan, approved in November 2023, sets out an integrated approach to improving the public realm and traffic management to deliver the Transport Strategy. The plan exploits opportunities created through new developments in the Fleet Street area. Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.



Fleet Street Transformation

This is the priority project in the area and will transform Fleet Street for people walking, wheeling and cycling. Better connecting Fleet Street to surrounding routes, it will also create a more vibrant and attractive place to spend time. It aims to provide wider pavements, on-street greenery and seating, and improved crossings and accessibility.

Start date: 2024/25

End date: 2029/30

Funding source: CIL, S278, FSQ BID

Total cost: £9,000,000 - 11,000,000

Delivery of proposals 1, 2, 7, 8, 11, 12, 18

Fleet Street Courts and Lanes

Public realm, lighting, wayfinding and greening improvements to the courts and lanes off Fleet Street.

Start date: 2024/25

End date: 2026/27

Funding source: CIL, S278, Fleet Street Quarter BID

Total cost: £500,000

Delivery of proposals 1, 2, 7, 8

Salisbury Square

Public realm improvements linked to the development of a new headquarters for the City of London Police, a courts facility and commercial office around the square. They include enlarging and enhancing Salisbury Square’s public space, creating new east-west walking routes between Dorset Rise and Whitefriars Street, and pavement and carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill.

Start date: 2024/25

End date: 2028/29

Funding source: Unilateral undertaking (equivalent of a S278 for projects where the City Corporation is the developer)

Total cost: £5,000,000 - £6,000,000 (TBC)

Delivery of proposals 1, 2, 5, 7, 8

Ludgate Broadway and St Andrew’s Hill

Improvements to deliver wider pavements, introduce sustainable drainage and tree planting. For Ludgate Broadway, additional improvements are planned to raise the carriageway to pavement level and improve accessibility. This project is part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change. Works are planned to commence in January 2026.

Start date: 2025/26

End date: 2026/27

Funding source: S106, S278, CAS

Total cost: £700,000

Delivery of proposals 1, 2, 5, 7, 8, 9, 10

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three-year programme, there will be four raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking, wheeling and cycling experience.

Current planned schemes include:

- New Fetter Lane by Bartlett Court - raised carriageway, tactile paving (2026/27)
- Carter Lane by Godliman St - extended raised carriageway, tactile paving (2027/28)
- Norwich St by Furnival St - raised carriageway, tactile paving (2027/28)
- Furnival Street by Curtisor Street - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £117,000

Delivery of proposals 1, 2, 16, 18

Ludgate Hill/Old Bailey/Pageantmaster Court Vision Zero Scheme

This project will make this junction safer for people walking, wheeling and cycling by introducing new signalised crossings alongside pavement widening on Old Bailey and Ludgate Hill.

Start date: 2025/26

End date: 2026/27

Funding source: OSPR

Total cost: £425,000

Delivery of proposals 1, 2, 6, 18, 22

Northcliffe House – Tudor Street

Minor improvements to integrate the development with surrounding streets and alleyways.

Start date: 2022/23

End date: 2025/26

Funding source: S278

Total Cost: TBC

Delivery of proposals 7, 8, 9, 10

Other S278 projects

Other ongoing S278 projects in the area are listed below. Total costs and start and end dates are to be confirmed.

- 65 Fleet Street – improvements to Fleet Street, Whitefriars Street and Bouverie Street
- 120 Fleet Street - improvements to Fleet Street, Shoe Lane, St Bride Street and Poppin's Court
- 100 New Bridge Street – improvements to streets around the development, being progressed with TfL
- 14-21 Holborn Viaduct – improvements to Holborn Viaduct and Newcastle Close, being progressed with TfL
- Thavies Inn – improvements to St Andrew Street and the creation of a small public space in Thavies Inn



St Andrew's Hill visualisation

Barbican and Golden Lane Area

The Barbican and Golden Lane area is the City's largest residential area. The cultural offer in the Barbican also attracts substantial numbers of visitors each year.

Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan

Working in partnership with Islington Council to develop a joint healthy neighbourhood plan. This will set out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy. It will also look at any opportunities created by new developments in the Barbican, Bunhill & Golden Lane area.

A public consultation was carried out in late 2024 on the draft plan. The results of the consultation will be presented to elected members in May 2025.

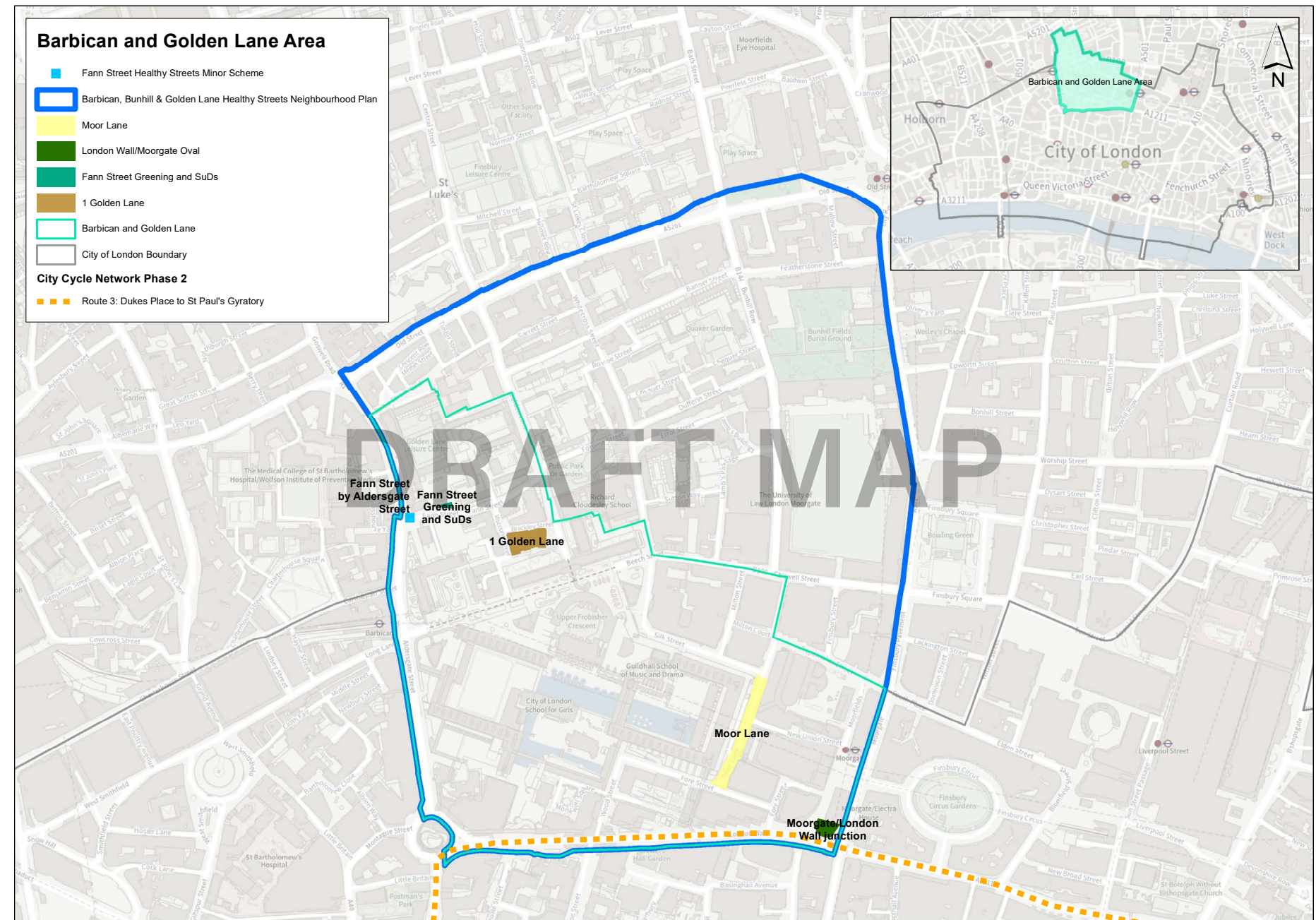
Start date: 2022/23

End date: 2025/26

Funding source: OSPR

Total cost: £141,000

Delivery of proposals 2, 7, 12



Moor Lane

Public realm improvements including greening on the eastern pavement were completed in February 2024. A consultant is being appointed to take forward designs for the remainder of the street in collaboration with the project Working Group. The designs will allow options for changes to traffic movement in the street to be considered and will give greater clarity on potential public realm design opportunities.

Start date: 2021/22

End date: 2026/27

Funding source: CAS, S106

Total cost: £2,970,000

Delivery of proposals 2, 7, 8, 9, 10, 13, 15, 22

London Wall/Moorgate Oval

This relandscaping project is part of the City of London Corporation's Cool Streets and Greening Programme, which seeks to enhance green spaces and introduce climate resilient planting.

The improvements will deliver a range of benefits including enhanced biodiversity and climate resilience with the introduction of multi-stem trees and additional planting, and the protection of an existing mature tree. A new pathway providing an additional route to Moorgate station and additional seating will also be installed. The relandscaping project incorporates a bust to commemorate and celebrate the life and work of the poet John Keats, who was born near the site.

Start date: 2023/24

End date: 2025/26

Funding source: CAS, S106

Total cost: £612,000

Delivery of proposals 1, 2, 7, 8, 10

Fann Street Healthy Streets Minor Scheme

A raised carriageway will be installed on Fann Street at the junction with Aldersgate Street in 2026/27. There will also be kerb build-out to reduce the size of the junction and tactile paving installed. This is part of a rolling programme of small-scale interventions at targeted locations across the City to reduce road danger, improve accessibility and enhance the walking and cycling experience.

Start date: 2026/27

End date: 2027/28

Funding source: LIP

Total cost: £35,000

Delivery of proposals 1, 2, 16, 18

Fann Street greening and SuDS

A project to introduce new planting beds and permeable paving at the western end of the street has been approved. This includes replacing the existing concrete planters with in-ground corten steel planters. Sustainable drainage will be introduced through permeable paving.

Start date: 2025/26

End date: 2026/27

Funding source: CAS

Total cost: £180,000

Delivery of proposals 1, 2, 7, 8, 10

1 Golden Lane

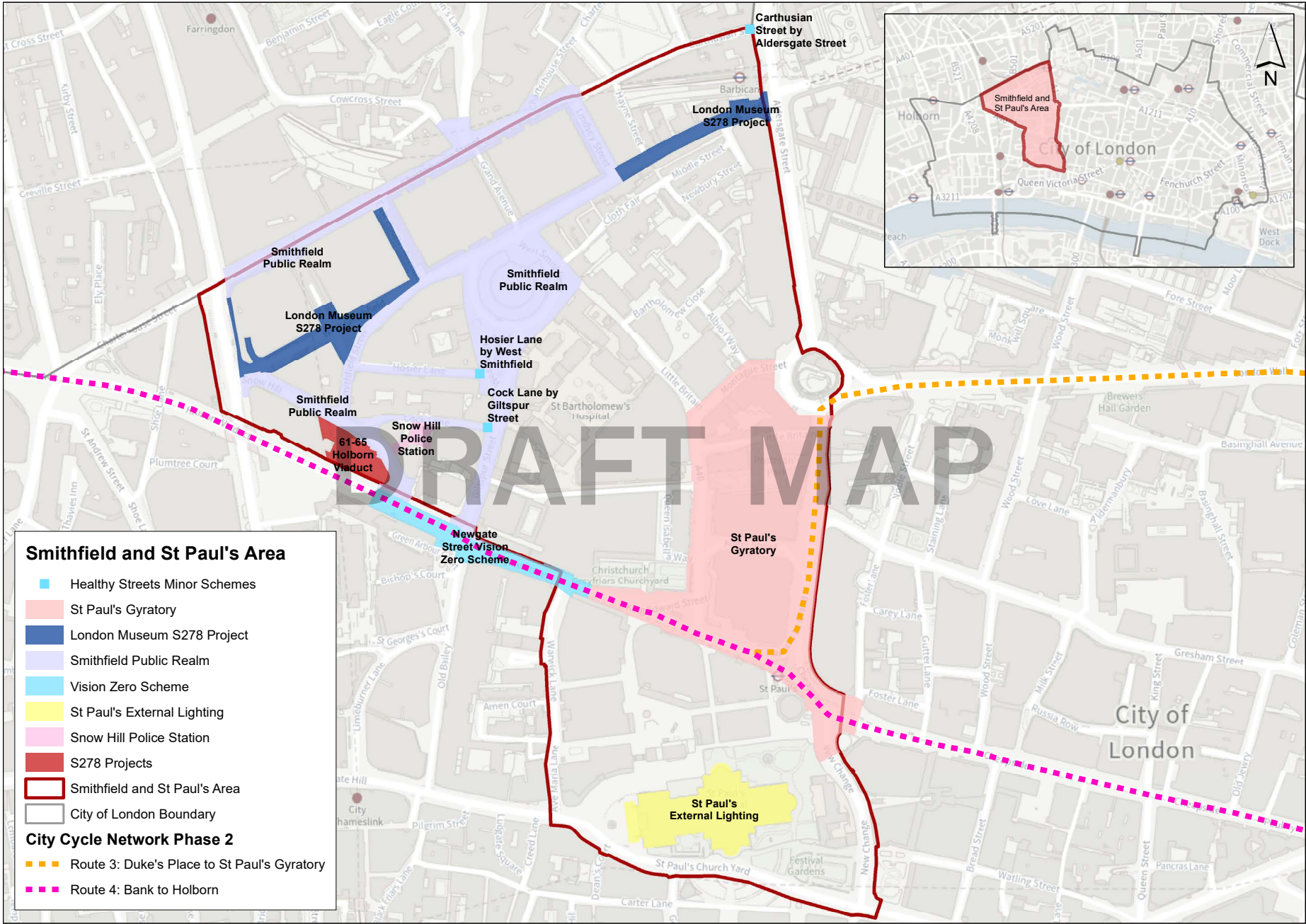
S278 works for the 1 Golden Lane redevelopment, granted planning permission in 2022. This will include improvements to Golden Lane and other more minor changes around the development. Total cost and start and end dates are to be confirmed.



London Wall/Moorgate Oval visualisation

Smithfield and St Paul's Area

The Smithfield and St Paul's area will see significant change in the coming years, including the opening of the London Museum and the future redevelopment of the Meat Market. There is no Healthy Streets Plan for this area as it is largely covered by the projects below.



St Paul’s Gyratory

This project will transform the current gyratory system between St Paul’s Underground station and the old Museum of London roundabout (the Rotunda). It is linked with two major redevelopments: the former BT building at 81 Newgate Street, and the former Museum of London site and Bastion House (London Wall West).

The first phase of the project will create a new public square (Greyfriars Square) by partially removing the gyratory system, delivering significant benefits for people walking, wheeling and cycling, along with a transformation of the public realm.

The second phase will modify the Museum of London roundabout (the Rotunda) in concert with any future redevelopment of the Museum of London site and Bastion House sites (London Wall West).

Start date: 2013/14 phase 1, 2026/27 phase 2

End date: 2026/27 phase 1, 2030/31 phase 2

Funding source: CIL, OSPR, S278

Total cost: £13,000,000 - 17,000,000 phase 1, £9,000,000 – £12,000,000 phase 2

Delivery of proposals 1, 2, 7, 8, 11, 12, 18, 22

Smithfield Public Realm

This project aims to provide a welcoming public realm and streetscape for all. The project will be delivered in phases to align with key developments in the area.

The first phase will support the London Museum’s relocation to West Smithfield with public realm improvements on Snow Hill, Smithfield Street, East Poultry Avenue and part of Charterhouse Street.

The second phase will support the Meat Market’s transformation from 2028 with public realm improvements across the area, including Charterhouse Street, Lindsey Street, Hoiser Lane, Cock Lane, Giltspur Street, West Smithfield, the Smithfield Rotunda Garden, and Smithfield car park.

Start date: 2019/20

End date: Phase 1 2027/28, Phase 2 post 2030

Funding source: S106, OSPR, CIL

Total cost: £12,000,000

Delivery of proposals 2, 7, 12

London Museum S278 project

The S278 works will align with the London Museum build programme and are integrated with the wider public realm proposals. Initial works will focus on the General Market building, ready for its opening in mid-2026. This will be followed by works around the Poultry Market from mid-2026, in time for the full Museum opening in 2028.

To manage the design and construction cost-effectively, and minimise disruption, the S278 projects and City of London-led projects will be delivered in parallel. City officers, Museum staff and contractors meet regularly to align plans with the Museum’s construction and the S278 project.

Start date: 2019/20

End date: 2028/29

Funding source: S278

Total cost: £3,000,000 - £4,000,000

Delivery of proposals 2, 7, 12

St Paul’s External Lighting

A new innovative, sustainable and energy efficient lighting system to replace the ageing external lighting of St Paul’s Cathedral, with a new innovative, sustainable and energy efficient system. The project aims to enhance the quality of the evening environment and encourage people to spend more time in the area while reinforcing the views of St. Paul’s Cathedral from across London.

Start date: 2013/14

End date: 2026/2027

Funding sources: S106, external sponsorship, CIL

Total cost: £2,075,000

Delivery of proposal 7

Newgate Street Vision Zero scheme

Making the area of Newgate Street between Warwick Lane and Snow Hill safer for people walking, wheeling and cycling through junction and crossing improvements and safer cycling facilities.

Start date: 2025/26

End date: 2026/27

Funding source: OSPR

Total cost: £1,000,000

Delivery of proposals 1, 2, 6, 18, 22

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three year programme, there will be three raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience.

- Cock Lane by Giltspur Street - raised carriageway, tactile paving (2025/26)
- Hosier Lane by West Smithfield - raised carriageway, tactile paving (2025/26)
- Carthusian Street by Aldersgate Street - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £77,000

Delivery of proposals 1, 2, 16, 18

Snow Hill Police Station

Minor improvements to Snow Hill and Cock Lane.

Start date: 2023/24

End date: 2025/26

Funding source: S278

Total cost: TBC

Delivery of proposals 7, 8, 9, 10

61-65 Holborn Viaduct

This S278 project will include improvements to walking and cycling in Snow Hill. Total cost, start date and end date are to be confirmed.



Greystones Square visualisation

Bank and Guildhall Area

Bank and Guildhall Area Healthy Streets Plan

A Healthy Streets Plan will be produced for this area, from the reconfigured St Paul's gyratory to Bishopsgate in the east, in 2027/28. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy.

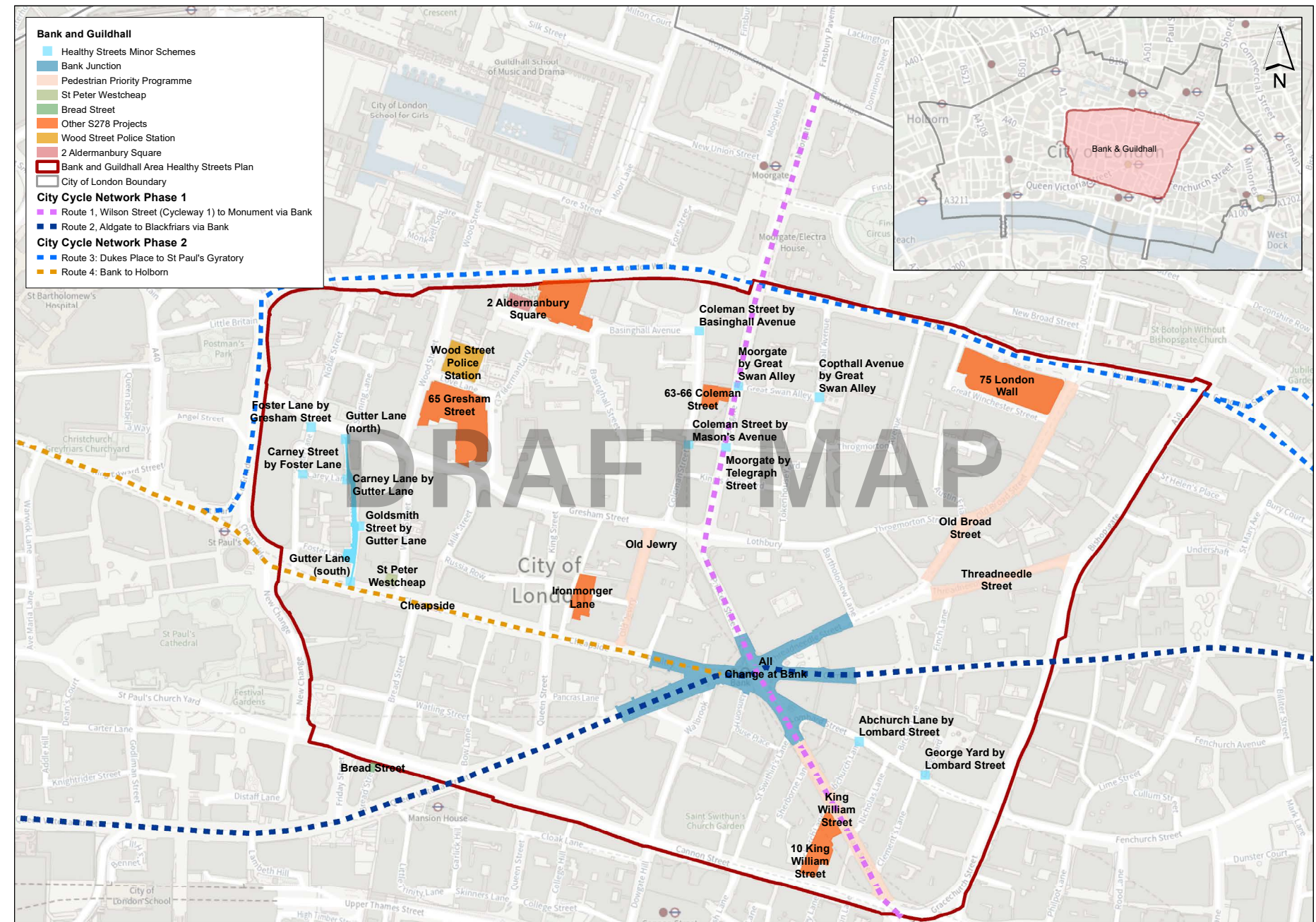
Start date: 2027/28

End date 2027/28

Funding source: TBC

Total cost: TBC

Delivery of proposals 1, 2, 6, 7, 8, 12



Bank Junction

The All Change at Bank project was substantially completed in 2024 with the exception of some small elements of public realm work such as additional seating which will be completed over 2025.

