



Planning and Transportation Committee

Date: TUESDAY, 3 OCTOBER 2023

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

Members:

Deputy Shравan Joshi (Chairman)	Deputy Charles Edward Lord
Graham Packham (Deputy Chairman)	Deputy Natasha Maria Cabrera Lloyd-Owen
Deputy Randall Anderson	Owen
Brendan Barns	Antony Manchester
Emily Benn	Deputy Brian Mooney
Ian Bishop-Laggett	Deputy Alastair Moss
Deputy Michael Cassidy	Alderman Jennette Newman
Deputy Simon Duckworth	Deborah Oliver
Mary Durcan	Alderman Susan Pearson
John Edwards	Judith Pleasance
Anthony David Fitzpatrick	Deputy Henry Pollard
Deputy John Fletcher	Ian Seaton
Dawn Frampton	Hugh Selka
Deputy Marianne Fredericks	Luis Felipe Tilleria
Alderman Martha Grekos	Shailendra Kumar Kantilal Umradia
Jaspreet Hodgson	William Upton KC
Amy Horscroft	Alderman Sir David Wootton

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**

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

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 18 July.

For Decision
(Pages 7 - 26)

4. **OUTSTANDING ACTIONS***

Report of the Town Clerk.

For Information
(Pages 27 - 28)

5. **CITY FUND HIGHWAY DECLARATION: WATLING HOUSE, 33 CANNON ST, LONDON, EC4M 5SB**

Report of the City Surveyor.

For Decision
(Pages 29 - 36)

6. **TRANSPORT STRATEGY REVIEW**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 37 - 306)

7. **LONDON COUNCILS LONDON PARKING AND TRAFFIC ENFORCEMENT PENALTY CHARGES CONSULTATION**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 307 - 316)

8. **UPDATE ON ACTIVITY RELATING TO WARDMOTE RESOLUTIONS FROM THE WARDS OF ALDERSGATE AND CANDLEWICK***
Report of the Interim Executive Director, Environment.

For Information

9. **BUSINESS PLANS 2023/24 PROGRESS REPORT (PERIOD 1, APRIL-JULY 2023)***
Report of the Interim Executive Director, Environment.

For Information

10. **PUBLIC LIFT & ESCALATOR REPORT***
Report of the City Surveyor.

For Information

11. **GOVERNMENT CONSULTATIONS ON PERMITTED DEVELOPMENT AND PLANNING REFORMS***
Report of the Interim Executive Director, Environment.

For Information

12. **REPORT OF ACTION TAKEN***
Report of the Town Clerk.

For Information

13. **TO NOTE THE DRAFT MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE - 21 JULY 2023***
To note the draft public minutes of the meeting held on 21 July.

For Information

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

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

16. **EXCLUSION OF THE PUBLIC**

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

For Decision

Part 2 - Non-public Agenda

17. NON-PUBLIC MINUTES

To agree the non-public minutes of the meeting held on 18 July 2023.

For Decision
(Pages 317 - 318)

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

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

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 18 July 2023

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Deputy Shравan Joshi (Chairman)	Antony Manchester
Deputy Graham Packham (Deputy Chairman)	Deputy Brian Mooney
Deputy Randall Anderson	Deborah Oliver
Brendan Barns	Deputy Henry Pollard
Deputy Michael Cassidy	Ian Seaton
Mary Durcan	Hugh Selka
John Edwards	Luis Felipe Tilleria
Deputy John Fletcher	Shailendra Kumar Kantilal Umradia
Deputy Marianne Fredericks	Alderman Sir David Wootton
Deputy Natasha Maria Cabrera Lloyd-Owen	

Officers:

Zoe Lewis	-	Town Clerk's Department
Dipti Patel	-	Chamberlain's Department
Ben Eley	-	Environment Department
Pearl Figueira	-	Environment Department
Ian Hughes	-	Environment Department
Kerstin Kane	-	Environment Department
Rob McNicol	-	Environment Department
Bruce McVean	-	Environment Department
Gwyn Richards	-	Environment Department
Bob Roberts	-	Environment Department
Michelle Rowland	-	Environment Department
Peter Wilson	-	Environment Department

1. APOLOGIES

Apologies for absence were received from Antony Fitzpatrick, Dawn Frampton, Ian Bishop-Laggett, Jaspreet Hodgson, Deputy Edward Lord, Deputy Alastair Moss, Alderwoman Jennette Newman and Alderwoman Susan Pearson.

