MAYOR OF LONDON

Annual Monitoring Report 17

2019/20

November 2022

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Published by:
Greater London Authority
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London E16 1ZE

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1 Introduction

Scope and purpose of the AMR

This is the 17th London Plan Annual Monitoring Report (AMR 17). Whilst recognising longer-term trends where available, the focus of the monitoring in this AMR is on the year 2019/20. Where data is held by calendar year rather than financial year, the reporting period will be 2019. AMR 16 included some datasets up to 2019; in these instances, this AMR will re-report the same datasets to bring consistency to the time periods used.

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. It is important for keeping the London Plan under review and as evidence for plan preparation.

While this is the 17th AMR published by the Mayor of London, it is the tenth that uses the six strategic objectives and the suite of 24 Key Performance Indicators (KPIs) introduced in the London Plan published in July 2011. These were slightly modified through the revised Plan published in March 2015. These are set out in Chapter 2. The next AMR, AMR 18, will be the final one to use these particular objectives and indicators (although changes in data collection since the KPIs were originally developed may mean that some minor adaptations may be required). AMR 19 will be the first to monitor the London Plan 2021.

The AMR does not attempt to measure and monitor each Plan policy, as this would not reflect the complexity of planning and decision-making which are based on a range of different policies and their interactions. It would also be unduly resource intensive and raise considerable challenges in setting meaningful indicators for which reliable data would be available. However, these indicators together do provide a picture of how London is changing, and of the significant contribution the planning system is making to delivering key objectives for our city.

Paragraph 8.18 of the current London Plan (2016) clarifies that the ‘target’ for each indicator should be regarded as a benchmark, showing the direction and scale of change. These contribute to measuring the performance against the 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 they are impacted by a wide range of factors outside the sphere of influence of the London Plan. 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 2019/20 monitoring period (see chapter 4)

The data tables from this report are available to download from the London Datastore.

AMR 19 will monitor against the new London Plan (2020).

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: Slight increase in the proportion of development on greenfield land Long-term: Target has consistently been met
Assessment	This target has consistently been met

Table 2.1 Development on brownfield land

Year	*% of development approved on previously developed land*		*% of development completed on previously developed land*	
	By units	*By site area*	*By units*	*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%

Year	% of development approved on previously developed land		% of development completed on previously developed land	
	By units	By site area	By units	By site area
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%
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%

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.

This data was extracted from the London Development Database. In future it will be obtained from the Planning London Datahub, at which point the 2019/20 figure will be reviewed and any updated data will be published on the AMR website.

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	The target has never been met Short-term: Compliance was down compared to 2018/19 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. 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%

Financial year	*Within range*	*Above range*	*Below range*
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%

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 are given 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	Target not met

Trend	As gains in protected open space are rarely recorded through the planning process, this target is difficult to measure accurately, but sets out the aspiration to be achieved. Short-term: Slight increase on the previous year Long-term: Remains below the long-term average
Assessment	While there was a reduction in the potential loss of Green Belt and local open spaces, an increase in the potential loss of Metropolitan Open Land led to a slight increase in the total potential loss compared to 2018/19.

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
2018/19	3.876	1.606	2.424	7.906
2019/20	2.465	6.31	-0.159	8.616

* 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.

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

All data for this KPI is extracted from the LDD and may be revised once changes to the Datahub are implemented. The table shows the area of protected open space impacted by planning permissions that have been granted for buildings or works that will affect them. 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.

Key Performance Indicator 4 – Increase supply of new homes

Target	Average completion of a minimum of 42,000 net additional homes per year
Performance	Target not met
Trend	This target has not been met, however that is because the target is a stretch target under this plan. Additionally, the outcome is artificially deflated by increase in the number of long term vacant properties. Short-term: Very little change from the previous year
Assessment	Conventional housing completions in 2019/20 were the highest in the time-series, but a drop in non-self-contained completions and a large increase in the number of long-term vacant properties means that total completions were very similar to the previous year.

Table 2.4 Net housing completions by year

Year	*Conventional*	*Non-self-contained*	*Vacants**	*Total*	*% of target*
2004/05	25,689	4,294	2,519	32,502	142%

Year	Conventional	Non-self-contained	Vacants*	Total	% of target
2005/06	28,361	-369	-61	27,931	122%
2006/07	27,802	1,913	3,608	33,323	145%
2007/08	26,203	1,632	287	28,122	123%
2008/09	29,879	2,718	-398	32,199	106%
2009/10	23,027	2,466	2,223	27,716	91%
2010/11	18,861	1,513	5,125	25,499	84%
2011/12	22,783	1,438	5,427	29,648	92%
2012/13	23,969	2,628	2,018	28,615	89%
2013/14	21,742	4,348	1,057	27,147	84%
2014/15	26,700	3,972	-120	30,552	95%
2015/16	31,507	5,823	1,070	38,400	119%
2016/17	40,210	4,461	-392	44,279	104%
2017/18	31,149	2,636	-2,244	31,541	74%
2018/19	35,735	2,677	-2,196	36,216	85%
2019/20	41,357	733	-5,871	36,219	85%

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

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

Source of vacants data: MHCLG live table 615

Notes

The data in this table has been taken from the new Planning London Datahub. The Datahub contains the historic LDD data, but the introduction of the Datahub 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. More details on residential completions can be found on the residential completions dashboard.

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: Improvement Long-term: Remains below the target level
Assessment	The number of affordable units rose in both numeric and percentage terms for the second year in a row

Table 2.5 Net affordable completions

Year	*Affordable units*	*Total completions*	*Affordable %*
2004/05	7,252	25,689	28%
2005/06	6,208	28,361	22%
2006/07	9,422	27,802	34%

Year	Affordable units	Total completions	Affordable %
2007/08	9,352	26,203	36%
2008/09	10,885	29,879	36%
2009/10	6,413	23,027	28%
2010/11	6,368	18,861	34%
2011/12	9,093	22,783	40%
2012/13	7,859	23,969	33%
2013/14	3,060	21,742	14%
2014/15	5,554	26,700	21%
2015/16	4,635	31,507	15%
2016/17	6,229	40,209	15%
2017/18	3,957	31,148	13%
2018/19	6,958	35,735	19%
2019/20	8,391	41,357	20%

Source: Planning London Datahub

Notes

The data in this table has been taken from the new Planning London Datahub. The Datahub contains the historic LDD data, but the introduction of the Datahub 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. More details on residential completions can be found on the residential completions dashboard.

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.

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 in 2019 was the highest annual average level since records began in 1992. London has traditionally had an employment rate below the national average, however the gap closed significantly in recent years, with the difference at 1.1 percentage points in 2019.