A review of the traffic restrictions at Bank concluded in May 2024. The Court of Common Council voted to allow taxis to access Bank Junction for a trial period. The change is expected to come into effect in summer 2025, subject to TfL approval.

Start date: 2023/24 (traffic restrictions review)

End date 2026/27

Funding source: OSPR

Total cost: £800,000

Delivery of proposal 12

Moorgate cycle lane

Installation of a northbound cycle lane between the junction with Lothbury/Gresham Street and Moorgate.

Start date: 2025/26

End date: 2025/26

Funding sources: TfL

Total cost: £35,000

Delivery of proposals 1, 18, 22

St Peter Westcheap and Bread Street

Relandscaping at St Peter Westcheap and the creation of a rain garden with seating on Bread Street. These projects are part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change.

Project start: 2023/24

Project end: 2027/28

Funding source: OSPR

Total budget: £300,000

Delivery of proposals 1, 7, 8, 9, 10

Pedestrian Priority Streets Programme

A series of street improvements to give more space and priority to people walking and wheeling. Schemes include traffic access restrictions, pavement widening and associated public realm improvements.

The programme is delivering four schemes:

- King William Street – significant enhancements to the public realm between Monument and Bank. Works include the widening of pavements, new raised tables to make it easier to cross the street and side roads, new trees, seating and a fully reconstructed carriageway. Under construction from July 2024 to the end of 2025. This includes S278 works as part of the 10 King William Street development.
- Cheapside – planting and new permanent seating to be delivered in 2025 near the junction with Bread Street and in Bow Churchyard.
- Old Jewry – improvements on hold while awaiting the outcome of a traffic experiment to allow motor traffic southbound with contra-flow cycling northbound. Experimental traffic order started in July 2024 and a decision will be made in September 2025.
- Old Broad Street and Threadneedle Street – pavement widening and accessibility improvements, including seating, reconfigured crossings and raised tables, to make it easier to cross the street following the change on Old Broad Street to one-way working for motorised traffic with contra-flow cycling. The scheme will be designed in 2025.

Start date: 2021/22

End date: 2026/27

Funding source: OSPR, S278

Total cost: £8,150,000

Delivery of proposals 1, 2, 7,8, 16, 18

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three year programme, there will be eleven raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience. The southern and northern sections of Gutter Lane will be closed, subject to consultation, and the carriageway raised to footway level at these sections.

2025/26

- Moorgate by Telegraph Street - raised carriageway, tactile paving
- Moorgate by Great Swan Alley - raised carriageway, tactile paving
- Coleman Street by Mason’s Avenue - raised carriageway, tactile paving
- Coleman Street by Basinghall Avenue - raised junction with pavement widening if possible
- Abchurch Lane by Lombard Street - raised carriageway, tactile paving
- George Yard by Lombard Street - raised carriageway with granite setts and new tactile paving
- Gutter Lane - consultation on proposed road closure

2026/27

- Gutter Lane (north) - road closure and raise to footway level
- Gutter Lane (south) - road closure and raise to footway level
- Foster Lane by Gresham Street - raised carriageway, tactile paving
- Carey Lane by Foster Lane - raised carriageway, tactile paving
- Carey Lane by Gutter Lane - raised carriageway, tactile paving
- Goldsmith Street by Gutter Lane - raised carriageway, tactile paving

2027/28

- Copthall Avenue by Great Swan Alley - raised carriageway, tactile paving

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £497,000

Delivery of proposals 1, 2, 16, 18

2 Aldermanbury Square

As part of S278 works for 2 Aldermanbury Square, there will be improvements for people walking, wheeling and cycling on London Wall, a reconfigured junction at Basinghall Street and Aldermanbury, and a new public route through the development with greening. The development will also lead to improvements on the Bassishaw Highwalk.

Start date: 2022/23

End date: 2026/2027

Funding source: S278

Total cost: £100,000

Delivery of proposals 2, 4, 5, 6, 7, 8, 15

Wood Street Police Station

Creation of a new public space through removal of a traffic lane adjacent to the development on Wood Street, and other improvements on Wood Street and Love Lane.

Start date: 2023/24

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7, 8, 15

Other S278 projects

Other improvements to transport and the public realm around developments in this area include:

- 65 Gresham Street – pedestrian priority improvements to Aldermanbury and other more minor changes around the development
- 63-66 Coleman Street – improvements to streets around the development, including new pedestrian priority measures in Great Swan Alley
- 75 London Wall – improvements to London Wall, Old Broad Street and Great Winchester Street in the vicinity of the development
- Ironmonger Lane – scope to be determined



King William Street visualisation

Riverside Area

Riverside Area Healthy Streets Plan

Development of a Healthy Streets Plan will begin in 2026/27. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy. It will address links to the Thames path south of Upper and Lower Thames Street.

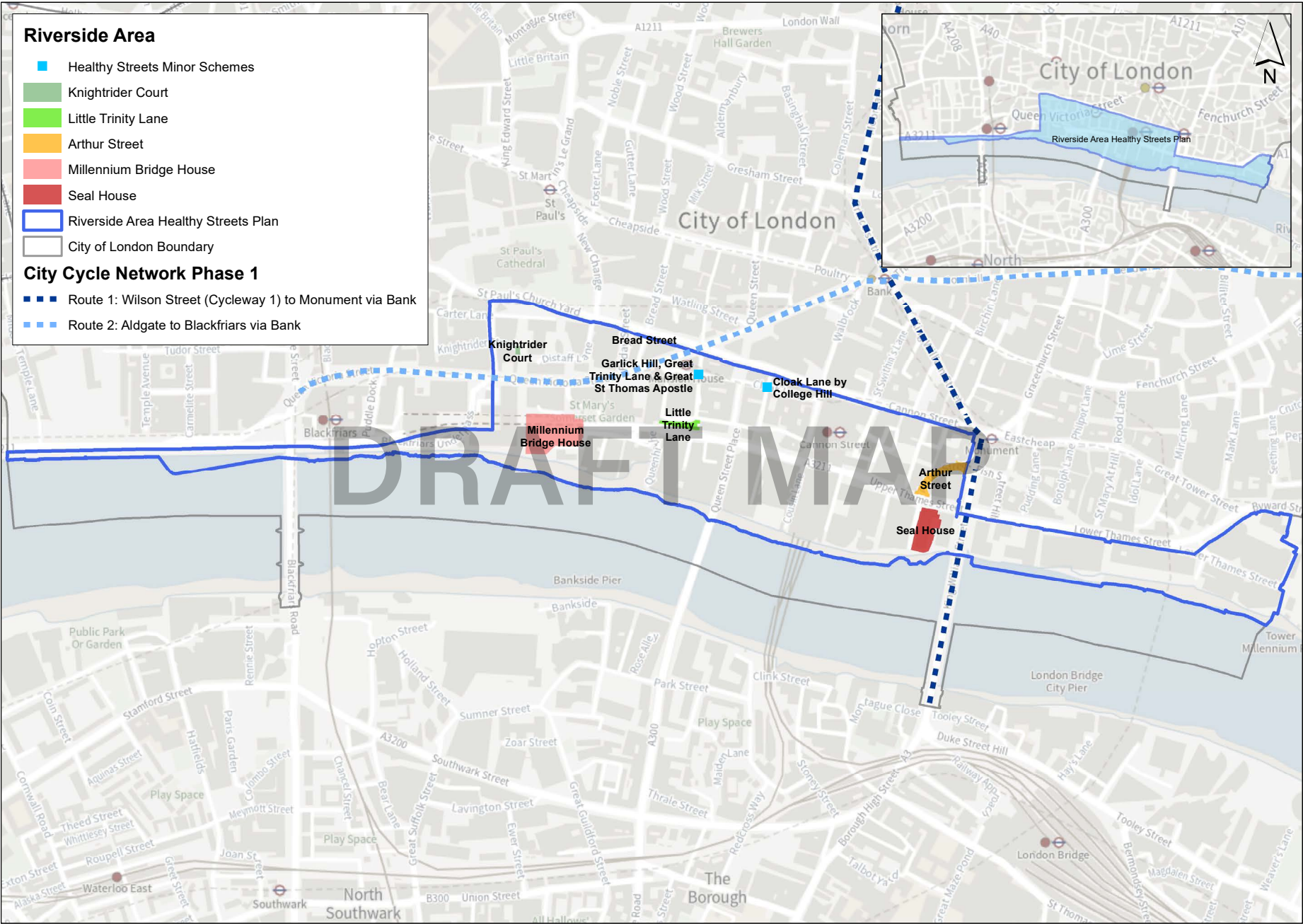
Start date: 2026/27

End date 2027/28

Funding source: TBC

Total cost: TBC

Delivery of proposals 1, 2, 3, 6, 7, 8, 12



Little Trinity Lane and Knightrider Court

Public realm enhancements at the southern end of Little Trinity Lane, which will introduce a raingarden, biodiverse planting, new trees, seating and repaving. This is due to completed in April 2025. There will also be improvements at Knightrider Court with a raingarden, seating and pavement widening, due to be delivered in autumn 2025.

These schemes are part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change.

Start date: 2020/21

End date: 2025/26

Funding source: CAS, S106

Total cost: £840,000

Delivery of proposals 1, 7, 8, 10

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. In 2027/28 there will be raised carriageways introduced on two side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience.

Current planned schemes in this area:

- Garlick Hill, Great Trinity Lane & Great St Thomas Apostle - raised junction (2027/28)
- Cloak Lane by College Hill - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £87,000

Delivery of proposals 1, 2, 16, 18

Millenium Bridge House

This project will deliver changes to the public highway in the vicinity of the redevelopment at Millenium Bridge House through a Section 278 agreement. This project will include enhancements on Millennium Bridge Approach at Peter’s Hill, Lambeth Hill, Trig Lane and Paul’s Walk which forms part of the Thames Path.

Start date: 2021/22

End date: 2025/26

Funding source: S278

Total cost: £300,000

Delivery of proposals 1, 2, 7, 8, 9

Seal House

As part of a Section 278 agreement, this project will deliver changes to the public highway in the vicinity of the redevelopment at Seal House at 1 Swan Lane, which was granted planning permission in 2019. This project will include improvements to the Riverside Walk and Swan Lane, not including Swan Lane Pier.

Start date: 2027/28

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 1, 2, 3, 7, 8

Arthur Street

Creation of a small public space and a new cycle filter at the junction of Arthur Street and London Bridge, and pavement improvements on Arthur Street.

Start date: 2022/23

End date: 2025/26

Funding source: S278

Total cost: TBC

Delivery of proposals 1, 2, 22



Little Trinity Lane visualisation

Aldgate, Tower and Portsoken Area

Aldgate, Tower and Portsoken Healthy Streets Plan

Development of a Healthy Streets Plan will begin in 2026. This area is bounded on the east by the City Boundary with Tower Hamlets, at Mansell Street and Middlesex Street. It includes the junction at Minories gyratory near Tower Hill and Aldgate Station in the north. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy.

Start date: 2026/27

End date: 2027/28

Funding source: S106

Total cost: £250,000

Delivery of proposals 1, 2, 6, 7, 8, 12

Aldgate High Street Vision Zero scheme

This project will make Aldgate High Street safer for people walking, wheeling and cycling through the area by incorporating junction improvements such as revised junction layouts, new signalised crossings and raised carriageways to improve accessibility for users.

Start date: 2025/26

End date: 2026/27

Funding source: OSPR

Total cost: £885,000

Delivery of proposals 1, 2, 6, 18, 22

Middlesex Street Estate

Introduction of greening in Gravel Lane as part of S278 works for the City of London Police Eastern Base, which gained planning approval in 2024.

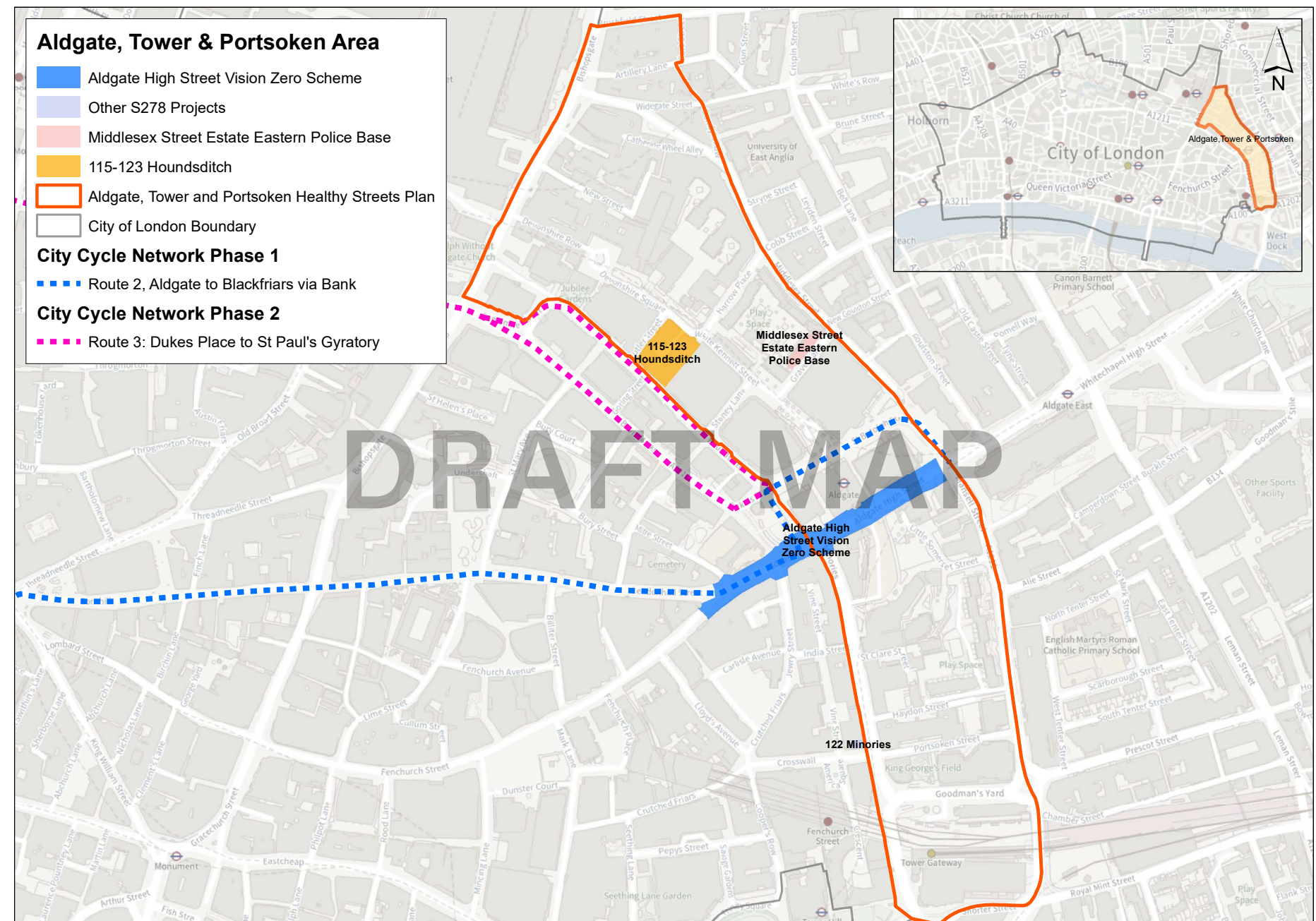
Start date: 2024/25

End date: 2026/27

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 7, 8



Fenchurch Street Area

Fenchurch Street Area Healthy Streets Plan

A Healthy Streets Plan is in progress for this area. The area includes the area around Fenchurch Street Station and proposed upgrade, extends to include area south to the Thames, and includes Eastcheap and Monument junction. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy.

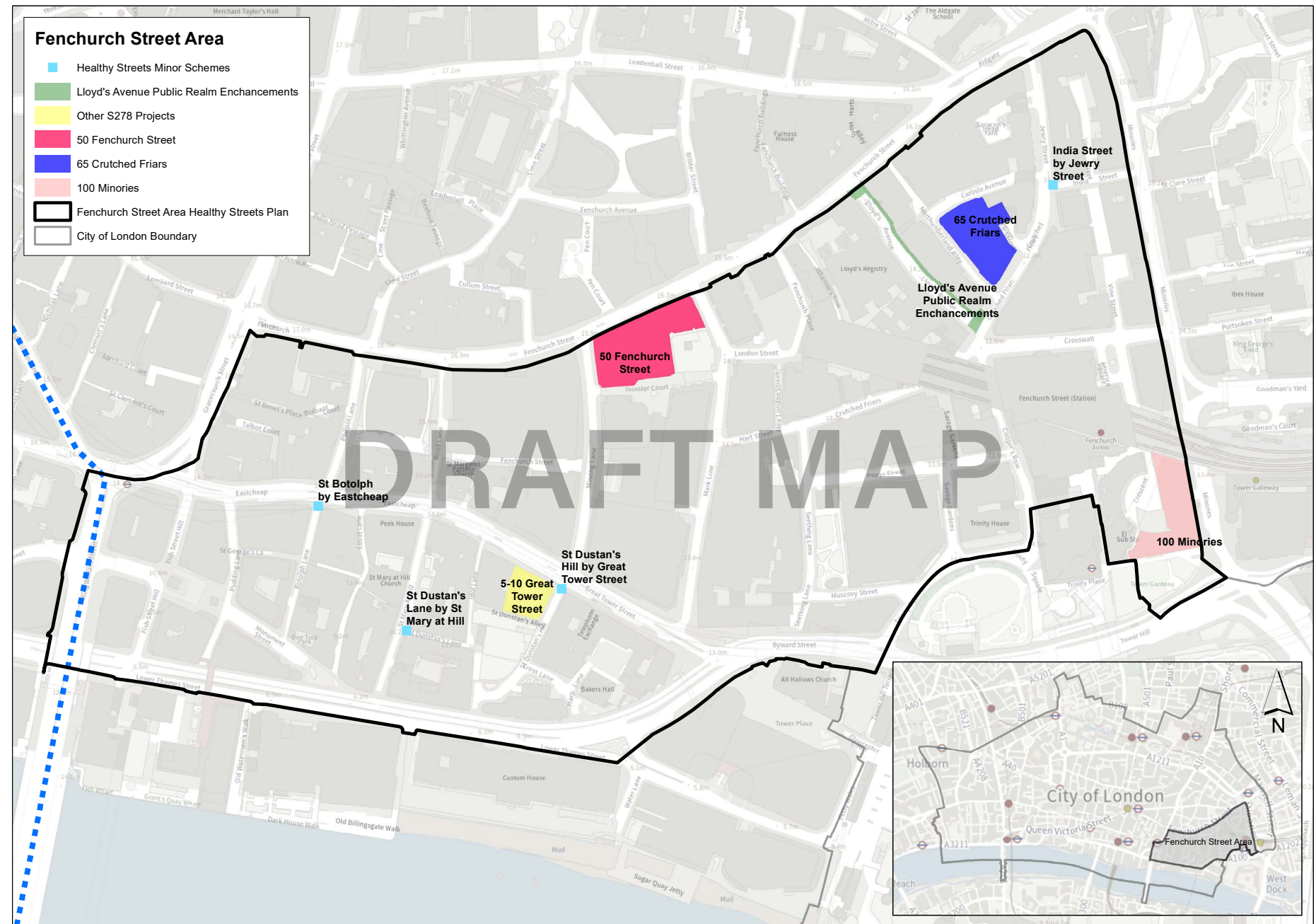
Start date: 2024/25

End date: 2025/26

Funding source: S106

Total cost: £240,000

Delivery of proposals 1, 2, 6, 7, 8, 11, 12



Lloyd’s Avenue

This scheme is part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change. It will include raingardens, trees and seating.