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

In relation to Agenda Item 6 – Proposed Barbican and Golden Lane Neighbourhood Forum and Area, Mary Durcan and Deputy Randall Anderson

stated they lived in the Barbican and Alderman Sir David Wootton stated he owned an apartment in the Barbican and Golden Lane proposed area. They had taken advice from Officers who had confirmed they could take part in the consideration of this item.

In relation to Agenda Item 8 – Creechurch Conservation Area Proposal, Deputy Fredericks stated that she had been appointed as Governor of Aldgate School.

3. **MINUTES**

RESOLVED – That the public minutes of the previous meetings held on 11 May 2023 and 21 June 2023, be approved as an accurate record.

MATTERS ARISING

The Clerk stated that in relation to the 11 May 2023 minutes – Appointments to the Crime and Disorder Scrutiny Committee, the Deputy Chairman of the Planning and Transportation Committee had since been advised that he did not have a conflict of interest and would therefore be taking up his position on the Committee.

4. **WARDMOTE RESOLUTION**

(a) To consider the following resolution from the Ward of Aldersgate – 14 March 2023:

“The Aldersgate Wardmote deplores the dangerous use of pavements and walkways by bicycles and scooters and electric versions thereof and urges the Grand Court of Wardmote to take action to prevent such abuse of the pavements and walkways”

An Officer stated that this related to enforcement and activities to tackle the unsafe and illegal riding of cycles and e-scooters on the pavement. The Officer stated that enforcement was a policing matter, but Officers were working closely with the police, including through regular meetings of the Road Danger Reduction Partnership. In addition, the Vision Zero Plan was due to be considered by the Committee in October 2023 and would contain details of work with the police around safer behaviours. Enforcement figures were also contained in the Annual Report on the Transport Strategy included in the information pack.

Members discussed sharing the resolution with the Police Authority Board and the Chairman requested that an Officer take ownership of the matter to ensure action was taken. An Officer confirmed this would be the case and stated that the Vision Zero Plan would be submitted to both the Planning and Transportation Committee and the Police Authority Board and had been developed jointly with the Police.

A Member raised the issue of dockless cycles, in particular Lime bikes, being left in non-designated parking areas. An Officer stated that the progress made with Lime and Human Forest had been considered by the Streets and Walkways Sub-Committee recently. Both operators fined those who left bikes in non-designated areas and issued bans for repeated offences. The Officer

stated that the reports considered by the Streets and Walkways Sub-Committee could be shared with Members. He stated that Officers worked closely with operators to address and improve their compliance and London Councils were also working on this. The Chairman stated that he and the Deputy Chairman had met with Lime in-person and discussed concerns. Lime was working to address these. He also stated that London Councils were trying to formulate a unified approach across all London boroughs. A Member stated the importance of signage that stated the rules, so users were fully informed.

A Member asked how members of the public should report a bike parked in a non-designated parking area and raised concern that if they reported it to Lime, Officers would not know about it or be able to monitor progress. She also raised concern that performance may have improved prior to the contract being extended but it was important this continued afterwards. An Officer stated that the quickest way to have the bike removed would be to notify the operator. Officers received the figures of Lime's response rate and the number of bikes they identified as having been left outside of parking bays and these would continue to be reported back to the Streets and Walkways Committee. Officers also reported bikes and monitored this against the figures provided by the operators. The Member requested that information on contact details for reporting bikes out of bays be provided on the website. She also stated the importance of cost recovery.

A Member suggested that penalty parking notices should be issued. An Officer stated that the recent reports to the Streets and Walkways Sub-Committee which would be circulated to Members, included the details of legal enforcement. Dockless cycles fell through a legislative gap so there was no way to regulate them without a change in national legislation. This would take some time. The City had always required dockless cycles to be left in designated parking bays, work was taking place with operators to improve compliance and pay for additional parking recovery. In addition to circulating the recent reports, Officers were willing to arrange briefings or meetings with Members if requested. A Member stated that she was supportive of a briefing for Members.

(b) To consider the following resolutions from the Ward of Candlewick – 20 March 2023

(i) “The Ward of Candlewick commented that they were keen to continue working closely and collaboratively with officers at the City Corporation to get the maximum impact for the Ward of Candlewick from a public realm perspective, and to develop and deliver a plan that would work well long term and provide accessible and user-friendly streets across the City.”