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

Source: Annual Population Survey - includes self-employment.

The figures in Table 2.6 include further revisions made by ONS in 2019. The data has been re-weighted in line with the latest ONS estimates, which provides more accurate population information than was previously available.

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 on 2018 Long-term: The ratio as recorded by both EGI and LDD was higher than it had been in recent years
Assessment	The stock of office permissions compared to average starts increased according to both EGi and LDD data, meaning that there is an adequate supply of office permissions in the pipeline. The ratio as measured by LDD recovered to 4.5:1 after reaching a low of 3.0:1 in 2017 while the ratio of 9.0:1 recorded by EGI is the highest since 2011.

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

Year	*EGi*	*LDD*
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

Year	EGi	LDD
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

Notes

- EGi - Data from EGI (Estates Gazette Intelligence) / Ramidus Consulting. Includes refurbishments
- LDD - Data from London Development Database. Refurbishments are not included
- Central London is defined as Camden, City of London, City of Westminster, Hackney, Hammersmith and Fulham, Islington, Kensington and Chelsea, Lambeth, Southwark, Tower Hamlets and Wandsworth.
- The figures from both EGI and LDD relate to the calendar year

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	Provisional data is below the benchmark, but this will be reviewed when more data is available
Trend	Long-term: industrial land release has been above benchmark release targets in all previous years

Assessment	Provisional data from the LDD shows land release below benchmark, but this will be reviewed when data is available from the Planning London Datahub. Release has been above the benchmark level in all previous years.

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	57	2	11	10	86
Average 2006-11	5	54	2	4	18	83
Average 2011/12-14/15	8	30.3	3.6	12.5	23.3	77.6
2016/17	10.3	27.5	6.1	18.4	9.4	71.7
2017/18	3.2	30.9	14.7	7.6	16.5	73
2018/19	3.8	38.8	8.8	4.6	6.6	62.6
2019/20	3.3	9.4	0.4	1.4	13.8	27.9*

Source: LDD, London Plan (March 2016) and SPG Land for Industry and Transport.

* Provisional data

Notes

The data for 2019/20 is taken from the LDD and is provisional. Not all applications for the year were in the database so the final figure is expected to be revised upwards.

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).

Key Performance Indicator 10 – Employment in outer London

Target	Growth in total employment in Outer London
Performance	Target met
Trend	Short-term: Improvement Long-term: Improvement
Assessment	Table 2.11 shows estimates of the number of jobs (employment) in London, including self-employed jobs, from 2004 to 2019, 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 270,700 from 2011 to 2018 (14.1%). Focusing on the latest annual period, 2018 to 2019, employment in Outer London increased by around 8,200 or 0.4%. Although the share of jobs in Outer London fell slightly to 36% of the London total.

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%

Year	Outer London	London	% in Outer London
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%

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.

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 2019 to 12.2 percentage points, the lowest in the time-series. This is due to an increase in the percentage of BAME groups in employment while the percentage for white groups fell. This reversed the short-term trend that had seen the gap increase in the previous two years. NOTE – data available for lone parents on income support no longer reflects the true circumstances, as such this part of the KPI is now obsolete.

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	8.1	73.4	56.8	16.6
2005	68.0	73.4	57.1	16.3
2006	68.1	73.6	57.7	15.9

Year	All persons %	White groups %	BAME groups %	Gap White /BAME
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
2010	67.3	72.3	58.9	13.4
2011	67.3	73.0	58.2	14.8
2012	68.2	73.7	59.5	14.2
2013	69.5	75.0	60.8	14.2
2014	71.3	76.8	62.7	14.1
2015	72.9	78.2	65.0	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

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
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.

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 not met
Trend	Short-term: Slight improvement Long-term: Slight worsening
Assessment	The average number of pupils in one teacher classes in state funded primary schools was 27.2 in 2019, down from 27.3 in 2018. This is the fourth year in a row that the figure has decreased since the peak of 27.8 recorded from 2013 to 2015. However, it remains 0.2 above the baseline in 2009.

[1] https://data.london.gov.uk/dataset/employment-rates-of-parents

[2] https://data.london.gov.uk/economic-fairness/#:~:text=We%20define%20economic%20fairness%20as,narrowing%20the%20gaps%20between%20people

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

Year	*# of pupils*
2009	27.0
2010	27.2
2011	27.6
2012	27.7
2013	27.8
2014	27.8
2015	27.8
2016	27.7
2017	27.5
2018	27.3
2019	27.2
Change 2009 to 2019	0.2

Source: Department for Education https://www.gov.uk/government/statistics/schools-pupils-and-their-characteristics-january-2019

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 declined Long-term: Public transport use has increased more than private
Assessment	Public transport use per head continued 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
2012	132.7	80.5

Year	*Public transport index*	*Private transport index*
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

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	Target met
Trend	Short-term: Traffic levels remained static overall Long-term: Traffic levels have declined since 2001
Assessment	Traffic has declined across all areas of London since 2001. However, there are signs of a slight increase in some areas in recent years, so the future trend is uncertain. The data for 2019 is not available.

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
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

Year	*Greater London*	*Inner London**	*Outer London*	*Greater London index*	*Inner London* index*	*Outer London index*
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

*Inner London excluding the City and Westminster

Source: TfL City Planning, Travel in London Report 12, section 9.2

Notes

Comparable data for 2019 is not currently available so this table contains the same data as previously published in AMR 16. For various reasons it unlikely that comparable data will be available for future years. The latest information on transport use in London, including road transport, can be found in TfL's Travel in London report.

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: Little change Long-term: Gradual improvement
Assessment	While cycling has been increasing in London since 2001, the rate of growth has not been high enough to meet the 5% mode share target by 2026. Daily cycle stages would need to more than double to meet the target.

Table 2.15 Cycle journey stages and mode share

Year	*Daily Cycle 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

Year	*Daily Cycle stages (millions)*	*Cycle mode share (percentage)*
2017	0.72	2.3
2018	0.74	2.4
2019	0.72	2.3

Source: TfL City Planning, Travel in London Report 12, Tables 2.2 and 2.4.

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 numbers decreased, while the quantity of freight increased Long-term: Having reached the target in 2014/15, decreasing passenger numbers more recently mean they were below the target level in 2019/20. The amount of freight carried in 2019 was the highest in the time-series, but remained 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 started to decline. However, 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 over time. The amount of freight carried in 2019 was nearly 22 per cent higher than in 2018. The total of 12,918,000 tonnes was 43 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%	
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%

Year	Number of passengers	% Change	% Change since 2011 baseline
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%

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%	

Year	*Tonnes of cargo*	*% Change*	*% Change since 2011 baseline*
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%
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%

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: A lower percentage of approved floorspace was in PTAL zones 5 and 6 than in the previous year Long-term: Remains above the target level
Assessment	The provisional figure of 67 per cent in 2019/20 was below the 72 per cent recorded in 2018/19, but remained above the 50 per cent target.

