MAYOR OF LONDON

Annual Monitoring Report 18

2020/21

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1 Introduction

Scope and purpose of the AMR

This is the 18th London Plan Annual Monitoring Report (AMR 18) and the final report relating to London Plan 2016. Whilst recognising longer-term trends where available, the focus of the reporting in this AMR is on performance for the year 2020/21. Where data is held by calendar year rather than financial year, the reporting period will be 2020.

Section 346 of the Greater London Authority (GLA) Act 1999 places a duty on the Mayor to monitor implementation of his Spatial Development Strategy (the London Plan) and collect data about issues relevant to its preparation, review, alteration, replacement or implementation. The AMR is the central document in the monitoring process and in assessing the effectiveness of the London Plan. It informs the plan-monitor-manage process which keeps the London Plan under review and provides supporting evidence for plan preparation.

While this is the 18th AMR published by the Mayor of London, it is the eleventh that reports performance under a suite of 24 Key Performance Indicators (KPIs) introduced in the London Plan published in July 2011. These were slightly modified in the revised Plan published in March 2015. The KPIs are set out in Chapter 2. This will be the final AMR to report under these strategic objectives and KPIs.

It is recognised that there has been a delay in the publication of this AMR which is a result of the move to a different data system and the need to manage this transition effectively to ensure that data used in the AMR is correct. In response to this delay, data for 2021/22 has been provided where available. It is provided for context only and does not reflect the new monitoring framework introduced in the London Plan 2021. AMR 19 will be the first to report performance under London Plan 2021.

The AMR does not attempt to measure and monitor each London Plan policy, as this would not recognise the complexity of planning decisions which are based on a range of different policies. It could also be unduly resource intensive and would raise considerable challenges in setting meaningful indicators for which reliable data would be available. However, these indicators together do give a detailed picture of how London's build environment is changing, and of the significant contribution the planning system is making to meeting these changes.

Paragraph 8.18 of London Plan 2016 clarifies that the target for each indicator should be regarded as a benchmark, showing the direction and scale of change. These targets contribute to monitoring attainment the strategic objectives set out in Policy 1.1 and paragraph 1.53 of the London Plan but do not represent additional policy in themselves.

Although the KPIs form the core of the AMR, it should be recognised that a wide range of factors outside the sphere of influence of the London Plan affect the KPIs. The inclusion of additional relevant performance measures and statistics helps to paint a broader picture of London's performance (see Chapter 3).

This AMR also reports on progress on key programmes and policy development during the 2020/21 monitoring period (see Chapter 4). Where more recent data is available than the Greater London Authority have relied upon for the AMR, this is included in the document for reference.

To make this document more readable than previous editions of the AMR, some of the tables have been shortened, for example time series have been limited or existing and proposed data have been excluded when net totals are shown.

The data tables are available to download from the London Datastore with the most up-to-date data available. These are available at Dataset Search - London Datastore

2 Performance against Key Performance Indicators

Key Performance Indicator 1 – Maximise the proportion of development taking place on previously developed land

Target

Maintain at least 96% of new residential development to be on previously developed land

Performance

Target met

Trend

Short-term: Target met

Long-term: target has consistently been met

Assessment

This target has consistently been met

Table 2.1 Development on brownfield land (previously developed) land

Year	% of development approved by units	% of development approved by site area	% of development completed by units	% of development completed by site area
2006/07	98.6%	98.0%	97.2%	96.5%
2007/08	97.3%	96.7%	96.6%	94.8%
2008/09	98.1%	96.6%	98.9%	98.1%
2009/10	97.3%	96.8%	98.8%	97.9%
2010/11	96.8%	95.3%	97.1%	95.7%
2011/12	99.0%	97.4%	97.6%	95.0%
2012/13	98.2%	97.8%	95.7%	95.3%
2013/14	98.4%	97.2%	97.0%	96.6%
2014/15	97.4%	96.7%	98.7%	96.7%
2015/16	98.7%	98.6%	98.1%	97.2%

Year	% of development approved by units	% of development approved by site area	% of development completed by units	% of development completed by site area
2016/17	98.0%	97.5%	98.3%	96.6%
2017/18	99.1%	98.1%	99.4%	98.7%
2018/19	99.4%	99.3%	97.9%	96.2%
2019/20	98.9%	98.9%	99.5%	99.3%
2020/21	99.8%	99.9%	99.8%	99.8%

Notes

Data is shown both by number of units and by site area, although the proportion by number of units is the relevant KPI measure.

The area of greenfield land that is lost is then deducted from the proposed residential site area to produce a percentage that is applied to the proposed units.

Where both residential and non-residential uses are proposed, the greenfield area is divided proportionately between the two uses.

The data for this KPI is taken from the Planning London Datahub which is provided by applicants as part of the application process.

Key Performance Indicator 2 - Optimise the density of residential development

Target

Over 95% of development to comply with the housing density location and the density matrix (London Plan Table 3.2)

Performance

Target not met

Trend

Short-term: Target not met

Long-term: The majority of applications are submitted at densities above those recommended in the density matrix

Assessment

The density matrix was originally conceived as an indicative guide to what could be developed on a site. Land in London is a scarce resource. It is therefore important that land is used appropriately, that schemes are designed to suit local circumstances and that schemes are deliverable. The density matrix is not

considered to be the best measure of optimising the use of land and therefore has not been carried forward in the new London Plan.

Table 2.2 Residential approvals compared to the density matrix

Financial year	Within range	Above range	Below range
2006/07	39%	57%	5%
2007/08	25%	71%	3%
2008/09	35%	60%	5%
2009/10	36%	59%	5%
2010/11	45%	52%	4%
2011/12	37%	58%	4%
2012/13	45%	51%	4%
2013/14	39%	55%	6%
2014/15	32%	61%	7%
2015/16	50%	44%	6%
2016/17	43%	51%	6%
2017/18	29%	66%	5%
2018/19	39%	56%	5%
2019/20*	34%	57%	9%
2020/21*	26%	70%	5%

* Based on site areas provided by applicants, not all site areas are available.

Notes

Data compares the residential density achieved for each scheme against the density range set out in the Sustainable Residential Quality (SRQ) matrix in the London Plan, taking into account both the site's Public Transport Access Level (PTAL) and its setting as defined in the Strategic Housing Land Availability Assessment.

All units in residential approvals, for which a site area could be calculated and the spatial coordinates are known, are included. Density is calculated by dividing the total number of units (gross) by the residential site area.

In mixed use schemes, the area allocated to non-residential uses and to open space is subtracted from the total site area to give the residential site area. The percentages are based on total units rather than the number of schemes.

All units within a planning permission share the same spatial coordinates and therefore the same PTAL This will usually be towards the centre of the site.

Key Performance Indicator 3 - Minimise the loss of open space

Target

No net loss of open space designated for protection in Local Development Frameworks (LDFs) due to new development

Performance

Planning approvals have been granted for development on over 10 hectares of protected open space

Trend

The target is aspirational as gains in protected open space are rarely recorded through the planning process.

Short-term: Increase on the previous year

Long-term: Planning data continually suggests a net loss of protected open space

Assessment

2020/21 has seen some major developments approved on over 10 hectares of land with a protection designation, including two new SEN schools and new indoor sports facilities. Over 1.75 hectares are on previously developed sites.

Future monitoring will record changes in open space designated in local plans rather than trying to monitor the data through planning applications.

Table 2.3 Open space designated for protection affected by planning permissions granted

Year	Green Belt	MOL*	Local and Other	Total potential loss
2013/14	6.538	8.064	5.193	19.795
2014/15	28.507	0.739	0.453	29.699
2015/16	8.389	4.747	2.937	16.073
2016/17	0.634	1.616	11.583	13.883
2017/18	3.970	1.335	5.834	11.139

Year	Green Belt	MOL*	Local and Other	Total potential loss
2018/19	3.876	1.606	2.424	7.906
2019/20	2.465	6.31	-0.159	8.616
2020/21	2.238	4.487	2.715	10.34

* Metropolitan Open Land

Notes

The types of open space protection are:

- Green Belt
- Metropolitan Open Land (MOL)
- Local Open Spaces
- Other Designated Protection (covering any borough specific designations)

These are different from the designations for nature conservation recorded in Key Performance Indicator 18.

The figures in this table are potential losses. A negative figure indicates a potential gain through the decrease in the built area of a site within an area with the designated protection.

This includes permissions on previously developed open space and for uses that are ancillary to the primary use as open space. They may include financing for improvements to existing or adjacent open space.

All data for this KPI is extracted from the London Development Database and subsequently the Planning London Datahub. The table shows the area of protected open space affected by planning permissions that have been granted for buildings or works that will affect a protected open space. Changes to protected open space are made through the preparation or review of the local plan and are not part of the planning permission process. For this reason, gains are only recorded in very exceptional circumstances, although re-provision within a planning permission is considered when calculating the loss. The data in the Planning London Datahub is provided by applicants as part of the application process.

Key Performance Indicator 4 – Increase supply of new homes

Target

Average completion of a minimum of 42,000 net additional homes per year

Performance

Net completions during 2020/21 are 33,655 which is 79% of target

Trend

Short-term: Target not met

Long-term: Total completions have been below target in each of the last four years. The target was last met in 2016/17.

Assessment

Overall total completions have risen compared to the revised figure for 2019/20. The number of self-contained completions has dropped to the lowest figure since 2015/16, while the number of non-self-contained units completed has increased to the highest level since 2016/17. The number of vacant properties has also increased (counting as a loss to net supply), but less than in the previous year. This is the fifth year in a row that an increase in the number of long-term vacant properties has been recorded.

Table 2.4 Net housing completions by year

Year	Conventional	Non-self-contained	Vacants*	Total	Target	% of target
2004/05	25,689	4,294	2,519	32,502	22,930	142%
2005/06	28,360	-369	-61	27,930	22,930	122%
2006/07	27,800	1,913	3,608	33,321	22,930	145%
2007/08	26,202	1,632	287	28,121	22,930	123%
2008/09	29,869	2,718	-398	32,189	30,500	106%
2009/10	23,028	2,466	2,223	27,717	30,500	91%
2010/11	18,917	1,513	5,125	25,555	30,500	84%
2011/12	22,738	1,438	5,427	29,603	32,210	93%
2012/13	23,856	2,838	2,018	28,712	32,210	89%
2013/14	21,306	4,348	1,057	26,711	32,210	84%
2014/15	27,809	3,992	-120	31,681	32,210	98%
2015/16	31,534	5,842	1,070	38,446	32,210	119%
2016/17	39,854	4,395	-392	43,857	42,388	103%
2017/18	30,566	2,748	-2,244	31,070	42,388	73%
2018/19	36,739	2,731	-2,196	37,274	42,388	88%

Year	Conventional	Non-self-contained	Vacants*	Total	Target	% of target
2019/20	37,575	917	-5,871	32,621	42,388	77%
2020/21	31,568	4,358	-2,270	33,656	42,388	79%
2021/22**	38,521	1,190	-1,509	38,202	42,388	90%

* Long term vacant properties returning to use. An increase in the number of vacant properties is counted as a loss of housing supply

** Figures for 2021/22 have been provided for context only, and the percentage total relates to the target in the 2016 London Plan. New housing targets were introduced in the 2021 London Plan, which measure self-contained rooms differently and do not include the change in long-term vacant properties. Progress against the targets in the 2021 London Plan can be found on the London Datastore.

