



Planning and Transportation Committee

Date: MONDAY, 19 JANUARY 2026

Time: 10.00 am

Venue: COMMITTEE ROOM, 2ND FLOOR WEST WING, GUILDHALL

Members:	Deputy Tom Sleigh (Chair) Shravan Joshi MBE (Deputy Chair) Tana Adkin KC Samapti Bagchi Deputy Emily Benn Deputy John Edwards Deputy Marianne Fredericks Alderman Alison Gowman CBE Alderman Prem Goyal CBE Deputy Madush Gupta Josephine Hayes Deputy Jaspreet Hodgson Amy Horscroft Alderman Elizabeth Anne King, BEM JP Charles Edward Lord, OBE JP Antony Manchester	Tim McNally Sophia Mooney Deputy Alastair Moss Alderwoman Jennette Newman Deputy Deborah Oliver Deputy Henry Pollard Alderman Simon Pryke Deputy Nighat Qureishi Gaby Robertshaw Hugh Selka Naresh Hari Sonpar William Upton KC Matthew Waters Jacqui Webster David Williams Deputy Dawn Wright
-----------------	---	--

Enquiries: Judith Dignum
judith.dignum@cityoflondon.gov.uk

Accessing the virtual public meeting

Members of the public can observe all virtual public meetings of the City of London Corporation by following the below link:

<https://www.youtube.com/@CityofLondonCorporationstreams>

A recording of the public meeting will be available via the above link following the end of the public meeting for up to one civic year. Please note: Online meeting recordings do not constitute the formal minutes of the meeting; minutes are written and are available on the City of London Corporation's website. Recordings may be edited, at the discretion of the proper officer, to remove any inappropriate material.

Whilst we endeavour to livestream all of our public meetings, this is not always possible due to technical difficulties. In these instances, if possible, a recording will be uploaded following the end of the meeting.

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. **MINUTES**

To agree the public minutes and non-public summary of the meeting held on 2 December 2025.

(To follow).

For Decision

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

Report of the Town Clerk.

For Decision
(Pages 7 - 10)

5. **REVENUE AND CAPITAL BUDGETS 2026/27**

Joint report of the Chamberlain and the Executive Director, Environment.

For Decision
(Pages 11 - 24)

6. **ENVIRONMENT DEPARTMENT HIGH-LEVEL BUSINESS PLAN 2026-30**

Report of the Executive Director, Environment.

For Decision
(Pages 25 - 46)

7. **GOVERNMENT AND GREATER LONDON AUTHORITY (GLA) CONSULTATIONS ON BOOSTING HOUSING DELIVERY**

Report of the Executive Director, Environment.

For Decision
(Pages 47 - 66)

8. CITY FUND HIGHWAY DECLARATION: 65 GRESHAM STREET, LONDON

Report of the Executive Director, Environment.

For Decision
(Pages 67 - 78)

9. FENCHURCH STREET AREA HEALTHY STREETS PLAN

Report of the Executive Director, Environment.

For Decision
(Pages 79 - 88)

10. *STREETS AND WALKWAYS SUB-COMMITTEE DRAFT MINUTES

To note the draft minutes and non-public summary of the Streets and Walkways Sub-Committee held on 9 December 2025.

For Information
(Pages 89 - 98)

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

12. DATE OF NEXT MEETING

To note that the next meeting of the Committee will take place on **Friday 13th March 2026** at 10am in the Committee Rooms, West Wing, Guildhall.

For Information

13. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

14. 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

15. NON-PUBLIC MINUTES

To agree the draft non-public minutes of the meeting held on 2 December 2025.

For Decision
(Pages 99 - 100)

16. ***STREETS AND WALKWAYS SUB-COMMITTEE DRAFT NON-PUBLIC MINUTES**

To note the draft non-public minutes of the Streets and Walkways Sub-Committee held on 9 December 2025.

For Information
(Pages 101 - 102)

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

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

Any drawings and details of materials submitted for approval will be available for inspection by Members in the Committee Rooms from Approximately 9:30 a.m.

This page is intentionally left blank

City of London Corporation Committee Report

Committee(s): Planning & Transportation Committee	Dated: 19 January 2026
Subject: Annual Review of the Terms of Reference of the Planning & Transportation Committee	Public report: For Decision
This proposal a) Provides statutory duties b) Provides business-enabling functions	
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:	Town Clerk
Report author:	Judith Dignum, Governance Officer

Summary

The annual review of the Terms of Reference of the Planning & Transportation Committee Terms of Reference enables any proposed changes to be considered in time for annual reappointment of Committees by the Court of Common Council. The Committee's current Terms of Reference are attached at Appendix 1.

Recommendation

Members are asked to:

- Agree that, subject to any comments, the terms of reference of the Planning and Transportation Committee (**set out at Appendix 1**) be approved for submission to the Court of Common Council in April 2026.

Main Report

1. The Committee's current Terms of Reference, as approved by the Court of Common Council in April 2025, are set out at Appendix 1.
2. There have been no suggestions for changes to be considered by the Committee since the last Annual Review. However, Members are asked to note the proposed correction of errors in the numbering of paragraphs (i) and (j) of the Committee's responsibilities (shown in red).

3. Following consideration of any changes, the Terms of Reference shall be approved for onward submission to the Policy & Resources Committee, and subsequently to the Court of Common Council.

Appendices

- Appendix 1 – Court Order 2025/2026 – Planning & Transportation Committee

Judith Dignum

Governance Officer
Town Clerk's Department

E: Judith.dignum@cityoflondon.gov.uk

PLANNING AND TRANSPORTATION COMMITTEE

TERMS OF REFERENCE

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.

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.
- (i) All functions relating to building control under the Building Act 1984, Building Regulations 2000-10 and London Building Acts 1930-82.
- (j) 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.

Agenda Item 5

Committee(s)	Dated:
Planning & Transportation Committee	19/01/2026
Subject: Revenue and Capital Budgets 2026/27	Public For Decision
This proposal: <ul style="list-style-type: none">• provides business enabling functions	n/a
Does this proposal require extra revenue and/or capital spending?	N/A
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: The Chamberlain Executive Director Environment	
Report author: Dipti Patel, Chamberlain's Department	

Summary

This report presents for approval the revenue and capital budgets for the Planning & Transportation Committee for 2026/27.

Overall, the proposed revenue budget for 2026/27 totals £16.178m, a decrease in net expenditure of (£2.540m) compared to the 2025/26 Budget of £18.718m.

The proposed budget for 2026/27 has been prepared in line with the budget guidelines set by Resource Allocation Sub Committee and within the resource envelope allocated to the Executive Director Environment, including an inflation increase of 3%.

The resource envelope must be adhered to, as failure to do so will impact Finance Committee's ability to set Council Tax rates for the year ahead and the requirement in law for the City to set a balanced City Fund budget.

Recommendation(s)

Members are asked to:

- i) note the budgets for 2025/26;
- ii) review and approve the Estimate for 2026/27 for submission to Finance Committee;
- iii) note the approved capital budgets for 2026/27;
- iv) agree that minor amendments for the 2026/27 Estimate arising from changes to recharges or any further implications arising from other reviews and changes to the Cyclical Works Programme (CWP) be delegated to the Chamberlain in consultation with the Executive Director Environment.

Main Report

Background

1. This report sets out the budget for 2025/26 and the proposed revenue and capital budgets for 2026/27 for your Committee and under the control of the Executive Director Environment, analysed between:
 - **Local Risk budgets** – these are budgets deemed to be largely within the Chief Officer's control.
 - **Central Risk budgets** – these are budgets comprising specific items where a Chief Officer manages the underlying service, but where the eventual financial outturn can be strongly influenced by external factors outside of their control or are budgets of a corporate nature (e.g. interest on balances and rent incomes from investment properties).
 - **Support Services and Capital Charges** – these cover budgets for services provided by one activity to another. The control of these costs is exercised at the point where the expenditure or income first arises as local or central risk.
2. In the various tables, income, increases in income, and reductions in expenditure are shown as negative balances, whereas positive balances will denote expenditure, increases in expenditure, or reductions in income. Only significant variances (generally those greater than £50,000) have been commented on.

3. The 2025/26 budget and 2026/27 estimates are summarised in Table 1 below and further analysed by risk, fund, and Chief Officer in Appendix 1, while Appendix 3 details the movement between the budget 2025/26 and the proposed 2026/27 Estimate.

Table 1 Summary Revenue Budgets 2025/26 and 2026/27	Budget 2025/26 £'000	Estimate 2026/27 £'000	Movement 2025/26 Budget to Estimate 2026/27 £'000
Expenditure	43,794	44,310	516
Income	(35,815)	(37,134)	(1,319)
Support Services & Capital Charges	10,739	9,002	(1,737)
Total Net Expenditure	18,718	16,178	(2,540)

Estimate for 2026/27

4. The estimate for 2026/27 is net expenditure of £16.178m, a decrease of (£2.540m) in net expenditure compared to the 2025/26 budget.

Assumptions

5. The Estimate for 2026/27 incorporates a 3% adjustment for inflation to the net local risk budgets for pay, non-pay and income. The pay award for July 2025 has been approved at 3.2% which is 1.2% above the budgetary provision. Members are to note any increase above the 2% pay inflation allocated for 2025/26 will need to be met through savings within the Chief Officers local risk budgets. Any pay adjustment for 2026/27 has yet to be decided. This has therefore, not been reflected in this budget.

6. Members should note this report does not include forecast energy price increases for the 2026/27 financial year, other than the 3% budgetary inflation allowed.

7. The budget has been prepared within the resource envelope allocated to the Executive Director Environment, with the following exceptions and assumptions:

- Members should note that the CWP figures included in this report relate to both the newly agreed programme for the City overall and changes in works programme for the new CWP bid agreed for Off-Street car parks, which will be funded from the On-Street Parking Reserve Account, as agreed at RASC in January 2024.

8. Appendix 2 provides details on budget movements between the 2025/26 budget and the 2026/27 Estimate. Overall, there is a decrease in net expenditure of (£2.540m). The main reasons for this net expenditure decreases are:

Budget Decreases:

- Net reduction in recharges for the Department, (£1,737,000). (Para ref 11)
- Increase in local risk income budgets relating to Traffic Management fees, Planning fee income, Building Control fee income and other contributions and fee income, (£1,353,000) offset by reduction in TfL contribution for Local Implementation Plan Programme £580,000 and car park fees £191,000. (Para ref 6&7)
- Decrease to the newly agreed CWP, relating to Off Street parking works funded from the On-Street Parking Reserve Account (£1,192,000). (Para ref 3)
- Increase in central risk income budgets mainly relating to On-Street parking income, and Planning pre-app advice fees and Land Charges income, (£875,000). (Para ref 8)
- Decrease in premises related expenses (£268,000). (Para 2)
- Increased income for staff costs recharged to capital projects, (£77,000). (Para ref 10)

Budget Increases:

- Increase in net transfers from the On-Street Parking Reserve Account, £943,000. (Para ref 5&9)
- Increase in CWP to the newly agreed programme for the City Overall, relating to Highways structures works £773,000. (Para ref 3)
- Increase in employee cost provision for pay increases due to estimated July 2026 pay award, incremental, career grade progression, and other adjustments £314,000. (Para ref 1(a-c))
- Increase in parking contract costs and other increases, £180,000. (Para ref 4)

Potential Further Budget Adjustments

9. The provisional nature of the 2026/27 Estimate recognises that further revisions may be required to realign funds for:
 - Changes to central and departmental support services apportionment as a result of the agreement of the estimates for these services (no changes are at present anticipated); and
 - As noted in paragraph 6, the 2026/27 estimate excludes projected energy price increases for that year. A separate provision will be allocated as needed, if the Chamberlain assesses that energy cost inflation cannot be managed within local risk budgets.

Staffing Statement

10. Table 2 below shows the movement in staffing and related costs.

Table 2 Staffing Summary	Budget 2025/26		Estimate 2026/27	
	Staffing Full-time Equivalent	Estimated Cost £000	Staffing Full-time Equivalent	Estimated Cost £000
Executive Director Environment				
Town Planning	64.3	4,862	66.3	5,003
Planning Obligations	8.2	560	9.0	625
Transportation Planning	34.3	3,037	34.3	3,049
Road Safety	1.0	109	1.0	79
Building Control	27.7	2,308	27.7	2,301
Structural Maintenance/Inspections	5.1	538	5.1	540
Highways	21.3	1,714	21.3	1,741
Traffic Management	21.4	1,445	21.4	1,472
On-Street Parking	17.8	1,133	17.8	1,133
Off-Street Parking	1.8	141	1.8	143
Drains & Sewers	7.6	555	7.6	566
Directorate	26.0	2,271	26.0	2,180
Vacancy Factor		(155)		0
Total P&T Committee	236.5	18,518	239.3	18,832

Draft Capital and Supplementary Revenue Budgets

11. The latest estimated costs of the Committee's current capital and supplementary revenue projects are summarised in Appendix 4.
12. Pre-implementation costs comprise feasibility and option appraisal expenditure which has been approved in accordance with the project procedure, prior to authority to start work.
13. The latest Capital and Supplementary Revenue Project forecast expenditure on approved schemes will be presented to the Court of Common Council for formal approval in March 2026.

Conclusion

14. This report presents the 2026/27 Estimate for the Planning & Transportation Committee for Members to consider and approve.

Appendices

- Appendix 1 – Committee Summary Budget – by Risk, Fund and Chief Officer
- Appendix 2 – Details of budget movement from 2025/26 Budget to 2026/27 Estimate by risk
- Appendix 3 –Summary movement from 2025/26 Budget to 2026/27 Estimate
- Appendix 4 – Draft Capital and Supplementary Revenue Budgets

Report author

Dipti Patel
Chamberlain's Department
T: 020 7332 3628
E: dipti.patel@cityoflondon.gov.uk

Committee Summary Budget – by Risk, Fund and Chief Officer

Analysis by Service: City Fund by Chief Officer	Budget 2025/26 £'000	Estimate 2026/27 £'000
CITY FUND		
Executive Director Environment		
Town Planning	3,050	2,970
Transportation Planning	1,645	1,612
Road Safety	249	272
Building Control	1,157	967
Structural Maintenance/Inspections	791	793
Highways	1,573	1,538
Traffic Management	(1,356)	(2,009)
Off Street Parking	(1,708)	(1,806)
On Street Parking	3,768	4,026
Drains & Sewers	375	335
Contingency	(155)	0
Environment Directorate	2,430	2,342
LOCAL RISK	11,819	11,040
City Surveyor – All Services	2,854	2,435
TOTAL LOCAL RISK	14,673	13,475
CENTRAL RISK		
Executive Director Environment		
Town Planning	(853)	(923)
Transportation Planning	(451)	(451)
Structural Maintenance/Inspections	(60)	(60)
Highways	(447)	(447)
Off Street Parking	(928)	(264)
On Street Parking	(3,955)	(4,154)
TOTAL CENTRAL RISK	(6,694)	(6,299)
TOTAL SUPPORT SERVICES AND CAPITAL CHARGES	10,739	9,002
COMMITTEE TOTAL NET EXPENDITURE	18,718	16,178

This page is intentionally left blank

APPENDIX 2

Revenue Budget 2026/27	Local or Central Risk	Budget 2025/26 £'000	Original Budget 2026/27 £'000	Movement (Better)/Worse £'000	Para Ref
Analysis of Service Expenditure					
Expenditure					
Employees	L	18,518	18,832	314	1(a-b)
Premises Related Expenses	L	6,028	5,760	(268)	2(a-c)
City Surveyor – Repairs & Maintenance	L	2,854	2,435	(419)	3
Transport Related Expenses	L	29	31	2	
Supplies & Services	L	2,480	2,459	(21)	
Supplies & Services	C	133	133	0	
Third Party Payments	L	3,752	3,932	180	4
Transfer to Reserve	L	41	163	122	5
Transfer to Reserve	C	9,959	10,565	606	5
Total Expenditure		43,794	44,310	516	
Income					
Grants, Reimbursements & Contributions	L	(1,236)	(845)	391	6
Customer, Client Receipts	L	(11,393)	(12,366)	(973)	7
Customer, Client Receipts	C	(14,937)	(15,812)	(875)	8
Transfer from Reserves	L	(3,919)	(4,368)	(449)	9
Transfer from Reserves	C	(891)	(227)	664	9
Recharges to Capital Projects	L	(2,481)	(2,558)	(77)	10
Recharges to Capital Projects	C	(958)	(958)	0	
Total Income		(35,815)	(37,134)	(1,319)	
Total Expenditure/(Income)		7,979	7,176	(803)	
Recharges					
Central Support & Capital Charges		13,268	11,682	(1,586)	
Recharges within Fund		(1,318)	(1,358)	(40)	
Recharges Across Funds		(1,211)	(1,322)	(111)	
Total Recharges		10,739	9,002	(1,737)	11
TOTAL NET EXPENDITURE/(INCOME)		18,718	16,178	(2,540)	

Notes:

1. Increase in staff costs relates to:
 - a) Increase in July 26 pay award and incremental career grade progression £401,000, including transfer of post as part of City Investment Business Unit reorganisation £60,000.
 - b) One-off reduction in Transformation fund transfer for new Head of Estates role (£117,000).
 - c) 2025/26 Local Implementation Plan Programme reduction (£30,000).
2. Decrease in premises expenses relates to:
 - a) 2025/26 Local Implementation Plan Programme reduction (£287,000).
 - b) Other net changes £19,000.