Start date: 2025/2026

End date: 2025/2026

Funding source: CAS, S106

Total cost: £550,000

Delivery of proposals 1, 2, 7, 8, 9, 10

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three-year programme, there will be four raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience. Further schemes will be planned and allocated funding as they are developed.

Current planned locations in this area:

- Botolph Lane by Eastcheap - raised carriageway, tactile paving (2026/27)
- St Dunstan’s Lane by St Mary at Hill (by Premier Inn Hotel) - raised carriageway with granite setts (2027/28)
- St Dunstan’s Hill by Great Tower Street - raised carriageway, tactile paving (2027/28)
- India Street by Jewry Street - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £104,000

Delivery of proposals 1, 2, 16, 18

100 Minories

S278 funded repaving and highway improvements around 100 Minories and the creation of a new public space.

Start date: 2019/20

End date: TBC

Funding sources: S106, S278

Total cost: £650,000 - £850,000

Delivery of proposals 1, 2, 7, 8, 9

65 Crutched Friars

Potential creation of a new pocket park in Rangoon Street and other more minor changes around the development of 65 Crutched Friars, which was granted planning permission in 2023. The development will also create a new permanent home for the Migration Museum and a new public courtyard fronting Northumberland Alley.

Start date: 2024/25

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7, 8, 15

50 Fenchurch Street

A Section 278 project which will deliver improvements to Fenchurch Street, Mark Lane, Mincing Lane and London Street.

Start date: 2024/25

End date: 2028/29

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7, 8

5-10 Great Tower Street

This Section 278 project will deliver minor improvements to accessibility on St Dunstan’s Hill. Total cost, start date and end date are to be confirmed.



Lloyd's Avenue visualisation

City-wide projects

City Cycle Network

The Transport Strategy includes proposals to further develop the network of safe and comfortable cycle routes across the City. These routes tie in with the London-wide cycle network and are delivered in partnership with TfL. More detail on the routes is provided on the following page.

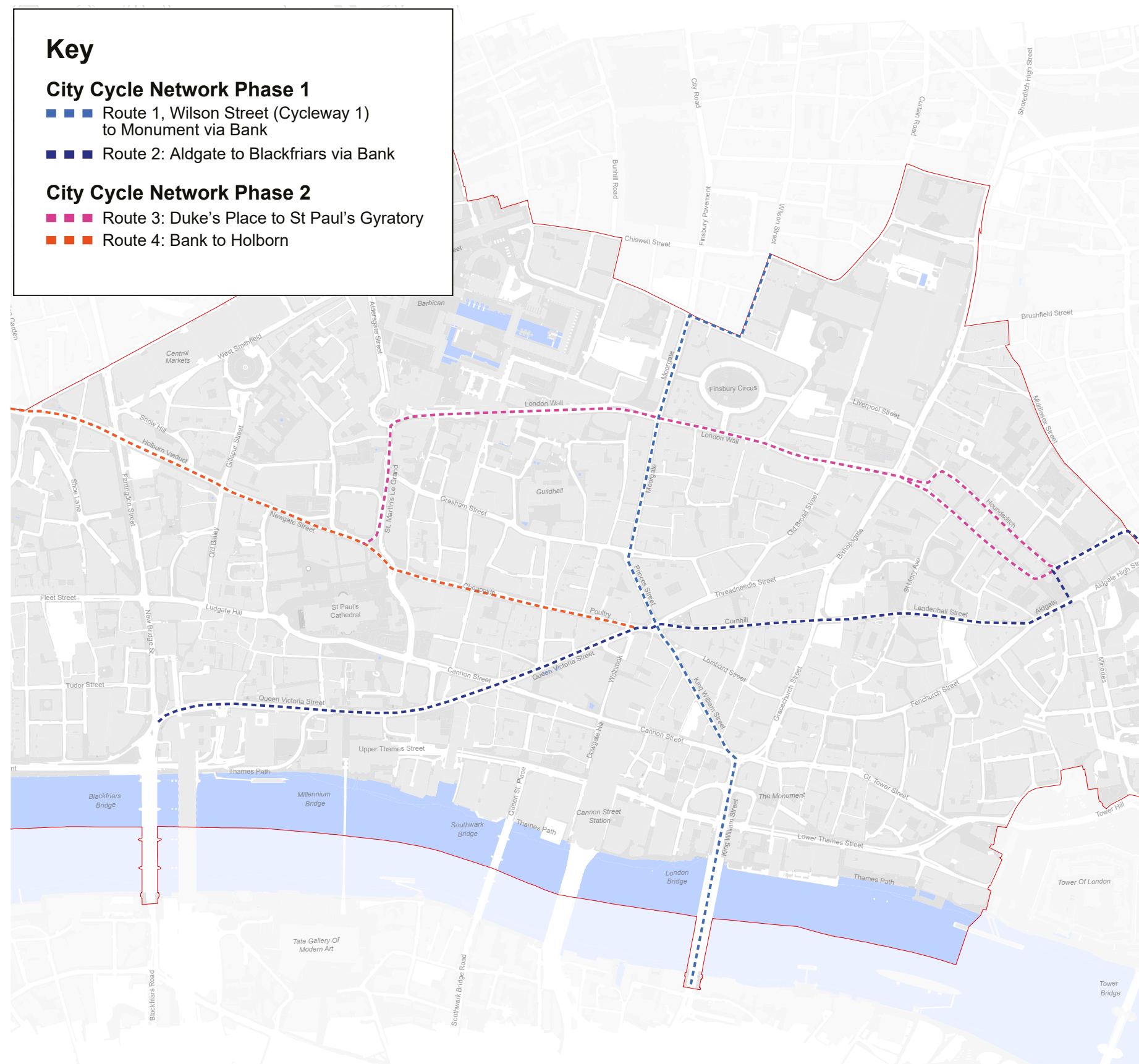
Start date: 2019/20 (Phase 1), 2023/24 (Phase 2)

End date: 2027/28 (Phase 1), 2034/35 (Route 3), 2029/30 (Route 4)

Funding sources: TfL

Total cost: £2,000,000 - £4,000,000 (Phase 1, allocation not confirmed), Phase 2 - TBC

Delivery of proposals 1, 11, 12, 18, 22



Phase 1

Development and delivery of improvements to Route 1 and Route 2.

Route 1: Wilson Street (Cycleway 1) to Monument via Bank

This route links Cycleway 1 (Wilson Street) to Cycleway 4 (Monument), creating a direct north-south cycling connection through the City via Bank Junction. It will be delivered primarily through separate but coordinated projects, including Moorgate area, All Change at Bank, the Pedestrian Priority Streets Programme, and other developments projects. The remaining minor street improvements will be funded by TfL and completed by 2027.

Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)

Consultation has been completed during 2024 and the results will be reported to committee in July 2025. The improvements proposed are described below.

At Aldgate proposed improvements include:

- An eastbound cycle lane protected with flexible posts on Aldgate
- New raised side street crossings for cycling, walking and wheeling on Duke's Place and Houndsditch
- Upgrading the eastbound cycle lane with traffic island separators on St Botolph Street
- A new eastbound bus stop by-pass for cycling incorporating a raised zebra crossing on St Botolph Street

Between Aldgate and Queen Street:

- Improvements to Leadenhall Street are being developed under a separate, reported here under Leadenhall Street transformation. They include measures to slow traffic, widen pavements and improve crossing points.

Queen Victoria Street between Queen Street and New Bridge Street measures include:

- Single lane cycle tracks protected by traffic island separators or flexible posts
- A two-way cycle track protected with traffic island separators;
- Bus stop by-passes at two locations.
- Dedicated traffic light stages or early 'green' traffic lights for cycling at junctions.

Further improvements on Aldgate and Aldgate High Street are also being delivered separately and this is set out in this report with the Aldgate, Tower and Portsoken Area schemes.

Phase 2

Development and delivery of improvements to:

Route 3: Duke's Place to St Paul's Gyratory

Route 4: Bank to Holborn

Cycle and micromobility parking programme

Rolling programme to provide new and improved parking for private cycles and dedicated parking bays for dockless cycles and e-scooters. Design focuses on improving cycle security and reducing the impact on other people using pavements.

A kerbside review identified over 75 potential new e-scooter & cycle hire locations. This was mapped against rental operators' high demand hotspots to create a prioritised parking delivery programme. This programme will provide an estimated 1,400 new spaces for e-scooters and dockless cycles and is expected to be completed by 2026.

In 2025/26, 40 sheffield stands for private cycles and 28 dockless bays will be delivered. The dockless bays will be subject to consultation.

Start date: 2020/21

End date: 2028/29

Funding sources: CoL, LIP, dockless operators

Total cost: £144,000

Delivery of proposals 6, 16, 22, 23, 24, 40

Legible London updates

Programme of updates to the 300+ Legible London map and directional signs across the City, most of which were installed more than five years ago. The signage will be updated in area-based phases.

Start date: 2024/25

End date: 2026/27

Funding sources: OSPR, CIL, S106

Total cost: £400,000

Delivery of proposal 6



Queen Victoria Street visualisation

Strategic transport initiatives

Delivery of the Transport Strategy through strategic and policy initiatives or activities, including feasibility work, analysis and studies. The Strategic Transport team also initiate new areas of work before embedding them as business-as-usual. For example, the delivery of electric vehicle charging infrastructure was novel and is becoming standardised.

Sustainable servicing programme

Working with TfL to develop policy and guidance for operators. We aim to promote a shift to cargo bikes for service operators, such as lift mechanics and electricians, and provide facilities such as secure storage. The overall aim is to reduce the amount of motor vehicles used for servicing.

Start date: 2024/25

End date: 2025/26

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 34, 35

Zero Emission Network (ZEN)

In partnership with the London Boroughs of Hackney, Newham and Tower Hamlets, and the City of Westminster, the City Corporation has joined the Zero Emissions Network (ZEN), funded by the Mayor's Air Quality Fund (MAQF4). Across the four boroughs and the City, the overall aim of the ZEN is to decarbonise local transport. Over three years the programme will deliver a network of cargo bike share hubs for public use by residents and businesses, grants to businesses for cargo bikes and e-bikes, and events that promote air quality improvements or active travel.

Start date: 2024/25

End date: 2026/27

Funding source: GLA - Mayors Air Quality Fund, CoL

Total budget: £884,000, officer time

Delivery of proposals 6, 23, 34

Pedestrian zones timing review

A review of the timings of existing pedestrian zones. There are some differences in times of the restrictions for different streets. All these locations will be reviewed to ensure they still meet the requirements. People walking and wheeling will remain the priority. Any changes will be delivered by the usual process for changing traffic orders.

Start date: 2025/26

End date: 2026/27

Funding source: CoL

Total cost: Officer time, CoL

Delivery of proposals 2, 13, 14

Deliveries and consolidation

Area based work to promote consolidation for freight deliveries to existing buildings in partnership with Business Improvement Districts (BIDs).

Start date: 2024/25

End date: 2025/26

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 2, 11, 34, 35

Kerbside review

Consideration of changes to parking charges and the Controlled Parking Zones will be considered in 2025/26. Further work will be undertaken on reviewing taxi provision and coach parking.

Start date: 2022/23

End date: 2025/26

Funding sources: LIP, CoL

Total cost: £15,000, officer time

Delivery of proposals 11, 14

EV Infrastructure Action Plan

Following an assessment of demand for new charging infrastructure, up to five locations for new charging points will be put to market in 2025/26. We are progressing a partnership bid to the Office for Zero Emission Vehicles with neighbour boroughs. Delivery of the locations will be dependent on the market take up.

Start date: 2019/20

End date: 2026/27

Funding sources: DfT, CoL, private sector

Total cost: TBC

Delivery of proposal 26

Access for disabled people travelling by taxi and private hire

Working with London Councils to develop and trial a system to allow access to otherwise restricted streets for disabled people using Taxicard to travel by taxi or private-hire vehicle.

Start date: 2023/24

End date: 2026/27

Funding sources: CoL

Total cost: £10,000

Delivery of proposals 1, 15

Inclusivity Action Plan

We included a new overarching proposal in the refreshed Transport Strategy which sets out how we will be more inclusive in how we work, engage with people and develop and implement changes to public spaces and streets. We will develop a set of actions that identify where we need to make improvements, and track progress. We have started collating demographic information from our consultations and will track and report this information.

Start date: 2024/25

End date: 2025/26

Funding source: CoL

Total cost: Officer time

Delivery of proposals 1, 15

London Wall corridor study

A programme of work to explore potential changes along the length of London Wall, including developer funded projects and (subject to funding) additional City Corporation funded improvements. This will include looking at the junctions of London Wall/Moorgate, and London Wall/Old Broad Street to address collisions, as they are in the top ten highest on City streets. Feasibility work is progressing in 2025 to provide options, which will be followed by a funding bid to commence design work.

Start date: 2024/25

End date: 2025/26

Funding source: S278, CIL, OSPR

Total cost: £249,000

Delivery of proposals 1, 2, 7, 8, 11, 12

Collision analysis and mitigation review

Analysis of collision data has identified the ten locations with the highest collision and personal injury rates. An additional scheme at Ludgate Hill/Old Bailey has also been included in this programme, following a Healthy Streets Minor Scheme investigation which found that this site had a high collision record.

Initial feasibility work has been carried out to consider deliverability and priority for improvements. Three schemes have progressed to a design stage and are included separately in this report. The remaining eight are at a feasibility stage and are as follows:

- London Wall/Moorgate - being investigated as part of the London Wall Corridor study
- London Wall/Old Broad Street - being investigated as part of the London Wall Corridor Study
- Holborn Circus - feasibility work anticipated to commence later in 2025
- Aldersgate Street/Long Lane (Outside Barbican Station) - feasibility work anticipated to commence later in 2025
- Fleet Street/Bouverie Street - included in Fleet Street Healthy Streets Plan area, and currently being considered in detail by Fleet Street Quarter BID for design and funding
- Fenchurch Street/Lime Street - scheme developed, plan to incorporate as part of nearby S278 agreements
- Fetter Lane/New Fetter Lane - scheme delivered in 2024/25
- Fenchurch Street/Mincing Lane - interim scheme developed, delivery expected in 2025 with further measures covered by the Fenchurch Street Healthy Streets plan

Start date: 2023/24

End date: 2026/27

Funding sources: OSPR, LIP, S278, CoL

Total cost: £2,400,000 (including delivery)

Delivery of proposals 2, 6, 11, 12, 18, 22

Cycle and micromobility parking action plan

To support the growing demand for cycle, dockless cycle and e-scooter hire and cargo cycle parking we will continue to monitor and identify suitable locations for new parking facilities. We will work with dockless cycle hire operators to improve parking management and customer behaviour.

We will also contribute to requirements and consultations for legislation being drafted at a national level through the English Devolution Bill. The expectation is that this will provide powers for local authorities to control how dockless cycles and scooters are allowed to operate. The new legislation is anticipated to be passed in 2026 at the earliest.

With planning colleagues we will work on the requirements and minimum standards for cycle hubs where these are being provided and subsidised by third parties.

Start date: 2024/25

End date: 2025/26

Funding source: CoL

Total cost: Officer time

Delivery of proposals 2, 6, 14, 16, 22, 23, 24

Events and campaigns

A range of events and campaigns are delivered through the year, often in partnership with other organisations such as the City of London Police and Business Improvement Districts.

Road danger reduction campaigns

Opportunities to align with national campaigns, along with locally targeted behaviour change and community engagement activities to promote safe behaviours. This will be delivered in partnership with the City of London Police.

Start date: 2019/20

End date: Ongoing

Funding sources: LIP

Total cost: £25,000 (for 2025/26)

Delivery of proposals 6, 18, 19, 24

Highway Code campaign

In 2025, TfL are starting campaigns to promote and encourage understanding and observation of new elements of the Highway Code which were adopted in 2019. Many people are not aware of the changes, which give more priority to people walking and wheeling when crossing side streets, and also allow people cycling a higher priority over turning traffic. TfL are preparing a large-scale campaign to improve awareness and observation. We will be supporting and adding to the campaign where appropriate in partnership with the City of London Police. This will include a focus on addressing illegal and risky behaviour by people cycling.

Start date: 2025/26

End date: TBC

Funding source: TfL, LIP, officer time

Total cost: TBC

Delivery of proposals 18, 19

Cities & Lighting Summit 2025

The Cities & Lighting Summit is a three-day gathering of the international urban lighting community, meeting around group presentations, open conference sessions, networking moments, and the discovery of the host city and its lighting policy. The 2025 edition is hosted by the City of London Corporation in collaboration with the LUCI Association over 23-25 April 2025 and will focus on three main themes at the heart of today’s concerns for the future of urban lighting: Sustainability, Health & Wellbeing, and Inclusion.

Start date: 2025/26

End date: 2025/26

Funding source: Self-funding, sponsorship

Delivery of proposals 1, 21

London Walking, Wheeling and Cycling Conference

The annual London Walking, Wheeling and Cycling Conference is hosted jointly by the City Corporation and the London Borough of Hackney. It showcases and celebrates the best experiences and opportunities in the UK and Europe for those working to deliver better environments for our towns and cities.

Start date: 2017/18

End date: 2030/31

Funding source: Self-funding, sponsorship, officer time

Delivery of proposals 1, 6, 24

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City Streets 2025 Summary Report



Introduction

Since 1999, the City of London Corporation has conducted a City-wide traffic survey roughly every two years during the autumn to understand the levels and patterns of traffic in the City. These surveys collect data on the volumes and types of vehicles using the City's streets. The survey was expanded in 2016 from 12 to 24 hours in length and in 2017 to include data collection on footfall as well as vehicle numbers. We have also recently expanded our surveys to include summer counts, conducted in the same way every two years.

Data is collected on a variety of different modes of travel. A detailed summary of mode classes can be found in Table 1 on page 4. All traffic data collected includes both local and through traffic.

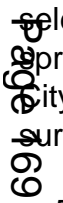
This report details the results of the most recent autumn traffic survey, which was conducted on 9 October 2024, and compares these results to those from previous years.

The report also provides a summary of TfL data on how people travel to the City and the volumes and types of vehicle crossing London Bridge, Southwark Bridge and Blackfriars Bridge.