Source of conventional and non-self-contained completions: Planning London Datahub

Source of vacant properties data: MHCLG Housing live tables on dwelling stock, table 615

Notes

The data in this table has been taken from the new Planning London Datahub (PLD). The PLD contains the historic LDD data, but the introduction of the PLD has led to a change in the methodology for calculating net completions. Unit losses are now allocated to the year the scheme commenced construction rather than the year of scheme completion. This methodology has been applied to the historic data in this table. More details on residential completions can be found on the residential completions dashboard.

The figures in this table have been updated to reflect the latest data on the PLD.

Key Performance Indicator 5 – An increased supply of affordable homes

Target

Completion of 17,000 net additional affordable homes per year

Performance

Target not met

Trend

Short-term: Target not met

Long-term: remains below the target level

Assessment

The number of affordable units completed in 2020/21 is lower than in 2019/20, but due to the decrease in the total number of self-contained completions, the percentage remains the same. The number of affordable homes completed each year remains below target.

Table 2.5 Net affordable completions

Year	Affordable units	Total completions	Affordable %
2004/05	7,252	25,749	28%
2005/06	6,208	26,569	23%
2006/07	9,422	27,804	34%
2007/08	9,352	26,214	36%
2008/09	10,885	29,825	36%
2009/10	6,897	23,658	29%
2010/11	6,245	18,749	33%
2011/12	9,049	22,736	40%
2012/13	8,051	23,844	33.8%
2013/14	2,861	21,305	13.4%
2014/15	5,985	27,825	21.5%
2015/16	4,549	31,520	14.4%
2016/17	5,881	39,829	14.8%
2017/18	3,922	30,553	12.8%
2018/19	7,353	36,553	20%
2019/20	7,320	37,644	19.4%
2020/21	5,704	31,567	18.1%
2021/22	8,303	38,521	21.6%

Source: Planning London Datahub

Notes

The data in this table has been taken from the Planning London Datahub which contains the historic LDD data. Unit losses are now allocated to the year the scheme commenced construction rather than the year of scheme completion (unless specified otherwise). The historic data has been updated using the new methodology. More details on residential completions can be found on the residential completions dashboard.

Total completions exclude non-permanent dwellings (such as new houseboat moorings) so may differ from the self-contained completions total shown in KPI 4.

The figures in this table have been updated to reflect the latest data on the Planning London Datahub.

Key Performance Indicator 6 – Reducing health inequalities

Target

Reduction in the difference in life expectancy between those living in the most and least deprived areas of London (shown separately for men and women)

Performance

No data available

Trend

N/A

Assessment

The data used for measuring this KPI is no longer available

Notes

The figures for this KPI target were calculated using ONS mortality data and ONS mid-year estimates. However, after 2013 ONS stopped publishing the mortality data, meaning life expectancy can no longer be calculated. Alternative data sources are not available. Therefore, this KPI target can no longer be monitored.

Healthy life expectancy at birth for London as a whole is one of the measures shown in the State of London Report.

Key Performance Indicator 7 – Sustaining economic activity

Target

Increase in the proportion of working age London residents in employment 2011–2031

Performance

Target is on track

Trend

Short-term: improvement

Long-term: improvement

Assessment

London's employment rate rose again in 2020, both in terms of the number of residents in employment and as a percentage, but at a slower rate than the rest of the UK. London has traditionally had an employment rate below the national average. The gap has closed significantly since 2004, but has increased in recent years, with the difference at 1.8 percentage points in 2020.

Table 2.6 Working age London residents in employment by calendar year

Year	London Working Age Residents in Employment	London Residents of Working Age	% employed London	% employed UK	Difference
2004	3,433,700	5,039,000	68.1	72.5	-4.4
2005	3,476,500	5,112,400	68.0	72.5	-4.5
2006	3,528,500	5,183,500	68.1	72.4	-4.3
2007	3,608,400	5,262,000	68.6	72.4	-3.8
2008	3,699,400	5,351,500	69.1	72.1	-3.0
2009	3,695,600	5,443,400	67.9	70.6	-2.7
2010	3,719,200	5,524,000	67.3	70.1	-2.8
2011	3,787,900	5,630,500	67.3	69.8	-2.5
2012	3,866,800	5,670,000	68.2	70.5	-2.3
2013	3,977,500	5,722,500	69.5	71.2	-1.7
2014	4,128,900	5,789,600	71.3	72.3	-1.0
2015	4,278,400	5,867,700	72.9	73.4	-0.5
2016	4,363,700	5,920,900	73.7	73.8	-0.1
2017	4,388,100	5,937,200	73.9	74.7	-0.8
2018	4,475,000	6,024,100	74.3	75.0	-0.7
2019	4,521,400	6,069,200	74.5	75.6	-1.1
2020	4,590,500	6,106,600	75.2	75.1	0.1
2021	4,591,300	6,131,200	74.9	74.7	0.2

Source: ONS Annual Population Survey - includes self-employment.

Key Performance Indicator 8 – Ensure that there is sufficient development capacity in the office market

Target

Stock of office planning permissions should be at least three times the average rate of starts over the previous three years

Performance

Target met

Trend

Short-term: Improvement compared to 2019

Long-term: Provisional data from PLD suggests the ratio has increased for the third year in a row

Assessment

The stock of office permissions compared to average starts has increased, meaning that there is an adequate supply of office permissions in the pipeline. The ratio as measured by the Planning London Datahub has recovered to 5.9:1 after reaching a low of 3.0:1 in 2017.

Table 2.7 Ratio of planning permissions to three-year average starts in central London

Year	EGi	LDD / PLD
2004	11.1:9	6.4:1
2005	8.1:1	7.4:1
2006	8.3:1	8.7:1
2007	6.3:1	4.7:1
2008	7.5:1	4.1:1
2009	10.0:1	7.0:1
2010	13.0:1	11.6:1
2011	13.5:1	8.0:1
2012	8.3:1	3.9:1
2013	7.1:1	4.5:1
2014	5.9:1	3.2:1
2015	6.0:1	3.8:1
2016	4.9:1	3.6:1
2017	5.4:1	3.0:1
2018	5.1:1	3.1:1
2019	9.0:1	4.5:1
2020*	n/a	5.9:1

Notes

EGi - Data from EGI / Ramidus Consulting. Includes refurbishments

LDD / PLD - Data from London Development Database / Planning London Datahub. Office refurbishments are not included

*Data in the PLD is provided by applicants as part of the application process. Changes to use the use classes order during 2020 may have affected the completeness of data for this period

Key Performance Indicator 9 – Ensure that there is sufficient employment land available

Target

Release of industrial land to be in line with benchmarks in the Industrial Capacity SPG

Performance

No data available for 2020/21

Trend

Short-term: average annual industrial land release above benchmark in all sub-regions except West

Long-term: industrial land release across London has been above benchmark release targets since monitoring began, with the most significant release in the East sub-region

Assessment

Release has been above the benchmark level throughout the time series, with the most significant release seen in the East sub-region. Average release in the West sub-region has been in line with benchmark as a result of below-benchmark release in the period 2016-20.

The latest industrial land supply study covers the period up to the end of 2019/20. Release for 2020/21 will be calculated during the next update.

Table 2.8 Industrial land release (hectares) in planning approvals by London sub-region

Time period	Central	East	North	South	West	London
Annual benchmark	**2.3**	**19.4**	**3.4**	**4.4**	**7.2**	**36.7**
Average 2001-06	6.4	58.2	2.4	10.9	10.2	88.1
Average 2007-10	6.4	64.4	0.8	1.3	11.2	84.1

Time period	Central	East	North	South	West	London
Average 2011-15	22.1	30.2	4.6	1	12.3	70.2
Average 2016-20	7.1	44.3	6.4	17.5	4.2	71.1
Average 2001-20	10.7	48.5	3.7	8	7.2	78.1

Source: London Industrial Land Study 2020 (Appendix A). Annual release benchmark from London Plan 2016.

Notes

Figures include land currently in industrial use and mixed industrial/non-industrial use sites that are transferred to other uses (net losses of industrial land) and the transfer of non-industrial uses to industrial related ones (net gains of industrial land).

A more detailed analysis of this latest data on London's industrial land supply is available in the London Industrial Land Supply Study 2020, which can be found on the London Plan Evidence web page. Work is underway on developing a new system to measure the change in industrial land using live planning data.

Key Performance Indicator 10 – Employment in outer London

Target

Growth in total employment in Outer London

Performance

Target met

Trend

Short-term: worsening (influenced by Covid-19)

Long-term: improvement

Assessment

Table 2.9 shows estimates of the number of jobs (employment) in London, including self-employed jobs, from 2004 to 2020, and the proportion of jobs located in Outer London boroughs.

It shows that since 2011 employment in Outer London has generally been growing year-on-year, increasing by around 250,700 from 2011 to 2019 (13.1 per cent). However from 2019 to 2020, employment in Outer London fell by around 18,000 jobs, although the share of jobs in Outer London rose slightly, to 37 per cent of the London total. The total dropped further from 2020 to 2021, with the proportion in Outer London also falling back to 36 per cent.

The coronavirus (COVID-19) pandemic will have influenced the changes in jobs estimates between 2019 and 2020.