APPENDIX 2

3. Changes to planned works and phasing of the, Off-Street Parking CWP changes in programme of works funded from the On-Street Parking Reserve Account (£1,192,000) plus CWP £773,000 for Highways Structures.
4. Parking contract uplift £157,000 and increase in Traffic signals maintenance costs £23,000.
5. Net increase in transfers to reserves due to changes in overall On-Street Parking net operating costs, £728,000.
6. Decrease in 2025/26 Local Implementation Plan Programme TfL contribution £580,000, offset by increase in Planning Obligations contributions to offset increase in costs (£159,000) and increase in income from Thames Water sewerage operations contract admin charges (£30,000).
7. Net increase in local risk income from services:
 - a) Increase in Traffic Management fees (£691,000).
 - b) Increase in Planning Performance Agreement fees (£125,000) and Transportation Planning Licence and admin charges (£100,000).
 - c) Increase in Building Control fees (£185,000).
 - d) Increase in Highways services admin fees (£63,000).
 - e) Reduction in car park fees £191,000.
8. Increased central risk income from On-Street Parking PCN's (£800,000), suspension income (£280,000), dispensations income (£25,000), Planning pre-app advice fee (£50,000), Land Charges income (£20,000), which is offset by reduction in On-Street Parking pay and display income £300,000.
9. Net increase in transfers from reserves due mainly due to Highways contract uplift costs and reduction in Off-Street Parking income performance from car park fees, and CWP changes in programme of works funded from the On-Street Parking Reserve Account £215,000.
10. Increase in staff costs recharged to capital projects reflects the staff time allocations on local risk budgets for increases in direct salary costs, (£77,000).
11. Net reduction in overall recharges due to increased cost of central support £530,000 and reduction in capital charges relating to Highways infrastructure asset depreciation costs (£2,116,000), plus the Directorate costs which are offset by re-allocations over the Department (£151,000). Central support recharges reflect the attribution and cost of central departments. All support services are based on time spent or use of services and were reviewed during 2023/24 with the method of apportionment updated to reflect the latest up to date corporate information.

Planning & Transportation Committee Analysis of Movements from 2025/26 to 2026/27 Estimate

	£'000
Provisional Budget 2025/26 (incl Cyclical Works Programme)	17,987
Pay Award & NI allocation from central pot	495
Transformation fund transfer for new Head of Estates role	117
Transfer of post as part of City Business Investment Unit reorganisation	60
Increase in City Surveyor's Cyclical Works Programme	74
Corporate Mobile Savings	(15)
Budget 2025/26	18,718
Decrease in central support services charges	(1,737)
Increase in fees and charges for services	(1,648)
Decrease in City Surveyor's Cyclical Works Programme	(419)
Removal of one-off transformation fund	(117)
Net other movements	(126)
Recharges to capital projects	(77)
Increase in transfer to/from On Street Parking Reserve	943
Pay award and incremental increases	461
Contract uplift	180
Proposed Budget 2026/27	16,178

This page is intentionally left blank

Draft Capital and Supplementary Revenue Budgets

Project	Exp. Pre 01/04/25	2025/26	2026/27	2027/28	Later Years	Total
	£'000	£'000	£'000	£'000	£'000	£'000
<u>Pre-Implementation</u>						
St Pauls Cathedral Ext ReLight	594	272	439	-	-	1,305
West Smithfield Area Public Realm & Transportation	1,022	738	245	-	-	2,005
<u>Authority to start work</u>						
Moor Lane S106	335	1,003	-	-	-	1,338
St Pauls Gyratory Trans	1,066	685	7,521	-	-	9,272
Bank Junction Improvements	4,680	441	40	37	1,257	6,455
HVM Security Programme	2,530	554	-	-	-	3,084
22 Bishopgate Phase 2	738	7	371	-	-	1,116
London Wall Car Park Safety	-	2,403	-	-	-	2,403
40 Leadenhall S278 Works	680	468	-	-	-	1,148
Pedestrian Priority Programme	1,687	200	2,096	-	-	3,983
Pedestrian Prog King William	1,068	1,990	78	-	-	3,136
MCSL - Ropemaker Street	-	675	524	-	-	1,199
Sub-Total > £1m schemes	14,400	9,436	11,314	37	1,257	36,444
<u>Schemes less than £1m</u>	19,063	4,670	7,240	2,100	-	33,073
Sub-Total < £1m schemes	19,063	4,670	7,240	2,100	-	33,073
Total Planning & Transportation Committee	33,463	14,106	18,554	2,137	1,257	69,517

This page is intentionally left blank

Agenda Item 6

City of London Corporation Committee Report

Committee(s): Planning and Transportation Committee	Dated: 19/01/2026
Subject: Environment Department high-level Business Plan 2026-30	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	Corporate Plan Outcomes: Providing Excellent Services; Vibrant Thriving Destination; Leading Sustainable Environment; Diverse Engaged Communities; Dynamic Economic Growth; Flourishing Public Spaces Statutory duties: Local authority statutory duties/regulatory functions. Business enabling functions: Business Planning; Resource allocation and management; Risk Management; Health and Safety; EEDI.
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:	Joanne Hill, Environment Department

Summary

This report presents for approval the Environment Department's high-level Business Plan 2026-30. The Business Plan sets out the Department's priority workstreams for 2026-30 along with the specific actions and targets which will be undertaken in 2026/27 to deliver each one. For ease of governance and reporting, the department's workstreams have been separated into sections, each containing information relevant to a specific Committee or Committees. The remaining content of the plan relates to the Environment Department as whole.

The Business Plan presented at Appendix A contains the workstreams which fall within the remit of the Planning and Transportation Committee. Once approved, the Plan will be adopted from April 2026.

Recommendation

Members are asked to:

- i. Note the factors taken into consideration in compiling the Environment Department's high-level Business Plan 2026-30; and
- ii. Approve, subject to the incorporation of any changes sought by this Committee, Section A of the Environment Department's high-level Business Plan 2026-30 (Appendix A), which covers the service areas within the remit of the Planning and Transformation Committee.

Main Report

Background

1. Each year, every City of London department produces a standardised high-level Business Plan, in alignment with the corporate business planning process. In 2025, the Environment Department was one of two pathfinder departments to transition from a single-year to a multi-year Business Plan which covered 2025-30. The Plan set out the Department's priority workstreams for 2025-30 and the specific actions which would be undertaken to deliver those workstreams in 2025/26.
2. The Environment Department's Business Plan has now been reviewed and refreshed for 2026-30. The workstreams are still relevant and remain unchanged, but the actions under each workstream have been updated for 2026/27. Performance measures and targets have also been reviewed and refined where possible. The end date of the Business Plan remains 2030 to align with the duration of the Corporate Plan 2024-29.
3. The high-level Business Plan 2026-30 aligns to our Corporate Plan 2024-2029 and demonstrates how the department's work supports delivery of the Corporate Plan outcomes. It also indicates the estimated funding and people resources associated with each priority workstream. As a high-level plan, this document does not capture the granularity of departmental work but gives an overall picture of departmental activity, trends where applicable and direction of travel.

Environment Department high-level Business Plan for 2026-30

4. This report presents, at Appendix A, the high-level Business Plan for 2026-30 for the services of the Environment Department which fall within the remit of the Planning and Transportation Committee, ie:
 - Planning and Development
 - District Surveyor's Office
 - Highways, Transportation and Parking.

5. The Business Plan sets out the priority workstreams for 2026-30 and the actions that will be undertaken in 2026/27 to deliver them. The Plan will be reviewed and refreshed annually to detail the actions for the following year.
6. The seven priority workstreams are as listed below with a brief description of each one. Workstreams a) to e) are all supported by the adoption of the City Plan and its relevant policies:
 - a) **Power a growing, vibrant and competitive economy, with over 1.2m sqm of additional office floorspace delivered by 2040.**

This workstream supports the Corporate Plan 2024-29 aim to increase the provision of office space in the Square Mile. Actions include adoption of the 'Office Use' and 'Planning Obligations' Supplementary Planning Documents, and engagement and coordination with the newly established City Business Investment Unit. The impacts of this workstream include raising the profile of the City as a place to invest and locate, and enable more employment, skills and training opportunities in the City.
 - b) **Transform the Square Mile into a 7-day-a-week cultural and leisure destination for everyone.**

This workstream supports the Corporate Plan, the Destination City programme and the Culture Strategy in making the City a thriving cultural and leisure destination where people want to spend time. Actions taken will ensure that the interests of residents, workers, and visitors are considered, aiming to optimise office occupancy and enhance the quality of inclusive public spaces. These improvements will boost economic prosperity by attracting more people, increasing spending, and encouraging activity.
 - c) **Celebrate our heritage while re-shaping those parts of the City that have the most potential for growth and regeneration.**

Through protecting and enhancing the City's heritage and archaeology, actions will transform the perception of the historic environment from a constraint to an opportunity, particularly in the areas of accessibility and sustainability. Actions include consulting on, and publishing, a new Supplementary Planning Document to set out the City's heritage strategy.
 - d) **Ensure an environmentally enhanced City which is a highly sustainable place to do business, achieving a net zero Square Mile by 2040.**

This workstream incorporates the work being undertaken across the service areas to deliver the City's Climate Action Strategy programmes and to promote sustainability through development of policies and projects. Impacts include improved energy efficiency through retrofitting buildings and using renewable energy; a climate resilient City with reduced risk of overheating and flooding, and achievement of a net zero Square Mile by 2040.
 - e) **Create an inclusive, accessible and healthy Square Mile where everyone feels welcome.**

Actions to deliver this workstream include publication of new and updated Planning advice and guidance to improve inclusivity and accessibility. Barriers to independent travel within the City will be reduced by retaining accessibility during

construction and street works and increasing accessibility through streets and public space projects. Consultation processes for new strategies and projects will be reviewed to broaden engagement with disabled people and ensure a wider range of voices are heard.

f) **Maintain a safe built environment.**

The Building Control Team will continue to discharge the City's statutory building control functions, providing services to the construction industry which drives economic growth, and ensuring the safety of the City's highway structures and reservoirs. Officers will work with the City Bridge Foundation Board to complete a review of the engineering services they provide for the City Bridge Foundation structures.

g) **Provide safer streets and spaces.**

This workstream includes improving road safety through the delivery of the Vision Zero programme and delivering safer car parks through a range of improvement projects and ongoing repairs and maintenance. The Highways service will also review the Considerate Contractor Scheme Code of Practice to ensure the safety of streets during temporary construction, highway and utility works.

Prioritisation and alignment to Corporate Plan 2024-29

7. The Environment Department's priority workstreams were identified by the Department's Senior Leaders and their management teams, in consultation with other members of staff. The establishment of these core workstreams enables management teams to set appropriate objectives and action plans to achieve the overarching goals during the years ahead.
8. The workstreams were selected to reflect key strategic priorities. They demonstrate how the department supports delivery of the Corporate Plan 2024-29 outcomes and other cross-cutting strategies, programmes and priority projects, such as Destination City and the Climate Action Strategy, as well as the statutory duties of the services. However, due to the high-level nature of the Plan, the workstreams do not include all elements of the teams' work; there is a significant amount of 'business as usual' activity that will continue alongside the priority workstreams.

Synergies and collaboration

9. Each workstream is linked to corporate priorities. Direct links to Corporate Plan performance measures are shown in bold font; other corporate strategies, programmes and projects are referenced throughout.
10. Colleagues are working collaboratively to identify synergies and opportunities to work together across the department and the wider organisation and continue to develop opportunities for improvement. All projects and programmes will adhere to the new corporate P3 Project Framework.

11. The front and back pages of the Plan contain information which relates to the whole of the Environment Department and these pages are being presented to all Committees along with the relevant Committee-specific workstream section.
12. As a key enabling function, the Department's Business Services Division works to align common processes and procedures to achieve consistency and effectiveness. This Division leads cross-departmentally on areas including business planning; risk management; health and safety; workforce planning; Equality, Equity, Diversity and Inclusion; communications and engagement; information and data management; and GIS mapping.

Resources utilised

13. As part of a pilot prioritisation exercise which began in 2024/25, every City Corporation department has again been required to include an estimation of the budget and people resource associated with each workstream. These figures are expressed as percentages of the overall revenue budget and Full-Time Equivalent (FTE) staff.
14. It has not been possible to determine accurate allocation of financial or people resources for each workstream; very few are discrete projects with specific budgets, and very few members of staff spend specific proportions of their time on one workstream. Therefore, the figures shown in the Business Plan are very much estimates. Should this exercise be repeated in future years, accurate methodology will need to be designed and applied to ensure consistency across and within departments.

Performance measurement

15. Progress made against priority workstreams is assessed by monitoring key performance measures and achievement of milestones. Performance is reviewed regularly by Directors and their Management Teams and is reported to your Committee every six months to enable Member scrutiny. The Town Clerk's Executive Leadership Board also reviews the progress of every department's Business Plan workstreams and performance measures on a quarterly basis.
16. In addition, the priority workstreams identified in this high-level Business Plan flow through local team management plans and the individual performance plans of members of staff, which provide further methods of assessing progress. This also enables individual officers to fully understand how their work feeds into divisional, departmental and corporate activities, aims and objectives.

Departmental Operational Property Assets Utilisation Assessment

17. The Environment Department's staff are based across 25 sites throughout London and the south-east. The Department holds approximately 340 physical assets, almost 270 of which are at its Natural Environment sites.
18. As part of the Corporation's Operational Property Review Programme, the Department has undertaken a detailed utilisation assessment of all allocated operational property assets beyond Guildhall. A separate detailed utilisation assessment of accommodation allocated to the Environment Department within the Guildhall complex was undertaken over a four-week period in November

2025. The results of both exercises have been returned to the City Surveyor's Department.

19. Over the coming year, we will continue to work in partnership with the City Surveyor's Department to review, assess and progress essential repairs and maintenance to our physical assets. In addition, work will continue to produce a comprehensive departmental Asset Plan which will enable effective management and development of these assets to ensure they add value to the organisation and the natural environment charities while being fit for purpose, well maintained, and safe for our staff and service users.

Corporate and Strategic Implications

Strategic implications - The Environment Department's high-level Business Plan is aligned to Corporate Plan 2024-29 outcomes and some of the department's performance measures are included in the Corporate Plan (these are shown in bold font and labelled 'CP 2024-29 KPI'). There are common themes woven throughout the Department's high-level Business Plan which highlight its contribution and commitment to the delivery of the Corporate Plan, Destination City, the Climate Action Strategy, the People Strategy and other key cross-cutting programmes and projects. Any new strategies will be reviewed as they are approved, and consideration given as to how the services can and will support their delivery.

Security implications - The City Operations Division works in close, ongoing liaison with the City of London Police on a range of issues including security for major events, demonstrations, roads policing, night-time economy and counter-terrorism. This includes public realm security measures, the Secure City Programme and the anticipated Protect Duty legislation intended to improve security and preparedness at publicly accessible locations.

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

Equalities implications and the Public Sector Equality Duty (PSED) - The Department has an established Equality, Equity, Diversity and Inclusion (EEDI) Working Group. The Group has developed a Departmental EEDI Plan which aligns with the Corporate EDI Plan. Members of the Group lead on a range of EEDI actions, including those set out in the Business Plan, to ensure compliance with the PSED across the department.

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

Risk Implications - The risk management processes in place in the Environment Department support the delivery of the Corporate Plan, our Departmental and Divisional Business Plans and relevant Corporate strategies. Risk management is an integral factor in the business planning process: the Environment Department's risk register includes risks to the achievement of its priority workstreams, and the actions being taken to address those risks.

Climate Implications - The work of the service areas for which your Committee is responsible supports the delivery of the Corporate Climate Action Strategy through delivery of relevant workstreams. Updates on progress are reported to this Committee.

Conclusion

This report presents, for consideration and approval, the high-level Business Plan for 2026-30 for the services of the Environment Department which fall within the remit of the Planning and Transportation Committee. Once approved, the Plan will be updated in line with any changes requested by this Committee and will be adopted in April 2026.

Appendices

- Appendix A – Environment Department high-level Business Plan 2026-30

Joanne Hill

Business Planning and Compliance Manager, Environment Department

joanne.hill@cityoflondon.gov.uk

This page is intentionally left blank

ENVIRONMENT DEPARTMENT HIGH-LEVEL BUSINESS PLAN 2026-2030

CONTENTS

Executive Director's introduction

About us: Our purpose, aims and impacts

Our key objectives, priority workstreams and major projects

SECTION A: Planning and Transportation Committee

Priority workstreams 2026-2030 and key deliverables 2026/27

Finance and key risks

SECTION B: Port Health and Environmental Services Committee and Licensing Committee

Priority workstreams 2026-2030 and key deliverables 2026/27

Finance and key risks

SECTION C: Natural Environment Board

Priority workstreams 2026-2030 and key deliverables 2026/27

Finance and key risks

Environment Department enablers

Executive Director's introduction

The Environment Department is the largest and most complex department in the Corporation with over 800 staff working in 25 locations, providing key front-line services to the City and beyond. The work of the department is overseen by more than eight Committees.

Over the next four years, the Department will deliver world-class places and infrastructure across the Square Mile – where it plays a key role in supporting growth and investment – as well as the many assets it manages beyond the City's boundaries.

In doing so, the Department – still relatively new in being a single Department, at four years on – will continue to build its approach to stronger, more robust management of its services, with the aim of providing a model for delivering excellent services sustainably and in a way that is more open and engaging with its service users, including City residents, workers, businesses and visitors, its partners and other stakeholders.