An Officer stated that there was a current project looking at King William Street as part of the Pedestrian Priority Programme which would deliver pavement widening and public realm improvements once the Bank Junction works were completed in spring 2024. There would then be further opportunities around Abchurch Lane as the development over the new underground entrance came

forward in the Section 278 opportunities. The Officer stated that these opportunities would be submitted to the Streets and Walkways Sub-Committee for approval and monitoring.

(ii) “With regard to progress of the building development on Abchurch Lane, the Ward of Candlewick asked that this matter be raised with the City Corporation’s officers and an update provided in a future Candlewick Ward Newsletter. In the event that the project was unlikely to be completed in the near future, scope to have the hoardings updated would also be explored with officers from the Planning and Transportation Department.”

An Officer stated that this item related to the over station development at Bank Station and the existing blue hoardings on Abchurch Lane onto Cannon Street and King William Street. The Ward Members had requested that discussions be undertaken with TfL to improve the hoarding. Discussions were taking place and Officers were awaiting a TfL response and hoped for a positive resolution to improve the aesthetics. Officers would report back in due course.

RESOLVED – That Members note the wardmote resolutions and request Officers to report back to the next meeting on the progress made against the wardmote resolutions.

5. **OUTSTANDING ACTIONS**

The Committee received a report of the Town Clerk setting out the list of Outstanding Actions.

The Chairman stated that there would be a report back and Planning Advise Note by the end of the year in relation to Item 1 Daylight/Sunlight Guidance and therefore this was no longer an outstanding item.

A Member informed the Committee that the Historic England website contained a number of Planning Advice Notes and suggested inviting a representative from Historic England to conduct a Member training session.

An Officer reminded Members of the visit to 8 Bishopsgate on 19 July and encouraged Members to attend. He also stated that in the autumn, there would be a timetable of visits to completed developments including a presentation on site by Mola of the archaeological excavations of the churchyard of All Hallows Staining as part of the 50 Fenchurch Street development where archaeology was currently being unearthed.

A Member requested that, if possible, the proposed Historic England training session and visits be arranged outside of working hours e.g. after 5pm so more Members could attend.

RESOLVED – That Members:-

1. note the report;
2. request Officers remove Item 1 – Daylight/Sunlight Guidance from future Outstanding Actions reports; and

3. request Officers to invite a representative from Historic England to provide a training session for Members.

6. **PROPOSED BARBICAN AND GOLDEN LANE NEIGHBOURHOOD FORUM AND AREA**

The Committee considered a report of the Planning and Development Director which set out the proposal for a Barbican and Golden Lane Neighbourhood Forum and Area.

Members were informed that an application had been submitted by a group of residents living in the Barbican and Golden Lane Estates, proposing a neighbourhood area and forum. If designated, this would be the first neighbourhood forum and area within the City.

An Officer outlined the statutory framework contained within the report and informed Members that Local Authorities had 13 weeks to determine an application after it being publicised. The date for this application was 8 August 2023.

Members were informed that for a valid application, the proposed forum must have met the four requirements in legislation. Their purpose must be for promoting or improving the social, economic and environmental well-being of an area. Membership would include people who lived or worked in an area and elected Members. It must have a written constitution. The proposed area covered the Barbican and Golden Lane estates and neighbouring areas and the area covered a wide range of uses including, residential, business, cultural and green spaces. Submission of an area application must include a map which identified the area and a statement that the organisation was a relevant body. The application had to provide justification for the boundaries and detail the cohesion of the proposed area including how the community groups operated together, common physical features which defined a natural boundary, the natural setting and the relationship to existing planning policies. The Officer stated that the majority of comments through consultation were in full support of the area and 78% of people agreed with the proposed area unaltered. The key reasons of support for the area were that it focused on an area with important issues to residents such as traffic, the environment and development. It recognised geographically tight relationships between the residential and cultural areas, contained Postman's Park and the Barbican Wildlife Garden as important local green spaces and it followed ward boundaries.

The Officer stated that the Corporation had undertaken public consultation for six weeks from 9 May 2023 to 21 June 2023 to gather public feedback on the proposal. 122 responses were received and then majority were positive and supportive. 93% of respondents were in full support of the application. Approximately three-quarters of respondents who supported the area, supported it as proposed. Officers recommended the forum and area be designated.

Liz Hurst, a member of the neighbourhood forum addressed the Committee. She stated that this was the first neighbourhood forum in the City. The consultation had shown the level of support. Ms Hurst informed Members that the owners of One Silk Street had withdrawn their objection and provided a revised representation of support. She stated that this demonstrated that the forum was not anti-development.