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	67%	72%

Source: Planning London Datahub

Notes

The data for this KPI is taken from the Planning London Datahub. Unlike the LDD which it replaces, the Datahub has no minimum threshold for non-residential floorspace. 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.

During the transition from data collection through the LDD to the Datahub, specific details of some applications were not collected. This includes the non-residential floorspace in some cases. These data gaps are currently being addressed and the figure in this KPI will be revised in the next AMR.

Key Performance Indicator 18 – Protection of biodiversity habitat

Target	No net loss of Sites of Importance for Nature Conservation (SINCs)
Performance	Target not met

Trend	Short-term: An increase on the previous year Long-term: The target cannot be measured effectively, as gains in protected open space are rarely recorded through the planning process
Assessment	Provisional data shows an increase in the amount of open space affected by planning permissions granted during 2019/20 compared to 2018/19. The total of 4.773 hectares is the highest since 2016/16.

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
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

Notes

All data for this KPI is extracted from the LDD and will be revised once changes to the Datahub are fully implemented.

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:

- Statutory Site of Special Scientific Interest
- Site of Metropolitan Importance
- Site of Borough Grade 1 Importance
- Site of Borough Grade 2 Importance
- Site of Local Importance

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 3%. 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	Method					
	Landfill	*Incineration with EfW**	*Incineration without EfW**	*Recycled/ composted*	*Other***	*Total*
2002/03	3,163	872	1	410	0	4,446
2003/04	3,021	826	1	494	0	4,342
2004/05	2,856	869	1	643	0	4,370
2005/06	2,692	767	0	763	0	4,223
2006/07	2,404	929	0	844	59	4,235
2007/08	2,209	919	0	925	101	4,154
2008/09	1,946	912	0	994	123	3,975
2009/10	1,882	803	1	1,060	117	3,862
2010/11	1,696	896	0	1,076	130	3,797
2011/12	1,116	1,303	0	1,105	124	3,648
2012/13	911	1,462	0	1,088	115	3,576
2013/14	889	1,525	0	1,110	116	3,640
2014/15	754	1,680	0	1,107	122	3,662
2015/16	751	1,708	20	1,096	131	3,705
2016/17	463	1,966	26	1,117	145	3,716
2017/18	347	2,020	27	1,091	145	3,631
2018/19	251	2,116	37	1,096	128	3,629
2019/20	99	2,214	81	1,088	146	3,627

*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/env19-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 are achieving far higher carbon savings than required by national policy. In 2019, developments achieved on average a 40.6 per cent carbon reduction improvement on national Building Regulations, comfortably surpassing the London Plan minimum carbon reduction target of a 35 per cent improvement. The Mayor's net zero carbon homes standard drove greater on-site carbon reductions in the residential sector for the third year running. A similar trend is expected in the non-residential sector as the impact from the net zero target for non-residential development in the new London Plan feeds through.. For further information, see: https://www.london.gov.uk/sites/default/files/planning_energy_monitoring_report_final.pdf

Table 2.21 On-site CO2 emission reductions from applications approved in 2019 and assessed against the target of a 35% improvement on Part L of 2013 Building Regulations

Target	*Regulated CO2 emissions (tCO2/year)*	*Cumulative reductions (tCO2/year)*	*Cumulative reductions (per cent)*
Baseline	82,394	-	-
After energy efficiency	68,646	13,748	16.7
After energy efficiency & heat networks	54,026	28,368	34.4
After energy efficiency, heat networks & renewables	48,958	33,436	40.6

Source: Greater London Authority

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: Improvement Long-term: Improvement

Assessment	Installed capacity has increased from 256 MW in 2011 to 442 MW in 2019 and overall generation has increased from 765 GWh to 1,187 GWh in the same time period. Despite these increases, this remains well below the 2026 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 to maximise the opportunities that do exist, for example through the Mayor's Solar Action Plan.

Table 2.22 Estimate of annual renewable energy installed capacity and generation in London electricity

Year	*Capacity (MW)/ Generation (GWh)*	*Wind and Wave*	*Landfill Gas*	*Sewage Gas*	*Other Bio-energy*	*Photo-voltaics*	*Total*
2011	Total (MW)	4	26	36	166	25	256
	Total (GWh)	8	155	82	513	7	765
2012	Total (MW)	4	26	39	167	43	280
	Total (GWh)	11	165	78	594	35	882
2013	Total (MW)	4	26	39	169	54	292
	Total (GWh)	12	178	84	588	41	902
2014	Total (MW)	11	26	54	173	68	331
	Total (GWh)	15	179	78	559	57	888

Year	Capacity (MW)/ Generation (GWh)	Wind and Wave	Landfill Gas	Sewage Gas	Other Bio-energy	Photo-voltaics	Total
2015*	Total (MW)	11	26	54	192	96	379
	Total (GWh)	20	169	88	648	75	1,000
2016*	Total (MW)	11	26	59	193	112	401
	Total (GWh)	15	166	141	646	94	1,062
2017	Total (MW)	11	26	52	193	118	400
	Total (GWh)	17	154	148	660	104	1,083
2018	Total (MW)	11	26	52	194	129	412
	Total (GWh)	15	159	197	597	119	1,087
2019	Total (MW)	11	26	52	224	129	442
	Total (GWh)	17	147	222	683	118	1,186

* Updated with amended data released in September 2020

https://www.gov.uk/government/statistics/regional-renewable-statistics

Source: Regional Statistics 2003-2019: Installed Capacity, Department for Business Energy and Industrial Strategy, and Regional Statistics 2003-2019: Generation, Department for Business Energy and Industrial Strategy

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

In 2014 the GLA, working with the Green Roof Consultancy, used 2013 aerial imagery to map all visible green roofs in the CAZ. A total of 678 green roofs covering an area of over 175,000m^2 (17.5 hectares) were identified. An update based on 2015 aerial imagery identified additional coverage of 47,000m^2 (4.7 hectares) taking the total coverage in the CAZ to 220,000 m^2 (22 hectares), an increase of 27 per cent. A further assessment based on 2017 imagery indicates that the total is now over 290,000 m^2 (29 hectares).