The Department will become an increasingly proactive and constructive corporate partner, developing a reputation for working collaboratively and contributing as positively to the direction of the Corporation as to its own aims. It will continue to build its capacity to attract, retain and grow investment and business in the Square Mile and across our services.

Katie Stewart, Executive Director Environment

About us: Our purpose, aims and impacts

The Environment Department *Shaping future environments and nurturing current ones.*

Our aims:

- Deliver transformative, high profile, and strategic infrastructure and public realm schemes, that will result in major economic, social and cultural benefits.
- Encourage the construction of high quality, safe and inclusive buildings.
- Provide spaces for businesses to grow, improve transport and maintain our unique historic environment.
- Create an inclusive, accessible and healthy Square Mile with clean streets and air.
- Support and advise businesses, including SMEs and licensed premises, to enable them to thrive and to protect consumers.
- Protect and promote public, animal and environmental health, including at the borders.
- Protect and enhance the Corporation's green and open spaces and celebrate local heritage.
- Address long term issues such as climate resilience to deliver sustainable built and natural environments.

Our achievements, impacts and outcomes in 2025/26

During 2025/26 our teams continued to work in collaboration with other departments, including, but not limited to, City Surveyor's; Innovation and Growth; and Remembrancers, and external partners to fulfil their statutory duties and deliver excellent services, adapting to the requirements of new and changing legislation and government demands. Progress against key workstreams and performance measures remained on track with targets consistently achieved or exceeded.

We developed and delivered strategies, policies, and actions which will have positive impacts on the environment, City residents, consumers, businesses and members of the public, including:

- Progressed the City Plan 2040 through the next stages of development.
- Implemented the Action/Delivery Plans of the SME Strategy, Circular Economy Framework, Air Quality Strategy and Transport Strategy.
- Developed the Licensing Service to introduce free pre-application meetings for residents and the trade; and reported to stakeholders on Late Night Levy spend and outcomes.
- Played a key role in delivery of Destination City, the Climate Action Strategy and other key Corporate strategies and programmes.
- Continued to implement the Natural Environment Division strategies to protect and improve our natural habitats, and ensure they are more accessible, sustainable, and preserved for public benefit.

Our key objectives and priority workstreams and major projects

Priority workstreams 2026/30

Although each of our workstreams is specific to relevant Committees, there are common themes woven throughout that highlight our contribution and commitment to the delivery of the Corporate Plan, Destination City, the Climate Action Strategy and other key strategies and programmes, whilst taking account of stakeholder views and needs.

City development and economic growth: We will seek to facilitate growth through our planning policies which aim for office development of the highest quality and ensure that the City's historic environment fully supports the City's strategic economic and cultural objectives. Officers across the department will collaborate to share knowledge and expertise which supports sustainable development.

Excellent local authority services: We will continue to provide excellent statutory and regulatory services to ensure a safe and clean built environment and public realm, and protect and promote public, animal and environmental health and consumer protection.

Climate and environment: We will provide a climate resilient and environmentally enhanced city through the protection and enhancement of the biodiversity of our open spaces; delivery of Climate Action Strategy programmes and our Air Quality Strategy; consideration of sustainability, carbon emissions and biodiversity as part of planning decisions; and the promotion of Circular Economy principles through delivery of our Circular Economy Framework.

Business support: The launch of the SME Gateway brand will aid start-up businesses and SMEs to scale and grow, helping to maintain London's position as the leading global financial and professional services centre. We will support licensed premises to thrive, while balancing their needs with those of residents and visitors, helping to deliver the Destination City vision.

Healthy and inclusive environment: The facilities and services at our open spaces will be further developed to offer welcoming places that visitors from all backgrounds and abilities are comfortable to explore. City streets will be well maintained with increased accessibility delivered through streets and spaces projects. New planning advice and guidance will be published to improve inclusivity and accessibility, and the City of London's Access Team will be reformed and expanded to increase engagement with disabled people based on lived experience.

Operational capability and interdepartmental collaboration

As we continue to develop the Department, we will maximise the advantages of our size and extensive remit: we deliver a vast range of services and have the largest workforce of all city departments, but this also means we have a vast range of skills, knowledge and expertise among our staff. We will look for synergies and opportunities to work together across the department and the wider organisation.

Our people: We will support delivery of the People Strategy and build 'Brilliant Basics'. Health and safety will be embedded in all our decisions, processes and actions, and be compliant with the Corporate Health and Safety Framework. Our EEDI activities, Workforce Plan, and focus on learning and development will help us to understand and meet the needs of our staff and enable our talent to grow. We will promote a departmental culture that ensures staff feel valued, supported through change, and respected by their managers and colleagues. By helping individuals understand how their work contributes to the aims of the wider department, and Corporation, we aim to enhance job satisfaction and staff retention.

Our corporate partners: We will continue to work collaboratively with colleagues across other departments, as intelligent clients, to break down silos and realise efficiencies. Where our workstreams will impact or require the support of other departments, we will consult them as early as possible. We will continue to work in partnership with the City Surveyor's Department to review, assess and progress essential repairs and maintenance to the approximately 340 physical assets we hold. Through production of a departmental Asset Plan, we will manage and develop these assets to ensure they add value to the charities and organisation while being fit for purpose, well maintained, and safe for our staff and service users.

Our external stakeholders: We will continue to communicate with our stakeholders appropriately and take their feedback into consideration when shaping our services. This will include consultation on new policies and strategies; planning applications; proposed changes to the public realm; and regular communications to residents, local groups and customers.

Our finances: By developing financially sustainable business models, we will ensure we consistently deliver high quality services. We will achieve this through proactive budget management, prioritisation and seeking value for money and opportunities for income generation. Across the department, we will seek ways to improve; embracing change, enhancing our use of data and adopting new ways of working and technologies that will make us more efficient and cost effective.

SECTION A: Planning and Transportation Committee

This section covers the service areas which fall within the remit of the Planning and Transportation Committee.

Priority workstream and key 2026/27 deliverables	Funding / People resource approx.%*	Corporate Plan 2024-2029 Outcomes	Performance measures	Impacts
a) Power a growing, vibrant and competitive economy, with over 1.2m sqm of additional office floorspace delivered by 2040.				
<p>1. Adopt the City Plan 2040.</p> <ul style="list-style-type: none"> • (City Plan Inspectors' Report: Q4 2025/26) • Adoption: Q2 2026/27 <p>2. Put in place the environment to deliver high-quality strategic office floorspace for the Square Mile.</p> <ul style="list-style-type: none"> • Adopt the Office Use Supplementary Planning Document (SPD). Q2 2026/27 • Adopt the Planning Obligations SPD. Q2 2026/27 <p>Page 35 Publish regularly updated digital monitoring of development statistics and contextual data. Q1 2026/27</p> <p>3. Engagement and coordination with the newly established City Business Investment Unit. Ongoing</p> <p>4. Deliver a proactive, collaborative and expert planning function for determining applications. Ongoing</p>	2.5% / 2%	<p>Dynamic economic growth</p> <p>Vibrant thriving destination</p> <p>Diverse engaged communities</p>	<ul style="list-style-type: none"> • Increased provision of office space in the Square Mile (CP 2024-29 KPI): <ol style="list-style-type: none"> • Completions, net additional (N/A)). Target: 100,000sqm N/A between 01/04/2026 and 31/03/2027. • Commencements, net additional (N/A)). Target: 100,000sqm N/A between 01/04/2026 and 31/03/2027. • Approvals/ resolution to grant, net additional (N/A)). Target: 100,000sqm N/A between 01/04/2026 and 31/03/2027 	<ul style="list-style-type: none"> • Raise the profile of the City as a place to invest and locate. • Increased jobs in the City, and more employment, skills and training opportunities. • Maintain the City of London's position as the leading global financial and professional services centre.

* Funding allocation and people resource %s are estimates. Funding is shown as a percentage of the total Planning and Transportation Committee 2026/27 revenue budget. People resource is shown as a percentage of the total people resource (FTE) of the services within remit of the Planning and Transportation Committee. Figures across the workstreams do not total 100% as much 'business as usual activity' is not captured in this high-level plan.

Priority workstream and key 2026/27 deliverables	Funding / People resource approx.%*	Corporate Plan 2024-2029 Outcomes	Performance measures	Impacts
b) Transform the Square Mile into a 7-day-a-week cultural and leisure destination for everyone.				
<p>1. Adopt the City Plan 2040 with its policies on cultural and leisure space, heritage preservation and celebration, public realm enhancement and fast track change of use of non-strategic office stock for supportive uses which meet the needs of residents, workers and visitors.</p> <ul style="list-style-type: none"> • (City Plan Inspectors' Report: Q4 2025/26) • Adoption: Q2 2026/27 <p>2. Develop Cultural Planning Advice Note (PAN) and implement its guidance and requirements through development decisions.</p> <ul style="list-style-type: none"> • (Emergence of corporate Cultural Strategy. Q4 2025/26) • Draft Cultural PAN Q3 2026/27 <p>3. Continue to work with the Destination City Team to develop, and deliver against, implementation plans for each of the Destination City objectives. Ongoing</p> <p>4. Deliver a proactive, collaborative and expert planning function for determining applications. Ongoing</p>	2.5% / 2%	<p>Dynamic economic growth</p> <p>Vibrant thriving destination</p> <p>Diverse engaged communities</p>	<ul style="list-style-type: none"> • Narrative updates will be provided on the performance of the actions listed. 	<ul style="list-style-type: none"> • Increased economic prosperity through improved footfall, spend and activity. • A net increase in high quality, inclusive public realm. • The City will become a destination of choice for all age groups, particularly children, young people and families 7 days a week. • Vibrant retail; food and beverage; leisure and cultural sectors, as a result of greater office occupancy.

* Funding allocation and people resource %s are estimates. Funding is shown as a percentage of the total Planning and Transportation Committee 2026/27 revenue budget. People resource is shown as a percentage of the total people resource (FTE) of the services within remit of the Planning and Transportation Committee. Figures across the workstreams do not total 100% as much 'business as usual activity' is not captured in this high-level plan.

Priority workstream and key 2026/27 deliverables	Funding / People resource approx.%*	Corporate Plan 2024-2029 Outcomes	Performance measures	Impacts
c) Celebrate our heritage while re-shaping those parts of the City that have the most potential for growth and regeneration.				
<ol style="list-style-type: none"> 1. Adopt the City Plan 2040 with its policies on celebrating heritage and archaeology and delivering growth. <ul style="list-style-type: none"> • (City Plan Inspectors' Report: Q4 2025/26) • Adoption: Q2 2026/27 2. Publish (and consult on) the 'Celebrating Our Heritage' (final title TBC) SPD to set out the City's heritage strategy. Q2 2026/27 3. Renew (and if possible, optimise the cost of) the Archaeology SLA with GLAAS Q4 2025/26 / Q1 2026/27 	2% / 1%	<p>Dynamic economic growth.</p> <p>Vibrant thriving destination.</p> <p>Flourishing public spaces.</p>	<ul style="list-style-type: none"> • Narrative updates will be provided on the performance of the actions listed. 	<ul style="list-style-type: none"> • Ensure that the City's historic environment fully supports the City's strategic economic and cultural objectives. • Transform the perception of the historic environment from a constraint to an opportunity, particularly in the areas of accessibility and sustainability.

* Funding allocation and people resource %s are estimates. Funding is shown as a percentage of the total Planning and Transportation Committee 2026/27 revenue budget. People resource is shown as a percentage of the total people resource (FTE) of the services within remit of the Planning and Transportation Committee. Figures across the workstreams do not total 100% as much 'business as usual activity' is not captured in this high-level plan.

Priority workstream and key 2026/27 deliverables	Funding / People resource approx.%*	Corporate Plan 2024-2029 Outcomes	Performance measures	Impacts
d) Ensure an environmentally enhanced City which is a highly sustainable place to do business, achieving a net zero Square Mile by 2040.				
<p>1. Adopt the City Plan 2040 with its policies on retrofit first, whole lifecycle carbon, environmental resilience, sustainable transport.</p> <ul style="list-style-type: none"> • (City Plan Inspectors' Report: Q4 2025/26) • Adoption: Q2 2026/27 <p>2. Deliver high quality, resilient projects in public realm and continue to embed Climate Action Strategy goals in projects and services. Ongoing</p> <p>3. Review Net Zero pathway for Highway Maintenance contract including identifying and baselining measurables. Q4 2026/27</p> <p>4. Progress Climate Action Strategy workstreams, including:</p> <ul style="list-style-type: none"> • Report on the Cool Streets and Greening Programme 'Lessons Learned'. Q3 2026/27 • Develop and implement partnership approaches to the delivery of the CAS aims for the Square Mile's built environment. Q4 2026/27 • Continued participation in the UK Government's Advanced Zoning Programme and work to support the procurement of a heat zone developer for the Square Mile (subject to Member approval). Q4 2026/27 	7% / 10%	<p>Leading sustainable environment</p> <p>Vibrant thriving destination</p> <p>Flourishing public spaces</p>	<ul style="list-style-type: none"> • Proportion (%) of major development proposals delivered through retrofit schemes. Target: ≥50% • Proportion (%) of office floorspace (gross) delivered through major retrofit schemes. Target: ≥20% • Increase in biodiversity units secured through Planning Permissions. Target: tbc • Number of schemes that incorporate SuDS. Target: tbc • Number of trees planted. Target: 23 trees • Area of climate resilient public realm and open space enhanced (sqm). Target: 3,450 sqm • Number of engagement sessions with Square Mile stakeholders. Target: 10 sessions in 2026/27 	<ul style="list-style-type: none"> • City development will minimise carbon, increase biodiversity and meet the highest standards for sustainability. • Improved energy efficiency through retrofitting buildings and using renewable energy. • A climate resilient City with reduced risk of overheating and flooding. • A net zero Square Mile by 2040.

N.B. Targets for some performance measures cannot be confirmed until the full 2025/26 data is available.

* Funding allocation and people resource %s are estimates. Funding is shown as a percentage of the total Planning and Transportation Committee 2026/27 revenue budget. People resource is shown as a percentage of the total people resource (FTE) of the services within remit of the Planning and Transportation Committee. Figures across the workstreams do not total 100% as much 'business as usual activity' is not captured in this high-level plan.

Priority workstream and key 2026/27 deliverables	Funding / People resource approx.%*	Corporate Plan 2024-2029 Outcomes	Performance measures	Impacts
e) Create an inclusive, accessible and healthy Square Mile where everyone feels welcome.				
<p>1. Adopt the City Plan 2040 with its policies on inclusivity, accessibility and wellbeing.</p> <ul style="list-style-type: none"> • (City Plan Inspectors' Report: Q4 2025/26) • Adoption: Q2 2026/27 <p>2. Publish new and updated Planning advice and guidance to improve inclusivity and accessibility, including:</p> <ul style="list-style-type: none"> • <i>Inclusive City PAN Q4 2026/27 (incorporating work on safety of women)</i> • <i>Updated version of the City's Wind Guidelines to address accessibility considerations. Q2 2026/27</i> <p>3. Provide well maintained and accessible streets and sufficient, accessible parking facilities.</p> <p> 4. Retain Ongoing accessibility during construction and street works and increase accessibility through streets and public space projects.</p> <p> <i>Review building site and utility contractor guidance including Considerate Contractor scoring and Accessibility Award. Q1 2026/27</i></p> <ul style="list-style-type: none"> • <i>Embed new project governance, procedures and outputs within project delivery. Q3 2026/27</i> <p>5. Broaden engagement with disabled people based on lived experience and lessons learned from past projects.</p> <ul style="list-style-type: none"> • <i>Reform and expand the City of London's Access Team to more adequately integrate accessibility into divisional and departmental responsibilities. Q1 2026/27</i> • <i>Review strategy and project consultation processes to address the need for wider engagement. Q3 2026/27</i> 	12% / 15%	<p>Diverse engaged communities.</p> <p>Vibrant thriving destination.</p> <p>Flourishing public spaces.</p>	<ul style="list-style-type: none"> • Amount (£) of s106 contributions for skills and training secured through Planning Permissions. Target: tbc • Number of new pedestrian routes secured through Planning Permissions. Target: tbc • Diversity data for highways and transportation consultations using baseline. Target: Data will be tracked during the year and a narrative update provided at year end. • % of footways requiring repair. Target: ≤6.5% • No. of days saved in traffic disruption from proactively combining utility and City highway work. Target: ≥275 days 	<ul style="list-style-type: none"> • The City will be a welcoming and inclusive place for all communities and backgrounds irrespective of economic background. • A wider range of voices will be heard through engagement and consultation. • A more consistent approach to considering accessibility across highway maintenance and new projects. • Reduced barriers to independent travel.

N.B. Targets for some performance measures cannot be confirmed until the full 2025/26 data is available.

* Funding allocation and people resource %s are estimates. Funding is shown as a percentage of the total Planning and Transportation Committee 2026/27 revenue budget. People resource is shown as a percentage of the total people resource (FTE) of the services within remit of the Planning and Transportation Committee. Figures across the workstreams do not total 100% as much 'business as usual activity' is not captured in this high-level plan.