Ms Hurst stated that the constitution met the legislative requirements for designation. Following legal advice, it had been decided that the northern boundary should be the same as the City's boundary as otherwise it would be too complex operationally to work with two planning authorities. Consultation had included talking to representative groups, running briefing meetings, sending out briefing packs and holding a drop-in session at Golden Lane. Stakeholder engagement had included cultural bodies, institutions, workers and local businesses as well as local businesses. Further consultation would take place following designation.

Members of the public and residents who had worked on this proposal were thanked for their work.

Seeing no questions from Members, the Chairman asked that the Committee proceed to vote on the recommendations before them.

The Committee voted on these recommendations.

Votes were cast as follows: IN FAVOUR – 19 Votes
OPPOSED – none
There were no abstentions.

The recommendations were therefore carried.

RESOLVED – That Members designate the proposed Neighbourhood Forum and Neighbourhood Area.

7. **BLACKFRIAR'S BRIDGEHEAD CITY WALKWAY VARIATION**

The Committee received a report of the Executive Director, Environment concerning the proposal to exclude from the city walkway the area needed for the relocation of the TfL control cabinet which was being displaced so that Thames Tideway works could be appropriately accommodated.

RESOLVED – That Members:-

1. vary the resolution of the Court of Common Council made on 28 May 1998 by making a resolution in the form appended to the officer report as Appendix 3A and 3B; and
2. delegate to the City Operations Director (City Streets and Spaces) authority to insert into the resolution an appropriate date for the coming into force of the variation.

8. **CREECHURCH CONSERVATION AREA PROPOSAL**

The Committee considered a report of the Executive Director, Environment concerning a proposed draft conservation area boundary and supporting conservation area proposal.

Members were informed that the proposal area had been drawn up following detailed characterisation work that had taken place as part of the evidence base underpinning the emerging Local Plan and via a specific request from representatives of the Bevis Marks Synagogue.

Members were shown a map of the proposed area which was bound broadly by Bevis Marks, Dukes Place and St Botolph's in the North, Bury Street and Creechurch Lane in the West and Leadenhall and Aldgate High Street in the east.

The Officer stated that the proposed area differed in spatial scope from that proposed by the Synagogue's representatives for the reasons set out in the conservation area proposal report which was appended to the Officer report. Members were shown photographs of the area. The Officer stated that the area comprised a diverse townscape of buildings from the 18th, 19th and 20th centuries. There were 19th century warehouses which comprised the core of the conservation area, some of which had been converted to residential with commercial properties at ground floor and some of which were Grade 2 listed. There were three principle places of worship in the area including the Bevis Mark's Synagogue, the Guild Church of St Katharine Cree, and St Botolph's Church, all of which were listed Grade 2.

It was proposed that public consultation be carried out on the proposals for a new 'Creechurch Conservation Area' over late Summer and early Autumn 2023, with the aim of reporting the results back to the Committee before the end of the calendar year. The consultation was proposed to be held for eight weeks and would be carried out in accordance with Historic England guidance and the City Corporation's Statement of Community Involvement (2023).

Katherine McCullough who headed up Merchant Land which had owned 33 Creechurch Lane since 1994, addressed the Committee. She stated they were keen to find a future, which would include redevelopment, for the outdated commercial building. Ms McCollough stated that as local landlords and freeholders who were considering development options for their site, they were supportive in principle of the proposals to establish the new Creechurch Conservation Area. She stated that the planning history at their own site had been challenging and complex and therefore they saw this as an opportunity to provide well-considered guidance for decision makers, officers, land-owners and local stakeholders.

Ms McCollough further stated that the assessments undertaken by both Officers and representatives of Bevis Marks Synagogue highlighted the rich history and modern cultural life. She commented that there was much to be celebrated and the new conservation area offered an opportunity to protect heritage assets and identify enhancements to the overall proposed conservation area through redevelopment.

Ms McCollough added that the conservation area would clarify the context and expectations surrounding sensitive redevelopment rather than inhibit buildings such as theirs from evolving. This would help to establish a balance that worked as well as possible for all. She stated that in due course, it was planned to bring forward a fresh proposal for 33 Creechurch Lane, recognising the changed circumstances. Ms McCollough stated the owners of 33 Creechurch Lane were looking forward to positive, collaborative engagement with the City and all other stakeholders, particularly the Bevis Marks Synagogue.