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: Improvement Long-term: Both 2015 and 2020 targets met

Assessment	The 5,840 metres restored in 2019 took the cumulative total restored to 27,767 metres since 2009, ensuring that the second part of the target had been met. The target of 15 kilometres by 2015 was also met.

Table 2.23 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	

Year	Restoration (metres)	Cumulative Restoration (metres)	Cumulative Change Since baseline	Cumulative Change Since 2015 baseline
2015	2,490	27,172	15,742	
2016	3,010	30,182		3,010
2017	2,645	32,827		5,655
2018	530	33,357		6,185
2019	5,840	39,197		12,025

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

[3]. The CPiL Group is chaired by Thames21

Assessment	There was no change in the percentage of listed buildings, conservation areas, scheduled monuments or registered parks and gardens recorded as being at risk in 2019. None of London's World Heritage Sites or the registered battlefield are at risk.

Table 2.24 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

*designated by UNESCO

Source: Historic England

Notes

This is the same data as published in AMR 16.

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 an important 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.

Implementing the Datahub is a huge technical challenge requiring coordinated changes in multiple existing planning data systems. This has only been possible with the extensive help and support of a wide range of partners including all London boroughs, Central Government, The Planning Portal, the developers of the planning software used by London's Planning Authorities and also including the applicants submitting the details of their applications. This complexity has meant that it has not been possible to deliver a smooth transition between monitoring systems in one phase, and, at the time of publication of this report, work is ongoing to ensure that all of the data on the applications submitted since the start of the process is incorporated onto the Datahub. Rather than publishing data that is still incomplete, this report includes links to the key web pages where the latest data from the Datastore can be viewed on-line.

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 2019/20 the maximum annual rental cost for affordable PBSA was £6,420.

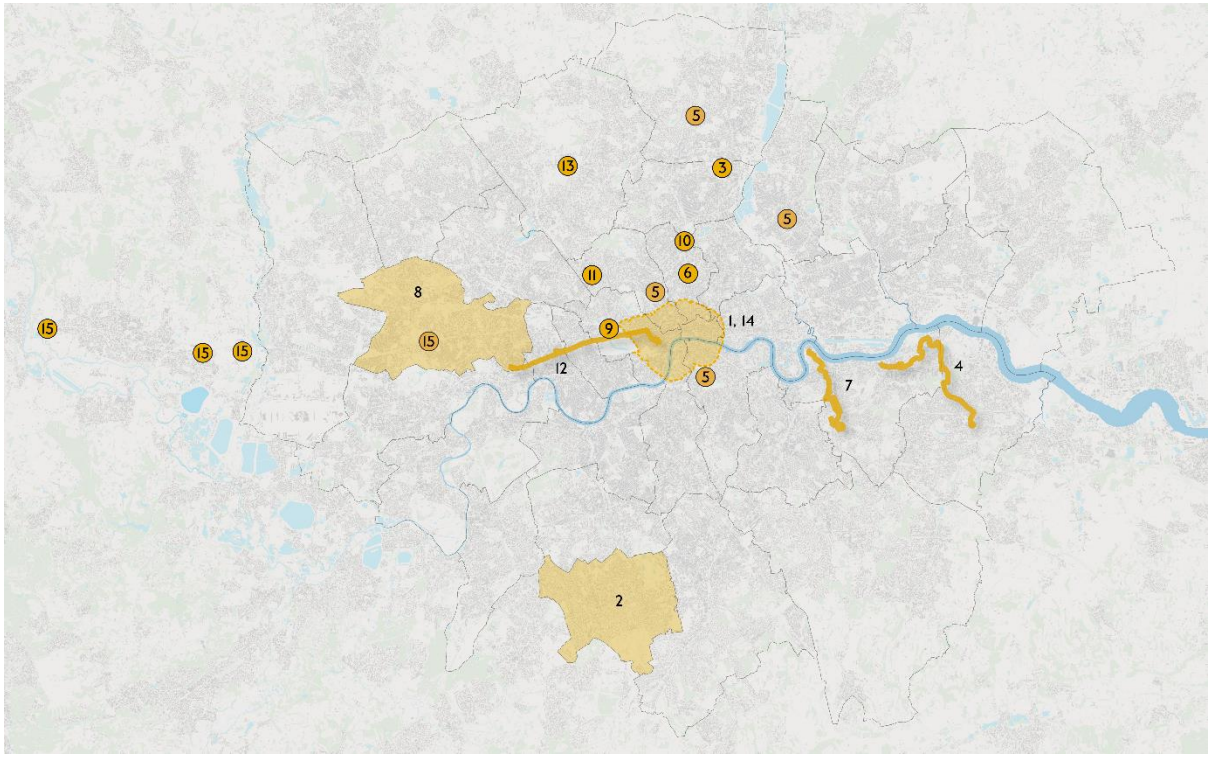
The data for the current academic year is published on our website and can at present be found on the London Plan AMR tables web page.

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 2019/20



Key

Number	Scheme Name	Location
1	ULEZ introduced	Central London
n/a	New London Overground Electric Trains on Gospel Oak to Barking Line	Gospel Oak to Barking Line
2	GoSutton on demand bus trial began	Sutton
3	Upgraded White Hart Lane Station opened	White Hart Lane Overground Station, Haringey
4	301 Bus Route Introduced	Between Bexleyheath and Woolwich
5	Cycleways extended: C6, C17, C20 & C23	Southwark, Enfield, Waltham Forest & Camden
6	Highbury Corner Junction Transformation Completed	Highbury Corner, Islington

Number	Scheme Name	Location
7	335 Bus Route Introduced	Between Kidbrooke and North Greenwich
n/a	Increase in peak Victoria Line Services	Victoria Line
n/a	Increase in frequency on LO Watford Junction to Euston route	Euston/ Watford Overgorund Line
8	Slide Ealing on-demand bus trial began	Ealing
n/a	Increase in frequency on LO Clapham Junction to Stratford Route	Clapham Junction to Stratford Line
9	TfL Rail Began Operation between Paddington and Reading	Great Western Mainline
10	New Station Entrance opened at Finsbury Park	Finsbury Park, Islington
11	West Hampstead Overground Station Improvement Works Completed	West Hampstead London Overground Station, Camden
12	94 Bus Route Fully Electrified	West London
13	Mill Hill East Tube step-free access completed	Mill Hill East Station, Barnet
14	20mph speed limit came into force on TfL roads within congestion charging zone	Central London
n/a	New London Overground trains entered service on routes into London Liverpool Street	London Overground Lines to Liverpool Street
15	Hanwell TfL Rail Station became step-free (also Langley, Iver and Taplow outside GLA)	Hanwell Station, Ealing

Crossrail Funding

Crossrail is a £18.25bn investment in public transport that will contribute to accommodating economic growth and a rising population within London. Under the Crossrail funding agreement with the Government, the Mayor had to raise £600m by

the end of March 2019 from developer contributions via a combination of Crossrail section 106 planning obligations (s106) and Mayoral CIL (MCIL) payments.