Priority workstream and key 2026/27 deliverables	Funding / People resource approx.%*	Corporate Plan 2024-2029 Outcomes	Performance measures	Impacts
<p>f) Maintain a safe built environment.</p> <ol style="list-style-type: none"> Continue to discharge statutory building control functions. <ul style="list-style-type: none"> <i>Maintain an appropriate number of Registered Building Control Surveyors with the Building Safety Regulator. Ongoing</i> <i>Provide 24/7 dangerous structure call out service. Ongoing</i> Work with City Bridge Foundation Board to develop a new model for the provision of engineering services. <ul style="list-style-type: none"> <i>Complete review of engineering service provision for City Bridge Foundation.</i> <i>Work with Bridge Inspection contractor to commence inspections of City Bridge Foundation structures.</i> Inspect and maintain the highway structures and the Corporation's reservoirs in accordance with approved schedules. <ul style="list-style-type: none"> <i>Complete review of Reservoir Panel Engineer performance. Q1 2026/27.</i> 	5% / 5%	<p>Flourishing public spaces.</p> <p>Providing excellent services.</p> <p>Vibrant thriving destination.</p>	<ul style="list-style-type: none"> Submission of statutory returns to Building Safety Regulator by their deadline. Target: 100% Full plans assessed (or extension of time agreed) within 5 weeks. Target: 100% 	<ul style="list-style-type: none"> City maintains a safe built environment for people to move around. Building Control services that meet statutory requirements to provide services to the construction industry, driving economic growth. Highway and bridge structures continue to provide infrastructure network to help the economy. Maintained reservoir safety.
				Page 41

* Funding allocation and people resource %s are estimates. Funding is shown as a percentage of the total Planning and Transportation Committee 2026/27 revenue budget. People resource is shown as a percentage of the total people resource (FTE) of the services within remit of the Planning and Transportation Committee. Figures across the workstreams do not total 100% as much 'business as usual activity' is not captured in this high-level plan.

Priority workstream and key 2026/27 deliverables	Funding / People resource approx.%*	Corporate Plan 2024-2029 Outcomes	Performance measures	Impacts
g) Provide safer streets and spaces.				
<p>1. Deliver safer car parks through OSPR-funded investment.</p> <ul style="list-style-type: none"> • <i>London Wall car park fire safety project and refreshed fire risk assessment. Q3 2026/27</i> • <i>CWP funded repairs and maintenance. Ongoing</i> <p>2. Deliver safer streets and behaviour change activities through the Vision Zero programme.</p> <ul style="list-style-type: none"> • <i>Vision Zero Programme (incl. Aldgate High Street, Ludgate Hill/Old Bailey and Aldersgate Street/Long Lane). Q3 2027/28</i> <p>3. Deliver safer streets during temporary construction, highway and utility works.</p> <ul style="list-style-type: none"> • <i>Review Considerate Contractor Scheme Code of Practice. Q4 2026/27</i> <p>4. Improved compliance with traffic restrictions for safety improvement and congestion reduction. <i>Ongoing</i></p> <p>5. Support the implementation of micromobility licensing. <i>Q1 2027/28</i></p>	19% / 22.5%	<p>Flourishing public spaces.</p> <p>Providing excellent services.</p> <p>Vibrant thriving destination.</p>	<ul style="list-style-type: none"> • Parking contract management. Target: ≥95% adherence across all five contracts. • Processing efficiency for challenges and appeals of Penalty Charge Notices (PCN). Target: ≥95% in 15 working days • Numbers of KSIs (Killed/Serious Injuries). Target: ≤16 by 2030; 0 by 2044 (CP 2024-29 KPI) • Highway-related insurance claims repudiated. Target: ≥75% • % of carriageways requiring repair. Target: ≤25% 	<ul style="list-style-type: none"> • A safer car parking environment. • Fewer collisions, casualties and injuries on-street. • Safer on-street authorised activities with reduced risk to the public, staff and contractors.

* Funding allocation and people resource %s are estimates. Funding is shown as a percentage of the total Planning and Transportation Committee 2026/27 revenue budget. People resource is shown as a percentage of the total people resource (FTE) of the services within remit of the Planning and Transportation Committee. Figures across the workstreams do not total 100% as much 'business as usual activity' is not captured in this high-level plan.

SECTION A: Planning and Transportation Committee

Finance 2026/27

Planning and Transportation Committee Estimated budget 2026/27 (£000)	
Local risk net expenditure	13,475
Central risk	(6,299)
Recharges	9,002
Total net expenditure	16,178

Our key risks*

Our business risks are managed in accordance with the Corporate Risk Management Framework. Risks are regularly reviewed and updated by management teams in consultation with risk owners. Committees receive regular updates on the risks held by the services within their remit to provide them with necessary assurance that risks are being managed and mitigated effectively, and to enable Members to fulfil their oversight and scrutiny role.

Our key risks to the delivery of our priority workstreams are listed below. Officers are undertaking a range of appropriate mitigating actions to actively manage each risk.

Risk Title	Score
Road safety	RED, 24 (Likelihood: Possible / Impact: Extreme)
Car Parks: Fire safety	RED, 16 (Likelihood: Unlikely / Impact: Extreme)
Car Parks: Repairs and maintenance	AMBER, 12 (Likelihood: Possible / Impact: Major)
Transport and public realm projects not delivered due to lack of funding	AMBER, 12 (Likelihood: Possible / Impact: Major)
The District Surveyor's (Building Control) Division becomes too small to be viable.	AMBER, 12 (Likelihood: Possible / Impact: Major)
Inspecting dangerous structures (Building Control)	AMBER, 8 (Likelihood: Rare / Impact: Extreme)
Working in confined spaces	AMBER, 8 (Likelihood: Unlikely / Impact: Major)
Adverse planning policy context	GREEN 4 (Likelihood: Unlikely / Impact: Serious)

*Risk details were correct at 28 November 2025 but are subject to continual review and change.

ENVIRONMENT DEPARTMENT ENABLERS

N.B. the information on this page relates to the Department as a whole.

Business Services Division

The Business Services Division enables the Department as whole to deliver its aims and objectives, by ensuring a consistent, compliant and joined-up approach. Across this large and diverse department, the teams provide a central hub of expertise, advice and guidance on themes, duties and responsibilities which are common to all, and act as a conduit between divisions and the corporate centre.

Working with management teams across the Department, and with key links throughout the organisation, the Business Services Division leads cross-departmentally on areas including business planning; risk management; health and safety; workforce planning and talent management; work environment; Equity, Equality, Diversity and Inclusion; communications and staff engagement; information and data management; and Geographical Information System (GIS) mapping.

Vital to its success is the development of strong, reciprocal working relationships between officers within the Division and their colleagues across the Department and wider Corporation. Officers work collaboratively to build a cohesive department with a unified identity, and which recognises and celebrates the achievements of individuals and teams.

Corporate Risks and Red Departmental Risks

Due to the size and wide remit of the Environment Department, the majority of its operational risks are specific to individual divisions and reported regularly to their respective Service Committees. Those risks are managed at service-level and the key ones are reported in the relevant Committee's section of this Business Plan.

The Environment Department currently holds NO Corporate Risks.

The Department's Senior Leadership Team manages four Departmental-level risks, of which one is scored 'Red' (as below).

Risk Title	Score
ENV-SLT 001 Maintenance and renewal of physical assets	16

Operational Property

To fulfil the requirements of Standing Order 56, the Environment Department has undertaken a detailed utilisation assessment of all allocated operational property assets beyond the Guildhall.

A separate detailed utilisation assessment of accommodation allocated to the Environment Department within the Guildhall complex was undertaken over a four-week period in November 2025.

The results of both exercises have been returned to the City Surveyor's Department.

People

(Data correct at 30 November 2025)

The Environment Department has 832 members of staff (785 FTE), this represents an 8.3% increase over the last 12 months.

Average length of service: 10 years (corporation-wide average: 8 years)

Median age: 45 years (corporation wide average: 44 years)



Equity, Equality, Diversity and Inclusion (EEDI)

- The Environment Department is committed to creating an environment of collaboration and equality of opportunity where everyone recognises the positive contribution a diverse workforce and community can make.
- The Department is committed to EEDI in our service provision and for all our employees. Creating a workplace aligned to these values is a strategic business priority that fosters fair and equal access, innovation and connection to the communities and stakeholders we serve.
- The Department has an EEDI Working Group which consists of representatives (Champions) from across the department and is chaired by a member of the Senior Leadership Team (SLT). Working with the SLT, the group is responsible for developing and implementing the Departmental EEDI Action Plan.
- Our Departmental EEDI Action Plan 2025/26 was launched in July 2025 and aligns with the CoL's Corporate Equality Objectives. Progress will continue to be regularly monitored.
- The EEDI Working Group is collaborating with the corporate EEDI team, other departments, and staff networks, on key EEDI priorities including, but not limited to, Gender Identity, accessibility, and social mobility. Appropriate actions and progress against these are reflected in our 2025/26 Departmental Action Plan.

The top three priorities of our Departmental EEDI Action Plan 2025/26 are to:

1. Continue to build on our action plan to further develop an inclusive culture, including making cross-departmental working groups fully inclusive; aligning representatives' objectives with individual appraisals; and ensuring EEDI remains a standing agenda item at departmental meetings, led from the top down. We will continue to promote and celebrate inclusivity and diversity through departmental events, employee communications, and engagement activities, while also maintaining robust monitoring of corporate EEDI training completions and Equality Impact Assessments (EQIAs) to track progress and accountability.
2. Undertake a comprehensive review of our services, communications, and support mechanisms for staff and stakeholders considering the recent Supreme Court ruling on Gender Identity. Collaborate closely with the Corporate EEDI Team, departmental leads, and staff networks through the Gender Identity (GI) Working Group and GI Policy Working Group, as well as through related workstreams, to ensure our approach remains inclusive, compliant, and reflective of best practice.
3. Ensure that our services are accessible for all. We will achieve this by undertaking a review of our functions, services, and facilities in terms of accessibility; undertaking EQIAs with results taken into consideration when making decisions on service delivery; and hosting quarterly accessibility workshops for employees to develop their knowledge and understanding on how to produce information and communications in accessible formats.

Health and Safety

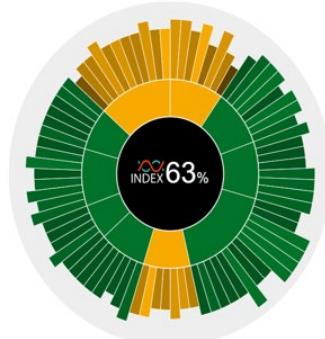
Following the implementation of Safe365 in July 2024, we have taken a range of actions which have increased the departmental maturity rating from 56% to 63%. Several of our business areas currently exceed the Executive Leadership Board's target of 65% and work is ongoing to achieve that across the whole department.

The exercise has identified opportunities to improve Health and Safety within the department, with a refreshed focus on our Natural Environment colleagues and working environments. This approach supports the mitigation of the Health and Safety risks held by our divisions and charities.

Managers across the department are undertaking Health and Safety training in accordance with corporate recommendations, and this is supported by further specialised training for our higher risk working environments.

Our top three health and safety priorities for 2026/27 are:

- Front line worker safety.
- Development of a departmental Health and Safety audit and verification system.
- Provision of targeted guidance and relevant bite-sized training sessions to our staff.



Live, Work, Learn, Explore

Page 45



This page is intentionally left blank

Agenda Item 7

Committee(s)	Dated:
Planning and Transportation Committee	19/01/2026
Subject: Government and GLA consultations on boosting housing delivery	Public report: For decision
This proposal: <ul style="list-style-type: none">• delivers Corporate Plan 2024-29 outcomes• Provides statutory duties	This report relates to the statutory planning function
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 of Environment
Report author:	Gudrun Andrews, Head of Planning Policy

Summary

The Government and the Mayor of London are consulting on a package of new short-term measures to boost the delivery of new homes, including affordable homes. The package comprises temporary relief from the Community Infrastructure Levy (CIL) for qualifying residential development, removal of some design guidance that can constrain density and amendments to the Mayor's Fast Track Route for affordable housing. The proposed consultation responses are broadly supportive of the approaches but are unlikely to have any significant implications for pipeline residential schemes, or new proposals coming through the planning process in the City over the time-period to 31 March 2028.

Recommendation

Members are asked to:

- APPROVE the consultation response to the Government's Emergency Housing measures consultation at Appendix 1.
- APPROVE the consultation response to the Mayor of London's consultation at Appendix 2.

Main Report

Background

1. The Government and the Mayor of London have agreed a package of new short-term measures to boost the delivery of new homes, including affordable homes. The intention is that the measures will collectively improve the viability of housing and sit alongside the Government's wider reforms to the planning system. These measures have been included within two complementary consultations, which close on 22 January 2026.
2. The proposed package comprises temporary relief from the Community Infrastructure Levy (CIL) under certain circumstances; removal of design guidance that can constrain density; amendments to the Mayor's Fast Track Route for affordable housing; giving the Mayor of London greater powers for strategically important planning applications; and a new City Hall Developer Investment Fund.

London Emergency Housing Package

3. This Government consultation is split into two parts: Part I seeks views on a proposed time limited relief from CIL for certain developments in Greater London; and Part II seeks views on proposed changes to the Mayor of London's planning powers.
4. The intention behind the CIL relief at Part I is that it will have a positive impact on scheme viability where changing inputs such as rising build costs and finance have had negative impacts on scheme viability. The consultation proposes a 50% CIL relief from qualifying developments where the CIL liability is over £500,000 and would be time-limited to developments which commence between the date of amendments to the CIL Regulations and 31 December 2028.
5. 'Qualifying' developments are defined as residential developments (excluding students and shared living) on brownfield land within Greater London. Schemes will only be eligible for the relief where they deliver at least 20% affordable housing (or 35% on publicly owned land) to be brought forward through amendments to the London Plan 'Fast Track Route' (FTR) and where other grant conditions are met.
6. The City Corporation response is included at Appendix 1. It is broadly supportive of the proposed CIL relief in the aim of accelerating housing delivery across London. However, as the relief is applied post permission (at same stage as the current CIL Liability) the success of the package appears to rely on developers declaring their intention to apply for this CIL relief at a pre-application stage and being willing to take potentially unviable schemes through the planning process, on the basis that they would be eligible post permission. There are also some concerns (at Question 13, 19 and 21) that this may then result in schemes being withdrawn, or amendments to permissions through S73 applications to deliver lower levels of affordable housing. As the relief excludes student and co-living schemes the amendments are unlikely to have any implications for the delivery of schemes already within the planning pipeline within the Square Mile.
7. Although the package of measures could have some positive implications for the pace of delivery of housing and affordable housing across London there are

some concerns about the fall in infrastructure funding and affordable housing levels at a local borough level. As the relief does not apply to the schemes within the current planning pipeline, and focusses on residential development rather than commercial, we are not anticipating any change to CIL incomes in the City.

8. The response also highlights at questions 17 and 28 that the Government could also consider introducing additional measures to improve the viability of residential schemes. Currently the CIL Regulations prescribe standard timeframes for payment, linked to the commencement date. Amendments to allow some additional flexibility in payment schedules would help reduce the upfront financial burden and assist in delivery of schemes.
9. Amendments to the Mayor's FTR removes the requirement for developers to submit detailed Financial Viability Appraisals for schemes delivering between 20 and 35% affordable housing (for privately owned land). However the consultation proposes that for schemes seeking CIL relief a 'light touch' viability appraisal should be provided, accompanied by a 'statutory declaration' that the is true and fair. The City Corporation's response to Question 20 acknowledges the risks of this approach but agrees that the statutory route offers some mitigation.
10. The response also supports the proposed one-off payment of £25,000 to LPAs offset the additional administrative burden of CIL relief (see question 14). Should any scheme become eligible for the relief in the Square Mile over the time-period a new administration process would need to be established, however the adequacy of the payment would depend on the nature and scale of the development.
11. Although not included in the consultation response as it relates to the unique circumstances of the Square Mile, the proposed changes may have short term implications for the methodology used to calculate the affordable housing financial contribution within the Planning Obligations SPD. The final updated costs to be included in the review of the SPD will need to take account of the City's current viability position, as well as wider funding expectations across London, including the temporary CIL relief.
12. Part II of the consultation proposes amendments to the Mayor of London's planning powers, introducing a streamlined process for residential development of more than 50 homes. Under this process the Mayor would be notified of any applications of between 50 and 150 homes and where a LPA intends to refuse such an application a modified version of Stage 2 would apply. The Mayor could then call in the application if it is considered to impact the implementation of the London Plan and where there are sound planning reasons for doing so. As per sections above, it is unlikely that applications of these types would arise in the Square Mile so the impact would be minimal.
13. The consultation also proposes granting the Mayor of London powers to call in applications of over 1,000sqm on Green Belt or Metropolitan Open Land (MOL), replacing the current power to direct refusal. This aims to ensure that high quality Green Belt and MOL will continue to be protected.

Mayor of London's consultation

14. The Greater London Authority (GLA) is consulting on a new Support for Housebuilding LPG. This proposes a time-limited planning route for the delivery of affordable housing and changes to cycle parking requirements and some housing design guidance. The City Corporation response is included at Appendix 2.
15. The consultation proposes amendments to Policy H4 A, H5 and H6 of the London Plan (2021). Under these changes applications on private land (and industrial land where floorspace is re-provided) delivering more than 20% affordable housing, and schemes on public land delivering more than 35%, would qualify for the FTR. The aim is to accelerate housing delivery by removing the need for full viability appraisal on a greater number of schemes. The amendments exclude proposals for purpose-built student accommodation or shared living and schemes involving demolition of affordable housing, therefore it is unlikely to significantly affect schemes within the Square Mile. The consultation proposes that 'substantial implementation' (defined as delivery of the first floor) needs to occur by 31 March 2030 to avoid the need for a viability review. The City Corporation response at question 8 suggests a more nuanced approach to cover different development types.
16. The GLA is also consulting on the removal of certain elements of design guidance that can constrain density. This includes proposed changes to the residential cycle parking requirements including student and shared-living proposals and changes to dual aspect dwelling requirements. The cycle parking approach places each local planning authority into one of three tiers, resulting in a reduction of overall requirements for the City of London. The proposals introduce some flexibility in what can be counted towards cycle storage requirements. Although intended to cover residential only this could be an indication of the Mayor's thinking around cycle parking more generally, to be brought forward through the new London Plan. The responses to questions 1 and 2 support reducing cycle parking requirements as recent surveys in the City indicate low utilisation of on-site cycle storage from student development, and the current standards often necessitate extensive basement excavation, leading to high carbon costs and viability challenges.