In response to a Member's question, an Officer stated that in a conservation area, certain demolitions required relevant demolition consent.

A Member asked why out of the three modern buildings in and around the conservation area, two had been excluded (One Creechurch Place and 31 Bury Street) and one had been included (33 Creechurch Lane.) The Officer stated that all three buildings had been assessed. One Creechurch Place was deemed not to have a coherent relationship with the surrounding buildings proposed to be within the conservation area. 31 Bury Street was considered to have a detrimental relationship with the surrounding historic urban green fabric and plan form and was therefore excluded. 33 Creechurch Lane was recognised to be of limited inherent interest in its own right but was considered to contribute to the setting of the synagogue and some of the surrounding historical buildings.

In response to a Member's question, an Officer stated that casework, live or emerging applications could not be taken into account when considering a conservation area. The statutory duty was to consider the merits of the area proposed.

In response to a Member's question, the Officer confirmed that discussions about how the conservation area would best reflect the preservation of the Synagogue's significance had taken place with the Synagogue representatives and would continue to take place through the consultation period. Discussions would also take place with other stakeholders with properties or an interest in the area. Stakeholders would have the opportunity to input into the proposals for the conservation area.

A Member asked if the boundary could be amended after consultation depending on the consultation outcomes. An Officer confirmed that this would be the case. Members were informed that the boundary proposed was based on an initial assessment by Officers based on their detailed heritage understanding of the area. It had taken into account historic and architectural merits of the buildings and structures in the area and the historic pattern of development.

The Officer stated that stakeholders and members of the public might consider a different boundary, or the inclusion of different buildings, to be more appropriate. Responses would be welcomed and would be considered by

Officers who would inform Members and provide an Officer recommendation when the consultation results were considered by the Committee.

A Member asked if discussion had taken place with Historic England on the alternative boundaries. It was suggested that along with the Officers' preferred and proposed outline, that alternative boundaries should be outlined in the consultation. It was also suggested that the consultation period be extended to allow full consultation over the summer.

An Officer stated that a question could be included asking people explicitly whether they thought an alternative boundary would be better than the one proposed. The boundary proposed by the Synagogue could be published as part of the consultation and shown as an alternative. The Officer suggested there should be a specific proposal so consultees were clear on the consultation and could comment in favour or against this proposal. Consideration would be given to the questions asked and the material presented during the consultation events. The Officer stated that six weeks was the statutory minimum consultation period for a conservation area proposal. This consultation would last for eight weeks and if the timetable permitted, it could be extended further. It was proposed to bring the consultation results back to the Committee by the end of the year.

In response to a Member's question, the Officer stated that informal discussions would continue with Historic England through the consultation process. They had not provided a formal view but they would also be a statutory consultee and were likely to provide a formal response.

In response to a Member's question, an Officer stated that the peer review had been undertaken by a conservation expert who was formally Head of the London Region at Historic England. They had seen the alternative boundary proposals and concluded that the proposed one was appropriate, in their professional judgement.

A Member commented on the historic warehouses, narrow alleyways and houses of worship in the wider area and stated that by including these in the conservation area, this would protect the setting of the historic buildings. She stated that including 31 Bury Street would ensure it was not demolished as this would have a detrimental impact on a range of historic buildings including the warehouses, Bevis Marks Synagogue and Holland House. She commented that 31 Bury Street was joined to Holland House which was a Grade 2* building. She also suggested the inclusion of Aldgate Station due to the direct impact it had on St Botolph's Church. She also requested that the consultation be accessible to those without access to the internet.

The Chairman stated that having a wide consultation and gaining the views of stakeholders on the proposal would enable the boundary to be redrawn if appropriate. He stated that the consultation should be an exemplar of the Statement of Community Involvement.

The Officer stated that Paragraph 191 of the National Planning Policy Framework stated that when considering the designation of conservation areas, Local Planning Authorities should ensure that an area justified such status because of its special architectural or historic interest and the concept of conservation was not devalued through the designation of areas that lacked special interest. Officers considered that the area outline, subject to consultation and feedback, met this requirement. It included a number of heritage assets that had special architectural and historic interest and the area was informed by the historic development of this area over many centuries. The Officer recognised that this was the first stage of the process, and a broad range of feedback would inform the consultation.