New arrangements are now in place, with the Mayoral CIL Charging Schedule (2012) and the Mayoral Crossrail Funding Planning Obligations SPG (2016) now superseded by the revised MCIL Charging Schedule (MCIL2). These new rates came into effect on 1 April 2019 following public consultations on both a preliminary draft charging schedule (June 2017) and draft charging schedule (December 2017).

In December 2018, the Mayor committed to borrow £1.3bn from the Department for Transport to help complete the Crossrail project, and since 2019/20 MCIL receipts have been used to help service and repay this borrowing, and this is expected to continue for a period of approximately ten years.

Toward the end of the 2019/20 financial year, the Covid19 pandemic caused a temporary pause in physical works on all Crossrail sites, though works quickly resumed. The cost estimate presented to the Crossrail Board on 20 August 2020 showed that the cost to complete the Crossrail project could be up to £1.1bn above the Financing Package agreed in December 2018.

The London boroughs, City of London and Mayoral Development Corporations collect MCIL on the Mayor's behalf. Table 3.1 shows funding secured for Crossrail to the end of 2019/20 financial year from each funding stream. 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 3.2. It is not possible to link CIL to a specific type of Crossrail expenditure as the proceeds are used to repay financing.

Table 3.1 Developer contributions towards funding Crossrail (£Million). Net of CIL administration costs

Year	*S106 (£M)*	*CIL (£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)*	*CIL (£M)*
2019/20	6.84	135.85
Total	124.76	743.36

Table 3.2 Use of CIL receipts

Category	*S106 (£)*
Total CIL Expenditure	743,361,266
Amount used to repay borrowing	0
Amount spent (2019/20) on administration by TfL/ GLA (up to 1%)	761,492
Amount spent (2019/20) on administration by collecting authorities (up to 4%)	5,660,499

Notes

These tables are the same as published in AMR 16 as a result of the process of aligning the time periods reported in this AMR.

Progress on Regional Flood Risk Appraisal recommendations

The Regional Flood Risk Appraisal (RFRA) first review was published in August 2014, updating the previous (2009) RFRA. Progress against its recommendations by July 2020 is set out below. Please note that this table has not been updated from AMR 16 as part of the process of standardising the time periods reported in this document.

Table 3.3 Progress on Regional Flood Risk Appraisal recommendations

No	*Recommendation*	*Progress at July 2020*
1	All Thames-side planning authorities should consider in their Strategic Flood Risk Assessments (SFRAs), and put in place Local Plan, policies to promote the setting back of development from the edge of the Thames and tidal tributaries to enable sustainable and cost effective upgrade of river walls/embankments in line with Policy 5.12, Catchment Flood Management Plans (CFMPs), TE2100 and advice from the Environment Agency.	Planning Authorities continue to update their SFRAs and Local Plans where necessary and in close liaison with the Environment Agency. Most London boroughs have in place Local Plan policies which make reference to Thames Estuary 2100 or have proposed such policies in their draft Local Plans. Jointly with the Environment Agency the GLA is also promoting with the London boroughs a 'riverside strategy' approach to improve flood risk management and at the same time the riverside environment.
2	The boroughs of Richmond, Kingston, Hounslow and Wandsworth should put in place policies to ensure alternative responses to managing fluvial risk such as flood resilience measures (e.g. flood gates) or potentially safeguarding land for future flood storage or, on the fluvial tributaries, setting back local defences or any resilience measures between Teddington Lock and Hammersmith Bridge in line with TE2100 findings.	Richmond, Hounslow, Kingston, and Wandsworth all have policies in their Local Plans to address flood risk management from all sources.
3	The boroughs of Newham and Greenwich should work with the Environment Agency on issues such as the safeguarding of potential land needs around the existing Thames Barrier, and the London Borough of Bexley should work with the Environment Agency on future flood risk management options in line with TE2100 findings.	Greenwich has up-to-date Local Plan policies in place to enable the potential safeguarding of land needs around the existing Thames Barrier. Any major land take for a new flood barrier will be outside London.

No	*Recommendation*	*Progress at July 2020*
4	Boroughs at confluences of tributary rivers with the Thames should ensure flood risk assessments (FRAs) include an assessment of the interaction of all forms of flooding, but fluvial and tidal flood risks in particular. These are the boroughs of Havering, Barking and Dagenham, Newham, Tower Hamlets, Greenwich, Lewisham, Wandsworth, Hounslow, Richmond and Kingston.	Tidal influences are generally taken into account in the SFRAs. Modelling addresses the interaction of fluvial and tidal flood risk at confluences.
5	Regeneration and redevelopment of London's fluvial river corridors offer a crucial opportunity to reduce flood risk. SFRAs and policies should focus on making the most of this opportunity through appropriate location, layout and design of development as set out in the Thames CFMP. In particular opportunities should be sought to: * Set back development from the river edge to enable sustainable and cost effective flood risk management options * Ensure that developments at residual flood risk are designed to be flood compatible and/or flood resilient * Maximise the use of open spaces within developments which have a residual flood risk to make space for flood water	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.

No	Recommendation	Progress at July 2020
6	Developments all across London should reduce surface water discharge, in line with the Sustainable Drainage hierarchy set out in Policy 5.13 of the London Plan, the emerging Sustainable Design and Construction SPG and the emerging London Sustainable Drainage Action Plan (LSDAP).	In strategic developments reviewed by the GLA, many developments achieve greenfield run-off rates. However, these schemes often rely on attenuation tanks. GLA officers promote the use of 'green' sustainable drainage techniques, which can deliver a wider range of benefits and feature higher in the hierarchy. There is also more emphasis on such techniques in the drainage hierarchy of the new London Plan policy. The London-wide drainage pro-forma that was co-developed between the GLA and Lead Local Flood Authorities provides consistency across London in terms of the information needed as part of a drainage strategy and how it should be formatted. Actions from the London Sustainable Drainage action plan were delivered between 2017 and 2020 including SuDS delivery, improving evidence to attract more funding for flash flooding, guidance and training for borough highways and parks officers in how to deliver SuDS. Integrated water management strategies – referenced in the London Plan - have been delivered for some of the opportunity areas. IWMSs promote more sustainable approaches to water and flood management across the development plan area. See here for the most recent example.