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The distribution of sites has been selected to ensure a representative spread of types and locations in the city are sampled as part of the survey. This includes:

- 69



Page 170

Private Cars and Private Hire Vehicles (PHV)	Includes private hire and minicab vehicles such as Uber and Addison Lee
Taxis	Black Cabs/Hackney Carriages
Motorcycles	Includes motorcycles and mopeds
Vans (Light Goods Vehicles or LGV)	Includes all goods vehicles up to 3.5 tonnes gross vehicle weight and all car delivery vans
Lorries (Heavy Goods Vehicles or OGV1/2)	Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or more axels
Buses and coaches	Includes TfL buses, coaches, and tourist buses/open-top buses
Cycles	Includes all personal cycles, dockless cycle hire (such as Lime and Human Forest), TfL Cycle Hire (Santander), e-bikes, cargo cycles and adapted cycles such as tricycles and hand cycles
Scooters	Includes all personal and rental push and powered scooters
Rollerblades and skateboards	Includes electric skateboards and boards with one wheel
Pedestrians	Includes people walking, using wheelchairs, using assisted mobility scooters, those being pushed in prams, and other assisted mobility devices

1 Counted mode classifications

Tables and figures

1. [Counted mode classifications](#)
2. [Transport strategy key traffic targets progress summary](#)
3. [Daytime traffic mode share in 2024](#)
4. [Traffic volumes by mode and hour of day in 2024](#)
5. [Travel activity by mode and hour of day in 2024](#)
6. [People walking, wheeling and cycling by hour of day in 2024](#)
7. [Motor vehicle volumes by hour of day in 2024](#)
8. [Cars, lorries, taxis and vans by hour of day in 2024](#)
9. [Total cycling volumes in 2024 by type](#)
10. [Increase in cycling 2022-2024 by type](#)
11. [Type of cycles as proportion of total 2019, 2022 and 2024](#)
12. [Increase in cycling 2022-2024 by location](#)
13. [Percentage increase in cycling 2022-2024 by location](#)
14. [Daytime traffic volumes by mode 2019-2024](#)
15. [Daytime traffic mode share from 2019-2024](#)
16. [Total people walking over 24 hours 2019-2024](#)
17. [People walking by time of day 2019 and 2024](#)
18. [Motor vehicle and cycle volumes 1999-2024](#)
19. [Motor vehicle volumes by type 1999-2024](#)
20. [Traffic mode share on the bridges](#)
21. [Motor vehicle and cycle trends over time](#)
22. [Motor vehicle and cycle trends over time by bridge](#)
23. [London Travel Demand Survey](#)

Summary

Motor traffic

- Motor traffic is decreasing in line with targets. Motor vehicle numbers are nearly a third of what they were in 1999.
- The greatest reduction has been seen in motorcycles, taxis, cars and private hire vehicles compared to freight vehicles. We have met both 24-hour targets (total traffic volumes and total freight volumes) but are not yet on track to meet our 2030 target for freight vehicle volumes during peak hours. However, peak freight vehicles volumes are decreasing (-8% since 2022) and are now 78% of what they were in 2017. Total 24-hour freight volumes are less than half of what they were in 1999 (-54%).
- Most of the decrease has been observed during or immediately after significant changes or events in the City of London or the global economy, including the introduction of the Congestion Charge in 2003, the Global Recession in 2008-09, the introduction of Cycle Superhighways in the City in 2015-16 and the COVID-19 Pandemic in 2020-22.
- Motor traffic in the City stays at a consistent level for most of the day with a peak at 6pm, but the makeup of the traffic changes during this time. From the early afternoon into the evening, the number of freight vehicles reduces, and the number of cars and private hire vehicles increases. 60% of cars were counted outside of the operational hours of the Congestion Charge, suggesting the Congestion Charge is effective at discouraging some car travel.

Walking, wheeling and cycling

- There was a significant increase in the number of people cycling in the 2024 counts: 57% higher than in 2022.
- There have been significant increases in both dockless and personal cycles. There are four times as many dockless cycles in 2024 compared to 2022 and they now make up 17% of all cycles seen. Personal cycles have also increased by 36% and make up 60% of the increase since 2022. Cycles were not only counted more than any other vehicle, but between 7am and 7pm there are now almost twice as many cycles as cars and private hire vehicles. Between 7am and 7pm cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8-9am and 6-7pm. If motor vehicle and cycle trends continue as they are, cycle numbers will overtake motor vehicle numbers within the next two years.
- Footfall is also increasing (8% higher than 2022) but is still 70% of pre-pandemic levels, suggesting that changes in working patterns following the pandemic are continuing to have an effect on the number of people in the City.
 - People walking, wheeling and cycling now make up three quarters of observed travel activity (up from two-thirds in 2022) and this rises to 85% during peak hours.

Summary (continued)

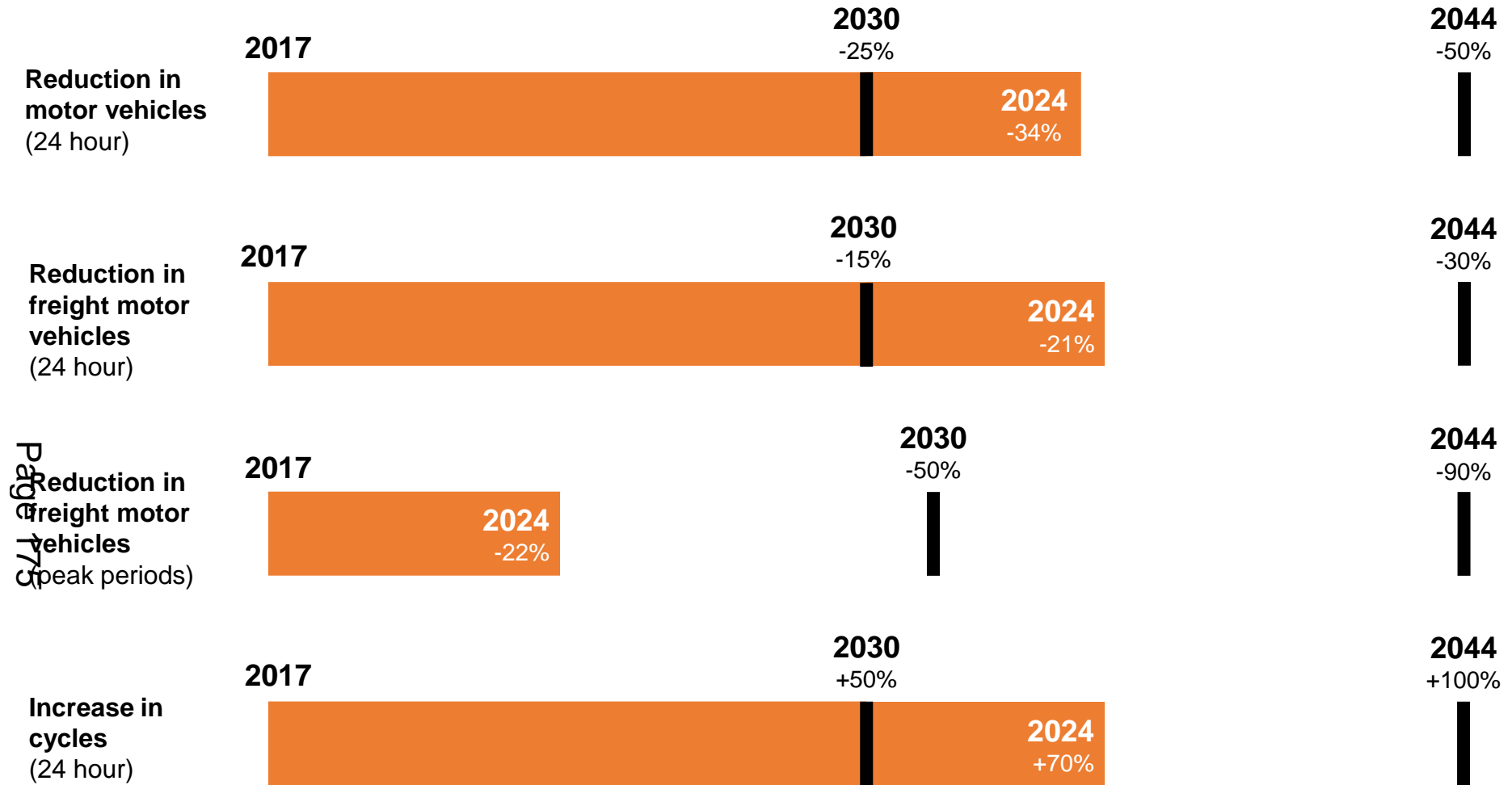
TfL Thames screenline and London Travel Demand Survey data

- TfL data on the three City road bridges show similar trends in motor vehicle and cycle numbers as in our traffic counts. All three bridges have seen a significant increase in cycling since 2000 and since 2022.
- London Bridge has had the biggest reduction in traffic and the largest increase in cycling since 2000, and the biggest increase in cycling since 2022. Blackfriars Bridge has the most traffic but is the only one of the three bridges to have seen a reduction since 2022. Southwark Bridge has the least traffic and the lowest proportion of cycles.
- TfL's London Travel Demand Survey data shows that people are largely travelling in the same way as before the pandemic, although the bus mode share is up while the walking mode share is slightly down.

Transport Strategy key targets

The City of London has met its 24-hour targets for total volumes of motor vehicles and motorised freight vehicles, but a 36% reduction in motorised freight vehicles at peak times is required to reach the peak times target by 2030. Progress against the Transport Strategy's key traffic targets is summarised below and on the following page.

- The number of motor vehicles counted over a 24-hour period has decreased by 34% since 2017, exceeding our 2030 target of a 25% reduction.
- The number of freight vehicles counted over a 24-hour period has decreased by 21% since 2017, exceeding our 2030 target of a 15% reduction.
- The number of freight vehicles counted during the morning and evening peak periods has decreased by 22% since 2017, which is significant progress since 2022 (11% reduction compared to 2017 baseline), but not on-track for meeting our 2030 target of a 50% reduction.
- The number of cycles counted over a 24-hour period has increased by 70% since 2017, exceeding our 2030 target of a 50% increase.



Autumn 2024 traffic counts results

In 2024, over the 24-hour count period at 30 sites the following were counted:

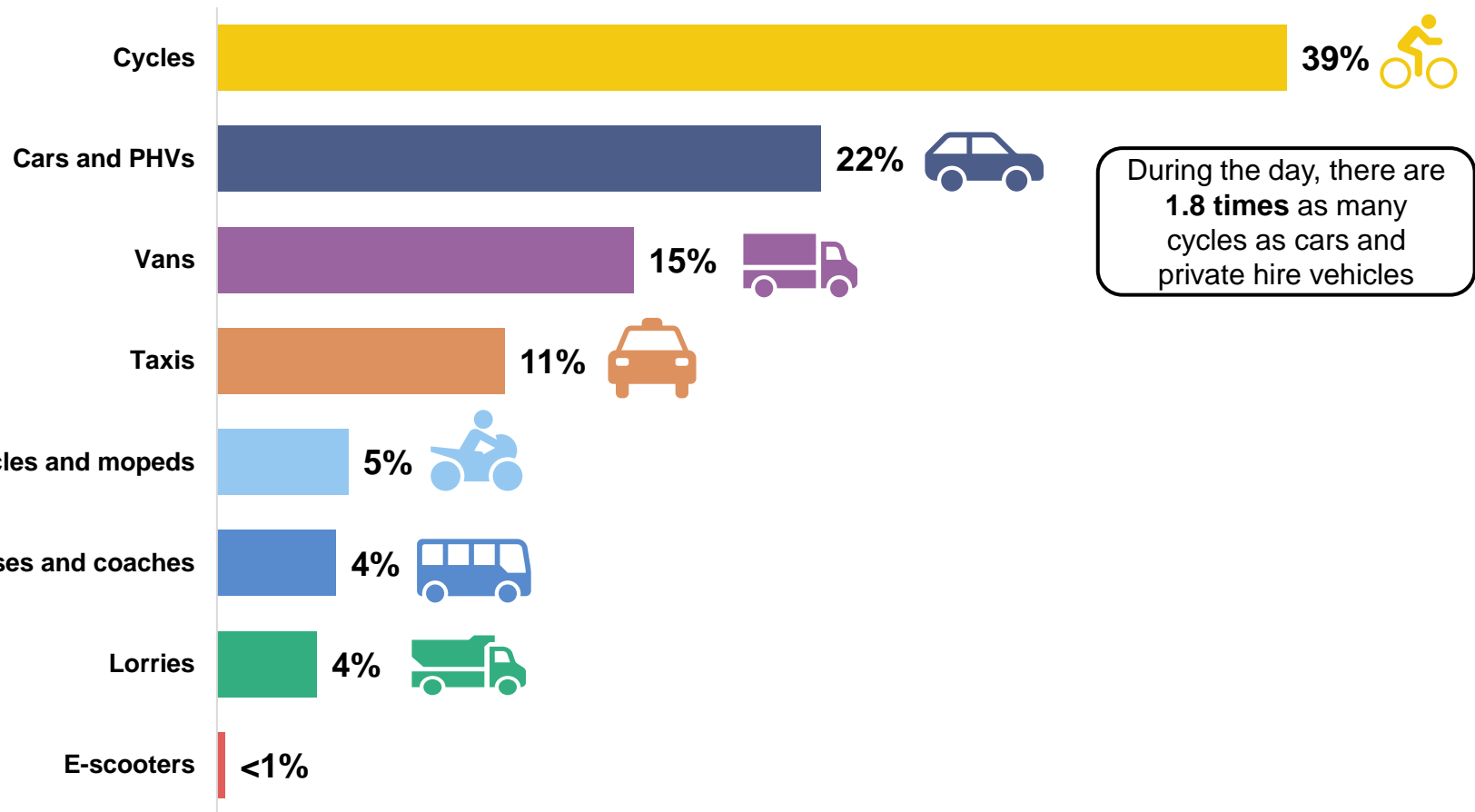
- 285,172 motor vehicles
- 265,718 private motor vehicles (excluding buses and coaches)
- 70,736 freight vehicles (vans and lorries)
- 139,466 people cycling
- 720,948 people walking and wheeling

Change since Autumn 2022:

- 5% decrease in motor vehicles
- 8% decrease in private motor vehicles
- 5% decrease in freight vehicles
- 57% increase in people cycling
- 8% increase in people walking and wheeling

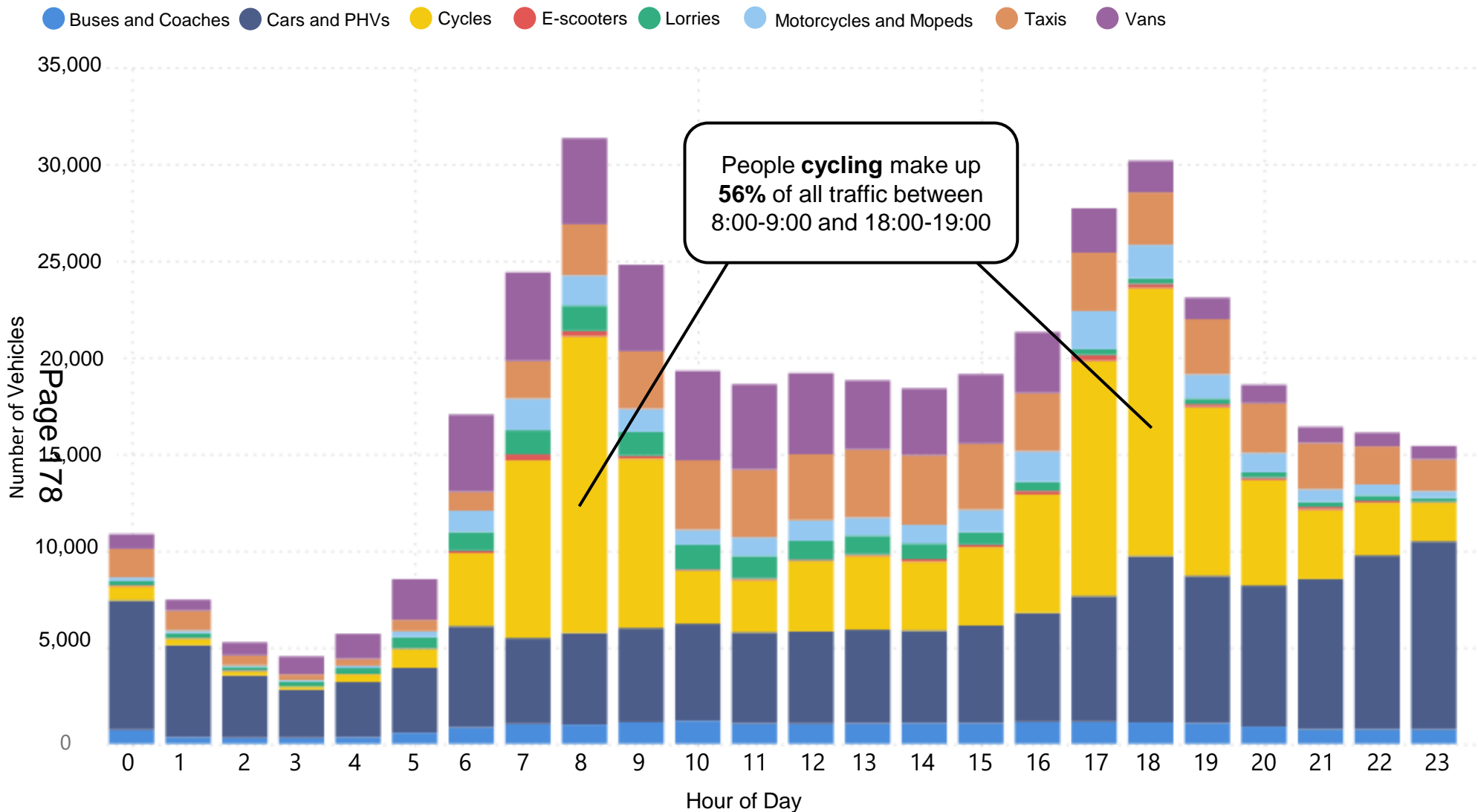
Figure 3 shows the makeup of daytime traffic (7am-7pm) on City streets. The most common vehicle seen was cycles, which made up 39% of vehicles, and there are now almost twice as many cycles as cars and private hire vehicles.

Figures 4-8 show how the volume and proportion of people walking and wheeling and different vehicle types change over 24 hours. More than a third (35%) of all movements (including people walking and wheeling) happen between the peak hours of 8-10am and 5-7pm. Across the day, people walking, wheeling and cycling make up three quarters of all observed travel activity (up from two-thirds in 2022) and this rises to 85% during morning and evening peak hours. There is also a significant peak in people walking and wheeling at lunchtime (between 12pm and 2pm). Motor traffic volumes increase rapidly from 4am-7am and then remain at a relatively consistent level throughout the day until 11pm, but the makeup of this traffic varies through the day. During the afternoon, as the number of vans and lorries begin dropping off, the number of cars and private hire vehicles increases and reaches a peak at 10pm. The highest total traffic levels are seen at 6pm and the lowest levels at 3am.