Table 2.9 Number (thousands) and percentage of jobs in outer London

Year	Outer London	London	% in Outer London
2004	1,928	4,579	42%
2005	1,947	4,681	42%
2006	1,975	4,733	42%
2007	1,958	4,789	41%
2008	1,996	4,928	41%
2009	1,928	4,821	40%
2010	1,931	4,812	40%
2011	1,921	4,895	39%
2012	2,003	5,093	39%
2013	2,050	5,243	39%
2014	2,113	5,467	39%
2015	2,136	5,589	38%
2016	2,179	5,720	38%
2017	2,232	5,850	38%
2018	2,183	5,903	37%
2019	2,192	6,012	36%
2020	2,176	5,869	37%
2021	2,161	5,981	36%

Source: GLA Economics analysis of Office for National Statistics data

Notes

Estimates of employee jobs by borough are calculated by applying borough shares of total London employee jobs from the ONS Business Register and Employment Survey (BRES) to the London total employee jobs component of ONS Workforce Jobs series (WFJ). Self-employed jobs are calculated by applying estimates of borough shares of London's total self-employment jobs from the Annual Population Survey (APS) to the London total self-employment jobs component of the WFJ series. Employee and self-employed jobs are added together for an estimate of total employment. For consistency with the GLA London Jobs Series, the jobs total estimate used here excludes Sections T and U.

Figures for 2021 rely on provisional BRES data. Figures for 2020 have been updated using revised BRES data.

Key Performance Indicator 11 – Increased employment opportunities for those suffering from disadvantage in the employment market

Target

Reduce the employment rate gap between Black, Asian and Minority Ethnic (BAME) groups and the white population and reduce the gap between lone parents on income support in London versus the average for England and Wales

Performance

Target on track

Trend

Short-term: improvement

Long-term: improvement

Assessment

The employment rate gap between BAME and white groups narrowed in 2020 from 12.2 to 10.7 percentage points, the lowest in the time-series. This is the second year that has seen an increase in the percentage of BAME groups in employment while the percentage for white groups fell.

While Income Support still exists and there are a small number of residual cases, the numbers are not considered large enough to meaningfully measure the second part of this KPI.

Employment Rates for White and BAME Groups

Table 2.10 Employment rates for white and BAME groups, aged 16-64, by calendar year

Year	All persons %	White groups %	BAME groups %	Gap White /BAME
2004	68.1	73.4	56.8	16.6
2005	68	73.4	57.1	16.3
2006	68.1	73.6	57.7	15.9
2007	68.6	73.7	59.4	14.3
2008	69.1	74.4	59.6	14.8
2009	67.9	73.6	57.7	15.9

Year	All persons %	White groups %	BAME groups %	Gap White /BAME
2010	67.3	72.3	58.9	13.4
2011	67.3	73	58.2	14.8
2012	68.2	73.7	59.5	14.2
2013	69.5	75	60.8	14.2
2014	71.3	76.8	62.7	14.1
2015	72.9	78.2	65	13.2
2016	73.7	78.6	66.3	12.3
2017	73.9	78.8	66.4	12.4
2018	74.3	79.6	66.4	13.2
2019	74.5	79.3	67.1	12.2
2020	75.2	79.3	68.5	10.7
2021	74.9	78.9	68.8	10.1

Source: Annual Population Survey

Notes

Due to changes in the ethnicity questions on the Annual Population Survey during 2011, these estimates cannot be reliably viewed as a time series. They can, however, be used to estimate the relative levels of economic activity of different ethnic groups.

Lone parents on income support

Table 2.11 Lone parents on income support in London versus England & Wales

Year	London	London %	England & Wales	England & Wales %	Difference
2006	162,770	46	709,370	37	9
2007	160,450	45	702,580	36	9

Year	London	London %	England & Wales	England & Wales %	Difference
2008	152,520	40	679,150	34	6
2009	141,720	37	662,660	33	4
2010	129,100	33	624,330	30	3
2011	109,200	28	547,600	27	1
2012	102,590	27	531,020	25	2
2013	83,050	23	459,910	22	1
2014	73,300	20	436,730	21	-1
2015	66,440	17	406,630	20	-3
2016	62,450	18	383,710	20	-2
2017	56,150	19	356,170	19	-1
2018	50,590	16	320,770	18	-1
2019	37,460	11	233,810	13	-2

Source: DWP's Work and Pensions Longitudinal Study extracted from NOMIS, denominators are number of lone parents with dependent children taken from ONS Labour Force Survey April-June.

Notes

Changes in the Government's welfare system mean that it is no longer possible to make meaningful comparisons over time based on the Income Support claimant data, and the data in the table above should be treated with extreme caution. Income Support is one of the benefits that is gradually being replaced by Universal Credit. It is not possible to separate out Universal Credit claimants who would have been entitled to Income Support from claimants who would have been entitled to other benefits covered by Universal Credit, for example Child Tax Credits, Working Tax Credits, Housing Benefit or Job Seekers Allowance.

As a result of these changes, the figures from 2017 onwards should be treated with caution. While there are still a small number of residual cases of Income Support, the numbers for 2020 have not been included in this table.

The GLA has published a range of datasets relating to economic fairness including employment gaps by gender, parental employment[1] (including lone parents), disability and ethnicity. These datasets and others related to economic fairness can be downloaded from the London Datastore[2].

Key Performance Indicator 12 – Improving the provision of social infrastructure and related services

Target

Reduce the average class sizes in primary schools

Performance

Target on track

Trend

Short-term: improvement on previous year

Long-term: after being above the baseline year throughout the timeseries, class sizes reduced below the benchmark in 2020/21

Assessment

The average number of pupils in one teacher primary classes in state funded primary schools was 26.4 in 2020/21, down from 27.1 in 2019/20. The figure is now 0.6 below the baseline figure of 27 in 2009/10, and well below the peak of 27.8 recorded from 2013 to 2015. The figure has remained at 26.4 in 2021/22.

Class sizes are influenced by much more than the availability of social infrastructure and are very closely aligned with the funding arrangements for different schools. As such, this KPI has not been carried forward for the future London Plan.

Table 2.12 Average size in one teacher primary classes in state funded primary schools in London

Year	# of pupils
2009/10	27.0
2010/11	27.2
2011/12	27.6
2012/13	27.7
2013/14	27.8
2014/15	27.8
2015/16	27.7
2016/17	27.5

[1] Employment Rates of Parents

[2] Economic Fairness datasets on the London Datastore

Year	# of pupils
2017/18	27.3
2018/19	27.2
2019/20	27.1
2020/21	26.4
2021/22	26.4
Change 2009/10 to 2021/22	-0.6

Source: Department for Education https://explore-education-statistics.service.gov.uk/find-statistics/school-pupils-and-their-characteristics

Key Performance Indicator 13 – Achieve a reduced reliance on the private car and a more sustainable modal split for journeys

Target

Use of public transport per head grows faster than use of the private car per head

Performance

Target met

Trend

Short-term: Both public and private transport use has declined

Long-term: Public transport use has increased more than private

Assessment

Public transport use per head continues to be higher than private transport, compared to 2001. However, more recently travel has declined across all modes, so the future trend is more uncertain.

Table 2.13 Public and private transport indexes

Year	Public transport index	Private transport index
2001	100	100
2002	103.1	99.5
2003	108.0	97.0
2004	113.8	95.1
2005	112.0	92.9
2006	114.7	92.1
2007	124.3	89.0
2008	128.1	86.7
2009	127.5	86.1
2010	127.7	83.6
2011	130.7	81.7

Year	Public transport index	Private transport index
2012	132.7	80.5
2013	134.2	78.8
2014	136.7	78.5
2015	136.7	76.7
2016	132.4	75.2
2017	130.8	75.2
2018	129.8	73.9
2019	129.6	73.7
2020	61.4	64.2
2021	71.2	72.9

Source: Transport for London (TfL) City Planning, Strategic Analysis

Key Performance Indicator 14 – Achieve a reduced reliance on the private car and a more sustainable modal split for journeys

Target

Zero car traffic growth for London as a whole

Performance

No new data available after 2018

Trend

Short-term: No new data

Long-term: Traffic levels have declined since 2001, but increased slightly after 2013

Assessment

Traffic has declined across all areas of London since 2001. However, the total distance travelled increased substantially in 2019, with the outer London index rising to 106. 2020 saw an even larger drop, with the London index falling below 82. Traffic levels bounced back to nearly 91 in 2021, largely as a result of trips in outer London where the index score of 96.8 is the highest since 2007. The impact of Covid on travel behaviour since 2019 means that the future trend is uncertain.

Table 2.14 Traffic (billion vehicle kilometres, all vehicles) in London

Year	Greater London	Inner London*	Outer London	Greater London index	Inner London* index	Outer London index
2001	32.26	8.98	22.04	100	100	100
2002	32.14	8.9	22.03	99.6	99.1	99.9

Year	Greater London	Inner London*	Outer London	Greater London index	Inner London* index	Outer London index
2003	31.95	8.84	21.93	99	98.4	99.5
2004	31.6	8.66	21.73	98	96.4	98.6
2005	31.38	8.51	21.66	97.3	94.8	98.3
2006	31.49	8.52	21.76	97.6	94.9	98.7
2007	31.16	8.58	21.43	96.6	95.5	97.2
2008	30.27	8.29	20.9	93.8	92.3	94.8
2009	30.07	8.19	20.83	93.2	91.2	94.5
2010	29.7	8.05	20.63	92.1	89.6	93.6
2011	29.11	7.82	20.28	90.2	87.1	92
2012	28.9	7.57	20.35	89.6	84.3	92.3
2013	28.82	7.42	20.43	89.3	82.6	92.7
2014	29.33	7.52	20.81	90.9	83.7	94.4
2015	29.23	7.5	20.72	90.6	83.5	94
2016	29.52	7.6	20.91	91.5	84.6	94.9
2017	29.54	7.65	20.9	91.6	85.1	94.8
2018	29.54	7.56	21	91.6	84.2	95.3
2019	32.6	7.8	23.8	99.7	86.9	106.0
2020	26.7	6.4	19.5	81.7	71.6	86.9
2021	29.7	7.1	21.8	90.8	79.1	96.8

*Inner London excluding the City and Westminster

Source: TfL City Planning, Travel in London Report 15

Key Performance Indicator 15 – Achieve a reduced reliance on the private car and a more sustainable modal split for journeys

Target

Increase the share of all trips by bicycle from 2% in 2009 to 5% by 2026

Performance

Target not met

Trend

Short-term: Strong improvement in 2020

Long-term: Gradual improvement

Assessment

While cycling has been increasing in London since 2001, the rate of growth has not generally been high enough to meet the 5 per cent mode share target by 2026. However, 2020 saw a large increase linked to the pandemic. The mode share dropped back in 2021 to 3.6 per cent, still substantially above the pre-pandemic level.