No	*Recommendation*	*Progress at July 2020*
7	Thames Water should continue its programme of addressing foul sewer flooding.	Thames Water continues to address localised sewer flooding problems. Specifically related to Counters Creek catchment in west London, Thames Water no longer intends to pursue installation of a large storm relief sewer. Instead the aim is to reduce sewer flooding through a combination of non-return valve installations, targeted sustainable drainage measures, and local pipe upgrades.
8	Groundwater flood risk should be considered in FRAs and SFRAs to ensure that its impacts do not increase.	As SFRAs are reviewed, this is starting to be included, and it is also being addressed in some site specific FRAs. However, poor data quality may prevent more detailed consideration.
9	Reservoir flood risk should be considered in FRAs and SFRAs to ensure its impacts do not increase.	As SFRAs are reviewed, this is being considered, and is being addressed in some site-specific FRAs as well.

No	Recommendation	Progress at July 2020
10	Detailed flood risk assessments should be undertaken at an early stage at the level of individual major development locations and town centre development sites. Opportunities to reduce flood risk should be maximised where possible.	This is generally being achieved for developments greater than 1 hectare with flood risk from any source. The GLA has led work with the Environment Agency, relevant boroughs and water companies to promote Integrated Water Management Strategies (IWMSs) at major development locations including Vauxhall, Nine Elms and Battersea, Old Oak and Park Royal, the Charlton to Crayford Riverfront and Old Kent Road. Work is also nearing completion on the Isle of Dogs IWMS. The Thamesmead IWMS and the Royal Docks IWMS are underway. The GLA, again working closely with the Environment Agency, is also helping to inform the Sustainable Drainage Strategy for the Old Oak North development area, working with the OPDC Team. In addition, the Environment Agency's Sustainable Places Team is engaging with London boroughs at the pre-application stage.

No	Recommendation	Progress at July 2020
11	Relevant transport authorities and operators should examine, and regularly review, their infrastructure for potential flooding locations and flood risk reduction measures. This should include their networks, stations, depots, underpasses and tunnels. For large stations and depots, solutions should be sought to store or disperse rainwater from heavy storms.	Through the LSDAP work streams, the GLA is cooperating with TfL and London boroughs to increase the role of sustainable drainage across the transport networks/assets. In addition to providing design advice on major transport projects to help incorporate SuDS, the GLA has also supported TfL in the development of SuDS component concept design statements and a SuDS highways training programme to embed surface water flood risk management into standard practice. TfL, supported by the London Climate Change Partnership, hosts a Transport Adaptation Steering Group that looks at climate adaptation measures across transport infrastructure and strategies in order to improve transport sector resilience. TfL has also produced a sector-based climate adaptation plan to set out how to improve and monitor performance on adaptation. London Underground's comprehensive investigation into flood risk to their assets and infrastructure is still underway. Funding for the remaining work is being reviewed by TfL.

No	Recommendation	Progress at July 2020
12	Emergency service authorities and operators covering hospitals, ambulance, fire stations, police stations and prisons should ensure that emergency plans, in particular for facilities in flood risk areas, are in place. They should be 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.	Through Drain London the GLA has undertaken work to examine surface water flood risk at hospital and emergency services sites across London. Each London borough also has its own multi-agency Flood Plan, which should identify critical infrastructure/vulnerable sites at risk of flooding. The London Resilience Forum provides a centralised forum for coordination of emergency response efforts across London.
13	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.	Through Drain London, the GLA has undertaken work to examine surface water flood risk at secondary school sites across London. The LSDAP highlights that school sites have a good range of opportunities to implement more sustainable drainage measures. Each London borough also has its own multi-agency Flood Plan, which should identify education facilities at risk.

No	Recommendation	Progress at July 2020
14	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 secondary flood defences.	The updated 2018 RFRA provides a more up-to-date and accurate picture of flood risk to strategic utilities. Electricity: Critical sub-stations and other assets are being upgraded and made more resilient by National Grid. Water/Sewerage: Investment to improve mitigation/resilience of assets to flooding are taking place, with water companies prioritising based on site-specific flood risk assessments. 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 2019/20*
1	Good Quality Homes for All Londoners	Pre-consultation publication (March 20)
2	Public London Charter	Pre-consultation publication (March 20)
3	Circular Economy Statements	Pre-consultation publication (March 20)
4	Whole-Life Carbon Assessments	Pre-consultation publication (March 20)
5	'Be Seen' Energy Guidance	Pre-consultation publication (March 20)

Opportunity Areas

Opportunity Area planning documents

Opportunity Areas (OAs) have the potential to deliver a substantial amount of the new homes and jobs that London needs. Details of London's OAs and a summary of the objectives can be found in Annex 1 of the 2016 London Plan.

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 2019/20.

Table 4.2 Progress on Opportunity Area and other area planning documents

Borough(s)	*Opportunity Area*	*OA planning instrument*	*OAPF name*	*Progress during 2019/20*
Greenwich / Bexley	Thamesmead and Abbey Wood	OAPF	Thamesmead and Abbey Wood OAPF	OAPF - Early engagement (Summer 2019), OAPF - Formal consultation (Winter 2019/20)
Havering	Romford	Local Plan, SPD	None	Romford Masterplan SPD (Formal consultation – Autumn 2019)
Merton	Wimbledon/Colliers Wood/South Wimbledon	Local Plan	None	Local Plan – Formal consultation (2019/20)
Newham	Royal Docks and Becton Riverside	OAPF	Royal Docks and Becton Riverside OAPF	Early engagement (Summer 2019)
Southwark	Old Kent Road	AAP	None	AAP (Formal consultation - Winter 2019/20)
Tower Hamlets	Isle of Dogs	OAPF, SPD	Isle of Dogs OAPF	OAPF (Adopted – Autumn 2019)

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 2019/20, 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 2020 (note: only those with an adopted planning framework are included). 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).

There are 38 OAs listed in the 2016 London Plan, however only those with an adopted planning framework are included in these tables. The Olympic Legacy Supplementary Planning Guidance (OLSPG) boundary has been used in preference to the Lower Lea Valley OA.