In response to a Member's question, the Officer stated that conservation areas were not in place to prevent change or preserve areas but were there to manage change in a sensitive way. The proposed conservation area along with the Leadenhall Conservation Area and St Helen's Place Conservation Areas were in the city cluster which would continue to consolidate, so the setting of the conservation area would continue to change.

In response to the Chairman's question, the Officer stated that Local Plans Sub-Committee had recently considered a report suggesting that an immediate setting area was set up covering a tightly drawn area immediately around the Bevis Marks Synagogue. This would ensure that its setting as a Grade 1 listed building was recognised by planning policy to ensure that any developments in the immediate area continued to respect its significance. This was part of a separate process and the Local Plan would be consulted on later in the year subject to the Committee's agreement. The conservation area fell under separate legislation and had separate regulatory requirements so there were two separate processes being followed.

In response to a Member's question about the way in which the alternative boundaries would be outlined to consultees, the Officer stated that there would be opportunities in the engagement for people to see alternative boundaries. A Member stated that to be an exemplar consultation, it would need to be accessible, and consultees should be facilitated in being informed of the alternatives rather than technically being allowed to access them. This would enable stakeholders and members of the public to make an assessment of the alternatives.

Following comments from Members, the Officer stated that that it would be made clear that the boundary proposed was a suggested boundary and that a number of alternative boundaries could be outlined as part of the consultation. It would be made clear that the alternative boundaries were not the suggested boundaries informed by the work of Officers but would be included to give members of the public and stakeholders the option to select these or suggest a boundary of their own. The Committee would then be informed of the options selected and Officers would make a recommendation to the Committee.

Having fully debated the application, the Committee proceeded to vote on each of the recommendations before them.

Votes were cast as follows:

Recommendation 1 - That Members consider the assessment;
IN FAVOUR – 17 Votes
OPPOSED – no Votes
There were no abstentions.

Recommendation 2 – That Members agree the area that had the potential to be designated as a Conservation Area, subject to public consultation;
IN FAVOUR – 17 Votes
OPPOSED – no Votes
There were no abstentions.

Recommendation 3 – That Members authorise public consultation to be carried out on the proposal for a new ‘Creechurch Conservation Area’;
IN FAVOUR – 14 Votes
OPPOSED – 3 Votes
There were no abstentions

The recommendations were therefore carried.

Deputy John Fletcher was not present for the vote.

RESOLVED – That Members:-

1. consider the assessment;
2. agree the area that had the potential to be designated as a Conservation Area, subject to public consultation;
3. authorise public consultation to be carried out on the proposal for a new ‘Creechurch Conservation Area’.

9. **UTILITY INFRASTRUCTURE STRATEGY**

The Committee considered a report of the Executive Director, Environment concerning the Utility Infrastructure Strategy.

The Officer stated that the draft strategy sought to highlight and drive collaboration, partnership and promotion between the City and the utility sector. The Corporation was responsible for the 5G and Wi-Fi network infrastructure which was being rolled out. It was also responsible for managing the Considerate Contractor Street Work scheme and the pipe subway network. Ground radar surveys would be undertaken to establish where underground constraints lay. The Committee was informed that the City Surveyor had a significant connection with Citygen and the way in which heating and cooling was provided to a significant number of buildings in the City.

The Officer also stated that the Corporation had indirect involvement in working with utility sector to improve their services e.g., in relation to the provision of Superfast Broadband and by providing a test bed for innovation in the utility sector. The Corporation also worked with utilities to ensure there was capacity to meet future demand for tall buildings and growth. Members were informed that the policy context included the Local Area Energy Plan, the Transport

Strategy and the Open Energy Networks. There was a need to ensure that the utility provision was fit for purpose and that capacity was created for the future in a green and sustainable way.

A Member commented that as part of the 5G infrastructure rollout, operators were being persuaded to share kit and this had increased the speed of the rollout as well as removed some of the street clutter.

A Member suggested that a further session on the topics covered by the strategy. The Chairman stated that this could take place post-consultation.

Officers were thanked for their work on the Strategy.

RESOLVED – That Members approve a public consultation exercise to be undertaken on the draft strategy, with the updated final strategy being submitted to the Committee for approval in due course.

10. **CITY OF LONDON LIGHTING SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

The Committee received a report of the Director Planning and Development Director concerning a new Lighting Supplementary Planning Document (SPD), which provided guidance for developers on lighting buildings and the spaces between them and would help developers meet the requirements of the Development Plan policies which related to lighting.