Next steps

17. The consultation responses will be submitted on the relevant consultation portals. Officers will continue to engage with the GLA on the preparation of the Mayor's new London Plan.

Corporate & Strategic implications

18. The City Plan 2040 has been prepared to align with broader corporate objectives and strategies. The City Plan is currently being examined under the conformity with the 2021 London Plan. However, there are unlikely to be any significant implications of the changes in the short or medium term.

Financial implications

19. None

Resource implications

20. The requirements of the proposed changes will be taken into consideration as part of officer reports on planning applications.

Legal implications

21. None

Risk implications

22. None.

Equalities implications

23. The consultations are accompanied by an integrated impact report and a equalities impact assessment of the London Plan amendments. The response highlights some comments on the outcomes in Appendix 2.

Climate implications

24. None

Security implications

25. None

Conclusion

26. The proposed package of measures are unlikely to have any significant implications for viability within the Square Mile, or infrastructure receipts. The consultation response is generally supportive of the aims but highlights the potential for some unintended consequences. The response generally reflects wider views that, in the absence of demand-side measures the proposals are unlikely to significantly alter the pace of delivery of new housing across London.

Appendices

- Appendix 1 Government consultation response
- Appendix 2 GLA consultation response

Report author

Gudrun Andrews
Head of Planning Policy

E: gudrun.andrews@cityoflondon.gov.uk

This page is intentionally left blank

Appendix 1 Government consultation portal questions: [London Emergency Housing Package Consultation](#)

Introduction questions

Question 1: What is your name?

Question 2: What is your email address?

Question 3: Are you replying as an individual or submitting a response on behalf of an organisation?

Part I: A proposal for time-limited relief from the Community Infrastructure Levy to support housebuilding in London

Qualifying developments

Introduces proposed partial, time-limited relief from CIL for qualifying developments in London that deliver a minimum level of affordable housing. The relief would cover 50% of the borough-level CIL liability (above a £500,000 threshold). The intention behind this will have a positive impact on scheme viability where changing inputs such as rising build costs and finance have had negative impacts on overall scheme viability.

Question 4: Do you agree that the relief should not apply to development on “excluded land” as defined? Please explain your answer.

The relief would primarily be applied to brownfield sites as other sites within Green Belt, Metropolitan Open Land or which is a park, or locally designated green space are considered ‘excluded land’.

City Corporation response: No comment.

Question 5: The Government welcomes views on approaches restricting relief to certain land uses – including the merits of whether the policy should apply based on established use classes, or something more bespoke.

The relief will be limited to residential floorspace, excluding student and co-living. The intention is to prioritise housing to meet longer term housing requirements, reflecting lower commercial CIL requirements which often preferences student or co-living schemes.

Some types of affordable housing are already exempt from CIL through social housing relief, therefore this additional relief would cover schemes of 1-9 units, and a proportion of the total residential floorspace above 10 units. The £500,000 threshold means that this is most likely to capture larger-scale developments, and therefore due to limited site availability, the relief is unlikely to have any implications for residential delivery within the Square Mile. However, if sites were potentially available, detailed viability work would need to be undertaken on a scheme-by-scheme basis to determine whether this temporary relief is likely to incentivise residential development over student/co-living.

City Corporation response: The City Corporation agrees that any relief should be on established use classes, and that the relief should exclude student and co-living proposals. However, due to the existing social housing relief and £500,000 relief threshold it may be down to the detailed site-specific factors as to whether this relief would be enough to incentivise longer-term housing requirements over student or co-living products within the Square Mile. The basis of the threshold figure is also unclear.

Question 6: The Government welcomes views on the application and level of the proposed borough-level CIL liability threshold, including whether this would have significant negative implications for SME builders.

The proposal applies relief to schemes with a total liability of over £500,000 as it aims not to be too much of a burden on LPAs. In combination of the affordable housing relief and triggers this is unlikely to capture smaller scale developments, so could disproportionately benefit multiple housebuilders over SMEs.

City Corporation response: No comment.

Question 7: The Government welcomes views on the threshold applying to a development as a whole, and whether this presents any challenges for phased developments where each phase is a separate chargeable development for CIL purposes. If so, should a lower threshold apply for each phase of a phased development?

The threshold is based on the calculation of CIL liability for the development as a whole, rather than individual phases of development. The City Corporation does not tend to receive any phased residential schemes.

City Corporation response: No comment.

Question 8: The Government welcomes views on the proposal to require a minimum level of affordable housing as set out in this sub-section.

The relief is proposed to apply only to schemes delivering more than 20% affordable housing, and will be applied through amendments to the London Plan's Fast Track Route (FTR). The amendments to the FTR are likely to bring forward more schemes at pace as it would negate the need for full viability appraisal. However, it would be most likely to be down to site-specific viability appraisals to determine the impacts of the relief on residential tenure, as the social housing relief applied to the affordable elements may still have more positive viability outcomes than a 50% relief on the market residential floorspace.

Given that a majority of the current residential pipeline in the Square Mile is for student or co-living the additional 50% relief is unlikely to impact the delivery of existing permissions. However, uniquely the City Corporation is both a recipient of S106 funding from developers in the Square Mile and a developer in other boroughs. Utilising funds collected from commercial and residential schemes within the Square Mile, the Corporation delivers 100% social rent homes in other boroughs so already benefits from full social housing relief. It is unlikely that the proposed package of measures would substantially shift the balance towards on-site provision in the short

term, but any mechanism that successfully incentivised developers to do so in the unique circumstances of the Square Mile would mean that the Corporation loses the ability to collect financial contributions and deliver genuinely affordable homes elsewhere.

The financial contribution in lieu of affordable housing from residential schemes in the Square Mile is based on the calculation contained within the existing Planning Obligations SPD. This SPD is being reviewed and will reflect current viability considerations. This updated cost will need to reflect the national viability picture over the short-term expectations of the relief.

City Corporation response: The City Corporation acknowledges the minimum affordable housing requirement in the context of the relief, however given the nature of the Square Mile this is unlikely to lead to any significant changes in residential viability.

Question 9: Overall, are you supportive of the qualifying criteria outlined? Please set out your views.

City Corporation response: As per previous responses the City Corporation acknowledges the changes but these changes are unlikely to have many implications for residential delivery within the Square Mile.

Question 10: The Government welcomes views and evidence on whether a time limited borough-level CIL relief in London will have the desired effect of improving viability to support housebuilding in London? As part of this, the Government would welcome case studies on the impact that borough-level CIL has on development in London.

City Corporation response: The City Corporation is hopeful that the relief will have the desired outcome of improving viability and bring forward more and faster delivery of housing, including affordable housing across London, however it is unlikely to result in many changes to residential viability within the Square Mile.

Question 11: Are there any specific criteria that you think could be clarified or adjusted? If so, please give your reasons why.

City Corporation response: No comment.

Question 12: Are there any additional eligibility criteria you think should be considered for the CIL relief beyond those proposed? Are there any other observations or comments you wish to make?

City Corporation response: In the City Corporation's view, a flexible approach to the timing of collection and receipt of CIL funds could have viability benefits and could be the factor which brings forward more development at pace. Additionally, it is noted that the Mayor of London's CIL has not been specifically included within the scope of this proposed relief so will apply in full.

Question 13: The Government welcomes views on the proposed steps before applying for relief as set out in this sub-section. This includes views on how the grant funding mechanism may interact with the proposed CIL relief, and

any circumstances where following the order/choreography set out would be difficult.

The consultation suggests that prior to any CIL relief application developers should first secure a signed S106 agreement and apply for affordable housing grant to potentially boost affordable housing delivery. However, it also states that this should not preclude developers from stating their intention to apply for relief during pre-application discussions. If the intention is for only unviable schemes to be subject to the relief, as indicated in section 4.4, then this relies on developers progressing through the planning process based on a potentially unviable scheme, but with the assumption that they will be able to secure the relief at a later date. The development industry will be able to comment on whether there is an appetite for this level of risk.

City Corporation response: The City Corporation notes that the relief will be applied post issue of permission so is timed to coincide with the CIL Liability Notice. However case officers will need to have discussions at earlier stages in the planning process on the potential for securing this relief, which will be an additional requirement.

Question 14: The Government welcomes views on the proposed application fee, the level of fee that is proposed and whether this would create any difficulties.

Sets out a cost of £25,000 to apply for the CIL relief to cover LPA administrative burden.

City Corporation response: Acknowledge the burden on LPAs and the costs associated with covering this, however given the broad range of scales of residential developments this is likely to capture it could be more appropriate and equitable to have a sliding scale.

Question 15: The Government welcomes views and evidence on whether 50 per cent relief for qualifying schemes delivering 20 per cent affordable housing is appropriate, or whether an alternative approach should be considered.

Sets out a minimum 50% relief on total CIL liability where at least 20% affordable housing is provided.

City Corporation response: Support, subject to other comments raised regarding delivery within the Square Mile.

Question 16: The Government welcomes views on whether this approach strikes an appropriate balance and provides a clear incentive for additional affordable housing to come forward.

Sets out a sliding scale of additional relief where proportion of affordable housing increases above 20%, for every additional percentage point of affordable housing, available CIL relief increases by two percentage points.

City Corporation Response: Support, subject to other comments raised.

Question 17: The Government welcomes views on the optimal levels of relief to ensure development can proceed, while maximising CIL receipts and affordable housing delivery.

City Corporation Response: As per previous comments, amendments to CIL phasing can also have significant short term viability benefits.

Question 18: The Government welcomes views as to whether boroughs should have any discretion in relation to the relief and if so in what circumstances, and how this may work such that robust incentives for additional affordable housing remain.

City Corporation Response: The City Corporation considers that should the relief be applied this should be non-discretionary to maintain transparency and set expectations from the outset.

Question 19: The Government welcomes views on the appropriate and proportionate level of information that a developer must provide for a scheme in order to be able to qualify for the relief, ensuring that only those schemes which genuinely need the relief are able to benefit from it but avoiding the level of viability testing that would be required under the GLA's Viability Tested Route.

This section suggests that the intention behind the relief is to bring forward unviable schemes. Developers would need to demonstrate the viability implications of the full CIL liability, through appraisal summaries and statutory declarations that information is true and fair, but not through the submission of a full Viability Appraisal. As per comments above this potentially relies on developers progressing through the planning process based on potentially unviable schemes or to capture stalled sites. The likely implications are that potentially viable schemes could be withdrawn or amended through Section 73 applications.

City Corporation response: The City Corporation agrees that viability information required would need to be more 'light touch' to be effective.

Question 20: The Government welcomes views on whether existing enforcement mechanisms for (i) statutory declarations (see section 5 of the Perjury Act 1911), and (ii) prosecution under the CIL Regs (see Regulation 110 of the CIL Regs) for supplying false or misleading information that is required to be provided under those Regulations, are sufficient to deter gaming of the system, or whether other deterrents should be made available? If you think these are not sufficient, please set out your reasons and views on what kinds of other deterrents may be needed, noting the Government's aims of creating a streamlined and certain process

The proposal would require a 'statutory declaration' that the viability information submitted was true and fair.

City Corporation response: The City Corporation agrees that there are risks associated with the approach and agrees that the 'statutory declaration' goes some way to alleviating those risks.

Question 21: The Government is interested in obtaining views on the suitability of the proposed process for securing the relief. The process is intended to provide consistent, timely and proportionate decision-making, whilst ensuring that applications for relief are robust and honest. We welcome feedback on whether these steps are practical and effective in supporting the intended outcome.

The relief is time-limited to developments which commence from CIL regulation amendments to 31 December 2028. The intention is that the relief helps to unlock schemes with existing permission which have stalled and incentivise new schemes to come forward which may not have done so without the relief. Although not necessarily relevant to the Square Mile there is a risk that residential schemes currently in the planning process across London could be withdrawn and resubmitted based on the expectation of the relief.

City Corporation response: No further comments.

Question 22: Are you supportive of the overall approach proposed to securing relief?

City Corporation response: No further comments.

Question 23: Do you foresee any challenges with particular aspects of the approach proposed to securing relief? If so, how might these be overcome?

City Corporation response: No further comments.

Question 24: The Government welcomes views on appropriate clawback provisions to ensure schemes which benefit from the relief contribute to urgent housing need. This will include clawback of relief if an incorrect/false statement is made about the viability evidence which is submitted to justify the need for relief from CIL.

Sets out aims for processing applications at pace, monitoring and administrative process and potential for clawback provisions where conditions no longer met.

City Corporation response: No further comments.

Question 25: Are you supportive of the overall approach proposed to administering the relief?

City Corporation response: No further comments.

Question 26: Do you foresee any challenges with particular aspects of the approach proposed to administering the relief? If so, how might these be overcome?

Sets out the UK subsidy control regime which aims to ensure that the cumulative impact of the subsidies are appropriate. Sets out that the Government will provide further detail on this prior to implementation.

City Corporation response: No comment.

Question 27: Do you foresee any challenges with the proposed implementation process?

Government's intention is to have the amended Regulations in place as soon as possible in the first half of 2026.

City Corporation response: No further comments

Question 28: The Government welcomes any views on other ways that developers could be supported through the CIL system to bring forward developments.

City Corporation response: As per previous comments, amendments to the CIL Regulations in relation to CIL phasing could also be beneficial in relation to the timing of CIL receipts.

Part II: A proposal for permanent changes to the Town and Country Planning (Mayor of London) Order 2008 to support housing delivery in the capital

Proposes streamlined approach to residential development of more than 50 homes where not included in other potential strategic importance (PSI) categories and a new power to call in applications on Green Belt or Metropolitan Open Land (MOL) of more than 1,000sqm.

Question 29: Do you agree with the new PSI category of 50 homes or more? Please state why.

This proposal means that applications of between 50 and 150 homes will now be subject to an additional 'streamlined' approach to GLA input. This is not intended to be an amendment to the call-in procedure but to introduce a new level of Mayoral input to these types of applications. The Mayor would be notified of the application and if the LPA proposes to refuse the application a modified version of Stage 2 would apply. This would require submission of details of why the LPA intends to refuse, representations, the officer report and planning conditions/S106 obligations. The Mayor would then be able to call in the application if he considers that it would have an impact on the implementation of the London Plan and there are sound planning reasons for doing so.

It is unlikely that applications of these types would arise in the Square Mile so unlikely to have any impact.

City Corporation response: The City Corporation notes the proposed new streamlined approach.

Question 30: Do you agree with the streamlined process for the new PSI category? Please state why.

City Corporation response: The streamlined approach is unlikely to capture many applications within the Square Mile, however it appears proportionate.

Question 31: Do you agree that development in Category 3D of the Schedule of the Mayor of London Order 2008 should be brought into scope of the Mayor's call-in power? Please state why.

Introduces the power to call in applications of over 1,000sqm on Green Belt or MOL (as opposed to current power to direct refusal) to help ensure that higher quality Green Belt and Metropolitan Open Land can continue to be protected from speculative development and to secure high quality development on poor quality land.

City Corporation response: Supports amendments to the call in powers to allow the Mayor to maintain a strategic and consistent approach to applications on Green Belt and MOL.

Question 32: Do you have any comments on any potential impacts for you, or the group or business you represent, and on anyone with a relevant protected characteristic that might arise under the Public Sector Equality Duty as a result of the proposals in this document? Please provide details.

As set out to answers to Question 6, the implications of the change could disproportionately positively impact on multiple housebuilders by nature of the scale of developments covered. By this nature SME housebuilders would not necessarily benefit from these proposals. Although not one of the nine protected characteristics this must be considered fully in light of socio-economic impacts.

City Corporation response: The City Corporation has some concerns that the £500,000 liability threshold excludes the smaller-scale developments typically delivered by SME housebuilders.

Question 33: Is there anything that could be done to mitigate any impact identified?

City Corporation response: The liability threshold could be reduced to mitigate against the impacts on SME builders.

Question 34: Do you have any views on the implications of these proposals for the considerations of the 5 environmental principles identified in the Environment Act 2021?

The 5 environmental principles are:

- Embedding environmental protection - the integration principle
- prevention principle
- rectification at source principle
- polluter pays principle
- precautionary principle

City Corporation response: No comments.

Appendix 2 GLA consultation: [Support for Housebuilding LPG](#) | London City Hall

Cycle parking

Question 1: Are the proposed changes to the cycle parking standards, in conjunction with the wider package proposed by this consultation, likely to make a material difference to the viability of residential schemes while still providing sufficient cycle parking to enable sustainable growth in London and mode shift?

Applies amendments to the long stay cycle parking standards from residential development (including student and shared living) until 31 March 2028. Introduces three 'bands' of authorities, where the City of London is placed in Band 1. Long stay requirements from Table 10.2 of the London Plan and the cycle storage benchmark from Table 3.2 of the Large-scale Purpose-Built Shared Living LPG no longer apply. The changes mean that the amount of cycle parking required is based upon the number of the bedrooms, rather than the number of occupants in the dwelling. For larger residential units this means that the cycle parking requirement would be decreased from 2 spaces to 1.5 (2 beds) or 1.9 (3 beds). For student accommodation this is a slight reduction from 0.75 spaces per bedroom to 0.7.