Table 2.15 Cycle journey stages and mode share

Year	Daily cycle journey stages (millions)	Cycle mode share (percentage)
2001	0.32	1.2
2002	0.32	1.2
2003	0.37	1.4
2004	0.38	1.4
2005	0.42	1.6
2006	0.47	1.7
2007	0.47	1.6
2008	0.49	1.7
2009	0.51	1.8
2010	0.54	1.9
2011	0.57	1.9
2012	0.58	1.9
2013	0.59	1.9
2014	0.65	2.1
2015	0.67	2.1
2016	0.73	2.3
2017	0.72	2.3
2018	0.74	2.4
2019	0.72	2.3
2020	0.91	4.1
2021	0.86	3.6

Source: TfL City Planning, Travel in London Report 15.

Notes

A cycle trip is defined as a one-way movement to achieve a specific purpose that is conducted entirely by bike. A cycle journey stage includes these trips, but also shorter cycle legs undertaken as part of a longer trip using another mode – for example, cycling to a station to catch a train. Cycle journey stages therefore give a best indication of total cycling activity.

Key Performance Indicator 16 – Achieve a reduced reliance on the private car and a more sustainable modal split for journeys

Target

A 50% increase in passengers and freight transported on the Blue Ribbon Network from 2011-2021

Performance

Target not met

Trend

Short-term: Passenger and freight numbers decreased due to the impact of Covid-19 pandemic with a greater impact on the former.

Long-term: having reached the target in 2014/15, decreasing passenger number in the last three years mean they are below the target level in 2019/20. The amount of freight carried in 2020 dropped to below the total for 2018 and remains below the target level

Assessment

Passenger numbers rose significantly in the years prior to 2017, reaching an all-time high of 10,620,123 in the year 2016/17. This was largely driven by the Mayor's River Action Plan and investment in the river and its infrastructure.

Since 2017, passenger numbers have gradually declined. Several new piers have opened in recent years and Barking Riverside Pier is due to open in 2022, all of which should help to drive growth.

The amount of freight carried in 2020 was 18 per cent lower than the previous year and the total tonnage was 17 per cent over the 2011 baseline.

The refreshed Thames Vision 2050 will set new targets for river growth. The GLA and TfL will be working collaboratively with the PLA to assist the recovery in order to achieve the targets.

Table 2.16 Passengers on the River Thames

Year	Number of passengers	% Change	% Change since 2011 baseline
2000/01	1,573,830		
2001/02	1,739,236	10.5%	
2002/03	2,030,300	16.7%	
2003/04	2,113,800	4.1%	
2004/05	2,343,276	10.9%	
2005/06	2,374,400	1.3%	

Year	Number of passengers	% Change	% Change since 2011 baseline
2006/07	5,260,157	121.5%	
2007/08	5,337,368	1.5%	
2008/09	6,179,889	15.8%	
2009/10	6,298,933	1.9%	
2010/11	6,621,116	5.1%	
2011/12	6,602,707	-0.3%	-0.3%
2012/13	6,277,244	-4.9%	-5.2%
2013/14	8,411,200	34.0%	27.0%
2014/15	10,022,668	19.2%	51.4%
2015/16	10,300,864	2.8%	55.6%
2016/17	10,620,123	3.1%	60.4%
2017/18	10,016,805	-5.7%	51.3%
2018/19	9,757,009	-2.6%	47.4%
2019/20	9,575,010	-1.9%	44.6%
2020/21	1,471,757	-84.6%	-77.8%
2021/22	5,313,974	261.1%	-19.7%

Source: TfL London Rivers Services

Table 2.17 Cargo trade on the River Thames within Greater London

Year	Tonnes of cargo	% Change	% Change since 2011 baseline
2001	10,757,000		
2002	9,806,000	-8.8%	
2003	9,236,000	-5.8%	
2004	8,743,000	-5.3%	
2005	9,288,000	6.2%	
2006	9,337,000	0.5%	
2007	8,642,000	-7.4%	
2008	9,312,000	7.8%	
2009	8,146,000	-12.5%	
2010	7,754,000	-4.8%	
2011	9,022,000	16.4%	
2012	8,715,000	-3.4%	-3.4%
2013	11,087,000	27.2%	22.9%
2014	11,969,000	8.0%	32.7%
2015	10,633,000	-11.2%	17.9%

Year	Tonnes of cargo	% Change	% Change since 2011 baseline
2016	11,376,000	7.0%	26.1%
2017	12,385,000	8.9%	37.3%
2018	10,619,000	-14.3%	17.7%
2019	12,918,000	21.6%	43.2%
2020	10,590,161	-18.0%	17.4%
2021	10,236,159	-3.3%	13.5%

Source: Port of London Authority

Key Performance Indicator 17 – Increase in the number of jobs located in areas of high PTAL values

Target

Maintain at least 50% of B1 development in PTAL zones 5-6

Performance

Target met

Trend

Short-term: Target met

Long-term: Above the target level

Assessment

The provisional figure of 87 per cent in 2020/21 is based on a partial data return, but continues the long term trend for the majority of new employment floorspace being provided in areas with good access to public transport.

Table 2.18 B1 Floorspace granted in PTAL zones 5 and 6

Year	% of total B1 floorspace granted in PTAL 5 or 6	% of total B1a floorspace granted in PTAL 5 or 6
2013/14	62%	72%
2014/15	68%	71%
2015/16	67%	71%
2016/17	65%	72%
2017/18	77%	83%
2018/19	72%	80%
2019/20*	65%	84%
2020/21*+	87%	96%

Source: Planning London Datahub

* Based on data provided as part of the application process

+ On 1st September 2020/20, the use classes order was updated moving the uses in class B1 to class E. Some applicants may have continued to record employment uses within class B after this date.

Notes

The data for this KPI is taken from the Planning London Datahub which is provided by applicants as part of the application process. Unlike the London Development Database which it replaces, the Datahub has no minimum threshold for non-residential floorspace, and is reliant on applicants capacity and capability to correctly supply the data. Projects are in place to test and build the quality of the data.

The figures are based on the proposed floorspace only and the PTAL is calculated at the location provided for the scheme as a whole. This will usually be towards the centre of the site.

Key Performance Indicator 18 – Protection of biodiversity habitat

Target

No net loss of Sites of Importance for Nature Conservation (SINCs)

Performance

Target met

Trend

Short-term: No losses identified in 2020/21

Long-term: The target is aspirational as gains in protected open space are rarely recorded through the planning process meaning a net loss is inevitable

Assessment

No losses of protected habitats have been recorded during 2020/21.

Future monitoring will record changes in open space designated in local plans rather than trying to monitor change through planning applications.

Table 2.19 Area (hectares) of Sites of Importance for Nature Conservation in approved planning permissions by year

Year	SSSI[1]	Metro-politan[2]	Borough Grade 1[3]	Borough Grade 2[4]	Local[5]	Total
2013/14	0	7.761	6.428	0.895	0.226	15.31
2014/15	0	0.015	0.481	1.5	0.024	2.02
2015/16	0	4.694	4.507	0.074	0	9.275

Year	SSSI[1]	Metro-politan[2]	Borough Grade 1[3]	Borough Grade 2[4]	Local[5]	Total
2016/17	0	0	2.376	0.215	0.386	2.977
2017/18	0.461	0.9	0.75	0	0.74	2.851
2018/19	0	0.019	0.019	0.861	0	0.899
2019/20	0	4.447	0	0.266	0.1	4.773
2020/21	0	0	0	0	0	0

Notes

All data for this KPI is extracted from the Planning London Datahub.

The table shows the area in hectares of Sites of Importance for Nature Conservation affected by planning permissions that have been granted for buildings or works on these sites. Changes to the designation of protected habitats are made through the preparation or review of the local plan and are not part of the planning permission process. For this reason, gains are not recorded, although re-provision within a planning permission is considered when calculating the loss. The same loss may be included in the figures for more than one year when a revised application is approved on the same site.

Classifications:

1 Statutory Site of Special Scientific Interest
2 Site of Metropolitan Importance
3 Site of Borough Grade 1 Importance
4 Site of Borough Grade 2 Importance
5 Site of Local Importance

The data for this KPI is taken from the Planning London Datahub which is provided by applicants as part of the application process No losses were identified during 2020/21.

Key Performance Indicator 19 – Increase in municipal waste recycled or composted and elimination of waste to landfill by 2031

Target

At least 45% of waste recycled or composted by 2015 and 0% of biodegradable or recyclable waste to landfill by 2026

Performance

Target not met

Trend

Short-term: improvement

Long-term: improvement

Assessment

The proportion of waste that is recycled or composted has increased since the early 2000s but has plateaued over the last 9 years.

The proportion of waste sent to landfill has decreased and is now less than 2 per cent. This part of the target is projected to be met.

Table 2.20 Waste treatment methods of London's local authority collected waste (thousands of tonnes)

Year	Landfill	Incineration with EfW*	Incineration without EfW*	Recycled/ composted	Other**
2002/03	71.1%	19.6%	0.0%	9.2%	0.0%
2003/04	69.6%	19.0%	0.0%	11.4%	0.0%
2004/05	65.4%	19.9%	0.0%	14.7%	0.0%
2005/06	63.7%	18.2%	0.0%	18.1%	0.0%
2006/07	56.8%	21.9%	0.0%	19.9%	1.4%
2007/08	53.2%	22.1%	0.0%	22.3%	2.4%
2008/09	49.0%	22.9%	0.0%	25.0%	3.1%
2009/10	48.7%	20.8%	0.0%	27.4%	3.0%
2010/11	44.7%	23.6%	0.0%	28.3%	3.4%
2011/12	30.6%	35.7%	0.0%	30.3%	3.4%
2012/13	25.5%	40.9%	0.0%	30.4%	3.2%
2013/14	24.4%	41.9%	0.0%	30.5%	3.2%
2014/15	20.6%	45.9%	0.0%	30.2%	3.3%
2015/16	20.3%	46.1%	0.5%	29.6%	3.5%
2016/17	12.5%	52.9%	0.7%	30.1%	3.9%
2017/18	9.6%	55.6%	0.8%	30.1%	4.0%
2018/19	6.9%	58.3%	1.0%	30.2%	3.5%
2019/20	2.7%	61.0%	2.2%	30.0%	4.0%
2020/21	1.4%	63.3%	0.9%	29.9%	4.6%

*EfW = Energy from Waste

** Other includes material sent for other treatment processes including mechanical sorting, biological or specialist treatment

Source: Department for Environment, Food and Rural Affairs
https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables

Key Performance Indicator 20 – Reduce carbon dioxide emissions through new development

Target Annual average % carbon dioxide emissions savings for strategic development proposals progressing towards zero carbon in residential developments by 2016 and all developments by 2019

Performance Target met

Trend Short-term: improvement

Long-term: target has consistently been met

Assessment Referable developments in London continue to achieve far higher carbon savings than required by national policy with developers committing to an overall carbon emissions reduction of 46.2 per cent beyond the 2013 Building Regulations in 2020 and 48.6 per cent in 2021.