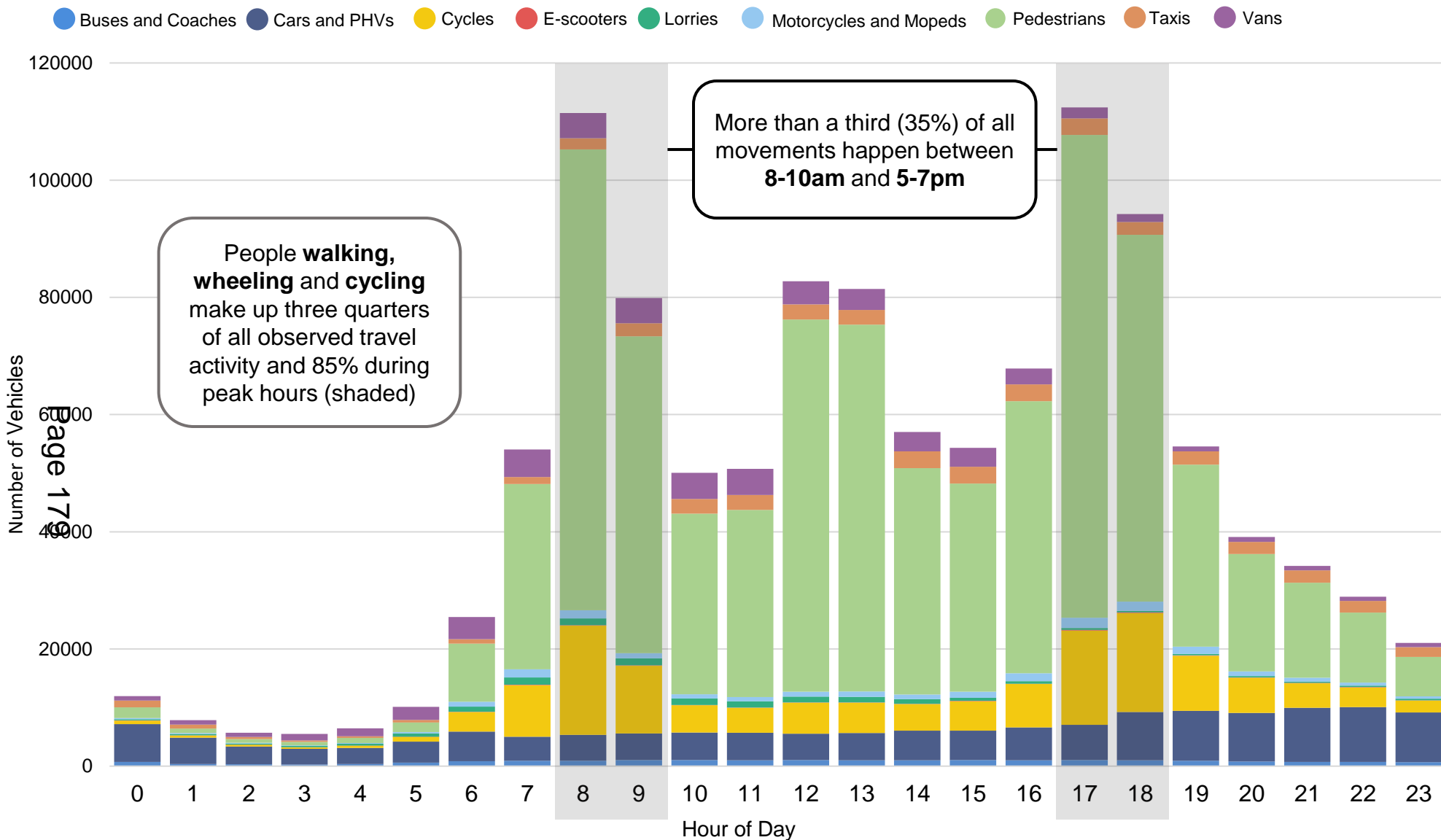
3 Daytime traffic mode share in 2024

(30 locations, 07:00-19:00, excludes people walking, 2024 autumn counts) 11

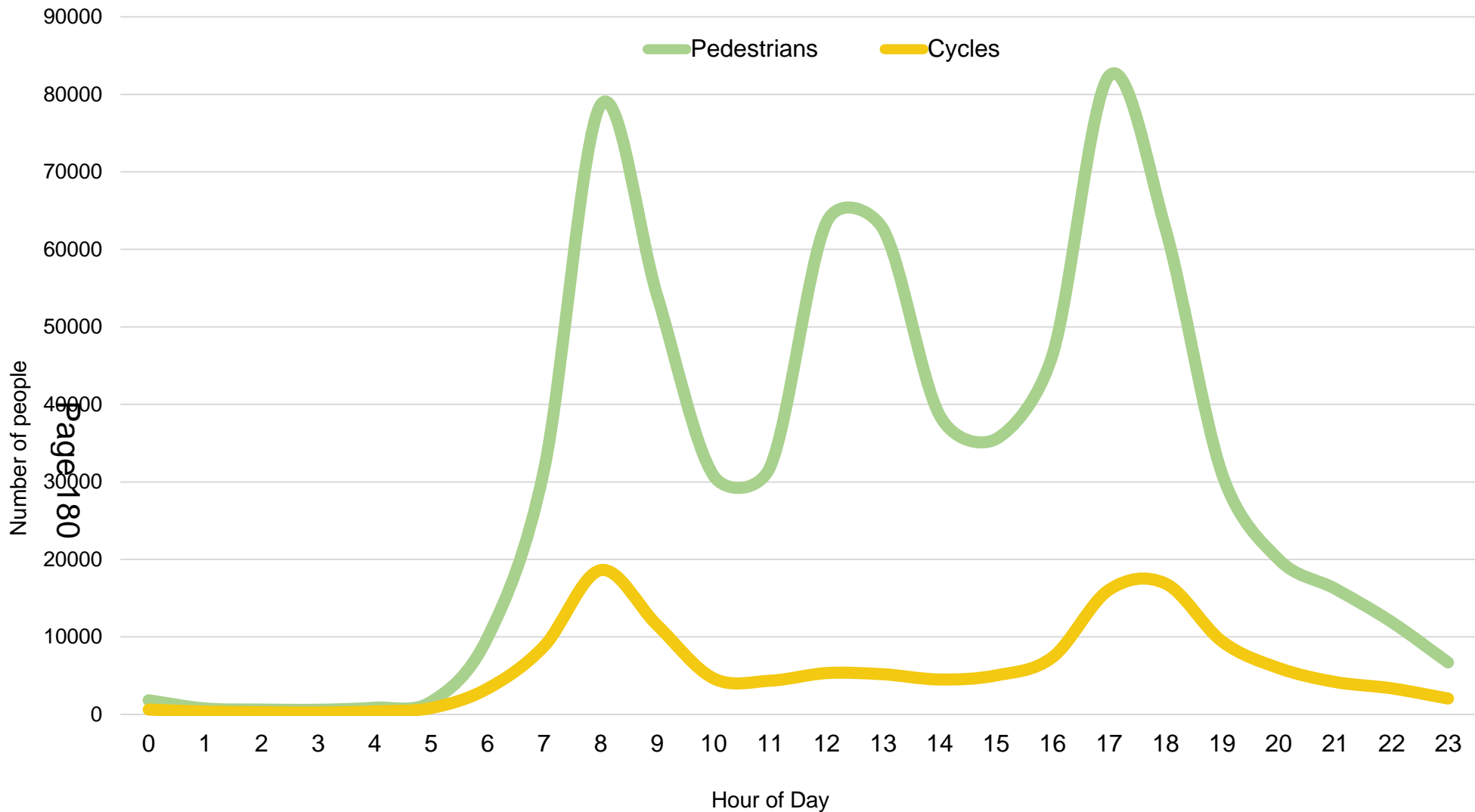


4 Traffic volumes by mode and hour of day in 2024

(30 locations, 2024, 24 hours, excludes people walking, 2024 autumn counts) 12

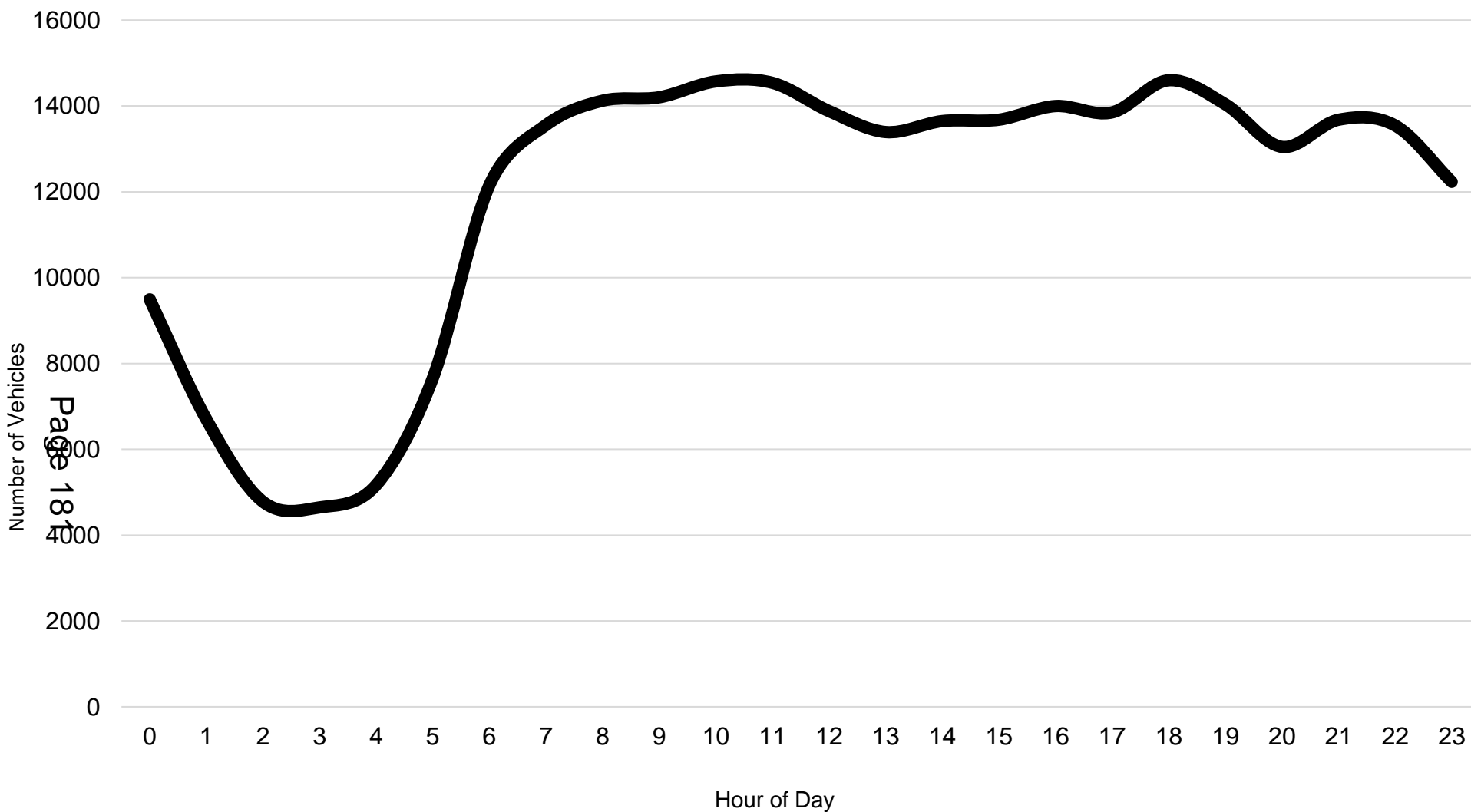


5 Travel activity by mode and hour of day in 2024



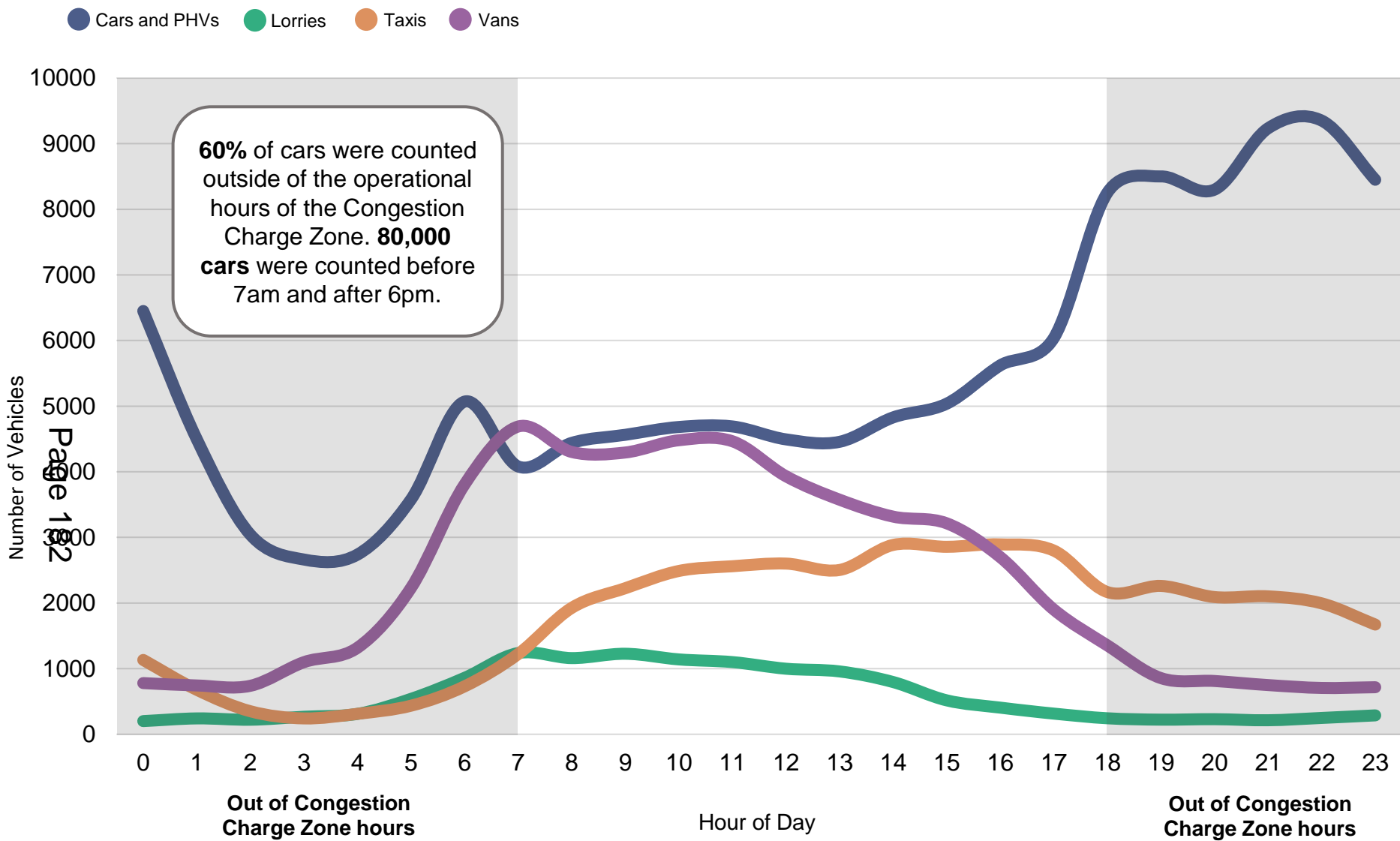
6 People walking, wheeling and cycling by hour of day in 2024

(30 locations, 24 hours, 2024 autumn counts)



7 Motor vehicle volumes by hour of day in 2024

(30 locations, 24 hours, includes buses and coaches, 2024 autumn counts) 15



8 Cars, lorries, taxis and vans by hour of day in 2024

Cycling increase

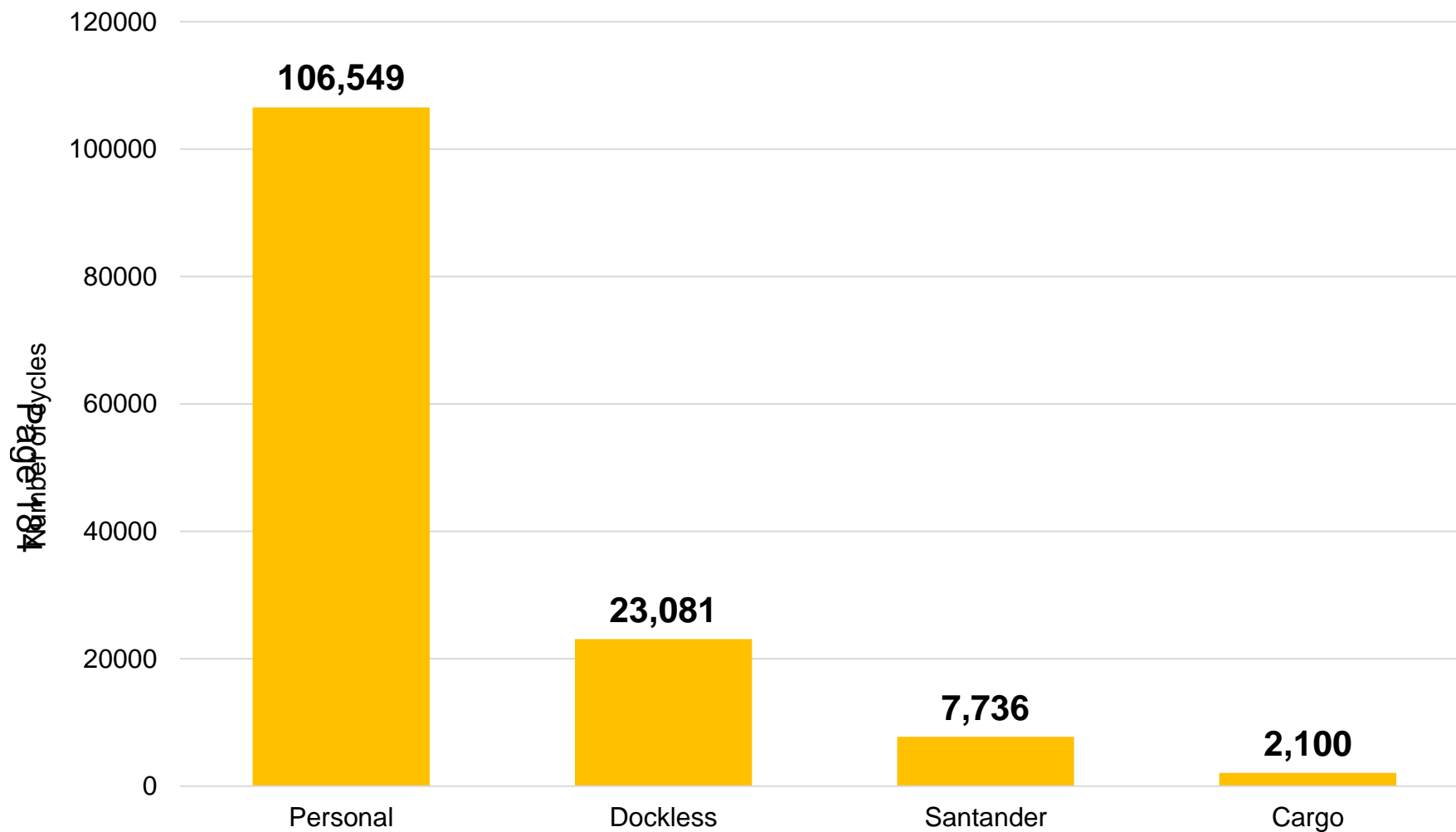
In the 2024 count, there was a significant increase in cycling levels in the City of London. Since the last autumn count in 2022, there are 57% more people cycling. Figure 9 shows the total number of cycles by type in 2024.

This increase means that since 2022, the proportion of observed travel activity made up by people walking, wheeling and cycling has risen from two-thirds to three quarters. During the peak hours of 8-10am and 5-7pm, 85% of all on street travel activity is active travel.

It should be noted that some of this increase from 2022 may be due to the dates the 2022 and 2024 autumn surveys were conducted on. The date for the 2022 count was 23 November and the 2024 count was carried out on 9 October, between these dates there tends to be a drop off in cycling rates. TfL data suggests the reduction in cycling levels between October and November is around 8%. However, as the autumn counts are typically conducted in October rather than November, this does not affect the long-term trend. We have also started conducting summer counts every two years and compared to the most recent count in July 2023, the number of people cycling was 18% higher in October 2024.

Figure 10 shows the percentage increase for different types of cycle between 2022 and 2024. Figure 11 shows how the proportion of different cycle types has changed since 2019. The increased popularity of dockless cycling may explain some of the increase in cycling rates. The number of dockless cycles counted on City streets is four times higher than 2022 and two times higher than summer 2023, and dockless e-bikes now make up 17% of cycles in the City. Although dockless cycling makes up 60% of the cycling increase since last summer, it only accounts for 40% of the increase in cycling since 2022, as there has also been significant growth in use of personal cycles, which have increased by more than third (36%) since 2022.

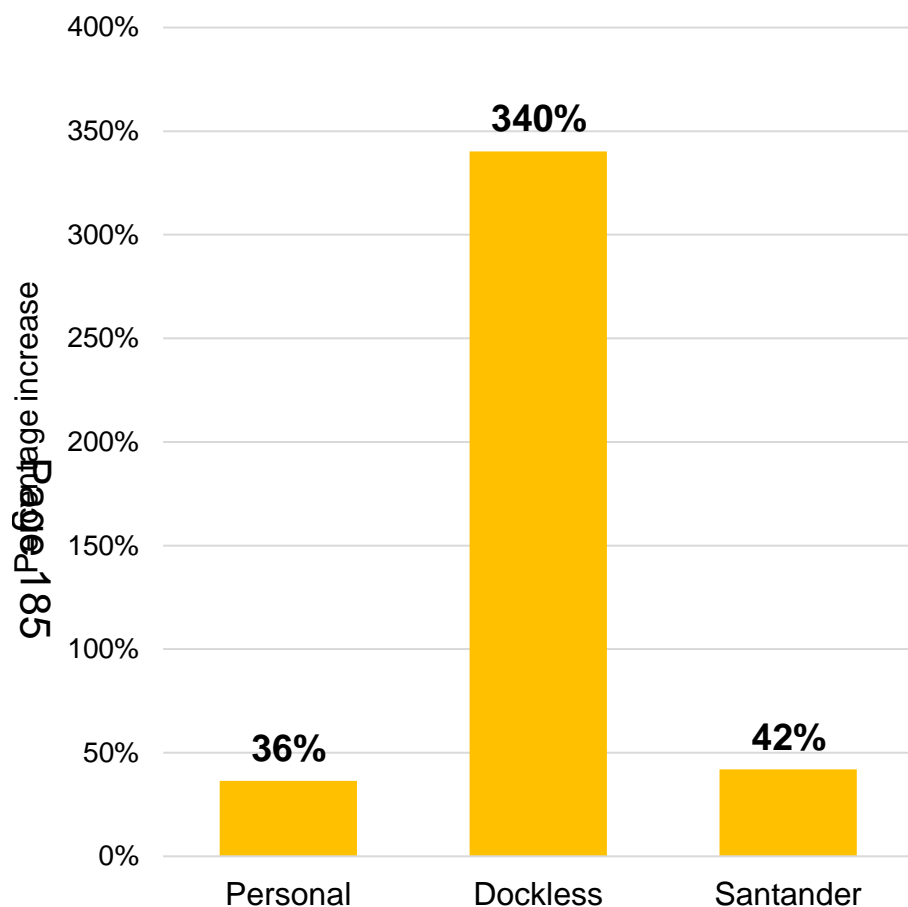
Figures 12 and 13 show the increase in cycling by street. There has not been a significant change in the streets used as cycle routes. Just over a third of the increase in cycling was seen on the TfL Road Network (34%), but this is slightly lower than the proportion of people cycling already using that network (36%). Local cycling routes such as Moorgate, Queen Street, Gresham Street, Cannon Street and Bevis Marks have all seen a slight proportional increase since 2022. Four streets (Queen Street, Mark Lane, Gresham Street, Bevis Marks) have more than twice as many people cycling on them compared to 2022.