Table 4.3 Net residential completions in Opportunity Areas with adopted boundaries during 2019/20

Opportunity Area	*Conventional C3 / C4*	*Non-self-contained*	*Total*
Brent Cross/Cricklewood	17	0	17
Canada Water	6	0	6
Charlton Riverside	0	0	0
City Fringe/Tech City	1,542	233	1,775
Colindale/Burnt Oak	298	0	298
Croydon	434	4	438
Earl's Court/West Kensington	0	0	0
Elephant and Castle	887	0	887
Euston	20	0	20
Greenwich Peninsula	1,198	0	1,198
Harrow and Wealdstone	338	-41	297
Ilford	517	0	517
Isle of Dogs	1,911	0	1,911

Opportunity Area	*Conventional C3 / C4*	*Non-self-contained*	*Total*
King's Cross	0	0	0
Lee Valley	747	0	747
London Bridge/Bankside	18	0	18
London Riverside	1,053	0	1,053
Old Oak/Park Royal	247	0	247
Olympic Legacy	1,754	4	1,758
Paddington	197	0	197
Southall	247	0	247
Thamesmead and Abbey Wood	70	5	75
Tottenham Court Road	103	0	103
Vauxhall Nine Elms Battersea	1,219	-50	1,169
Victoria	0	0	0
Waterloo	524	0	524
Wembley	1,368	8	1,376
White City	198	0	198
Woolwich	419	0	419
Total	**15,332**	**163**	**15,495**

Table 4.4 Progress against projected housing capacity in OAs with adopted boundaries (net residential) by 2019/20

Opportunity Area	*Year **	*Not started*	*Commenced*	*Completed*	*Total*	*Indicative capacity***
Brent Cross/Cricklewood	2004	1,265	613	1,201	3,079	9,500

Opportunity Area	Year *	Not started	Commenced	Completed	Total	Indicative capacity**
Canada Water	2016	37	51	96	184	5,000
Charlton Riverside	2008	1	73	7	81	8,000
City Fringe/Tech City	2004	1,422	6,076	22,288	29,786	15,500
Colindale/Burnt Oak	2008	120	2,121	4,416	6,657	7,000
Croydon	2004	2,813	2,850	6,334	11,997	14,500
Earl's Court/West Kensington	2011	3,890	2,273	251	6,414	6,500
Elephant and Castle	2004	1,123	1,510	4,762	7,395	5,000
Euston	2008	188	-129	539	598	3,800
Greenwich Peninsula	2004	522	16,069	5,393	21,984	17,000
Harrow and Wealdstone	2016	470	1,905	518	2,893	5,000
Ilford	2004	58	167	1,811	2,036	6,000
Isle of Dogs	2004	6,797	12,410	10,603	29,810	29,000
King's Cross	2004	440	470	1,932	2,842	1,000
Lee Valley	2004	978	7,523	11,133	19,634	21,000
London Bridge/Bankside	2004	262	1,326	4,802	6,390	4,000
London Riverside	2004	13,301	5,237	5,021	23,559	44,000
Old Oak/Park Royal	2004	1,360	3,290	3,431	8,081	25,500
Olympic Legacy	2004	16,487	5,118	19,578	41,183	39,000

Opportunity Area	*Year **	*Not started*	*Commenced*	*Completed*	*Total*	*Indicative capacity***
Paddington	2004	2	448	1,107	1,557	1,000
Southall	2011	601	1,446	843	2,890	9,000
Thamesmead and Abbey Wood	2008	1,114	708	170	1,992	8,000
Tottenham Court Road	2008	-2	98	409	505	300
Vauxhall Nine Elms Battersea	2004	1,511	11,134	8,374	21,019	18,500
Victoria	2008	-3	629	388	1,014	1,000
Waterloo	2004	149	776	1,685	2,610	1,500
Wembley	2004	2,362	6,272	9,056	17,690	14,000
White City	2004	480	3,631	1,184	5,295	7,000
Woolwich	2004	289	2,681	2,968	5,938	5,000
Total		**58,037**	**96,776**	**130,300**	**285,113**	

* 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 represented at one Development Plan Examination in Public during the monitoring period (officers attended the Hackney Local Plan examination on Thursday 20 June 2019).

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

Borough	*Development Plan Document*	*Response Summary*	*Date*
North London Boroughs	North London Waste Plan	No general conformity issues raised	April 19
Havering	Local Plan	Consultation on revised Policy 11 Gypsy and Traveller and Show People Accommodation	May 19
Hillingdon	Local Plan – Main Modifications	General conformity issues raised in relation to potential loss of industrial capacity and parking standards below those in the London Plan	May 19
Southwark	Local Plan	General conformity issues were raised in relation to the proposed loss of industrial land	May 19
Tower Hamlets	Local Plan Main - Modifications	No general conformity issues raised, but concerns about transport issues	May 19
Enfield	Edmonton Leeside Area Action Plan – Main Modifications	No general conformity issues raised	June 19
Westminster	Local Plan	Not in general conformity with the London Plan as it doesn't include the Mayor's strategic 50% affordable housing target, the threshold approach to affordable housing or the intention to meet waste apportionment targets. In addition, the draft exceeds the car parking standards in the London Plan	July 19

Borough	*Development Plan Document*	*Response Summary*	*Date*
Hounslow	Local Plan – West of the borough, Great West Corridor and Site Allocations documents	Not in general conformity due to proposed release of Green Belt for both residential and employment uses	Oct 19
Islington	Local Plan Strategic Development Management Policies, Site Allocations and Bunhill and Clerkenwell Area Action Plan documents	No general conformity issues were raised	Oct 19
Westminster	Local Plan - Statement of Common Ground	To set out clearly areas of agreement and disagreement between the Mayor, TfL and LB Westminster in relation to the draft Local Plan	Oct 19
Hackney	Local Plan Main Modifications consultation	Proposed modification did not address issues relating to affordable housing and this was raised as an issue of general conformity	Nov 19
Brent	Local Plan	General conformity issues raised in relation to industrial land	Dec 19
Lambeth	Local Plan	In general conformity with the London Plan	March 20

Table 4.6 Regulation 18 responses to London Development Plan Documents

Borough	*Development Plan Document*	*Response Summary*	*Date*
Hackney	Future Shoreditch Area Action Plan	More could be provided on the area's relationship with the City Fringe/Tech City Opportunity Area and the Central Activities Zone. This should include the relationship with neighbouring boroughs	June 19
Kingston	Local Plan Early Engagement	Greater focus on the ability of the Kingston Opportunity Area to deliver growth	July 19
Waltham Forest	Local Plan	Some industrial and housing issues raised	Sept 19
Greenwich	Site Allocations	The allocations are based on the Core Strategy adopted in 2014, which is considered to be out of date	Oct 19
South London Boroughs	South London Waste Plan	Potential general conformity issues raised	Dec 19
Croydon	Local Plan	Potential Green Belt release.	Jan 20
Barking & Dagenham	Local Plan	Issues relating to industrial land	Feb 20
Barnet	Local Plan	Issues raised by intention to deliver housing in excess of the London Plan housing target	March 20
Richmond	Local Plan	General comments relating to housing, affordable housing and industrial land	March 20