For further information, see the Energy Monitoring Reports.

Table 2.21 On-site CO_2 emission reductions from applications approved in 2020 and assessed against the target of a 35% improvement on Part L of 2013 Building Regulations

Target	Regulated CO_2 emissions (tCO_2/year)	Cumulative reductions (tCO_2/year)	Cumulative reductions (per cent)
Building Regulations 2013 Baseline	94,975	-	-
After 'be lean' (energy efficiency)	76,198	18,778	19.8
After 'be clean' (heat network connections)	65,279	29,697	31.3
After 'be green' (renewable energy)	51,090	43,886	46.2

Table 2.22 On-site CO_2 emission reductions from applications approved in 2021 and assessed against the target of a 35% improvement on Part L of 2013 Building Regulations

Target	Regulated CO_2 emissions (tCO_2/year)	Cumulative reductions (tCO_2/year)	Cumulative reductions (per cent)
Building Regulations 2013 Baseline	78.439	-	-
After 'be lean' (energy efficiency)	64,900	13,539	17.3
After 'be clean' (heat network connections)	56,652	21,787	27.8
After 'be green' (renewable energy)	40,294	38,145	48.6

Source: Greater London Authority Energy Monitoring Reports

Notes

Cumulative reductions are cumulative regulated CO2 emissions reductions relative to Part L 2013 Building Regulations.

Key Performance Indicator 21 – Increase in energy generated from renewable sources

Target

Production of 8,550 GWh of energy from renewable sources by 2026

Performance

Target not on track

Trend

Short-term: increase

Long-term: improvement

Assessment

Installed capacity has increased from 256 MW in 2011 to 522 in 2020 and 535 MW in 2021. Overall generation has increased from 765 GWh to 1,409 GWh in 2020, although the latest data shows a decrease to 1,394 in 2021. This remains well below the target.

London's ability to produce its own energy is limited due to space constraints, however there are other initiatives being introduced to increase renewable energy generation through the Mayor's Solar Action Plan to maximise the opportunities that do exist.

Table 2.23 Estimate of annual renewable energy installed capacity and generation in London electricity

Year	Capacity (MW)/ Generation (GWh)	Wind and Wave	Photo-voltaics	Landfill Gas	Sewage Gas	Other Bio-energy	Total
2011	Total (MW)	4	25	26	36	166	256
	Total (GWh)	8	7	155	82	513	765
2012	Total (MW)	4	43	26	39	167	280
	Total (GWh)	11	35	165	78	594	882
2013	Total (MW)	4	54	26	39	169	292
	Total (GWh)	12	41	178	84	588	902
2014	Total (MW)	11	68	26	54	173	331
	Total (GWh)	15	57	179	78	559	888
2015	Total (MW)	11	96	26	54	192	379
	Total (GWh)	20	75	169	88	648	1,000
2016	Total (MW)	11	113	26	59	193	402
	Total (GWh)	15	94	166	141	646	1,062
2017	Total (MW)	11	118	26	52	193	400
	Total (GWh)	17	104	154	148	660	1,083
2018	Total (MW)	11	129	26	52	194	412
	Total (GWh)	15	118	159	197	597	1,087
2019	Total (MW)	11	191	26	52	224	504
	Total (GWh)	17	162	147	222	683	1,230

Year	Capacity (MW)/ Generation (GWh)	Wind and Wave	Photo-voltaics	Landfill Gas	Sewage Gas	Other Bio-energy	Total
2020	Total (MW)	11	204	26	52	229	522
	Total (GWh)	21	179	154	237	818	1,409
2021	Total (MW)	11	217	26	52	219	535
	Total (GWh)	14	166	150	226	837	1,394

Source: Regional Renewable Statistics: Regional Statistics 2003-2021: Installed Capacity, and Regional Statistics 2003-2021: Generation

Table updated with data released in September 2022

Key Performance Indicator 22 – Increase urban greening

Target

Increase total area of green roofs in the CAZ

Performance

No information available

Trend

No trend information available

Assessment

No new information is available for this KPI

Notes

The most recent information including details of the range of sizes and types of green roof in the CAZ is available at https://www.london.gov.uk/sites/default/files/2019_london_living_roofs_walls_report.pdf

Key Performance Indicator 23 – Improve London's Blue Ribbon Network

Target

Restore 15km of rivers and streams* 2009 - 2015 and an additional 10km by 2020 (*defined as main river by the Environment Agency – includes larger streams and rivers but can also include smaller watercourses of local significance)

Performance

Target met

Trend

Short-term: slight decrease on 2019

Long-term: both 2015 and 2020 targets met

Assessment

The 5,805 metres restored in 2020 took the cumulative total restored since 2009 to 33,572 metres, ensuring that the total target of restoring 25km by 2020 had been exceeded by over 8.5km. A further 5,742 metres was restored in 2021.

Table 2.24 River restoration in London

Year	Restoration (metres)	Cumulative Restoration (metres)	Cumulative Change Since baseline	Cumulative Change Since 2015 baseline
2000	680	680		
2001	150	830		
2002	600	1,430		
2003	2,300	3,730		
2004	500	4,230		
2005	0	4,320		
2006	100	4,330		
2007	5,100	9,430		
2008	2,000	11,430		
2009	1,500	12,930	1,500	
2010	1,808	14,738	3,308	
2011	3,519	18,257	6,827	
2012	3,000	21,257	9,827	
2013	2,395	23,652	12,222	
2014	1,030	24,682	13,252	
2015	2,490	27,172	15,742	
2016	3,010	30,182		3,010

Year	Restoration (metres)	Cumulative Restoration (metres)	Cumulative Change Since baseline	Cumulative Change Since 2015 baseline
2017	2,645	32,827		5,655
2018	530	33,357		6,185
2019	5,840	39,197		12,025
2020	5,805	45,005		17,830
2021	5,742	50,744		23,572

Source: Rivers and Streams Habitat Action Plan Steering Group and the London Catchment Partnership

Notes

The figure for 2019 shows a major uplift compared to that of 2018, which is in part due to under-recording in 2018 plus the completion of two major regeneration projects in 2019.

There are currently no further targets for river restoration. It is however recommended by the Catchment Partnership in London Group[3] that, to offset both population growth and climate change pressures, the rate of restoration should increase to a minimum of 5 km per year by 2025.

Key Performance Indicator 24 – Protecting and improving London's heritage and public realm

Target

Reduction in the proportion of designated heritage assets at risk as a % of the total number of designated heritage assets in London

Performance

Target met

Trend

Short-term: no change

Long-term: stays the same

Assessment

There has been no change in the percentage of listed buildings, conservation areas, scheduled monuments or registered parks and gardens recorded as being at risk in 2020. None of London's World Heritage Sites or the registered battlefield are at risk.

[3]. The CPiL Group is chaired by Thames21

Table 2.25 Number and condition of designated heritage assets

Year	Measure	World Heritage Sites*	Listed Buildings	Conservation Areas **	Scheduled Monuments	Registered Parks and Gardens	Registered Battlefield
2012	Number	4	18,854	949	154	150	1
	% at Risk	0	2.8	6.8	22.7	8	0
2013	Number	4	18,872	1,009	155	150	1
	% at Risk	0	2.7	6.3	20.6	7.3	0
2014	Number	4	18,896	1,017	156	150	1
	% at Risk	0	3	6.3	19.9	7.3	0
2015	Number	4	18,936	1,021	158	150	1
	% at Risk	0	2.6	6	19.6	6	0
2016	Number	4	19,020	1,026	162	151	1
	% at Risk	0	3	7	17	7	0
2017	Number	4	19,081	1,025	165	151	1
	% at Risk	0	3	8	17	7	0
2018	Number	4	19,174	1,027	165	153	1
	% at Risk	0	3	7	16	7	0
2019	Number	4	19,187	1,030	165	153	1
	% at Risk	0	3	7	16	7	0
2020	Number	4	19,209	1,043	168	153	1
	% at Risk	0	3	7	16	7	0

* designated by UNESCO

** Data is based on figures supplied by London boroughs; some boroughs have not provided up to date data.

Source: Historic England (conservation area data provided by London boroughs).

Notes

More information on sites at risk in London can be found on the Historic England website: https://historicengland.org.uk/advice/heritage-at-risk/.

3 Other datasets

Planning London Datahub

Live data can now be downloaded from the Planning London Datahub, which has now fully replaced the London Development Database (LDD).

The Datahub represents a great technical progression from the LDD. Data entry to the LDD was largely a manual process for London's planning authorities. By contrast the Datahub draws data directly from the Planning Portal, which has been adapted to capture the required information as part of the application process. The data flows directly to the relevant planning authority, and from there to the Datahub. As a result of removing the need for manual data entry by London's planning authorities, the Datahub includes details of all planning applications, rather than being limited to approvals meeting specified criteria. It also holds significantly more information about each permission.

More details, including a list of the extensive number of data points now being captured by the new system, can be found on the Datahub web page.

Housing

The latest data on housing delivery in London from the Datahub is now available on-line through a series of interactive data reports. These reports can be found on the London Datastore.

- Residential approvals dashboard
- Residential starts dashboard
- Residential completions dashboard
- Residential pipeline dashboard

Intermediate housing thresholds

The current maximum household income thresholds for intermediate housing are available on our website. They are currently shown on our London Plan AMR tables web page.

Accessible dwellings

Compliance to accessible dwellings standards M4(2) and M4(3) is recorded on the Planning London Datahub. The latest data on compliance in planning approvals by borough can be found on our Accessible Residential Dwellings dashboard.

Specialist housing

The 2015 London Plan introduced new strategic benchmarks to inform local targets for specialist housing for older people. The benchmarks are for delivery over ten

years. Figures are net approvals of self-contained residential and non-self-contained rooms in care homes and hostels (use classes C2 and SG). Each non-self-contained room counts as a single unit. A dashboard showing the specialist housing for older people is currently in development.