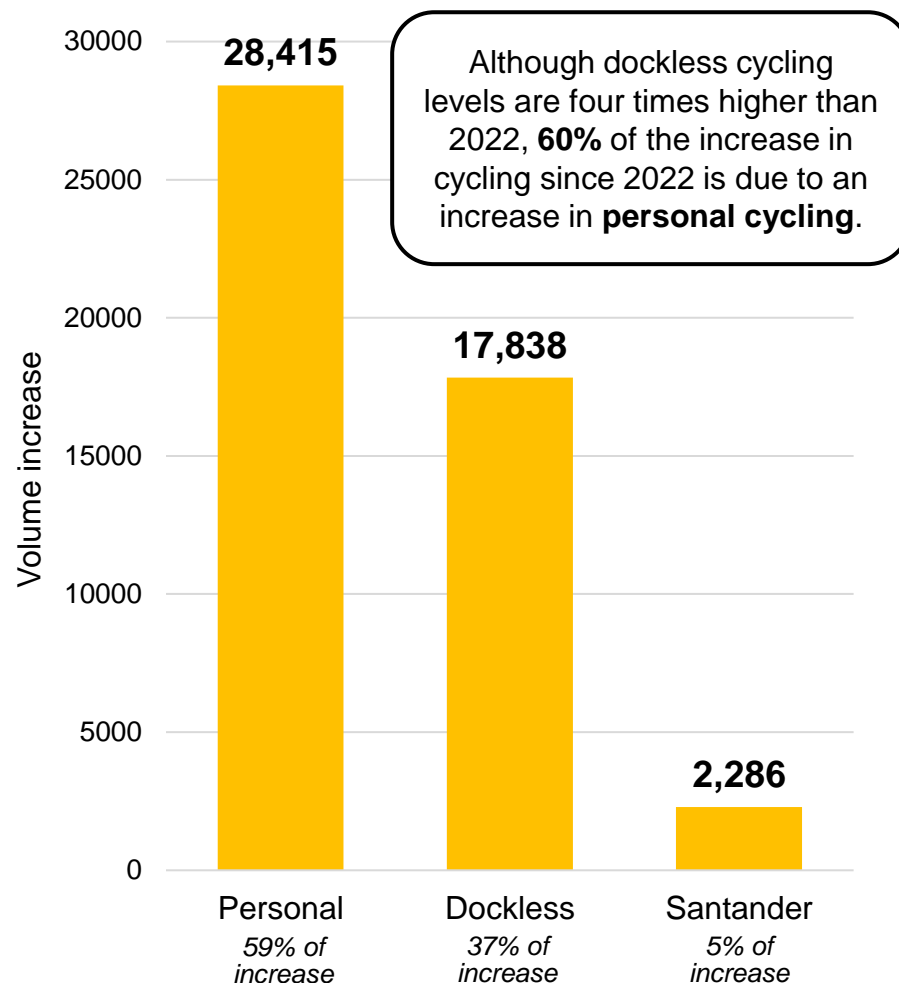
9 Total cycling volumes in 2024 by type

(30 locations, 24 hours, 2024 autumn counts)

Percentage increase since 2022

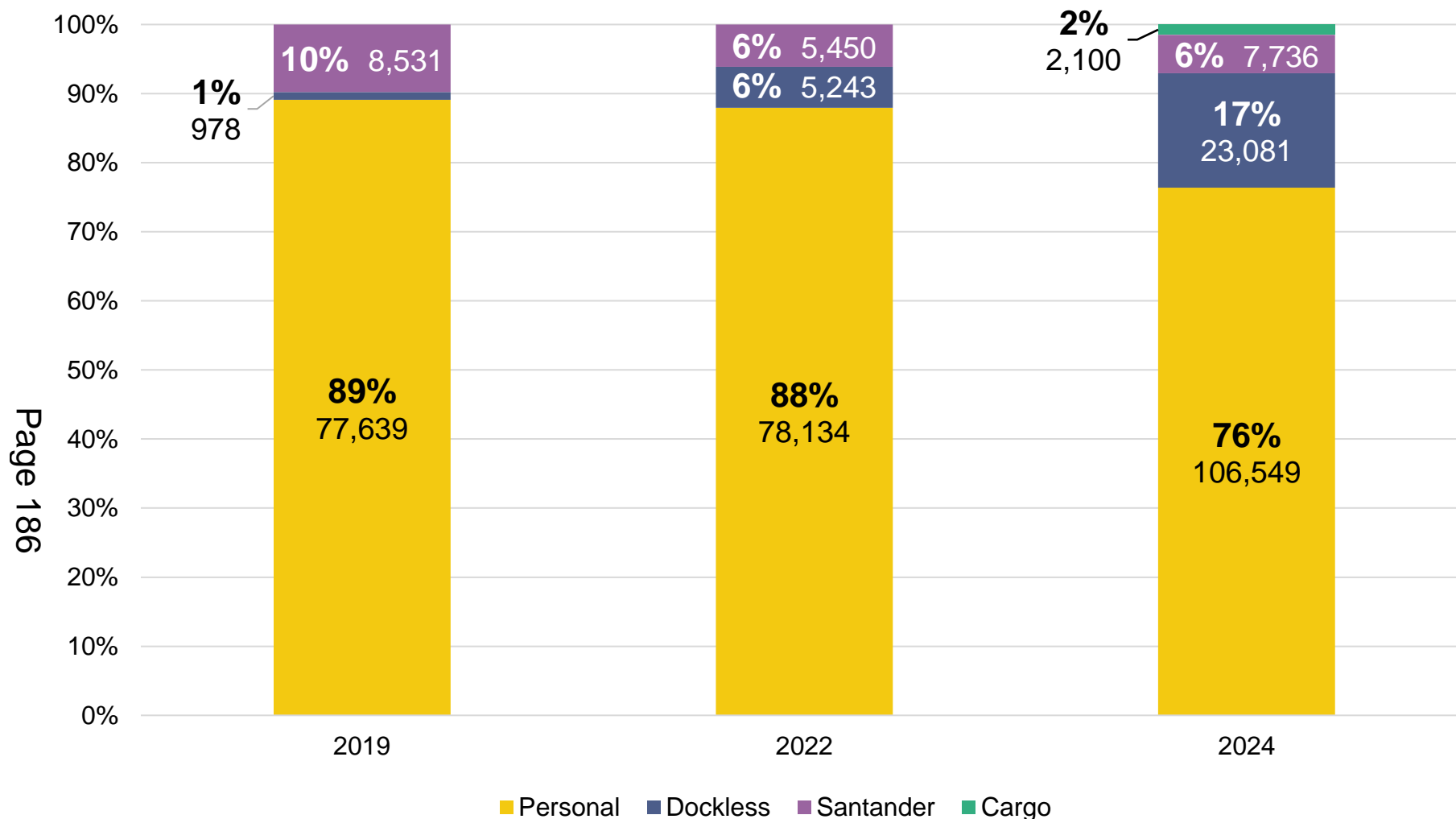


Volume increase since 2022



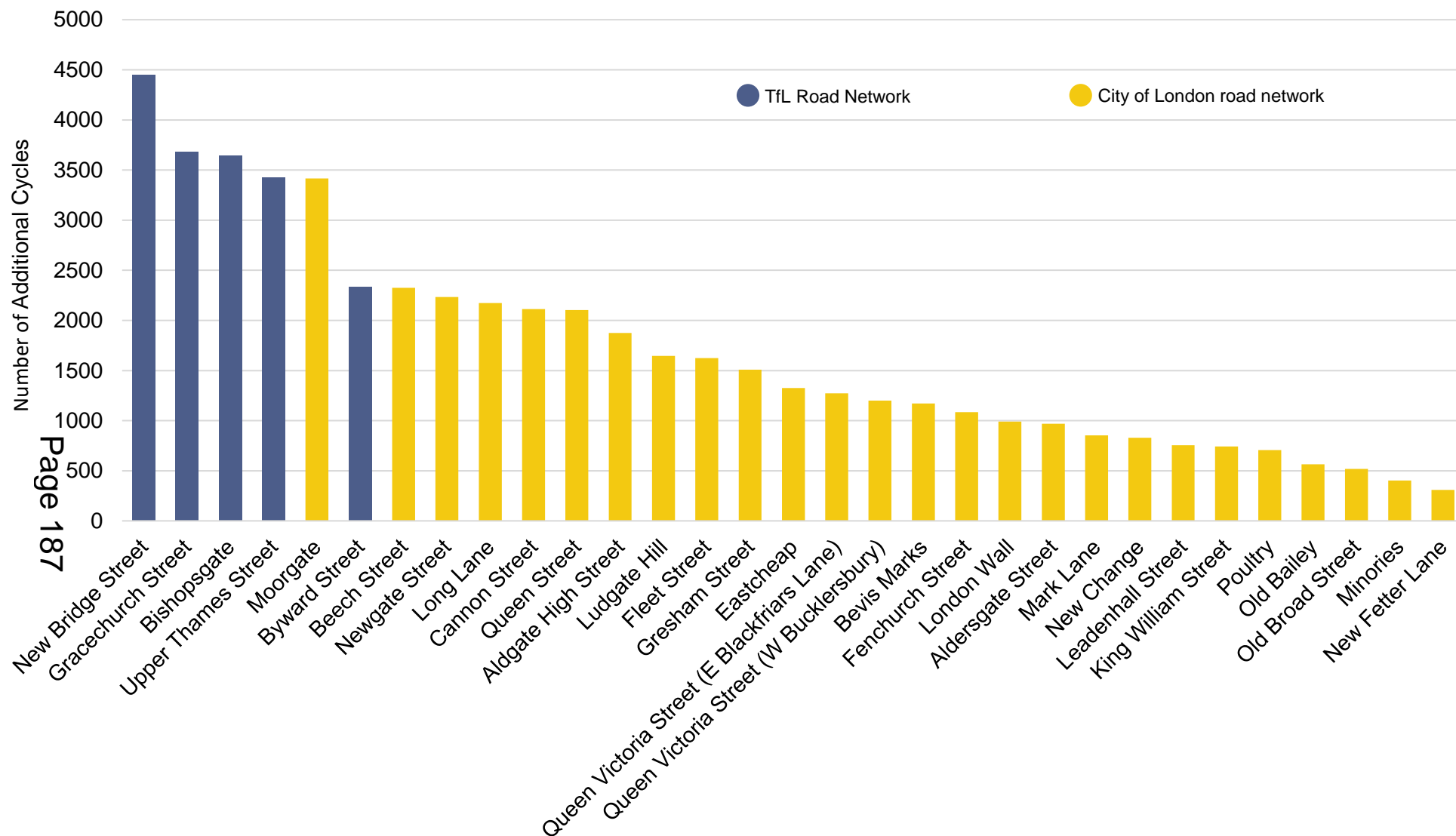
10 Increase in cycling 2022-2024 by type

(30 locations, 24 hours, 2022 and 2024 autumn counts, cargo bikes not recorded before 2024)



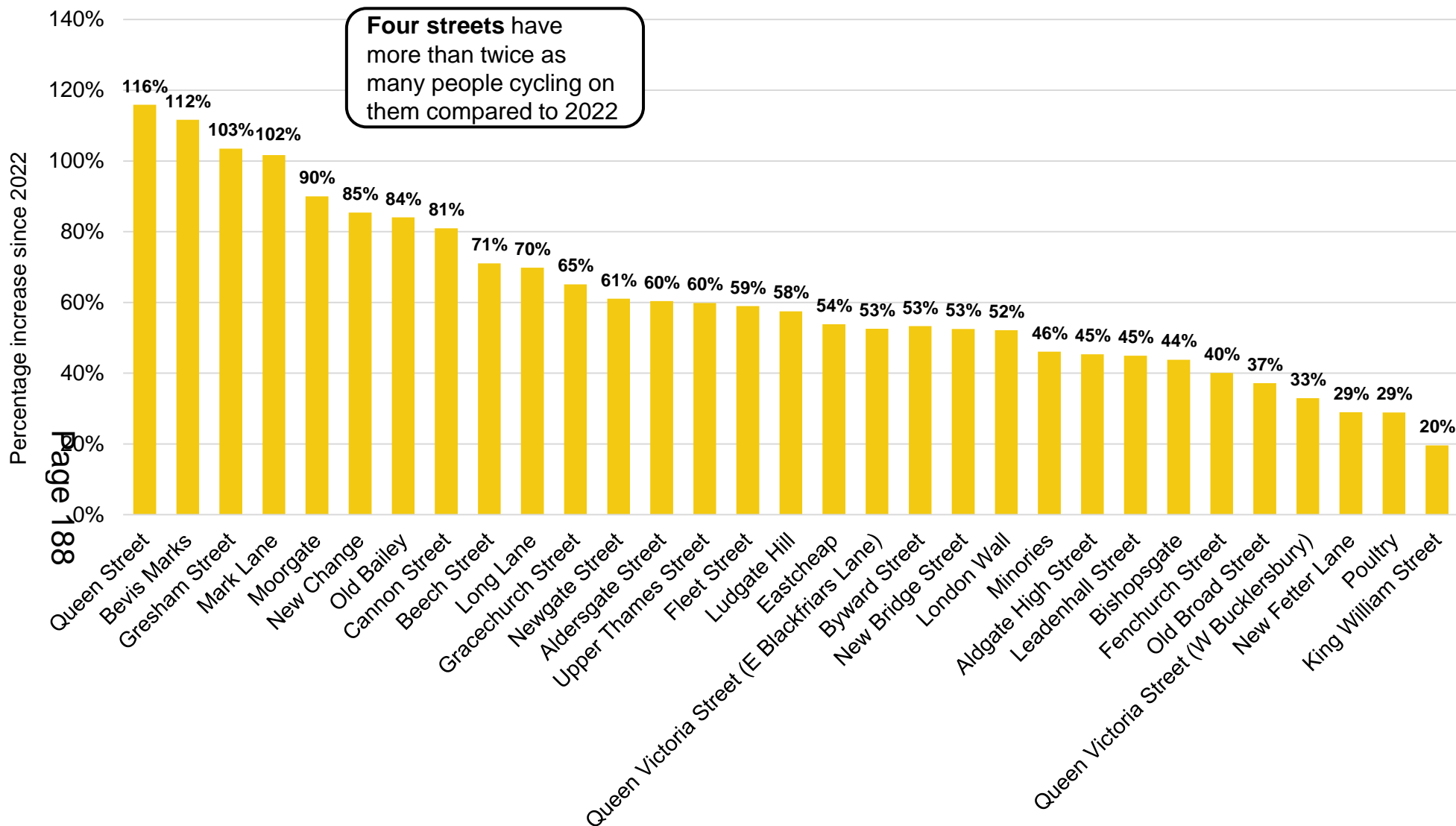
11 Type of cycles as proportion of total 2019, 2022 and 2024

(30 locations, 24 hours, 2019, 2022 and 2024 autumn counts, cargo bikes not recorded before 2024)



12 Increase in cycling 2022-2024 by location

(31 locations, increase from autumn 2022 to autumn 2024, 24 hours, King William Street southbound closed at time of 2024 count)



13 Percentage increase in cycling 2022-2024 by location

(31 locations, increase from autumn 2022 to autumn 2024, 24 hours, King William Street southbound closed at time of 2024 count)

Change since 2019

There has been significant change to traffic on the City's streets in the last five years, partly due to the impact of the COVID-19 pandemic on travel activity from spring 2020.

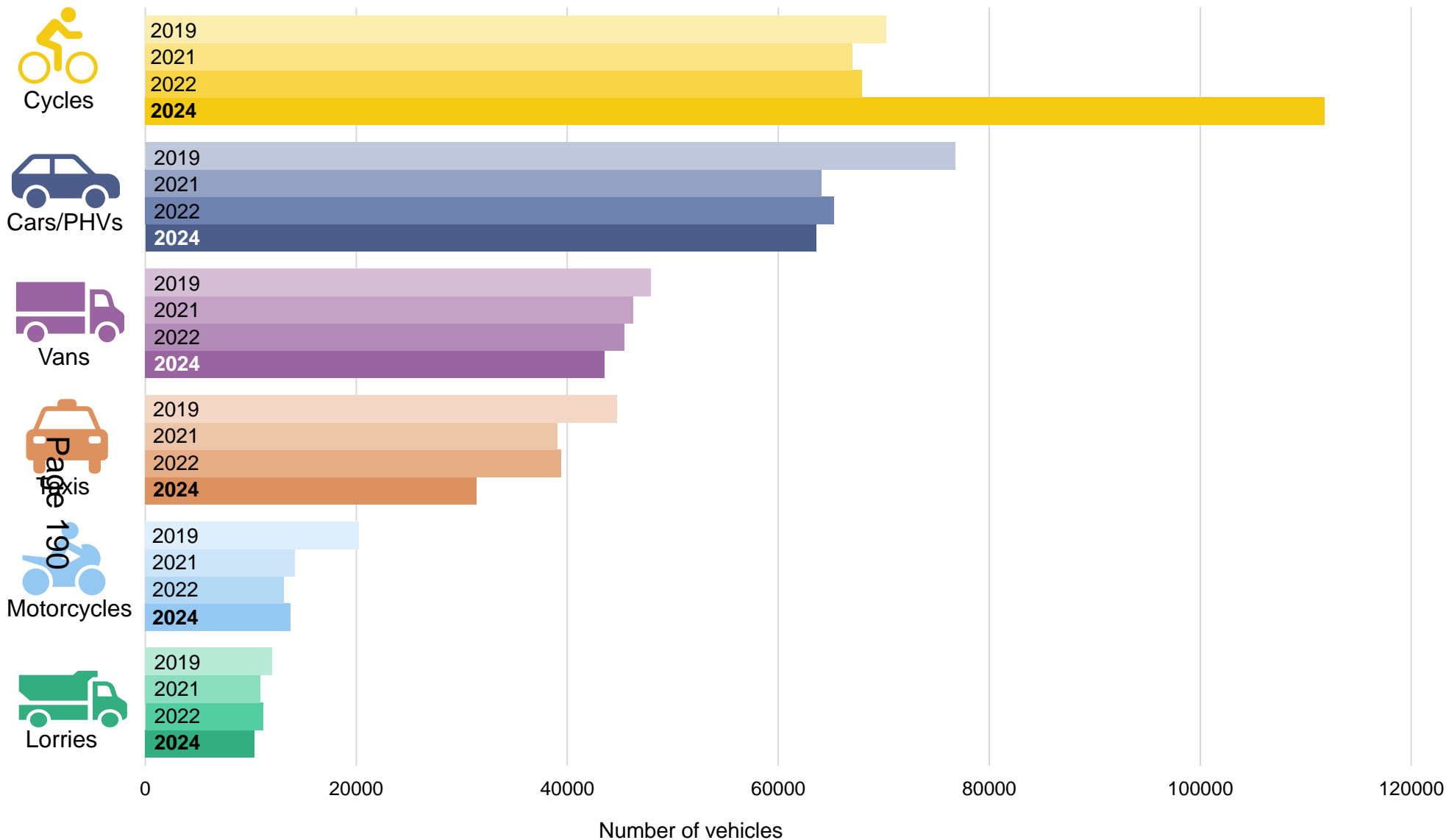
Since 2019 pre-pandemic levels, we have seen:

- 24% decrease in motor vehicles
- 24% decrease in private motor vehicles (excluding buses and coaches)
- 15% decrease in freight vehicles
- 60% increase in people cycling
- 30% decrease in people walking and wheeling

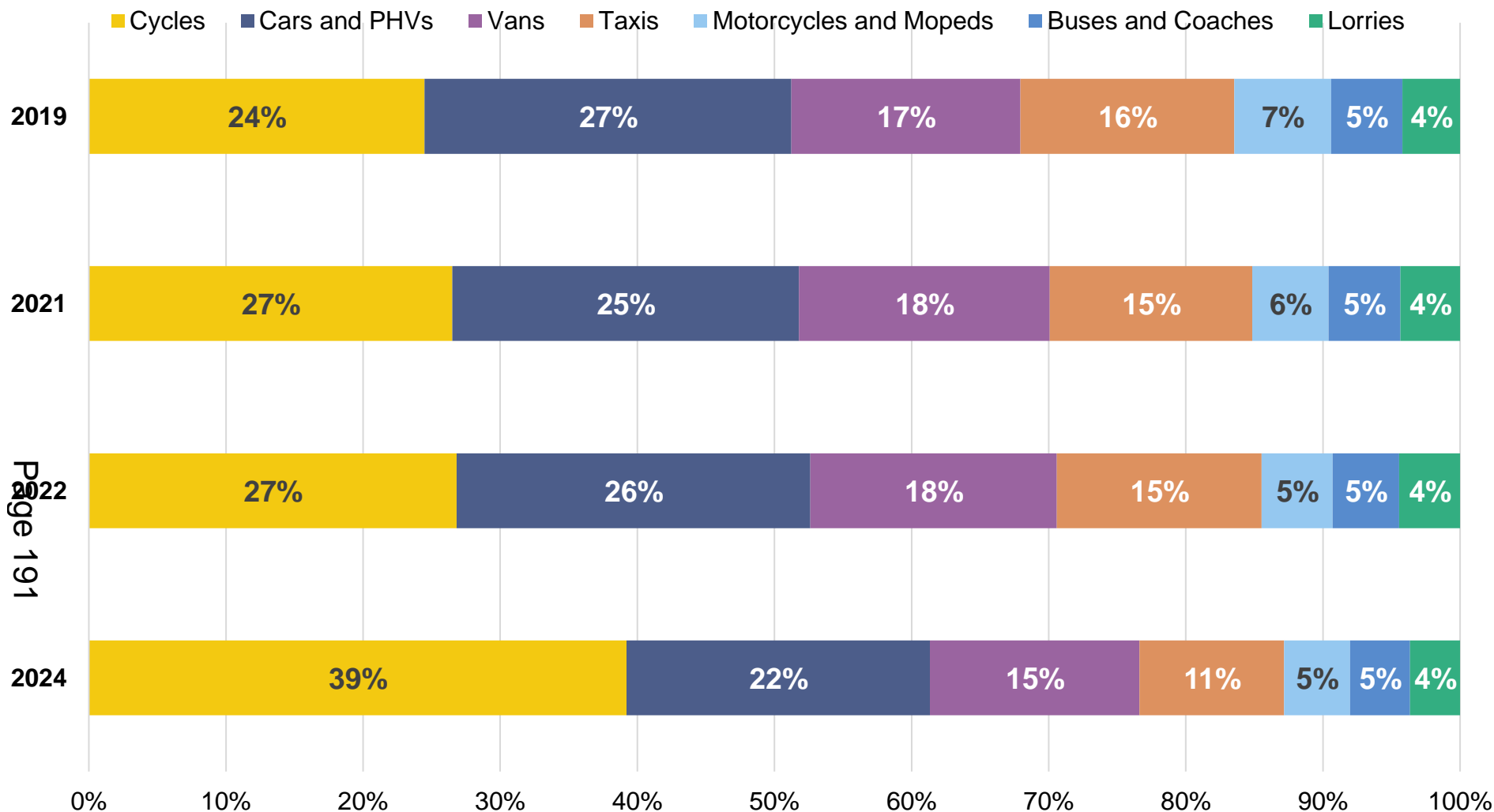
Figure 14 shows the change in the numbers of daytime motor vehicles and cycles counted in our 2019, 2021, and 2022 surveys. Since 2019, motor vehicle volumes have reduced by almost a quarter. The biggest reduction in motor vehicle traffic has been seen in motorcycles, taxis, cars and private hire vehicles. Numbers of lorries and vans have also reduced but to a lesser extent. There has been a decline in the number of licensed taxis and an increase in the number of private hire vehicles, in Greater London and nationally. The number of licensed taxis and private hire vehicles in Greater London are 74% and 105% of pre-pandemic levels respectively. More in-depth stats are available from data.gov.uk.

Figures 16 and 17 show the change in total people walking across 24 hours from 2017 to 2024. Footfall was significantly impacted by the pandemic, dropping by 54% between 2019 and 2021. Footfall increased in 2022 and again in 2024 and is now at 70% of pre-pandemic levels.

Cycling levels were also impacted by the pandemic, but less so, dropping by 5% between 2019 and 2021. There has since been a large net increase. From 2019 to 2024, the number of people cycling increased by 60%. Between 7am and 7pm, cycles now make up 39% of traffic on City streets, compared to 24% in 2019.

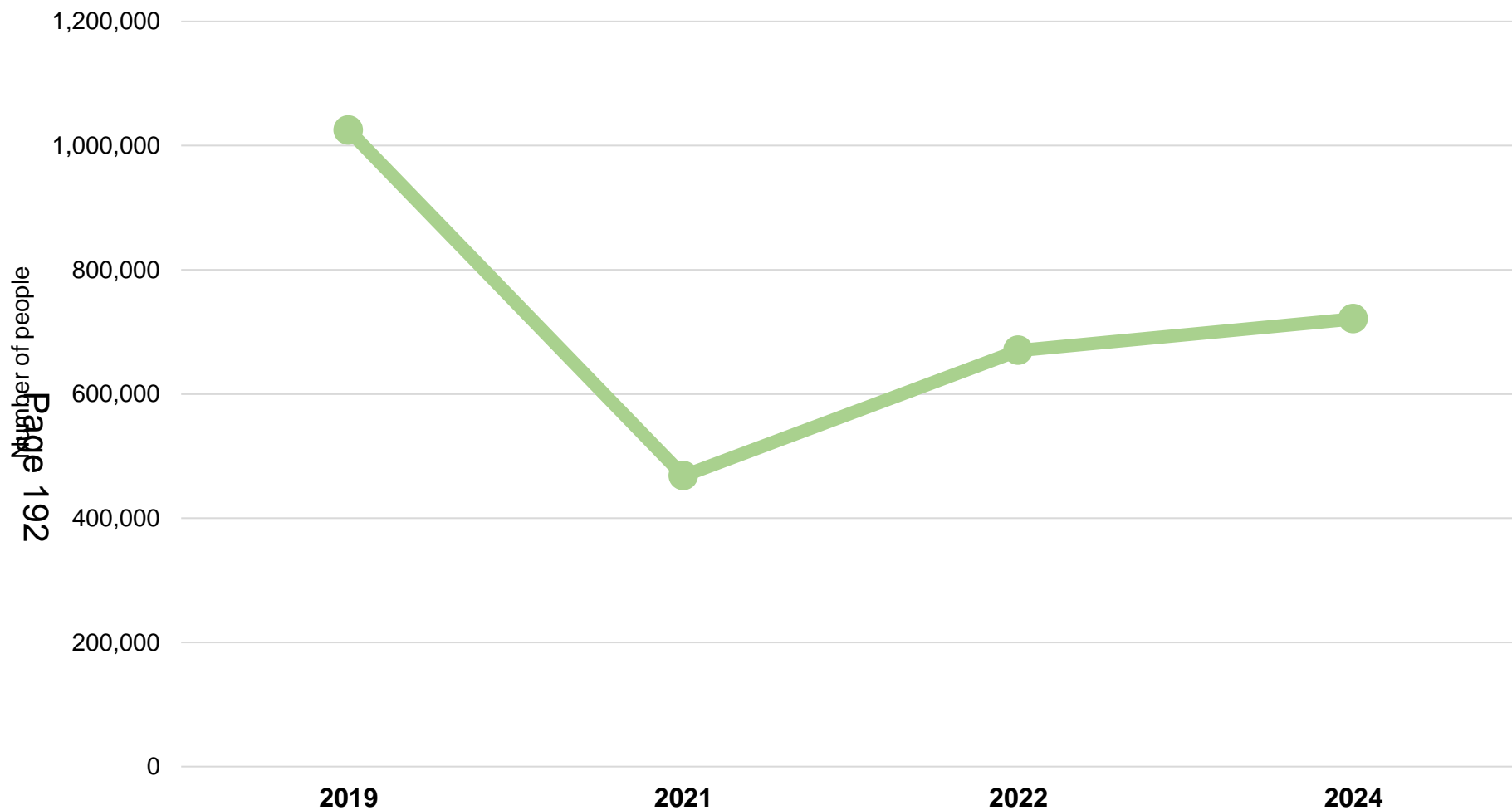


14 Daytime traffic volumes by mode 2019-2024



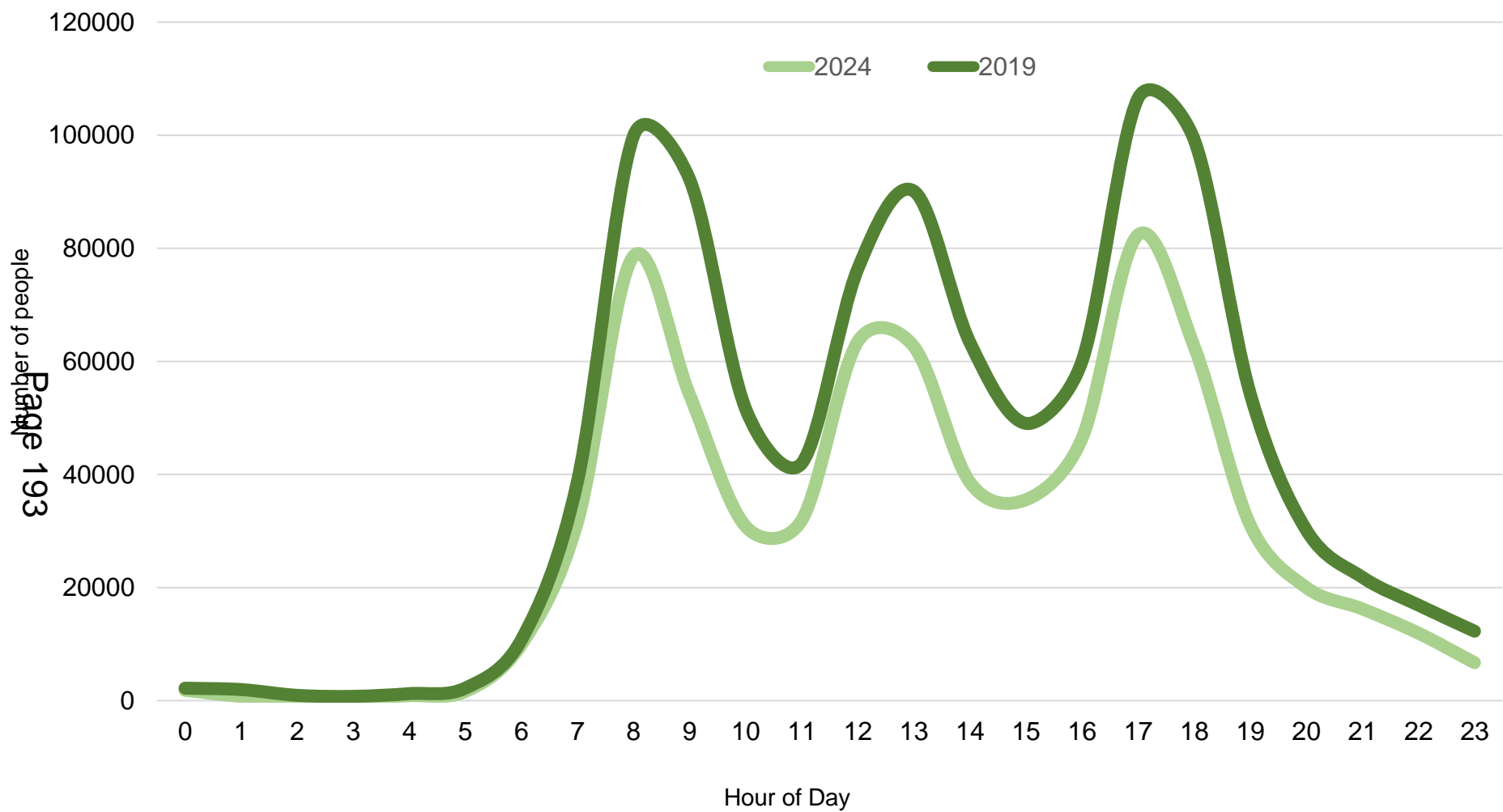
15 Daytime traffic mode share 2019-2024

(30 locations, 7:00-19:00, 2019-2024 autumn counts) 25



16 Total people walking over 24 hours 2019-2024

(30 locations, 24 hours, 2019-2024 autumn counts) 26



17 People walking by time of day 2019 and 2024

(30 locations, 24 hours, 2019 and 2024 autumn counts) 27

Long-term trends, 1999-2024

Figure 18 shows the long-term trends in the numbers of motor vehicles and people cycling during a 12-hour (7am – 7pm) period at a subset of 12 sites across the City from 1999-2024.

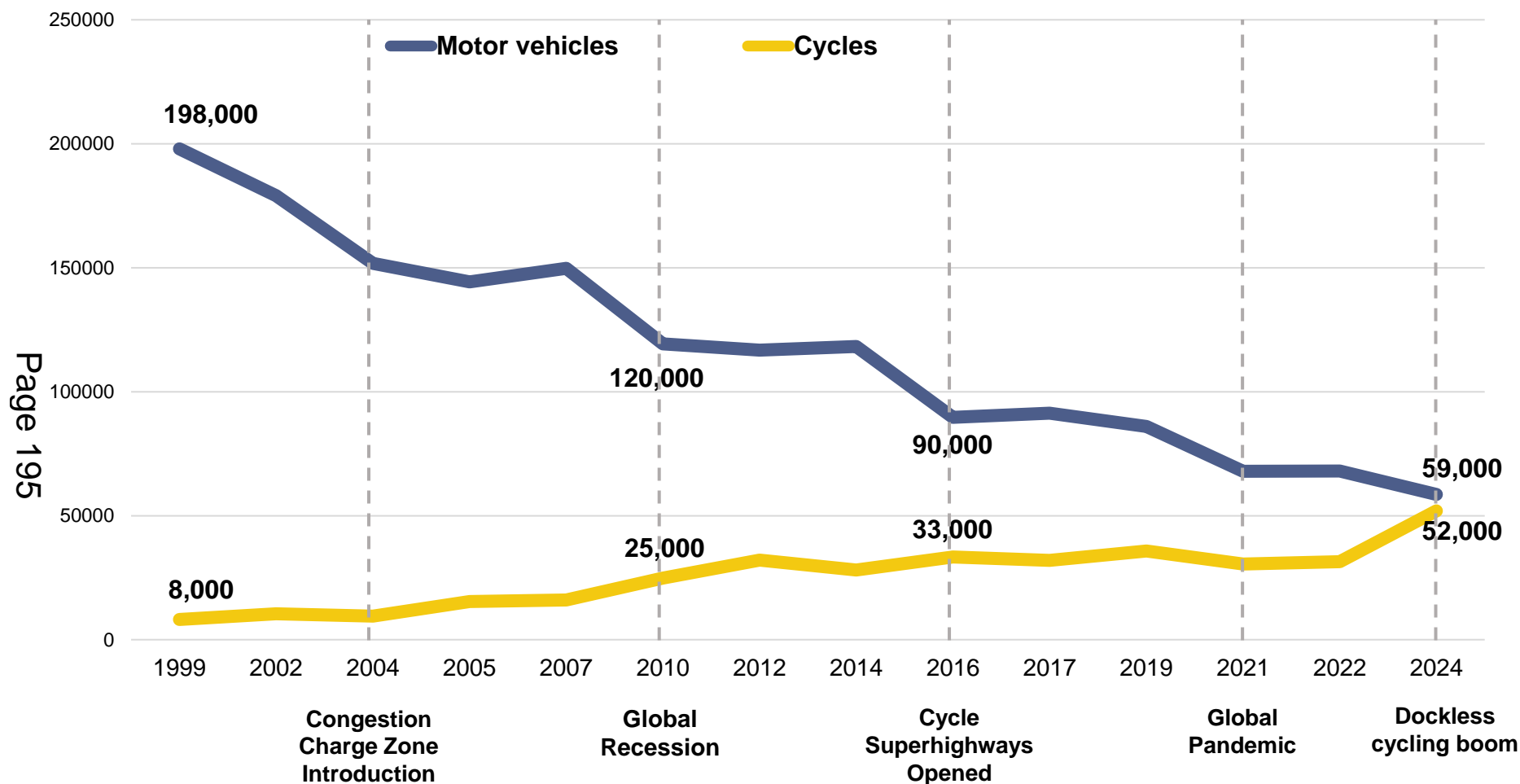
The number of motor vehicles counted has decreased nearly two-thirds since 1999. In contrast the number of cycles counted has increased nearly four-fold since 1999.

Most of the decrease has been observed during or immediately after significant changes or events in the City of London or the global economy, including the introduction of the Congestion Charge in 2003, the Global Recession in 2008-09, the introduction of Transport for London's Cycle Superhighways in the City in 2015-16, the COVID-19 Pandemic in 2020-22, and most recently the boost in popularity of dockless hire bikes.

These trends are in alignment with City of London Transport Strategy policies and targets to reduce the number of motor vehicles and increase the number of people cycling. Data collected for 2024 continues this trend, showing a significant increase in cycling volumes and a decrease in motor vehicle volumes.

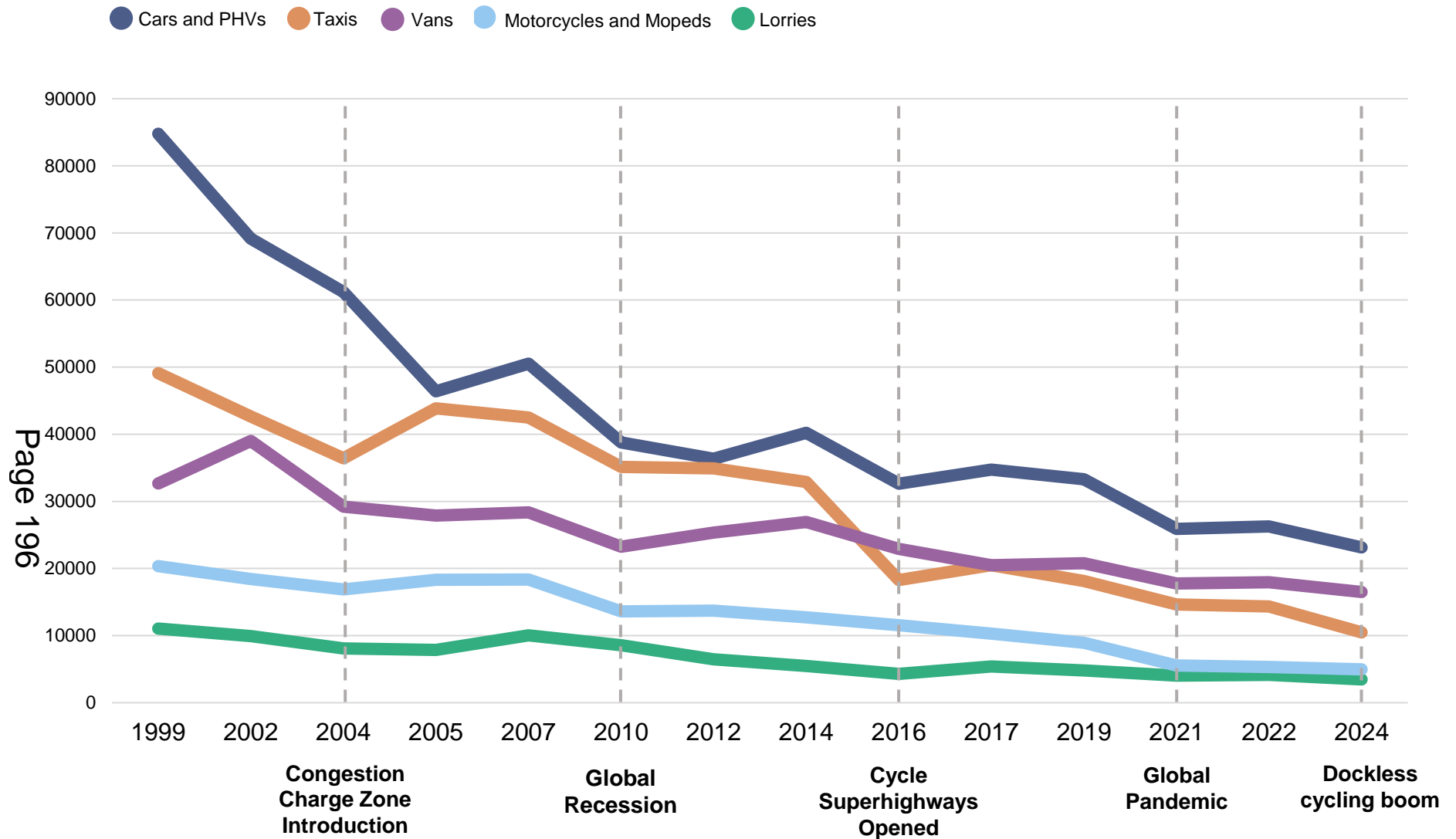
Figure 19 shows how different types of motor vehicle have reduced over time. There has been a greater reduction in the number of cars, private hire vehicles and taxis (-73%) than in freight vehicles (-54%). 70% of the reduction in motor vehicles has been cars, private hire vehicles and taxis, and 17% has been freight vehicles.