Table 4.7 Responses to other documents

Borough	*Document*	*Date*
Barnet	West Finchley Neighbourhood Plan (Reg 14)	May 19
London Legacy Development Corporation	Night-time Economy Supplementary Planning Document	May 19
Tower Hamlets	Isle of Dogs Regulation 14 Neighbourhood Plan	May 19
Hackney	Future Shoreditch Area Action Plan	June 19
Kingston	Local Plan Early Engagement	July 19
Camden	Redington and Frognal Neighbourhood Plan (Reg 14)	July 19
Westminster	FitzWest Neighbourhood Plan (Reg 14)	Aug 19
Waltham Forest	Local Plan	Sept 19
Lewisham / Greenwich	Lee Neighbourhood Plan (Reg 14)	Sept 19
Westminster	Soho Neighbourhood Plan (Reg 14)	Sept 19
Greenwich	Site Allocations	Oct 19
Camden	Camley Street Neighbourhood Plan (Reg 16)	Oct 19

Borough	Document	Date
Westminster	Pimlico Neighbourhood Plan (Reg 14)	Oct 19
South London Boroughs	South London Waste Plan	Dec 19

Planning Decisions

These tables highlight the ongoing work of the Mayor's Development Management Team in helping implement the London Plan. The data is the same as previously published in AMR 16 as it covers the 2019 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	139	7
Average since 2012	372	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	140	88	108	63

Table 4.10 Tenure of residential units in Stage 2 decisions 2019

Tenure	*Units*
Affordable Rent	939
Discount Market Rent	409
Discount Market Sale	137
London Affordable Rent	2,051
London Living Rent	542
Shared Ownership	3,450
Social Rent	2,428

Tenure	*Units*
Private units	17,887

Notes

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

London Planning Awards

The Mayor, London First, the Royal Town Planning Institute and London Councils jointly organised the privately-sponsored annual London Planning Awards to showcase and celebrate good planning practice in the capital. The 17th London Planning Awards were held on 28 January 2020. More information can be found on the London First website.

London Planning Awards – winners

Best Mixed-Use Scheme

Winner – Oval Village. The creative retention of the listed Victorian gasholder forms a centrepiece to this scheme which includes 500 homes and offers commercial space well-tailored to the site and local economy, creating 1,400 jobs. Submitted by Property House Marketing, Berkeley Home and the London Borough of Lambeth.

Highly commended – Britannia Project. This council-led project combines education, leisure and housing on one site, providing community benefits in a well-considered scheme. Submitted by Tibbalds Planning and Urban Design, Feilden Clegg Bradley Studios, Faulkner Brown Architects, Buro Happold Engineering, WSP, Churchman Landscape Architects, Max Fordham, Arcadis and C5 Corefive.

Best New Place to Live sponsored by hgh

Winner – Beechwood Mews. Making use of a brownfield site of 20 years, this attractive scheme includes 50% affordable housing on a new pedestrianised mews street which responds well to its surrounding context. Submitted by Peter Barber Architects and Kuropatwa Ltd.

Highly commended – Lyons Place. This well-designed project incorporates a striking 1930s petrol station, public art and protected trees while delivering 29 private homes, 21 shared ownership and 26 for affordable rent. Submitted by Farrells, Almacantar, Galliford Try, Core 5, Long and Partners, Exterior Architecture, Clarke Nicholls Marcel and Arup.

Best New Place to Work sponsored by Lifestory

Winner – The Ray Farringdon. Achieving an Outstanding BREEAM assessment for sustainability and a Platinum Wired Certification for connectivity, the design of this

development is enhanced by a green façade and terraces. Submitted by Viridis Real Estate Services Ltd, Allford Hall Monaghan Morris, East & JCLA, AKT-II, Buro Happold, Sweco, All Clear Designs, ACS Consulting, Four Communications, Peter Stewart Consultancy, GIA, Cass Allen, TPHS, Gerald Eve, Gardiner & Theobald and McLaren.

The Award for Community Engagement in the Planning Process sponsored by Landsec

Winner – Catford Centre pre-planning engagement. This project stood out for its innovative use of the Commonplace platform to engage with the local community about the regeneration of Catford town centre, resulting in high levels of engagement, particularly with typically hard-to-reach sectors. Submitted by Team Catford and Commonplace Digital.

The Borough-led Projects Award sponsored by Mount Anvil

Winner – The Greenwood Centre. This innovative centre improves access to green space for people with disabilities and improves social and physical well-being through its programme of initiatives. With photovoltaic cells included within the glazing, this project brings improvements to air quality in both its construction and occupation. Submitted by the London Borough of Camden, AHR and Kier.

Highly commended – Hounslow House. Replacing the former Civic Centre, the new home for Hounslow Council retains a community focus, bringing together the library and adult education classrooms with health and police partners in the heart of the town centre. Submitted by Sheppard Robson, London Borough of Hounslow, Linkcity, Bouygues UK, Deloitte, Allen Pyke Associates, TClarke and Clancy Consulting.

The Heritage & Culture Award sponsored by Hogan Lovells International LLP

Winner – Fellowship Inn. This Grade II listed pub which had fallen into disrepair has been brought back to life through a £4.2m Heritage Lottery Award, creating a vibrant community hub with cinema tickets reflecting local wages, music education and a café within its walls. Submitted by the London Borough of Lewisham, Phoenix Community Housing and Thomas Ford and Partners.

Highly commended – St Mark's. Included on English Heritage's Buildings at Risk register for over 20 years, this impressive Grade I listed former church has been repurposed for the 21st Century, with free community space and Mercato Mayfair offering low cost food. Submitted by Grosvenor Britain & Ireland.

Mayor's Award for Sustainable & Environmental Planning

Winner – Kidbrooke Village. Working with the London Wildlife Trust, the Kidbrooke Village development boosted biodiversity on the site by 200% while delivering 1,630 homes, of which 730 are affordable. The developer invested in low-carbon living as part of their Urban House project, choosing modular designs for the housing with significant sustainability benefits. Submitted by Berkeley Homes, the Royal Borough of Greenwich, the Greater London Authority and the London Wildlife Trust.

The Mayor's Award for Good Growth

Winner – Oval Village. The creative retention of the listed Victorian gasholder forms a centrepiece to this scheme which includes 500 homes and offers commercial space well-tailored to the site and local economy, creating 1,400 jobs. Submitted by Property House Marketing, Berkeley Home and the London Borough of Lambeth.