Affordable student accommodation

The Mayor's Housing SPG (2016) states that the Mayor will publish, in his Annual Monitoring Report for the London Plan, the annual rental cost for purpose-built student accommodation (PBSA) that is considered affordable for the coming academic year. As set out in the Housing SPG, the annual rental cost for affordable PBSA equates to 55 per cent of the maximum student maintenance loan for living costs available to a UK full-time student in London living away from home for that academic year. For the academic year 2020/21 the annual rental cost for affordable PBSA must not exceed £6,606.

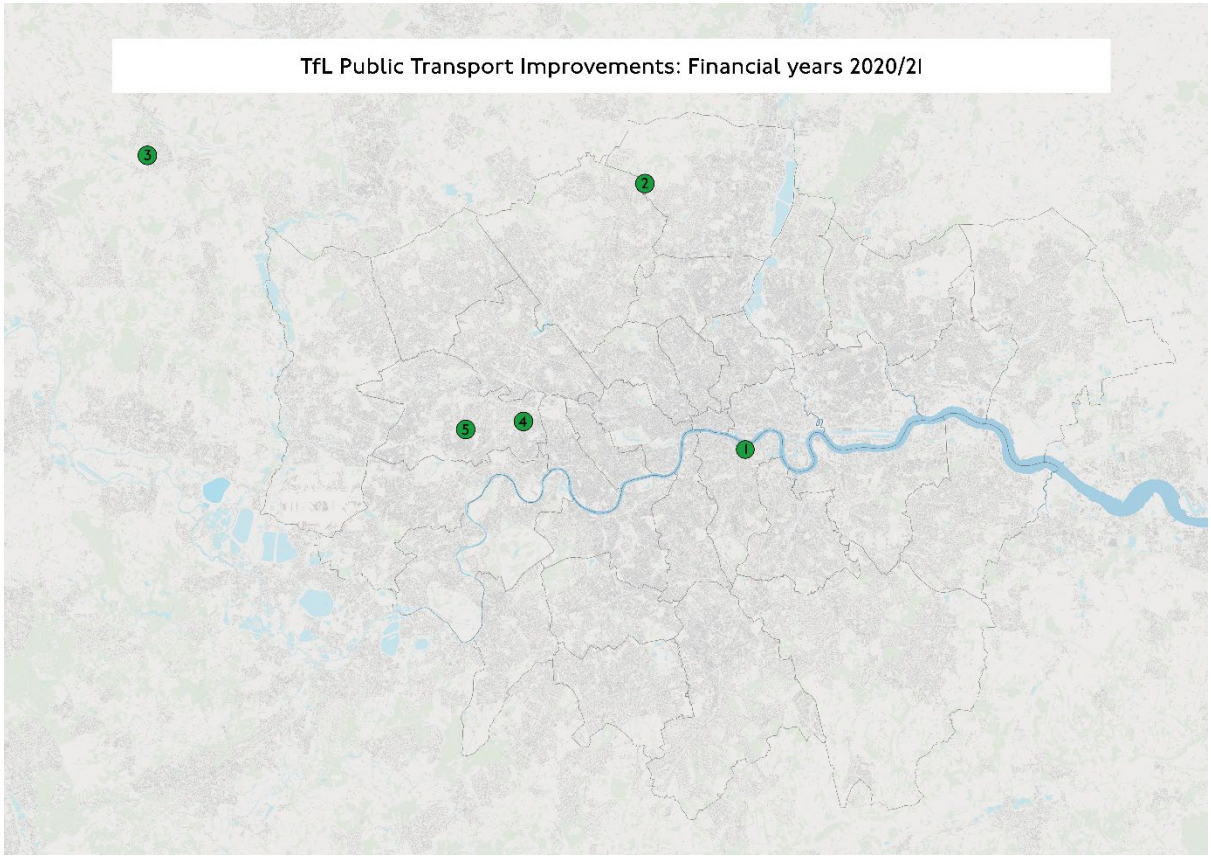
The data for the relevant academic year is published on the Greater London Authority website and can at present be found on the London Plan AMR tables web page.

Environment and transport

Public Transport Projects

This map shows the major transport improvement projects implemented during the monitoring period.

Figure 3.1 TfL public transport improvements implemented during 2020/21



Key

Number	Scheme Name	Location
1	Segregated Cycleway 4 Opened	Tower Bridge Road to Rotherhithe
2	Cockfosters Tube step-free access complete	Cockfosters Station
3	Amersham Tube step-free access complete	Amersham Station
4	Acton Main Line TfL Rail Station step-free access complete	Acton Main Line Station

Number	Scheme Name	Location
5	West Ealing TfL Rail Station step-free access complete	West Ealing Station

Crossrail Funding

The Mayoral Community Infrastructure Levy (MCIL1, 2012) and the Mayoral Crossrail Funding Planning Obligations SPG (2016) were introduced to help finance the Elizabeth Line (Crossrail), the major new rail link that connects central London to Reading and Heathrow in the West and Shenfield and Abbey Wood in the East. In February 2019 the Mayor adopted a new charging schedule (MCIL2) that supersedes MCIL1 and the s106 SPG. It applies to all planning permissions granted from 1 April 2019 and may also apply to some phased planning permissions granted before 1 April 2019. The Elizabeth Line opened in May 2022 and MCIL2 is being used to repay the borrowing that financed the construction of the new rail link.

The London boroughs, City of London and Mayoral Development Corporations collect MCIL on the Mayor's behalf. Table 3.2 shows funding secured to the end of the 2020/21 financial year from MCIL1, MCIL2 and the s106 SPG, with cumulative receipts from both sources raising over £1bn toward the cost of the project.

The CIL Regulations 2010 (as amended) require the Mayor to report on various aspects of how CIL receipts are being spent, and this is set out in Table 3.3.

The latest information on MCIL receipts can be found on our MCIL web page.

Table 3.2 Developer contributions towards funding Crossrail (£Million). Net of MCIL administration costs

Year	S106 (£M)	MCIL (£M)
2010/11	0.24	0
2011/12	1.43	0
2012/13	17.2	6.09
2013/14	13.31	46.69
2014/15	13.69	73.19
2015/16	30.24	118.64
2016/17	24.9	136.86
2017/18	7.87	108.99
2018/19	9.05	117.02

Year	S106 (£M)	MCIL (£M)
2019/20	6.84	135.85
2020/21	25.35	121.93
Total	150.10*	865.29**

* Total Crossrail Funding Planning Obligations SPG receipts to end 2020/21 financial year

**Total figure based on actual receipts received since 2012/13 financial year

Table 3.3 Use of MCIL receipts

Category	£
Total MCIL Expenditure	865,289,802
Amount used to repay borrowing	0
Amount spent (2020/21) on administration by TfL/ GLA (up to 1%)	502,795
Amount spent (2020/21) on administration by collecting authorities (up to 4%)	4,941,458

Source: Transport for London

Progress on Regional Flood Risk Appraisal recommendations

The Regional Flood Risk Appraisal (RFRA) first review was published in August 2014, updating the original RFRA from 2009. This was then updated again in 2017/2018 as evidence and in preparation for the London Plan 2021 (Regional Flood Risk Assessment (london.gov.uk)). As part of this update, the monitoring recommendations for the AMR were consolidated and listed within its Appendix 1.

Table 3.4 Progress on Regional Flood Risk Appraisal recommendations

1: Tidal flood risk

The London boroughs should address relevant tidal flood risk mitigation measures set out in the Thames Estuary 2100 (TE2100) Plan in their local plans, as supported by policy SI12 of the London Plan. They include setting back development and defences from the banks of watercourses, raising defences and creating flood storage. The development of Riverside Strategies to support the delivery of Thames Estuary 2100 should be led by the London boroughs.

Progress at July 2020

The GLA supports the preparation of the **10-year Review** of the Thames Estuary 2100 plan by the Environment Agency.

In 2021, the **Environment Agency assessed** the strength of local authorities' local plans and Strategic Flood Risk Assessments (SFRAs) across the Thames Estuary measured against TE2100 Plan outcomes.

The results showed that there were generally some relevant policies that would enable the recommendations and flood risk management outcomes of the TE2100 Plan to be implemented. There is also a trend towards more TE2100-supportive content in more recent local plans and SFRAs.

The preparation of **Riverside Strategies** is also underway in several London boroughs. Early work started in 2021 by the City of London to develop the first riverside strategy within London, aiming to transform its riverside open space whilst meeting flood protection requirements.

2: Fluvial Flood Risk

Regeneration and redevelopment on London's river corridors offer a crucial opportunity to reduce fluvial flood risk. Strategic Flood Risk Assessments (SFRAs) and planning policies should focus on making the most of this opportunity through appropriate location, layout and design of development as set out in the Thames Flood Risk Management Plan (FRMP). In particular opportunities should be sought to set development from the river edge; ensure that developments with residual flood risk are designed to be flood compatible and/or flood resilient; and maximise the use of open spaces to make space for flood water in line with policy SI12 of the London Plan. Opportunities for benefits related to river restoration should be maximised as well.

Progress at July 2020

The **Environment Agency** continues to work with local authorities to ensure SFRAs, local plan policies, Opportunity Area Planning Frameworks and planning applications apply these flood risk management measures as a standard.

The GLA is supporting the approach of **making space for water** and increasing developments' resilience to flood risk, including residual risks.

The GLA is **monitoring** compliance with the London Plan including a regular appraisal on data looking to identify trends and opportunities for improvements.

In particular, the GLA is monitoring whether appropriate mitigation (including flood resilience/resistance design) is included for developments at risk of flooding, including residual risk.

3: Surface Water Flood Risk

Developments all across London should reduce surface water discharge in line with the Sustainable Drainage Hierarchy set out in Policy SI13 of the London Plan, and the actions in the London Sustainable Drainage Action Plan (LSDAP) should also be taken.

Progress at July 2020

The GLA is supporting the **reduction in surface water discharge rates** from proposed developments across London through the incorporation of above ground green Sustainable Drainage Systems (SuDS) and seeking greenfield runoff rates. In addition, the London Plan drainage hierarchy is driving the incorporation of rainwater harvesting schemes within development.

The GLA is **monitoring** compliance with the London Plan including a regular appraisal on data looking to identify trends and opportunities for improvements.

The **SuDS Pro Forma** sets a clear standard for the information that should be provided in a sustainable drainage strategy for development and should reduce the need to request additional information. The GLA is working on increasing the Pro Forma's uptake by applicants through the planning consultation process.

Updates on **progress for all actions of the LSDAP**, mainly focused on retrofitting sustainable drainage measures, are available at London Sustainable Drainage Action Plan | London City Hall.