	Long stay (Band 1)
Dwelling: Studio or one bedroom	1.0
Dwelling: Two bedroom	1.5
Dwelling: Three or more bedroom	1.9
Large-scale purpose-built shared living room	0.7
Purpose-built student accommodation bedroom	0.7

Recent surveys within the City indicate low cycle storage utilisation from students, therefore a lower level of provision from student schemes may be acceptable. The lower standard still allows for significant mode share growth from students.

City Corporation response: The City Corporation supports the proposed short-term amendments to cycle parking requirements.

Question 2: Do you consider that the guidance on flexibility and quality in sections 2.3 and 2.4 of the guidance will address development viability and cycle parking quality challenges?

Proposes changes around what can be considered as counting towards minimum long-stay cycle parking requirements. It proposes that the following can also be considered as counting towards the cycle provision:

- infrastructure for public cycle or scooter hire on the site or carriageway
- managed on-site shared cycles or scooters
- one-street cycle hangars

- storage for folding cycles
- contributions towards off-site communal cycle parking

The proposal allows greater flexibility in the use of hire or shared cycle provision as part of the cycle parking offer at student or large-scale shared living proposals. Standards may also be flexibly applied to reflect site constraints and design considerations, such as to avoid basements which significantly impact viability and accommodate small building footprints relative to floorspace. Additionally the proposal introduces further flexibility in applying the cycle design standards including options for in-building stores, purpose-built shelters, cycle storage space within dwellings and external storage solutions.

City Corporation response: The City Corporation supports flexibility of cycle parking provision.

Housing design

Question 3: The GLA welcomes views on the proposed changes to the housing design standards.

Withdraws two standards from the Housing Design Standards LPG. These are: C4.1 in relation to dual aspect home requirements, and B2.5 in relation to the number of homes accessed from each core.

City Corporation response: No comment.

Increasing housing delivery, affordable housing and time limited planning route

Question 4: The GLA welcomes views on the time-limited planning route. Do you agree that this will support the early delivery of housing development whilst also maximising affordable housing provision in the short term? Are there any changes to the approach that would more effectively achieve these objectives?

Introduces a new time-limited approach which makes amendments to Policy H4 A, H5 and H6 of the London Plan, meaning that applications on private land (and industrial land where floorspace is re-provided) providing more than 20% affordable housing can proceed via the FTR (where they also meet eligibility criteria). A gain-share viability review mechanism will be applicable if construction does not meet the fixed milestone by 31 March 2030. The Mayor is committed to maintaining the higher threshold in the medium to long term.

City Corporation response: The City Corporation notes the time-limited amendments to the fast track route within the London Plan.

Question 5: Do you agree with the proposed eligibility criteria for the time limited planning route? The GLA welcomes any views on whether this will, and how this better can, help to achieve the objective of increasing housing supply and supporting early delivery whilst also maximising affordable housing provision in the short term.

The proposals amend the 35%/50% London Plan thresholds to 20%/35%, with the higher threshold for schemes on public land and where industrial floorspace capacity is not being re-provided. The time-limited approach does not apply to Grey or Green Belt, purpose-built student accommodation or shared living, or where involves demolition of affordable housing. All planning permissions would need to be issued by 31 March 2028.

City Corporation response: The City Corporation notes the time-limited amendments to the fast-track route within the London Plan.

Question 6: Do you agree that the proposed approach to grant will help to achieve the objective of increasing housing supply and supporting early delivery, whilst also maximising affordable housing provision in the short term? To what extent will this help to support the acquisition of affordable homes secured through the planning process by Register Providers?

Schemes that commit to providing above threshold percentages of affordable housing will be eligible for grant funding, in line with updated Accelerated Funding Guidance. Grant may be sought for homes by unit above the first 10 per cent which will be nil grant, without the need for an Additionality Viability Assessment, subject to subsidy control rules.

City Corporation response: The City Corporation notes the availability of grant funding.

Question 7: The GLA welcomes views on the approach to reviews under the time limited route, including whether any further criteria should be applied which would a) incentivise early delivery, or b) help to ensure that, if reviews are triggered, additional affordable housing contributions are provided where viability improves over the lifetime of the development.

Sets out that schemes will be liable to later viability review if the first floor of the scheme has not been built by 31 March 2030. For larger schemes this will apply where the first floor and over 200 homes are built by this date. Flexibility will however be applied if delays relating to securing decisions from Building Safety Regulator. However if this milestone is not met a late review will be required once 75 per cent of homes within the scheme or within the final phase or plot are occupied. The guidance sets out some parameters of the review to be agreed with the Mayor.

City Corporation response: The City Corporation notes review mechanism trigger but does not consider the first floor to be specifically robust.

Question 8: Recognising that the substantial implementation milestone of the first floor set out in 4.6.1 may not be appropriate in all instances, are there any circumstances in which an alternative review milestone to completion of the first floor would be necessary and justified, in a way that continues to incentivise fast build out?

The completion of the first floor is to be used as the trigger which needs to be met by 31 March 2028.

City Corporation response: The City Corporation understand that the first-floor trigger will be more appropriate to some schemes rather than others, but this does favour certain forms of development types. Therefore, it would be appropriate to either have some flexibility in this, or different triggers for different development types.

Question 9: An alternative approach for phased schemes would be for boroughs, and the Mayor for referable applications, to have discretion to agree forward dates and milestones for future phases if it would support the faster build out of the scheme, which if met mean that no review is required for that phase.¹⁷ Do you agree with this and what measures would be required to ensure that this resulted in faster build out than may otherwise be the case?

Suggests that LPAs would have discretion to determine the trigger dates and milestone for larger and phased schemes.

City Corporation response: The City Corporation considers that it may be appropriate for some flexibility for larger and phased schemes.

Question 10: The GLA welcomes views on any additional measures that would support the delivery of schemes with existing planning consents which provide 35 per cent or more affordable housing. Do you agree that the time limited planning route would support schemes which have been granted planning consent but are currently stalled?

Confirms that GLA grant may be sought at or above the benchmark grant rates subject to meeting the conditions and eligibility requirements. Guidance encourages stalled projects to assess the availability of grant to increase the level of affordable housing. Applicants will be expected to seek grant and CIL relief to maintain or increase the level of affordable housing in existing section 106 agreements, any amendments should be renegotiated and agreed via a deed of variation.

City Corporation response: No comments.

Question 11: Are there any further measures that would help to prevent the level of affordable housing being reduced in consented schemes where this is not needed to enable the development to progress?

City Corporation response: No comments.

EqIA question: <https://www.london.gov.uk/media/111113/download?attachment>

Consultation question: Do you consider that any of the proposed changes set out within the SHLPG could result in additional positive or negative impacts on those with protected characteristics to those already identified? If yes, please specify which change would have the impact and which group may be affected? Resulting from the draft guidance that could affect those with protected characteristics. Do you have any additional comments on this EqIA that accompanies the SHLPG draft guidance?

The EqIA concludes that changes to cycle parking standards may negatively impact upon groups that rely on cycling, and groups that may be affected potential increase in road traffic, road danger and air pollution. For other groups with protected

characteristics, impacts are expected to be broadly neutral. Proposed change to the Housing Design Standards will have a neutral impact on older people, young children and people with a disability. For all other groups with a protected characteristic no impacts are anticipated. The introduction of a time-limited planning route aimed at supporting timely build out of new affordable housing could have a positive effect for groups with protected characteristics.

City Corporation response: No comments.

This page is intentionally left blank

Agenda Item 8

Committee: Planning and Transportation Committee – For decision	Dated: 19 January 2026
Subject: City Fund Highway Declaration: 65 Gresham St, London, EC2V 7NQ	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	Vibrant Thriving Destination 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: City Surveyor CS.292/24	For Decision
Report author: Isobel Tucker	

Summary

Approval is sought to declare a volume of City Fund owned airspace 25.19 sq ft / 2.34 sq m situated at 65 Gresham St, London EC2V 7NQ to be surplus to highway requirements to allow its disposal in conjunction with the consented development.

The consented development includes the provision of six inset balconies on the Gresham Street side of the building which encroaches into City Fund owned airspace by 25.19 sq ft. Planning permission was granted to 21 December 2023 under reference 22/00848/FULMAJ and Hertshten Properties (UK) Limited are seeking to regularise its proposed use of the affected airspace.

A previous surplus declaration was made by the Planning & Transportation Committee for this proposed scheme on 5 November 2024, for a portion (26.16 sq ft) of City Fund owned airspace affected by a canopy situated on the corner of Aldermanbury and Love Lane. Following further investigations, it was discovered that an additional portion of City Fund airspace (25.19 sq ft) is affected by the scheme involving the proposed balconies on Gresham Street.

Before third party interests can be granted in this additional affected City Fund airspace, the area first needs to be declared surplus to highway requirements by this Committee. The terms for the highway disposal have been submitted for approval under the City Surveyor's Delegated Authority, subject to your approval to declare the affected volume of airspace surplus to highway requirements to facilitate the consented scheme.

Recommendation(s)

Members are asked to:

- Resolve to declare a volume of City Fund owned airspace totalling 25.19 sq ft sq ft situated at 65 Gresham St, London EC2V 7NQ, to be surplus to highway

requirements to enable its disposal upon terms to be approved under the Delegated Authority of the City Surveyor SUBJECT TO

- the City Surveyor and Deputy Director of Transportation and Public Realm first determining the relevant ordnance datum levels to suitably restrict the vertical extent of the leasehold airspace demise.

Main Report

Background

1. The existing site comprises a 11-storey office building, with 3 basement levels and 9 floors above ground. It has an L-shaped layout, covering the entire Love Lane and Aldermanbury frontages of the urban block. It extends around the corner to share the Wood Street and Gresham Street frontages with the adjacent building at 30-55 Gresham.
2. Planning permission was approved on 21 December 2023 (22/00848/FULMAJ) for the proposed new scheme at 65 Gresham Street comprising of a horizontal extension at 8th and 9th floor levels and three-storey vertical extension.
3. The consented development comprises of new Class E floorspace, alterations and refurbishment to existing windows and facades, structural alterations and creation of new and refurbished entrances on Gresham Street and at the junction of Aldermanbury and Love Lane.
4. It includes the creation of inset balconies, roof terraces at levels 8, 10 and 12, cycle storage, public realm improvements for new hard and soft landscaping and removal of ground floor mezzanine level facilitating the provision of retail frontages and retail units to Aldermanbury.
5. Planning permission included provision of six inset balconies on the Gresham Street side of the building shown in the illustration in Appendix 2.
6. There is a portion of City Fund owned airspace affected by the balconies which measures a total of 25.19 sq ft / 2.34m².
7. The affected airspace (City Fund) was acquired for planning purposes by the City Corporation under the Town & Country Planning Act 1947, s.40.
8. Hertshten Properties (UK) Limited are now seeking to regularise its use of this airspace.

Current Position

9. Hertshten Properties (UK) Limited has approached the City Corporation seeking to acquire a suitable interest in the airspace affected by its consented development.
10. In the event of the airspace being declared surplus, its disposal is a matter for the City as landowner and Resource Allocation Subcommittee. The City Surveyor will

approve under his Delegated Authority. However, by way of background, the airspace may be disposed of in such manner and for such consideration as the City Corporation thinks fit.

11. Before the City Corporation can dispose of any interests in the City Fund airspace, your Committee should first agree it is surplus to highway requirements.
12. Detailed research by City Surveyors confirms the City Corporation's ownership of the parcels affected comprise of City Fund (Highway) airspace measuring 25.19 sq ft in total. The plan is attached at Appendix 1.
13. The proposed surplus declaration does not extend to the highway stratum which will remain as highway and vested in the City Corporation as the highway authority.
14. The proposed development will not require stopping-up of any highway.
15. Where applicable, the vertical extent of the highway stratum would be approved by the Deputy Director of Transportation and Public Realm to ensure that sufficient stratum remained to enable the use, management and maintenance of the highway.
16. The upper and lower levels of the balconies are governed by Ordnance Datum Newlyn levels. Ordnance Datum Newlyn is the British mainland national geographic height system by reference to which the volume of land or airspace can be defined and identified by its upper and lower levels. The relevant ordnance datum levels to suitably restrict the vertical extent of the required airspace demise has been agreed in principle with Hertshten Properties (UK) Limited in due course and authorised under the City Surveyor's Delegated Authority.

Proposals

17. The airspace in question is not considered necessary for the use and the exercise of the public highway. It is therefore proposed that, subject to your agreement to declare the area of City Fund airspace (25.19 sq ft) at 65 Gresham St, London EC2V 7NQ to be surplus to highway requirements to allow the City Corporation to dispose of a suitable interest in the upon terms to be approved by the Delegated Authority of the City Surveyor.

Corporate & Strategic Implications

18. Strategic implications –

- Flourishing Public Spaces
- Vibrant Thriving Destination

19. Financial implications –

- The terms of the highway disposal transaction are to be reported to The City Surveyor for approval under his delegated authority and the Resource Allocation Subcommittee, subject to you declaring the affected City Fund airspace to be surplus to highway requirements.

20. Resource implications – None

21. Legal implications –

- Disposal of the interest in the City Fund airspace is authorised by Town and Country Planning Act 1990 (paragraph 233), which allows the City Corporation to dispose of its land or airspace to secure the best use of the land as part of the proper planning of the area, and in such manner, for such consideration and on such terms and conditions as the Corporation thinks fit.

22. Risk implications – The developer may not wish to proceed with the balconies component of the development, but this is unlikely.

23. Equalities implications – No equalities issues identified.

24. Climate implications – None

25. Security implications - None

Conclusion

26. The affected City Fund airspace is to be declared surplus to highway requirements, to allow its disposal by an appropriate legal interest and on appropriate commercial terms, enabling redevelopment of the property according to the planning permission granted.

Appendices

- **Appendix 1** – Committee Plan for 65 Gresham St, London EC2V 7NQ Balconies (5-C-44077 -01)
- **Appendix 2** – Illustration of the inset balconies at 65 Gresham St, London EC2V 7NQ
- **Appendix 3** – Previous Committee Plan for 65 Gresham St, London EC2V 7NQ Canopy only (5-C-43788 -01)

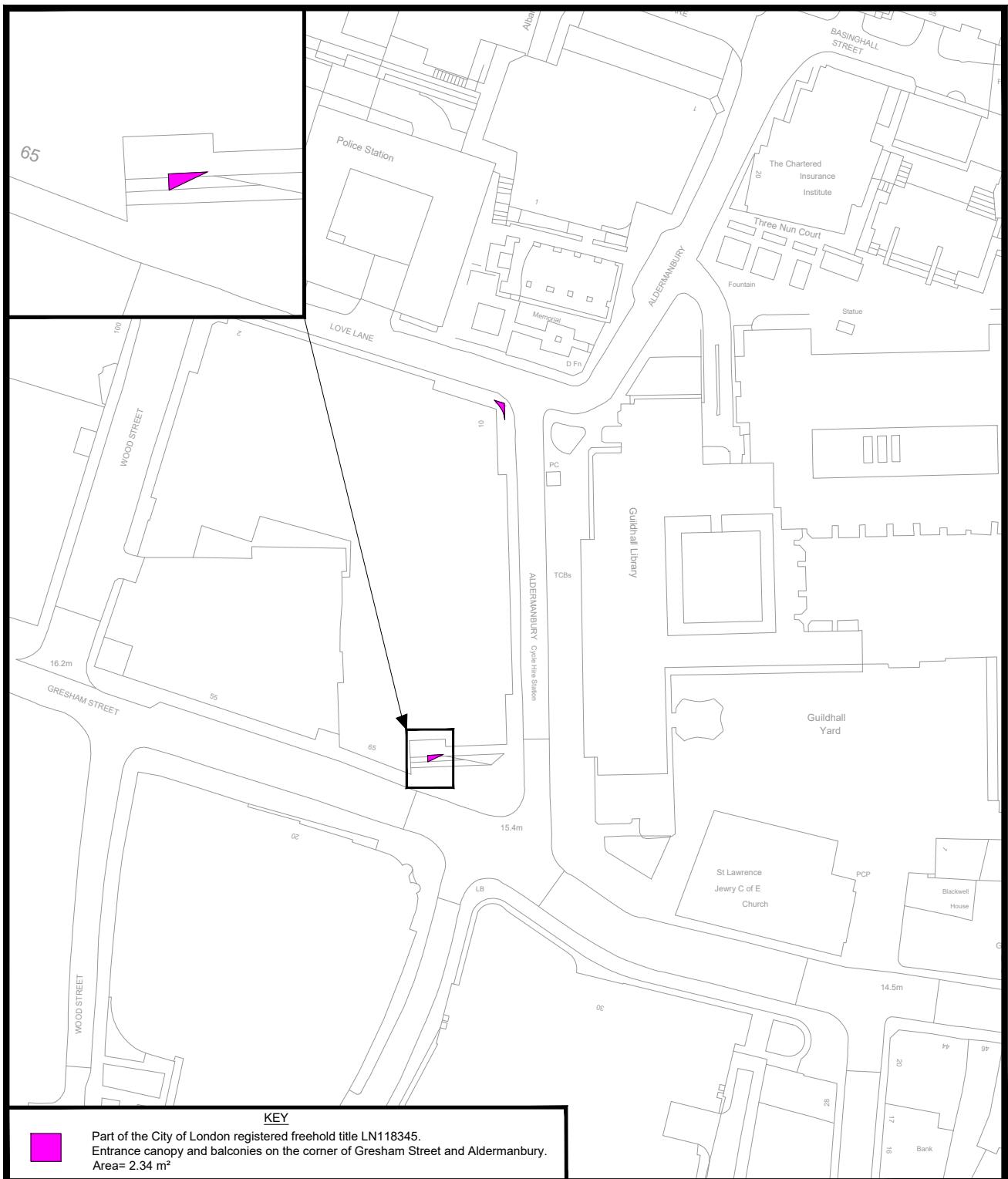
Isobel Tucker

Senior Principal Surveyor
City Surveyor's Department

T: 07514723591

E: isobel.tucker@cityoflondon.gov.uk

This page is intentionally left blank



Address :	<p>65 Gresham Street, London EC2</p> <p>P.G. Wilkinson BSc MSc MRICS City Surveyor</p> <p>CITY SURVEYOR'S DEPARTMENT Corporate Property Group : Plans & Records Section</p>		Print Scale : 1250 @ A4
Title :	<p>Committee Plan</p>		Date : Oct 2025
Pro code	UPRN		Drawn by : KT
			Drawing No : 5-C-44077 -01
 © Crown copyright and database rights OS 100023243			