The number of people cycling in the City is six times higher than in 1999 while the number of motor vehicles has declined by 70% over the same period.



18 Motor vehicle and cycle volumes 1999-2024

(12 locations, 7:00-19:00, 1999-2024 autumn counts) 29



19 Motor vehicle volumes by type 1999-2024

(12 locations, 7:00-19:00, 1999-2024 autumn counts, excluding buses and coaches) 30

TfL Thames Screenline Counts summary

TfL have conducted Thames screenline counts on river crossings roughly every two years since 1999. The most recent count was conducted over 24 hours in June 2024. The count included Blackfriars Bridge, Southwark Bridge and London Bridge, the three City road bridges.

Key points from the data:

- Southwark Bridge has the least traffic and movements, with less than half of the traffic levels seen on Blackfriars Bridge, and the lowest proportion of cycles.
- London Bridge has the most movements, with 34,500 travel movements a day, and the largest proportion and number of cycles, taxis and buses. Almost 20,000 cycles were counted in one day.
- Blackfriars Bridge has the most traffic and the second highest number of daily movements.
- London Bridge has seen the biggest reduction in traffic since 2000 (-66%).

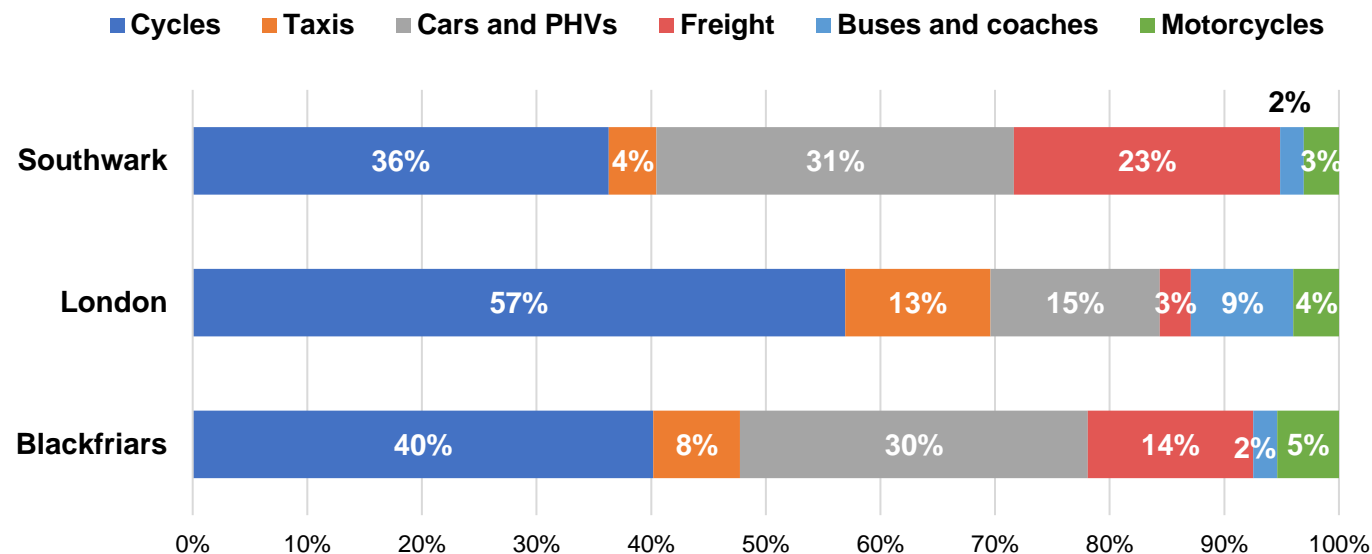
• Blackfriars is the only one of the three bridges with a reduction in traffic since 2022

• All three bridges have seen a significant increase in cycling since 2000 and since 2022. London Bridge has seen the biggest increase (+30% since 2022 and +526% since 2000).

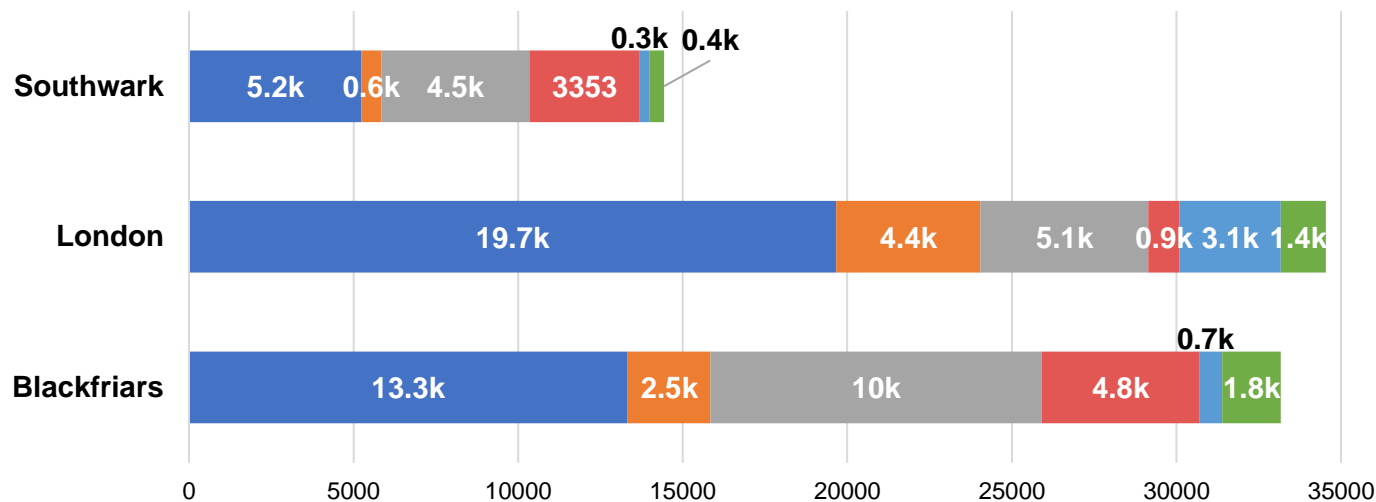
• Bridge counts trends for motor traffic and cycle volumes since 1999 align with those seen in the City traffic counts (-70% motor traffic and +500% cycling).

• Bridge counts trends for motor traffic and cycle volumes since 2022 are less strong than those seen in the City traffic counts.

Mode share by bridge over 24 hours



Mode totals by bridge over 24 hours

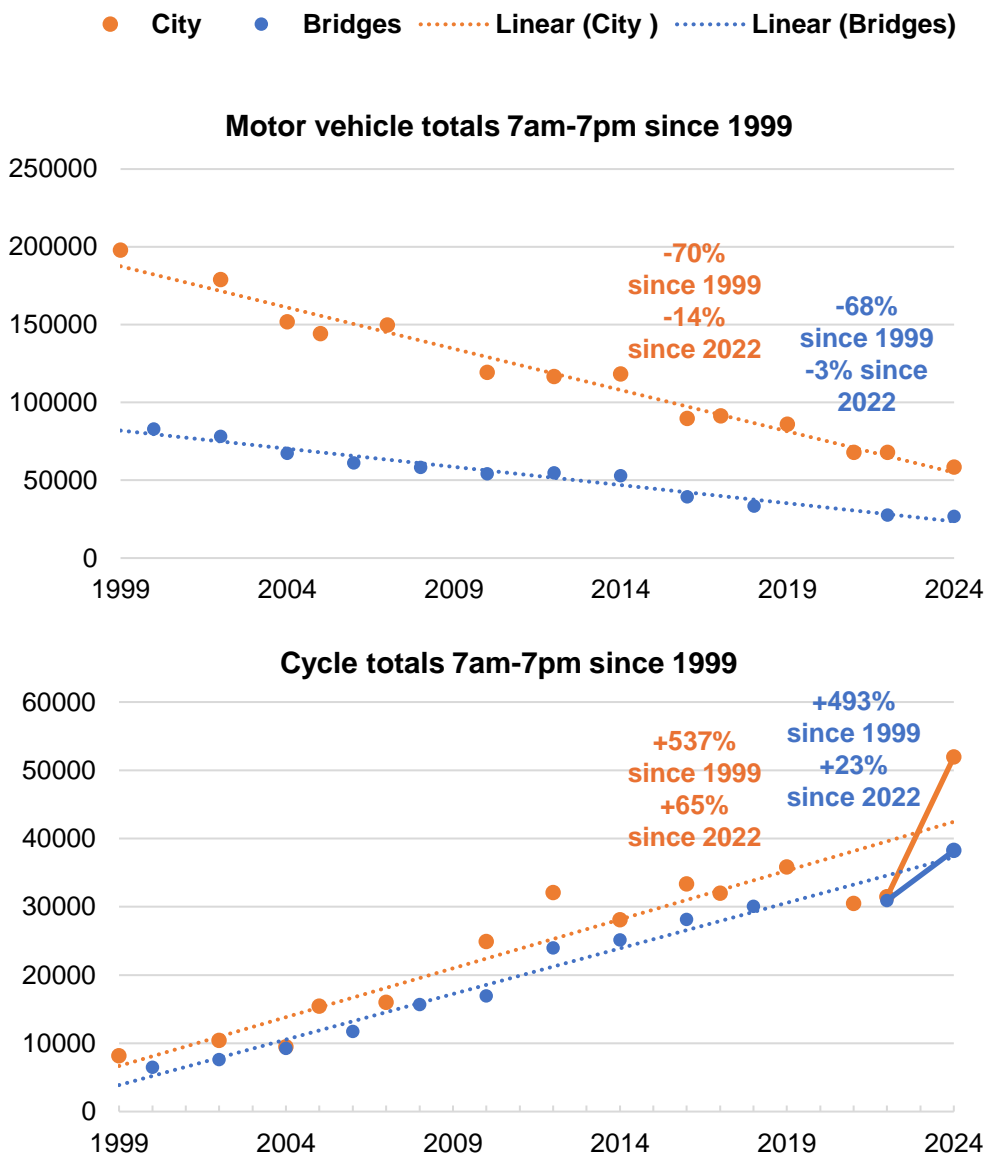


20 Traffic mode share on the bridges 2024

These graphs show data points from City traffic counts and bridge counts since 1999. The bridges data includes total inbound and outbound movements of motor vehicles and cycles across Blackfriars, London and Southwark Bridges between 7am and 7pm. The City data includes total movements of motor vehicles and cycles at 12 sites between 7am and 7pm. Linear trendlines have been included to indicate the trends for each dataset.

The trends since 1999 are very similar. Both counts show around a 70% decrease in motor traffic and 500% increase in cycling since 1999.

Since 2022, the City counts show stronger trends. The City counts show a decrease in motor traffic of 14% and an increase in cycling of 65%. The bridge counts show a decrease of 3% in motor traffic and a 23% increase in cycling.



21 Motor vehicle and cycle trends over time

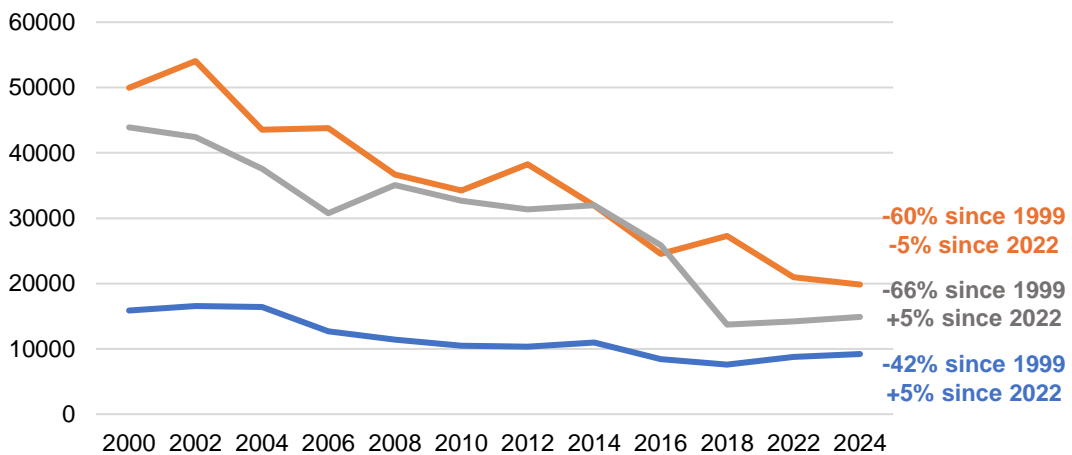
These graphs show daily inbound and outbound motor vehicle and cycles totals on each bridge over time.

The biggest traffic reduction since 2000 has been seen on London Bridge (-66%), but Blackfriars is the only bridge which saw a reduction since 2022. London Bridge and Southwark bridge both saw a 5% increase in motor traffic.

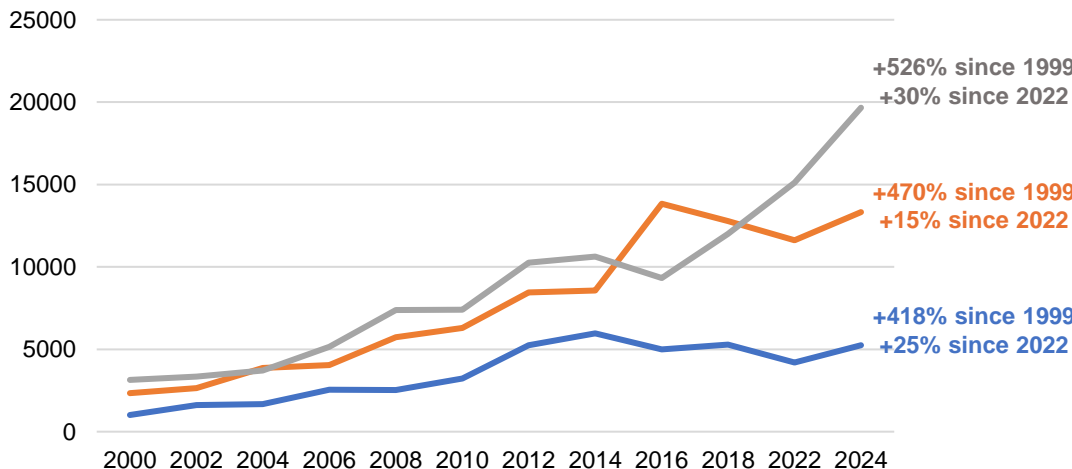
All three bridges have seen a big increase in cycling since 2022, with London Bridge seeing the highest jump at 30%, followed by Southwark (25%) and Blackfriars (15%). London bridge has also seen the biggest increase in cycling since 2000 (+526%), followed by Blackfriars (+470%) and Southwark (+418%).

Southwark Blackfriars London

Motor vehicle totals over 24 hours since 1999 by bridge



Cycle totals over 24 hours since 1999 by bridge



22 Motor vehicle and cycle trends over time by bridge

TfL London Travel Demand Survey (LTDS) summary

TfL conduct a travel survey every year with 8,000 households across Greater London to understand travel patterns in London. The LTDS covers London residents only so does not give a full picture of all travel in the City of London but is a good guide for mode share. The data includes all daily trips originating in the City of London based on the survey sample, so across 24 hour provides a picture for people coming in and out of the City for all purposes.

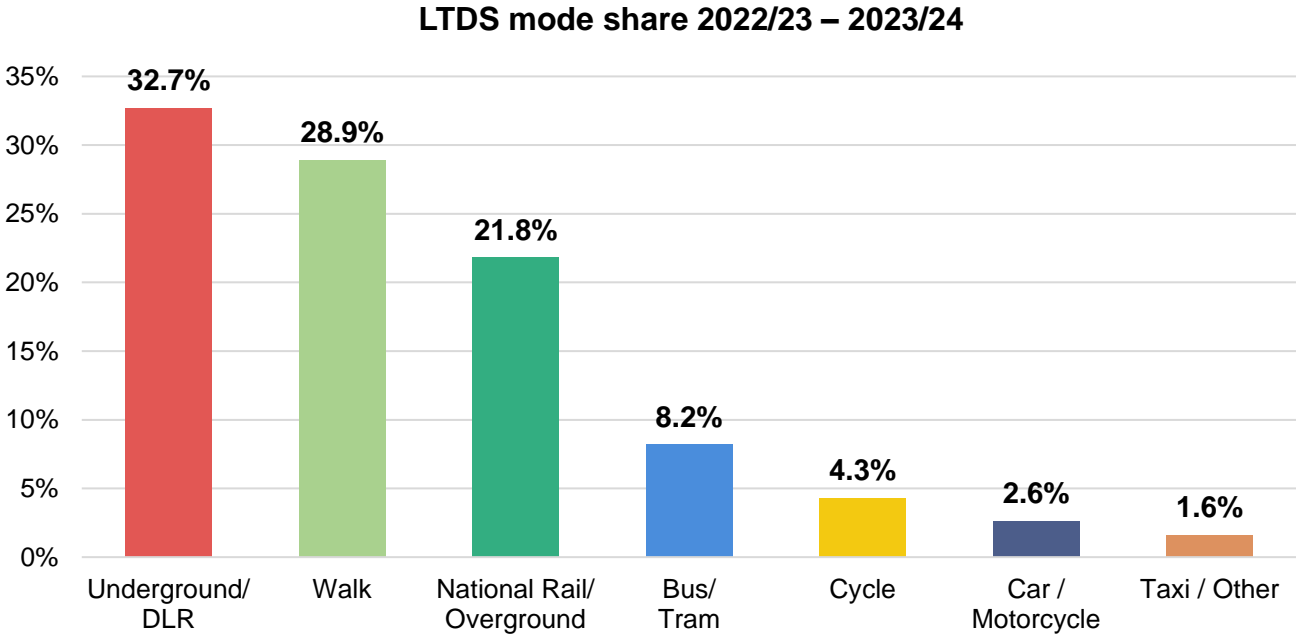
A trip represents the main mode of travel used for a journey. Many trips in the City, especially those made by public transport, will involve some travel by another mode, mainly walking.

Key points from the data:

- Average daily trip rates in the City of London are 31% lower than before the pandemic, compared to 11% lower across Greater London. This matches what we have seen in our 2024 traffic counts, with pedestrian numbers 70% of pre-pandemic levels.
- Travel by Underground and DLR makes up the biggest proportion at 33%
- Travel by National Rail and Overground is 22% of all trips
- Walking is just under a third of all trips although down by 2.4% against pre-pandemic levels
- Travel by cycles and cars have remained about the same proportion at 4.3% and 2.6% respectively
- Bus mode share has increased by 3.7% which is the biggest change, up to 8% of all trips

	National Rail/ Overground	Underground/ DLR	Bus	Taxi / Other*	Car / Motorcycle	Cycle	Walk
Post-pandemic (2022/23-2023/24)	21.80%	32.70%	8.20%	1.60%	2.60%	4.30%	28.90%
Pre-pandemic (2017/18-2019/20)	22.70%	32.30%	4.50%	2.10%	2.60%	4.40%	31.30%

Page 202



23 London Travel Demand Survey mode share

*TfL include private hire vehicles in taxi numbers

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

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