4: Sewer Flood Risk

Thames Water should work collaboratively with LLFAs and the Environment Agency to facilitate the attenuation of surface water, removing it from the foul sewer. For the combined sewer system surface water has to be attenuated at source and discharged into the combined sewer at a lower rate.

Progress at July 2020

Thames Water is preparing a costed long-term **Drainage and Wastewater Management Plan** (DWMP) Drainage and wastewater plan | Regulation | About us | Thames Water that sets out future risks and pressures on drainage systems and

identifies the actions required to manage them. Their work is supported by the Environment Agency.

The DWMP is expected to include the identified measures. Actions covering the first five years of the DWMP are also expected to inform Thames Water's 2025-2030 Business Plan.

5: Groundwater Flood Risk

The groundwater flood risk in identified locations (see IPEG map) should be considered in Strategic Flood Risk Assessments (SFRAs) and Flood Risk Assessments (FRAs).

Progress at July 2020

FRAs submitted in support of planning applications generally include an **assessment of groundwater flood risk** to the proposed development site. The data sources used are for example SFRAs, publicly available geology/aquifer information from the British Geological Survey (BGS), or site-specific ground investigation, where available.

In **areas with elevated groundwater**, applicants are generally proposing water-proofing basements and water control measures during construction.

The GLA seeks to ensure proposed developments are compliant with local policy requirements around **basement uses**. In addition, the GLA are encouraging applicants to undertake site-specific ground investigations including groundwater monitoring as early in the design process as possible.

6: Reservoir Flood Risk

The reservoir flood risk in identified locations (see reservoir flood map) should be considered in Strategic Flood Risk Assessments (SFRAs) and Flood Risk Assessments (FRAs). Appropriate emergency plans should be put in place.

Progress at July 2020

The GLA is encouraging the **appropriate assessment** of reservoir flood risk through the planning consultation process.

Applicants should consider the sequential placement of 'more vulnerable' uses and emergency planning measures in response to reservoir flood risk.

Flood Warning and Evacuation Plans (FWEP) are generally secured by condition to be provided post planning. The GLA is asking applicants to provide within the FRA a summary of proposed FWEP measures to demonstrate that they have been considered and are deliverable within the scheme.

7: Flood Risk to Opportunity Areas and Town Centres

Where required, detailed flood risk assessments for individual major development locations and town centre development sites should be undertaken by developers at an early stage. They should work with relevant LLFA(s). Opportunities to reduce flood risk should be maximised where possible.

Progress at July 2020

Regarding **Opportunity Areas**, the Environment Agency supported the preparation of Integrated Water Management Studies for the Isle of Dogs, and the Royal Docks & Beckton Riverside.

FRAs for proposed developments must demonstrate how flood risk is managed within the site and how the development is not increasing the risk of flooding off site. This also applies within Opportunity Areas and Town Centres.

Opportunities where Lead Local Flood Authorities require developments to improve flood risk off-site are currently limited.

8: Flood Risk to Transport Infrastructure

Relevant transport authorities and operators should examine and regularly review their infrastructure assets including their networks, stations, depots, underpasses and tunnels for potential flooding locations and flood risk reduction measures. Appropriate mitigation measures include flood warning systems, emergency procedures, sustainable drainage systems, temporary flood storage areas, pumping stations, back-up power supply and the relocation of sensitive electrical /telecommunications equipment and potentially polluting materials (e.g. fuel and oils) above potential flood levels. For large stations and depots, solutions should be sought to attenuate or disperse rainwater from heavy storms including green roofs. Highways flood management measures should also include diversionary routes, highways drainage attenuation and exceedance flow routing as part of traffic calming schemes. For tunnel portals and ventilation shafts physical barriers such as flood gates and vent covers should be considered.

Progress at July 2020

Through the LSDAP, the GLA is cooperating with TfL and London boroughs to increase the role of **sustainable drainage** across the transport networks/assets.

TfL has helped to define and roll out a SuDS highways training programme to embed surface water flood risk management into standard practice.

TfL has also established Design Review Panels for its SuDS schemes whereby a panel of experts reviewed the design of SuDS proposals.

TfL has also received funding totalling £ 380k from Thames Water for two SuDS schemes on its network.

The TfL-chaired **Transport Adaptation Steering Group** continues to provide a crucial knowledge-sharing platform and is currently exploring opportunities to integrate climate change adaptation into standards.

TfL is also exploring options to fund the final phases of the **London Underground Comprehensive Review of Flood Risk** (LUCRFR), as well as an expansion of this review to include key assets in TfL's road and rail networks.

9: Flood Risk to Emergency Services

Emergency service authorities and operators covering hospitals, ambulance, fire and police stations as well as prisons should ensure that emergency plans in particular for facilities in high flood risk areas are in place and regularly reviewed, so that they can cope in the event of a major flood. These plans should put in place cover

arrangements through other suitable facilities. Emergency services should also consider flood protection and sustainable drainage and other measures to reduce flood risk to their sites in the longer term through the development planning process including site-specific Flood Risk Assessments.

Progress at July 2020

The **GLA Resilience Team** has been engaging with the different emergency services on specific flood risk resilience initiatives.

10: Flood Risk to Schools

Education authorities should ensure that emergency plans in particular for facilities in flood risk areas are in place and regularly reviewed so that they can cope in the event of a major flood. These plans should put in place cover arrangements through other suitable facilities. Education authorities should also consider flood protection and sustainable drainage and other measures to reduce flood risk to their sites in the longer term through the development planning process including site-specific Flood Risk Assessments.

Progress at July 2020

The LSDAP facilitated the development of clear and concise **guidance** to capture the attention of those involved in routine maintenance and capital projects within the education sector.

Within the context of the Mayor's **School Air Quality Audit Programme** in 2018, the GLA made the LLFAs aware of green infrastructure interventions and the integration of SuDS to improve air quality.

11: Flood Risk to Utility Infrastructure

Operators of electricity, gas, water, sewerage, and waste utility sites should maintain an up to date assessment of the flood risk to their installations and, considering the likely impacts of failure, establish any necessary protection measures including flood warning, emergency procedures, sustainable drainage systems and secondary flood defences.

Progress at July 2020

Utility operators undertake their own flood risk assessments to their assets. Further action is required in this area. Following the LSDAP, further guidance, monitoring, and partnership work is needed.

The **London Resilience Partnership** has worked with multiple sectors to map out infrastructure interdependencies using the **Anytown approach**. This helps to identify the potential for cascading failures due to disruption in one sector.

Notes

The recommendations are from the review of the RFRA published in Autumn 2018.

The Mayor's London Sustainable Drainage Action Plan (LSDAP) contains 40 actions, mainly focused on retrofitting sustainable drainage measures. Progress against those actions can be found at https://www.london.gov.uk/what-we-do/environment/climate-change/surface-water/london-sustainable-drainageaction-plan.

The GLA supports the 10-year Review of the Thames Estuary 2100 plan by the Environment Agency.

4 Planning performance

New London Plan

Table 4.1 Progress on London Plan Guidance

No	London Plan Guidance	Progress during 2020/21
1	Energy Planning Guidance	Energy Assessment Guidance and reporting spreadsheet published April 2020
2	Draft Guidance sheet D5(B5) Evacuation lifts	Pre-consultation publication July 2020
3	Draft Guidance sheet Fire Statements D12B	Pre-consultation publication July 2020
4	'Be Seen' Energy Monitoring Guidance	Formal consultation Oct 2020 – Jan 2021
5	Circular Economy Statement	Formal consultation Oct 2020 – Jan 2021
6	Good Quality Homes for All Londoners (Module A-D)	Formal consultation Oct 2020 – Jan 2021
7	Public London Charter	Formal consultation Oct 2020 – Jan 2021
8	Whole-Life Carbon Assessments	Formal consultation Oct 2020 – Jan 2021
9	Urban Greening Factor	Pre-consultation publication March 2021

Opportunity Areas

Opportunity Area planning documents

The London Plan 2016 identifies 38 Opportunity Areas (OAs), areas that have the potential to deliver the substantial amount of the new homes and jobs that London needs. Details of London's OAs and a summary of their objectives can be found in the Plan. The number of OAs was increased to 47 in London Plan 2021.

Opportunity Areas can be delivered using a range of different planning documents, including Opportunity Area Planning Frameworks (OAPFs), Local Plans, Area Action Plans (AAPs), or Supplementary Planning Documents (SPDs). OAPFs are prepared by the Mayor of London in partnership with local planning authorities, whereas other instruments are led by the local planning authority with support from the Mayor. The table below details OA planning strategies and documents progressed during 2020/21.

Table 4.2 Progress on Opportunity Area planning documents

Opportunity Area (OA)	Relevant Planning Authority	Planning Instrument(s) for OA	OA Planning Instrument Name	Progress / Event
Brent Cross/ Cricklewood	Brent	AAP, Local Plan	Brent Local Plan 2019 - 2041	Examination in Public Brent Local Plan Sept 2020
Bromley	Bromley	SPD	Bromley and Orpington Town Centre SPD consultation draft (2020)	Consultation draft Oct 2020

Opportunity Area (OA)	Relevant Planning Authority	Planning Instrument(s) for OA	OA Planning Instrument Name	Progress / Event
Clapham Junction	Wandsworth	Local Plan	Pre-Publication Draft Local Plan – Reg.18 (2021)	Public consultation on the draft Local Plan Jan - March 2021
Colindale/ Burnt Oak	Brent	AAP, Local Plan, Others	Brent Local Plan 2019 - 2041	Examination in Public Brent Local Plan Sept 2020
Deptford Creek/ Greenwich Riverside	Lewisham	Local Plan, SPD, Others	Local Plan Reg.18 consultation draft (2021)	Local Plan Reg.18 consultation: Jan - April 2021
Isle of Dogs	Tower Hamlets	OAPF, SPD	South Poplar Masterplan SPD (2021)	Public consultation on the draft South Poplar Masterplan SPD March - April 2021
New Cross/ Lewisham/ Catford	Lewisham	Local Plan, SPD, Others	Local Plan Reg.18 consultation draft (2021)	Local Plan Reg.18 consultation: Jan - April 2021
New Cross/ Lewisham/ Catford	Lewisham	Local Plan, SPD, Others	Catford Town Centre Framework consultation draft (2020)	Catford Town Centre Framework consultation draft (2020): Formal Consultation Nov 2020 - Feb 2021

Opportunity Area (OA)	Relevant Planning Authority	Planning Instrument(s) for OA	OA Planning Instrument Name	Progress / Event
Old Kent Road	Southwark	AAP	Old Kent Road Area Action Plan: December 2020 draft	Formal consultation Jan – May 2021
Royal Docks and Becton Riverside	Newham	OAPF, Local Plan	Royal Docks and Becton Riverside OAPF	Draft OAPF formal consultation Feb - March 2021
Thamesmead and Abbey Wood	Greenwich/ Bexley	OAPF	Thamesmead and Abbey Wood OAPF (2020)	Adopted Dec 2020
Wembley	Brent	AAP, Local Plan	Brent Local Plan 2019 - 2041	Examination in Public Brent Local Plan Sept 2020
Wimbledon/ Colliers Wood/ South Wimbledon	Merton	Local Plan	Local Plan Reg.19 consultation draft (2021)	Formal consultation Nov 2020 – Feb 2021
Wood Green/ Haringey Heartlands	Haringey	Local Plan, AAP	Local Plan consultation draft (2020)	First steps engagement Nov 2020 - March 2021

Residential development in Opportunity Areas

The tables below show the progress in delivering residential development in the OAs. Table 4.3 shows residential completions during 2020/21, while Table 4.4 shows the progress of the residential units approved since the OA was first designated in the London Plan until the end of March 2021.