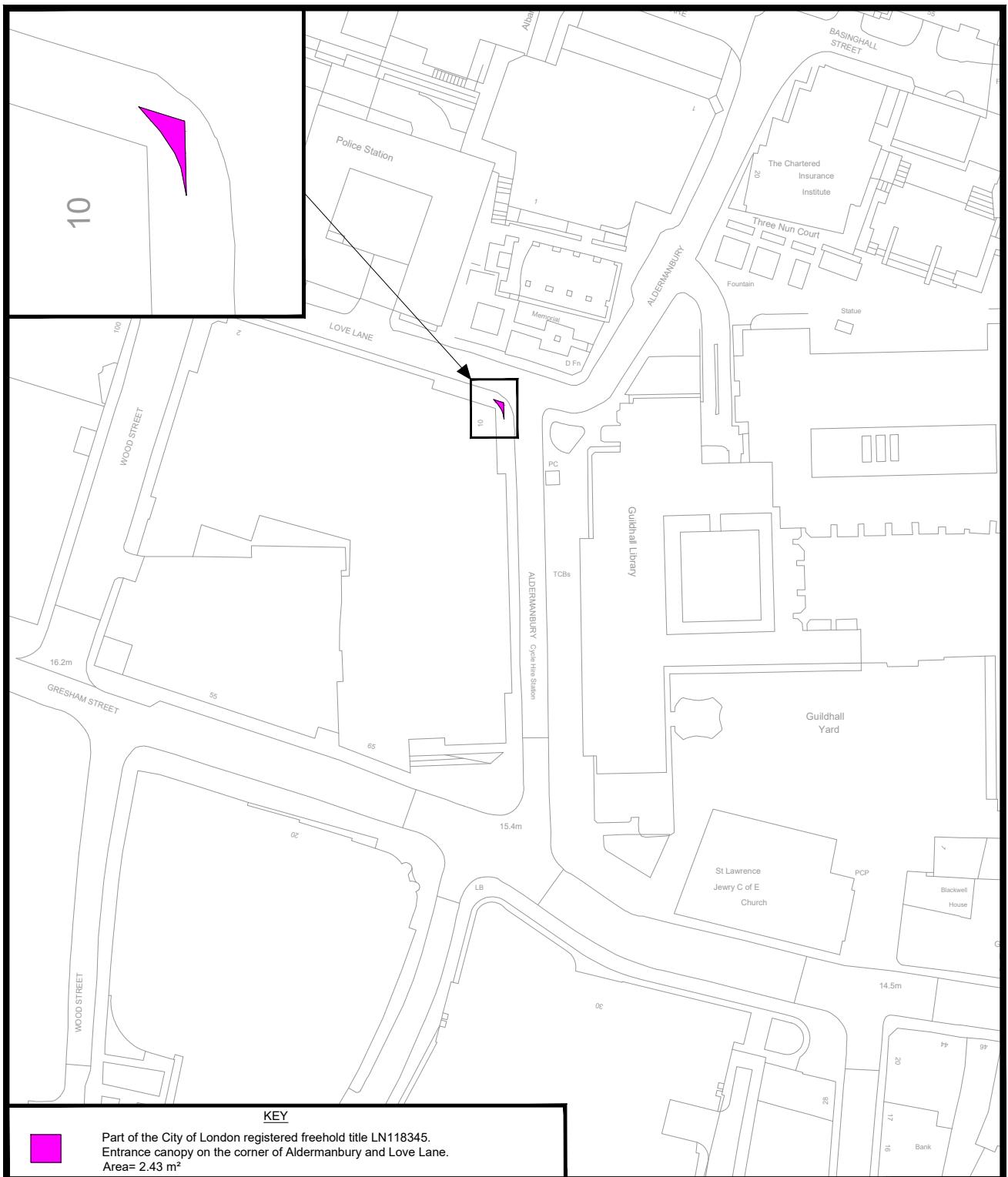
This page is intentionally left blank

APPENDIX 2 – Illustration of the inset balconies at 65 Gresham St, London EC2V

7NQ



This page is intentionally left blank



Address :	65 Gresham Street, London EC2		Print Scale : 1250 @ A4	N
Title :	Committee Plan			
Pro code	UPRN	P.G. Wilkinson BSc MSc MRICS City Surveyor CITY SURVEYOR'S DEPARTMENT Corporate Property Group : Plans & Records Section Page 77		Date : Oct 2024 Drawn by : KT Drawing No : 5-C-43788 -01 <small>© Crown copyright and database rights OS 100023243</small>

This page is intentionally left blank

Agenda Item 9

Committees: Streets & Walkways Sub <i>[for decision]</i> Planning & Transportation <i>[for decision]</i> Projects & Procurement Sub <i>[for information]</i>	Dates: 9 December 2025 19 January 2026 28 January 2026
Subject: Fenchurch Street Area Healthy Streets Plan	Gateway 5: Regular Authority to start work
Report of: Executive Director Environment Report Author: Stephen Oliver, Transport & Public Realm Projects	For Decision
PUBLIC	

1. Status Update	<p>Project Description: The Fenchurch Street Area Healthy Streets Plan (HSP) will provide a framework for improving the streets and public realm in the area. The proposals will reflect the aspirations of stakeholders, including the Aldgate Connect Business Improvement District (BID) and the Eastern City BID.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £195,202</p> <p>Change in Total Estimated Cost of Project (excluding risk): None.</p> <p>Spend to Date: £132,202</p> <p>Costed Risk Provision Utilised: Not applicable</p> <p>Slippage: No slippage against parameters reported at previous Gateway.</p>
2. Requested decisions	<p>Next Steps:</p> <ul style="list-style-type: none"> • Finalise maps and produce a PDF version of the HSP which will be published on the City Corporation website; • Coordinate project delivery via the established City Cluster Programme Board and annual progress reports to committee; • Coordinate bids for funding as required to implement the programme.

	<p>Requested Decisions:</p> <p>Members of the Streets & Walkways Sub Committee are requested to:</p> <ol style="list-style-type: none"> 1. Approve the Fenchurch Street Area Healthy Streets Plan as shown in Appendix 3. 2. Approve a revised total estimated cost of £195,202. As set out in Appendix 4 table 2. 3. Approve an additional budget of £25,202 from the Mariner House S106. <p>Members of the Planning & Transportation Committee are requested to:</p> <ol style="list-style-type: none"> 1. Adopt the Fenchurch Street Area Healthy Streets Plan, as shown in Appendix 3. 												
3. Budget	<p>3.1 An additional £25,202 is requested for the ongoing management of the Fenchurch Street Area HSP programme for the next reporting period. This will allow for continued liaison with stakeholders and the coordination of funding bids to implement the delivery plan.</p> <table border="1"> <thead> <tr> <th>Item</th><th>Reason</th><th>Source of Funding</th><th>Cost (£)</th></tr> </thead> <tbody> <tr> <td>Management of the Fenchurch Street Area HSP programme</td><td>Stakeholder liaison, reporting, coordinating funding bids</td><td>Mariner House S106</td><td>£25,202</td></tr> <tr> <td>Total</td><td></td><td></td><td>£25,202</td></tr> </tbody> </table> <p>Costed Risk Provision requested for this Gateway: None.</p> <p>3.2 The plan is a long-term strategy and similar to other adopted Healthy Streets Plans its delivery plan is not fully funded at this stage. The progression of projects that are currently uncommitted are subject to funding being secured. As part of the Fenchurch Street Area HSP programme management, funding opportunities will be explored including S278 agreements and other funding programmes. Any bids for funding will be submitted when appropriate and reported to Resource Allocation Sub Committee and Policy & Resources Committee at the appropriate stage. The adopted plan</p>	Item	Reason	Source of Funding	Cost (£)	Management of the Fenchurch Street Area HSP programme	Stakeholder liaison, reporting, coordinating funding bids	Mariner House S106	£25,202	Total			£25,202
Item	Reason	Source of Funding	Cost (£)										
Management of the Fenchurch Street Area HSP programme	Stakeholder liaison, reporting, coordinating funding bids	Mariner House S106	£25,202										
Total			£25,202										

	will set a framework to support funding conversations with external partners.
4. Design summary	<p>Project update</p> <p>4.1 The Fenchurch Street Area HSP outlines potential improvements for people walking, wheeling, cycling and spending time on streets within the area and minor changes to how motor vehicles move around the area.</p> <p>4.2 The proposals support the delivery of various City strategies including the Transport Strategy and Climate Action Strategy and the Destination City initiative. The proposals also support the placemaking aspirations of the Aldgate Connect BID and the Eastern City BID. The plan also provides a framework within which current and future development can be coordinated and ensure that the public realm benefits appropriately.</p> <p>4.3 Since the Gateway 4 report was presented to committees in July and August 2025 a public consultation exercise has been carried out; the results of this engagement are summarised below and the full feedback report is included as Appendix 2.</p> <p>Consultation</p> <p>4.4 Prior to the consultation commencing Members briefings were held for both ward members and Streets and Walkways Sub-Committee members. Members were sent Emails notifying the start of the consultation. Presentations were also made to the Aldgate Connect BID and the Eastern City Partnership and the Eastern City Public Realm Steering Group. The proposals were well supported at these external meetings.</p> <p>4.5 A public consultation exercise on the HSP was undertaken initially for a four-week period during September and October 2025 but was extended for an additional week to enable more responses to be submitted. The consultation was open to anyone with an interest in the area (individuals and groups). Promotion included:</p> <ul style="list-style-type: none"> • A letter drop to all properties inside the plan area and nearby. • 50 on street posters. • A 2-metre-high graphic on a tower installed by Aldgate Connect on Vine Street. • A 6m wide promotional panel on America Square displaying images of the proposals.

- Emails were sent to all the hospitality businesses and churches in the area and the planning agents representing developers for recent planning applications.
- Emails were sent to an existing consultation database of statutory and advisory consultees including TFL and the train operator c2c.
- The BIDs promoted the consultation to their members and requested they circulate the consultation to staff.
- A series of social media promotions were carried out by Commonplace who hosted the consultation platform on our behalf.
- Four in-person drop-in sessions were held. Three of these were at lunch time and one in the evening in different locations across the HSP area. To maximise exposure two were held on street.

4.6 The Commonplace consultation platform enabled respondents to comment on individual proposals within the HSP area as well as giving overall feedback in the form of free text. The portal was visited by 2856 people. Over 522 responses were recorded on the platform, from 167 individuals (people were able to make multiple contributions). People were also able to submit feedback via email.

4.7 The consultation portal divided the project area into seven neighbourhoods. Respondents had the choice to comment on as many neighbourhoods as they wished. For each neighbourhood there were questions on:

- Pedestrian priority Improvements: giving more priority to people walking and wheeling and improving accessibility and safety.
- Public realm improvements: to make streets and spaces more attractive, comfortable and enjoyable to spend time in.
- Cycling improvements: to improve the comfort and safety for people cycling.
- There were also questions about proposals that were particular to a street or the neighbourhood. To accompany each question there was an opportunity to make further written comment in detail.

4.8 Responses to each proposal in the HSP are summarised below. A full engagement feedback report is included at Appendix 2 of this report.

	<p>Consultation responses</p> <p>4.9 Responses via the Commonplace portal consistently demonstrated strong support for all proposals in the plan, but the number of responses varied between the neighborhoods.</p> <p>4.10 Support for proposals to improve the public realm and pedestrian priority was predominantly over 80%. Cycling specific proposals scored lower but were still supported by 70% of respondents.</p> <p>4.11 Full details of the responses to each question can be found in the Public Engagement Feedback Report in Appendix 2. The neighborhoods and proposals that had the most responses are summarised below.</p> <p>4.12 Proposals in the draft plan for Fenchurch Street and Aldgate had the most responses from participants.</p> <ul style="list-style-type: none"> Exploring improvements to the public realm and the crossing points each received 167 responses of which 150 were supportive (90%). Exploring formalising loading arrangements received 163 responses of which 105 were supportive (82%). Exploring improvements for people cycling received 165 responses with 90 supportive (70% supportive and 13% unsupportive). The free text responses to these proposals were generally supportive for the public realm improvements and improved crossings but there were concerns for and against changes for people cycling. <p>4.13 The draft plan has proposals to be explored for Vine Street, America Square, Crescent and Hammett Street.</p> <ul style="list-style-type: none"> The proposals for new public spaces on Vine Street received 84 responses of which 80 were supportive (96%), and on the Crescent 82 responses of which 78 were supportive (96%). The proposal to extend the existing America Square public space received 84 responses 76 were supportive (91%). Potential pedestrian priority improvements include making America Square, Crescent and Hammett Street one-way for motor vehicles, which received 83 responses of which 74 were supportive (90%). Proposals for creative lighting under the railway viaduct were also well supported with 85 responses of which 78 were supportive (97%).
--	--

- The free text responses for these proposals were generally supportive particularly for the new and improved public spaces.

4.14 For Eastcheap and Great Tower Street responses were received from 75 participants for this neighbourhood.

- Exploring improvements to the public realm and the crossing points received 72 responses of which 65 were supportive (90%).
- Exploring formalising loading arrangements received 70 responses of which 62 were supportive (89%).
- Exploring improvements for people cycling received 73 responses with 52 supportive (71% supportive and 13% unsupportive).
- Reviewing the amount and location of kerbside parking received 70 responses to this question with 60 supportive (85%).
- The free text responses showed strong support for widened pavements and improved crossing points. There were several comments about the need for improved facilities for cyclists.

4.15 The draft plan has proposals to raise the carriageway at the junction of Cooper's Row with Crutched Friars, Lloyds Avenue and Crosswall to improve pedestrian priority (including the entrance to Fenchurch Street station) and improve the lighting or add feature lighting under the railway viaduct. These proposals received 44 responses with 39 supportive (90%).

- Submissions were also received by email from TFL, London Cycling Campaign, c2c and the planning agent for the developers of 50 and 130 Fenchurch Street, and representatives for 30 Fenchurch Street.
- TFL made a series of comments. Overall, these were supportive of the proposals. Comments that were made related to issues that would be considered in the detailed design stages of individual projects.
- The London Cycling Campaign made submissions identifying a series of issues. In general, they considered that the "plan failed to grasp the opportunity to reduce private motor traffic and journeys and enable significant further 'mode shift' to cycling". In response to particular proposals in the plan they considered that:

	<ul style="list-style-type: none"> ▪ On Fenchurch Street – if segregated cycle lanes are not installed then measures should be made to reduce vehicular traffic. ▪ On Eastcheap and Great Tower Street – its designation as a cycle route for improvement was welcomed but it should be part of a wider scheme from Byward Street to Bank designed in conjunction with TFL. ▪ Rood Lane should be closed to through traffic all the time and the carriageway raised to pavement height its entire length. ▪ On Mark Lane and Trinity Square – the junctions with Great Tower Street should be improved for cyclists. ▪ On America Square and Hammet Street, the changes to traffic management welcomed. <p>4.16 A submission was made on behalf of the developers of 50 Fenchurch Street who requested that the proposals in the plan did not hinder the S.278 works that would form part of the planning application. However, the draft S278 has not yet been completed, but will shortly be submitted to the developer. The objectives of the agreement are in keeping with the proposals in the draft Plan, and these have been previously discussed with the developer.</p> <p>4.17 The developers of 130 Fenchurch Street fully supported the plan. A very supportive submission was made by Urbanest who are seeking to increase their student accommodation in the area. They highlighted the benefits of the plan particularly for people walking, wheeling and cycling and the need for improved lighting on America Square and the Crescent.</p> <p>4.18 Representatives of 30 Fenchurch Street raised concerns about access to their service bay and other businesses on Rood Lane. The proposal will however maintain local access for these businesses. They also expressed concerns about additional cycle parking on Rood Lane as existing dockless cycle parking frequently blocked the emergency access to their building. This issue will be considered in more detail if the proposal is explored further.</p> <p>4.19 c2c submitted a brief response to the consultation regarding Fenchurch Street station in which they confirmed that they had no current proposals to change access and security arrangement to Fenchurch Place.</p>
--	--

4.20 Transport for All were commissioned to carry out an accessibility audit between Tower Hill underground station and Aldgate Square (The full audit is attached as appendix 6). The audit made the following recommendations in response to issues experienced on the walkabout in the project area:

- a) Introduce consistent tactile paving with a slight lip for better navigational support.
- b) Raise pavements and create level, continuous surfaces across junctions.
- c) Enhance lighting and contrasts to improve visibility and safety.
- d) Integrate public art or design features to enhance the area's visual appeal and user experience, making the area more approachable.
- e) Widen pathways to at least 2 metres where possible.
- f) Ensure paving is smooth to avoid trips and falls, reduce disorientation for those who use tactile paving for navigating, as well as avoiding pain when navigating across cobblestone paving using a mobility aid.
- g) Lengthen time traffic lights allow for pedestrians to cross the road and add audible signals on Aldgate High Street.