There are 38 OAs listed in the 2016 London Plan, however only those with a boundary defined in an adopted planning document are included in these tables. The Olympic Legacy Supplementary Planning Guidance (OLSPG) boundary has been used in preference to the Lower Lea Valley OA. For further information on the boundary planning status and OA locations please see our OA locations map.

The figures include self-contained residential units (in use classes C3 and C4) and non-self-contained units (student accommodation, plus rooms in care homes, hostels and large houses in multiple occupation).

Table 4.3 Net residential completions in Opportunity Areas with adopted boundaries during 2020/21

Opportunity Area	Conventional C3 / C4	Non-self-contained	Total
Brent Cross/Cricklewood	16	0	16
Canada Water	228	10	238
Charlton Riverside	0	0	0
City Fringe/Tech City	975	34	1,009
Colindale/Burnt Oak	1,127	0	1,127
Croydon	730	0	730
Earl's Court/West Kensington	106	0	106
Elephant and Castle	29	0	29
Euston	39	0	39
Greenwich Peninsula	279	0	279
Harrow and Wealdstone	237	19	256
Ilford	42	42	84
Isle of Dogs	2,152	0	2,152
King's Cross	61	0	61
Lee Valley	1,562	176	1,738
London Bridge/Bankside	102	-17	85
London Riverside	1,026	0	1,026
Old Oak/Park Royal	231	326	557
Olympic Legacy	1,282	138	1,420
Paddington	100	0	100
Southall	218	6	224
Thamesmead and Abbey Wood	0	0	0
Tottenham Court Road	0	0	0
Vauxhall Nine Elms Battersea	1,106	0	1,106
Victoria	0	0	0
Waterloo	267	0	267
Wembley	1,555	961	2,516
White City	759	0	759
Woolwich	36	0	36
Total	14,265	1,695	15,960

Table 4.4 Progress against indicative housing capacity in OAs with adopted boundaries (net residential) by 2020/21

Opportunity Area	Year *	Not started	Commenced	Completed	Total	Indicative capacity**
Brent Cross/Cricklewood	2004	909	763	1,136	2,808	9,500
Canada Water	2016	11	1,702	764	2,477	5,000
Charlton Riverside	2008	2	73	7	82	8,000
City Fringe/Tech City	2004	434	4,970	25,179	30,583	15,500
Colindale/Burnt Oak	2008	25	3,133	6,317	9,475	7,000
Croydon	2004	1,268	3,969	7,199	12,436	14,500
Earl's Court/West Kensington	2011	3,890	2,143	380	6,413	6,500
Elephant and Castle	2004	72	3,328	4,436	7,836	5,000
Euston	2008	12	47	474	533	3,800
Greenwich Peninsula	2004	262	14,601	6,009	20,872	17,000
Harrow and Wealdstone	2016	2,415	1,849	1,939	6,203	5,000
Ilford	2004	386	432	2,225	3,043	6,000
Isle of Dogs	2004	1,121	14,891	15,058	31,070	29,000
King's Cross	2004	0	864	1,919	2,783	1,000
Lee Valley	2004	466	7,231	13,900	21,597	21,000
London Bridge/Bankside	2004	51	1,477	5,637	7,165	4,000
London Riverside	2004	12,351	7,523	6,532	26,406	44,000
Old Oak/Park Royal	2004	304	3,677	3,976	7,957	25,500
Olympic Legacy	2004	9,652	8,208	22,535	40,395	39,000
Paddington	2004	0	348	1,666	2,014	1,000
Southall	2011	2,722	6,389	612	9,723	9,000
Thamesmead and Abbey Wood	2008	39	958	230	1,227	8,000
Tottenham Court Road	2008	0	164	383	547	300
Vauxhall Nine Elms Battersea	2004	3,065	10,281	11,982	25,328	18,500

Opportunity Area	Year *	Not started	Commenced	Completed	Total	Indicative capacity**
Victoria	2008	2	383	761	1,146	1,000
Waterloo	2004	364	366	2,054	2,784	1,500
Wembley	2004	98	4,448	11,592	16,138	14,000
White City	2004	350	3,010	1,951	5,311	7,000
Woolwich	2004	219	2,777	3,304	6,300	5,000
Total		59,724	144,464	160,157	364,345	

* Year is the year the OA was first identified in the London Plan

** The indicative capacity for homes is taken from the London Plan 2016. These are estimates derived from a range of sources, primarily the London Strategic Housing Land Availability Assessment. These initial estimates are tested and refined through the preparation of planning frameworks and/or local development frameworks, so the final projected capacities may be different from those shown in this table.

New ways are being developed to help keep track of the progress of London's OAs. More details can be found on our OA monitoring page.

Local Plans and general conformity

The Mayor was not represented at any Development Plan Examinations in Public during the monitoring period.

Table 4.5 Regulation 19 'general conformity' notifications to London Development Plan Documents

Borough	Development Plan Document	Response summary	Date
South London Waste Authorities	Waste Plan	General conformity issues raised in relation to provision of compensatory waste capacity and implementation of the waste hierarchy.	Oct 20
Barking and Dagenham	Local Plan	General conformity issues raised in relation to the Mayor's Threshold Approach to affordable housing, the proposed release of very large amounts of designated industrial land and a lack of evidence to demonstrate the borough's ability to meet its waste apportionment targets over the Plan period.	Nov 20

Borough	Development Plan Document	Response summary	Date
Southwark	Local Plan Proposed changes to the New Southwark Plan	More clarity required in relation to affordable housing.	Oct 20
North London Waste Authorities	North London Waste Plan Main Modifications	No general conformity issues were raised.	March 21
Westminster	Local Plan Main Modifications	Proposed modifications bring the draft Plan into general conformity with the London Plan.	Jan 21
Waltham Forest	Local Plan	No general conformity issues were raised at this time.	Dec 20
Westminster	Local Plan Matters, Issues and Questions	Hearing statement setting out the Mayor's support for changes made to the proposed affordable housing policy.	Jun 20
Brent	Local Plan Matters, Issues and Questions	Hearing statement setting out and providing more clarity on the general conformity issues raised in his earlier Regulation 19 response.	Aug 20

Table 4.6 Regulation 18 responses to London Development Plan Documents

Borough	Development Plan Document	Response summary	Date
Richmond	Local Plan	The draft Plan should make it clear that the borough intends to follow the Mayor's Threshold Approach to affordable housing. New office development should follow a 'town centres first' approach.	16/03

Borough	Development Plan Document	Response summary	Date
Waltham Forest	Site Allocations	More clarity required in relation to industrial sites and the capacity of all sites generally to deliver growth over the Plan period.	Dec 20
Kensington and Chelsea	Local Plan	The draft Plan should reflect the Mayor's strategic target that 50% of all new homes are to be affordable and to make a clear commitment to follow the Mayor's Threshold Approach to affordable housing.	Nov 20
Merton	Local Plan	Issues relating to affordable housing were raised.	Feb 21
Haringey	Local Plan	Issues relating to older persons housing and non-designated industrial land were raised.	Feb 21

Table 4.7 Responses to other documents

Borough	Document	Response summary	Date
Tower Hamlets	High Density Living SPD	More clarity could be provided by using more, and clearer, diagrams.	Apr 20
Westminster	Soho Neighbourhood Plan Regulation 16	Generally supportive – no conformity issues were raised.	Jun 20
Westminster	Fitzrovia West Neighbourhood Plan Regulation 16	No general conformity issues were raised.	Aug 20
Camden	Redington Frognal Neighbourhood Plan Regulation 16	No general conformity issues were raised.	Aug 20

Borough	Document	Response summary	Date
Tower Hamlets	Spitalfields Neighbourhood Plan Regulation 14	No general conformity issues were raised	Sept 20
Camden	Draft Canalside to Camley Street SPD	Raised issues in relation to the proposed approach to industrial land.	Sept 20
Barking and Dagenham	Draft River Road Employment Area SPD	Raised issues relating to the proposed release of designated industrial land.	Jan 21

Planning Decisions

These tables highlight the ongoing work of the Mayor's Development Management Team in helping implement the London Plan. The data covers the 2020 calendar year.

Table 4.8 Planning applications referred to the Mayor by year

Calendar Year	Total referrals	Stage 2 referrals	Call-ins
2012	307	183	1
2013	359	191	4
2014	373	189	1
2015	454	173	4
2016	389	173	3
2017	382	166	4
2018	335	180	6
2019	378	144	7
2020	425	164	5
Average since 2012	378	174	4

Table 4.9 Number of Stage 2s and call-ins considered and approved by year

Calendar Year	Total number of Stage 2/ call-ins considered by the Mayor (including s73s)	Of which that include (C3) residential units (including s73s)	Total number of Stage 2/ call-ins recommended for approval (excluding s73s)	Of which that include (C3) residential units (excluding s73s)
2012	183	117	169	108
2013	190	123	177	112
2014	191	134	162	111
2015	171	114	150	96
2016	175	125	155	107
2017	166	103	138	81
2018	177	119	148	99
2019	136	75	108	63
2020	164	102	156	95

Table 4.10 Tenure of residential units in Stage 2 decisions 2020

Tenure	Units
Affordable Rent	894
Discount Market Rent	920
Discount Market Sale	431
London Affordable Rent	3,496
London Living Rent	629
Shared Ownership	6,197
Social Rent	2,376
Private units	22,386

Notes

The data does not include s73 amendments. The Shared Ownership category includes London Shared Ownership.