It is considered that all these recommendations are addressed in the plan proposals will be explored in greater detail during the design stages.

Fenchurch Street Area Healthy Streets Plan

The HSP has been updated following public consultation; the final draft is included at Appendix 3.

4.21 Given the levels of support for the proposals there are no changes proposed.

4.22 A ten-year delivery plan has been appended to the HSP which includes projects already underway or which have existing approvals. The delivery plan reflects the level of complexity of projects and takes into account interdependencies with other projects and developments in the area.

4.23 Each proposal will be progressed independently through the project procedure and will be subject to further consultation and approvals at the appropriate stages. Delivery will be coordinated through the City Cluster Programme Board. Funding bids will be subject to

	approval by Resource Allocation Sub Committee and Policy & Resources Committee.
5. Delivery team	The programme will be managed by the Transport & Public Realm Projects team. Individual projects emerging from the programme will also be managed by this team, supported by colleagues across the Corporation where appropriate.
6. Programme and key dates	The implementation plan for the programme is appended to the updated HSP shown in Appendix 3.
7. Risks	<p><i>Risk:</i> Funding for individual schemes is not secured.</p> <p><i>Approach:</i> reduce – identify opportunities for funding as part of the Fenchurch Street Healthy Streets Plan programme management.</p> <p>A full programme risk register is shown at Appendix 5.</p>
8. Success criteria	<ul style="list-style-type: none"> Increased number of pedestrian priority streets in the area (measured by length) delivered during the lifetime of the HSP. Increased public amenity (e.g. seating and greening) across the area over the lifetime of the HSP.
9. Progress reporting	An annual programme update report will be presented to committees. Individual projects will be progressed through the project procedure and gateway approval process.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Public engagement feedback report
Appendix 3	Draft final Healthy Streets Plan (including delivery plan)
Appendix 4	Finance tables
Appendix 5	Risk register
Appendix 6	Transport for All accessibility audit

Contact

Report Author	Stephen Oliver
Email Address	Stephen.oliver@cityoflondon.gov.uk

Agenda Item 10

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 9 December 2025

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 9 December 2025 at 1.45 pm

Present

Members:

Deputy John Edwards (Chair)
Jacqui Webster (Deputy Chair)
Deputy Marianne Fredericks
Alderman Alison Gowman CBE
Shravan Joshi MBE
Deputy Deborah Oliver
Matthew Waters
Deputy Timothy Butcher (Ex-Officio Member)
Charles Edward Lord, OBE JP (Ex-Officio Member)

Officers:

Ben Bishop	- Environment Department
Maria Charalambous	- Environment Department
Maria Curro	- Environment Department
John Grimes	- Environment Department
Ian Hughes	- Environment Department
Bruce McVean	- Environment Department
Stephen Oliver	- Environment Department
Kristian Turner	- Environment Department
George Wright	- Environment Department
Judith Dignum	- Town Clerk's Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Mercy Haggerty, Deputy Tom Sleigh and Hugh Selka.

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

Charles Lord declared an interest in Agenda Item 3 (Minutes) in that he resided near Arthur Street, about which a question was raised (Minute 3 below refers).

3. MINUTES

Charles Lord declared an interest in this item (Minute 2 above refers).

The minutes of the meeting held on 14 October 2025 were approved as an accurate record.

The following questions arose from consideration of the Minutes:

Minute 4 (Arthur Street – S278 Agreement for Highways Reinstatement)

Officers advised that handover of the site to the City Corporation from Transport for London was due to take place shortly. A more detailed plan for the highway reinstatement works would be drawn up early in the New Year, with the aim of a start onsite in late spring.

Minute 8 (Outstanding References – Monument/London Bridge Project)

Officers advised that the Sub-Committee's concerns regarding the condition of the site and the delay in undertaking the planned works had been raised with TfL. Although construction was expected to start in 2027/28, it was not possible to provide a guaranteed timescale pending outcomes from the ongoing business planning process. Following the meeting, the site had been significantly tidied.

Members expressed their disappointment regarding the lack of a definite date for commencement of the project and requested that Officers convey their concerns to TfL in writing.

On a related issue, Officers also agreed to make the relevant bodies aware of various lighting failures on steps at London Bridge and Tower Bridge.

Minute 9 (St John Street, Islington)

In response to a request for an update, Officers advised, although the Sub-Committee's concerns on the impact on Smithfield Market of works to St John Street had been considered by the London Borough of Islington, the works had proceeded as planned.

Variation in the Order of the Agenda

With the agreement of the Chair, and in order to allow all who wished to speak to be heard, the order of the agenda was varied such that item 7 (Pedestrian Priority Streets Programme – Old Jewry Decision Review) would be considered as the next item of business. For ease of reference, it is recorded in these minutes in the order in which it appeared on the agenda (minute 7 below refers).

4. ST PAUL'S GYRATORY TRANSFORMATION PROJECT - GREYFRIARS SQUARE

The Sub-Committee received a report by the Executive Director, Environment which provided a progress update on the new public space, Greyfriars Square, forming part of the project to transform the St Paul's gyratory. Members' approval was sought for the RIBA stage 4 design proposals for the Square, as summarised within the report and its appendices.

In response to questions, Officers advised that additional safety measures had been implemented in response to concerns about the location of a play space close to the road. Additionally, it was noted that a package of historic interpretation materials would be provided, to include pictures.

Resolved:

That Members:

- (1) Approve the RIBA stage 4 design package for Greyfriars Square as summarised in section 4 and appendices 4, 5 and 6 of the report, and the construction of the new public space.
- (2) Approve an additional budget of £9,432,347 for the Greyfriars Square construction, form the agreed funding package as detailed in Appendix 2 of the report.
- (3) Approve the revised total project budget of £19,751,117 (including risk).
- (4) Approve the revised Costed Risk Provision of £517,000 (to be drawn down via delegation to Chief Officer).

5. **FENCHURCH STREET AREA HEALTHY STREETS PLAN (G5)**

The Sub-Committee received a report of the Executive Director, Environment providing a status update on the Fenchurch Street Area Healthy Streets Plan (HSP), designed to provide a framework for improving the streets and public realm in the area.

In presenting the report, Officers clarified that the Plan, in common with many other HSPs, was a long-term strategy with no funded delivery plan in place at present. Funding opportunities, including S278 agreements and other funding programmes, would be explored as part of the programme management, with funding bids reported to the relevant committees and sub-committees. Plans were reviewed every ten years.

The following issues arose from consideration of the report:

- Consultation would take place on individual schemes as they can forward, thus avoiding a situation where original comments made on the project as a whole may contradict those on an individual scheme submitted later in the process.
- The one-way direction for Vine Street had yet to be determined.
- Improved accessibility for cyclists would be achieved by raising the carriageway.
- The poor visible condition of the rail bridge would be brought to the attention of Network Rail, although the scope for achieving an improvement was expected to be limited.
- Transport for London had been consulted on the entire plan, ensuring that the carriageway route would be suitable to buses and cycles. There were no plans to change the taxi access to Fenchurch Station as the road concerned did not form part of the City Highway.
- Although many people had viewed the consultation, there had not been many responses, indicating the non-controversial nature of the proposals.

No adverse feedback had been received from the relevant Ward Members, two of whom had been enthusiastic. It was noted that greater interest was likely to be generated later on, as more projects came forward and additional consultation took place.

Resolved:

That Members:

- (1) Approve the Fenchurch Street Area Healthy Streets Plan as shown in Appendix 3 to the report.
- (2) Approve a revised total estimated cost of £195,202 as set out in table 2 of Appendix 4 to the report.
- (3) Approve an additional budget of £25,202 from Mariner House S106 funding.

6. **TRANSFORMING FLEET STREET (G3)**

The Sub-Committee received a report of the Executive Director, Environment providing an update on the project to transform the highway layout and public realm of Fleet Street between Ludgate Circus and Chancery Lane. The report summarised the assessment of two highways design options that were being developed alongside public realm aspirations.

In presenting the report, Officers highlighted the differences between the two options, emphasising the merits of each.

The following issues arose from consideration of the report:

- Officers confirmed that the project had been considered in the light of the poor condition of Fleet Street in terms of air quality and collision data. Consultation had taken place with the air quality team and suitable actions, including the installation of air quality monitors and greening measures, would be taken. Initiatives to address collision risk had also been integrated into the design.
- Acknowledging the importance of accurate information on journey time and the effect on neighbouring streets, Officers advised that ongoing modelling would be undertaken as the project progressed. The range of the modelling would be extended if supported by outcomes.

Resolved:

That Members:

- (1) Approve an additional budget of £447,419 to reach the next Gateway, funded from the approved CIL allocation (£447,419) and the Fleet Street Quarter BID (£60k), subject to the completion of the BID funding agreement.

- (2) Agree that the two highway design options set out in Appendix 4 of the report and the concept public realm designs, set out in Appendix 7 and detailed in the report, form the basis for a public consultation exercise.
- (3) Agree to proceed with a public consultation exercise based on the highways options and public realm concept in spring 2026 and for the final details of the consultation to be agreed by the Director of City Operations in consultation with the Chair and Deputy Chair of the Streets and Walkways Sub-Committee.
- (4) Note the project's total estimated cost range of £9.5m - £10.5m and the funding strategy set out in Appendix 2 to the report.
- (5) Authorise the City Corporation to enter into a letter of agreement with the Fleet Street Quarter BID to confirm the details regarding their funding contribution for the project.

7. PEDESTRIAN PRIORITY STREETS PROGRAMME - OLD JEWRY DECISION REVIEW

The Sub-Committee received a report of the Executive Director Environment concerning future options for the Experimental Traffic Order (ETO) on Old Jewry, due to expire on 4 January 2026.

The issue had been the subject of a report to the Sub-Committee's September meeting at which it had been decided to end the ETO and revert to the previous arrangement of Old Jewry closed to through traffic at the junction with Poultry and operating two-way between Gresham Street and Frederick's Place. However, when the Planning and Transportation Committee discussed Old Jewry in October 2025, it had determined that the Sub-Committee be instructed to review its decision.

The report therefore summarised the feedback from further engagement on the matter with Ward Members, local businesses and developers on future options and asked Members to review their previous decision to end the ETO.

Speaking in favour of making the ETO permanent (a reversal of the original decision), Members expressed the view that Old Jewry was safer when open to traffic. Its closure had caused many vehicles, including large refuse trucks, to make unsafe manoeuvres and had resulted in increased pollution from traffic congestion. As other neighbouring streets gave priority to pedestrians, it was important to balance this in the interests of keeping the City moving.

Responding to a question, Officers advised that, although there was insufficient evidence to support any claim of increased traffic congestion linked to the closure of Old Jewry, the findings of the traffic analysis did indicate increased journey times.

Members expressed satisfaction that they now had access to data enabling them to make a final decision based on the views and wishes of local members, businesses and developers, who were firmly in support of keeping the road open. Those in support of the original decision to end the ETO did not share

this view, believing the outcome of the latest consultation to be less clear cut. This was countered by a reference to the 'silent majority'; those whose lack of a strong view one way of the other deserved to be taken into consideration.

Referring to the future, regardless of the outcome of the current debate, Officers outlined the possibility of addressing the holistic needs of the area through a 'Healthy Streets' approach. The Chairman acknowledged this as a potential way forward, for future discussion, indicating that the Mercers Company (a major landowner in the area) had expressed an interest in being part of the discussion. A report would be brought to a future meeting of the Sub-Committee for consideration.

In bringing the debate to a close, the Chairman clarified that the Sub-Committee was being invited to vote on the following proposal:

"That, following a review of the Sub-Committee's previous decision to end the Experimental Traffic Order (ETO) on Old Jewry, that decision be rescinded and alternative action taken, as set out below:

- That the Experimental Traffic Order (ETO) be made permanent, retaining the arrangements whereby Old Jewry remains open southbound for motorised traffic and two-way for people cycling. This is in accordance with the action proposed in Option 1 of the report to the Streets and Walkways Sub-Committee on 16 September 2025."

The Motion was put to the meeting, with votes cast as follows:

FOR:	5
(i.e. make the ETO permanent)	

AGAINST:	4
-----------------	----------

There were no abstentions.

The Motion was therefore declared to be **CARRIED** and it was:

Resolved:

That, having reviewed the Sub-Committee's previous decision to end the Experimental Traffic Order (ETO) on Old Jewry, Members agreed that it should be rescinded and alternative action taken, as set out below:

- That the Experimental Traffic Order (ETO) be made permanent, retaining the arrangements whereby Old Jewry remains open southbound for motorised traffic and two-way for people cycling. This is in accordance with the action proposed in Option 1 of the report to the Sub-Committee on 16 September 2025.

8. MOORGATE CROSSTRAIL STATION LINKS - 41 MOORFIELDS SECTION 278 HIGHWAY WORKS

The Sub-Committee received a report of the Executive Director, Environment, which provided a status update on the Moorgate Crossrail Station Links (MCSL) programme, which aimed to improve the public realm across the wider Moorgate area. The report focused on phase 6 of MCSL, specifically a recommendation to incorporate the Section 278 works from 41 Moorfields into the MCSL programme.

Resolved:

That Members:

- (1) Approve the release of the £75,000 Section 278 design and evaluation payment from the Section 106 for 41 Moorfields into the Moorgate Crossrail Station Links (MCSL) programme.
- (2) Approve a revised total estimated project cost of £3,010,117 for the MCSL programme.
- (3) Approve the signing of a Section 278 agreement with the developer of 41 Moorfields.
- (4) Approve the incorporation of 41 Moorfields Section 278 works into the MCSL programme scope.

9. COOL STREETS AND GREENING PROGRAMME - PHASE 3 CITY GREENING AND BIODIVERSITY (FANN STREET)

The Sub-Committee received a report by the Executive Director, Environment, providing an update on Cool Streets and Greening, a £7.8m programme to trial climate resilient measures in streets and open spaces in the Square Mile. Members' approval was sought for authority to start work on Phase 3 (City Greening and Biodiversity) project, Fann Street.

The following issues arose from consideration of the report:

- It was agreed to discuss with the contractors working on the project the possibility of using electric equipment only.
- Members praised the effectiveness of the consultation exercise.
- Explanations were provided concerning project slippage and the need for increased budgetary provision.
- In response to questions about measures in place to ensure co-ordination between concurrent works, officers advised that weekly meetings took place between transport planners and highway engineers around issues such as skip placement and regular liaison was taking place between project management teams for the works at Fann Street and Golden Lane respectively.

- An update was given on measures to tackle the issue of urination on the south side of Fann Street.
- The issue of signage to distinguish between public and private areas would be dealt with as part of the Golden Lane Leisure Centre refurbishment project.

Resolved:

That Members:

- (1) Approve an additional budget of £310,000 for the project to reach the next Gateway, funded from the Cool Streets and Greening Programme (OSPR) (£229,000), and the Site-Specific Mitigation obligation connected to the 2 Fann Street development S106 (£81,000).
- (2) Approve a Costed Risk Provision of £25,000 (to be drawn down via delegation to Chief Officer), funded from the Cool Streets and Greening Programme (OSPR).
- (3) Provide authority to start the works.

10. OUTSTANDING REFERENCES

The Sub-Committee received a report of the Town Clerk which provided an update on outstanding references.

Members received the report and noted its content.

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

Members asked three questions, as set out below:

1. Update on work at Queen Street Shared Space

Officers advised that consultants were currently analysing the results of the video surveys of shared spaces, with a report to be brought to the Sub-Committee in the New Year.

2. Enforcement of pedestrian priority through Zebra crossings

Officers commented that they were monitoring with interest the effectiveness of schemes being trialled by other local authorities which aimed to use simple zebra crossings to aid enforcement of the Highway Code provision for traffic to give way to pedestrians.

3. Events on the public highway

Arising from a discussion concerning future events planned to take place on or near the public highway, Officers explained the circumstances in which a permit would be required. As Guildhall Yard was not part of the public highway, events held there did not require a permit, although the permission of the City Surveyor and/or Remembrancer was essential.

The following information was provided in response to two questions on related issues:

- In the light of a neighbouring council's recent focus on parking enforcement for e-bikes, Officers advised that the City Corporation's options were being reviewed, with a firm emphasis on safety. It was noted that time at the next City Question Time on 15 December would be set aside for questions on dockless bikes.
- It was noted that work on implementing the proposed Healthy Streets Plan incorporating Beech Street was likely to take place in the longer term given that no funding had currently been identified and the need for a thorough programme of resident communication and engagement to take place beforehand.

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There was no urgent business.

13. EXCLUSION OF THE PUBLIC

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

Responses were provided to a Member's question.

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

There was no urgent business.

The meeting ended at 3.37 pm

Chairman

Contact Officer: Judith Dignum
Judith.Dignum@cityoflondon.gov.uk

This page is intentionally left blank

Agenda Item 15

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

Document is Restricted

This page is intentionally left blank

Agenda Item 16

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

Document is Restricted

This page is intentionally left blank