The Officer stated that the Lighting SPD was understood to be the first of its kind in the UK. It provided guidance and technical requirements for new development. It covered design, delivery, operation and maintenance of artificial light within the City. The SPD also included the Considerate Lighting Charter which existing buildings would be encouraged to sign up to. The SPD had been prepared by a lighting consultant with input from Officers across the Corporation.

The Officer stated that in November 2022, the Committee approved a public consultation exercise for the Lighting SPD which ran from December 2022 to February 2023. The consultation was widely publicised in the press. A comprehensive engagement strategy was undertaken for the public consultation and included residents, workers, consultants and other relevant stakeholders. There were three events including a lighting walking tour around key parts of the City. Following consultation, a further workshop took place with lighting industry professionals. A wide range of responses were received to the consultation and the main issues and responses were summarised in Appendix 2 to the report.

Members were informed that the resident groups consulted included the Barbican Association, Brandon Mews House Group, Gilbert House Group Tenants Association and the Willoughby House Group. In addition, a significant number of technical consultants, lighting designers and businesses responded to the consultation. The responses were broadly supportive and the main issues were around the impact of residential amenity, technical requirements,

the assessment of impacts, implementation of the SPD, the Charter and the impacts on sustainability, biodiversity and heritage.

The Officer stated that the responses informed the final SPD and following the consultation, changes were made to all sections of the documents including the planning process, the guidance and the technical requirements. Tables 10-12 in the SPD were amended to align more closely with established Institute of Lighting Professional (ILP) guidance. In order to protect amenity and respond to the unique City context, the proposed levels and zones were adapted from those included in the ILP guidance and were considered appropriate in the context of the Charter. Members were informed that Officers would work with colleagues to promote this through appropriate channels including working with Business Improvement Districts (BIDs).

In response to a question from a Member about ways in which existing businesses could be encouraged to amend behaviours, the Chairman stated that Members could encourage businesses in their wards to change their behaviours in relation to lighting. Also, there had been much media attention on the matter and this should help to drive good behaviour from existing operators.

An Officer stated that a series of promotional activities was being developed, working with organisations such as the BIDs, who worked with Small and Medium Enterprises (SMEs) and organisations such as the City Property Association.

A Member stated that the Lighting Charter concept originated from Farringdon Within where there were a number of large offices surrounding a residential enclave. In order to reduce light flowing into residential properties, Members encouraged building managers to work together. This idea had them formed the basis for the Charter.

The Chairman thanked Mr Edwards and Deputy Bottomley for the work they had done on the Lighting SPD. Officers were also thanked for their work on this.

RESOLVED – That Members approve the adoption of the Lighting Supplementary Planning Document.

11. **BIODIVERSITY AND ECOLOGY***

The Committee received a report of the Director Planning and Development Director concerning the way in which biodiversity and ecology was addressed in national, London and City planning policies.

In response to questions from Members, an Officer stated that Open Spaces was consulted as part of the Podium application and the biodiversity and ecology submission was from a leading consultant. Judgement was used when considering when third-party review was required and it would depend on the nature of the impacts, there were experienced diversity and ecology experts in the Natural Environment department. Although consultation had been more informal in the past, this was now being formalised as a more structured way of

consulting the pool of expertise on future applications, especially those with very significant biodiversity and ecology impacts. The Officer stated that the ecological assessment submitted as part of the Podium scheme was a comprehensive and rigorous piece of work in line with government guidance.

A Member asked for clarification on the pathways in the formalisation, when this process would be in place and whether City Gardens were consulted. An Officer stated that City Gardens now came under City Operations and the team had a close working relationship with the Planning team. The contents of the report aligned well with the Biodiversity Action Plan that City Gardens had promoted and agreed through the Natural Environment Board. Officers would confirm the formalisation process.

A Member commented that the report did not reference marine biodiversity and ecology. The Member informed the Committee of a scheme developed by an organisation called Thames Estuary Partnership to utilise the river side to improve marine growth.

RESOLVED – That Members:-

1. note the policy approach for biodiversity and ecology and how this was implemented in the City Corporation; and
2. note the charging legitimate landscape around this issue and the commissioning of a study by Greengage Environmental to inform amended policy approaches.

12. BUSINESS PLANS 2022/23: PROGRESS REPORT - PERIOD 3 - DECEMBER - MARCH*

The Committee received a report of the Executive Director, Environment providing an update on progress made during period Three (December – March) 2022/23 against the High-Level Business Plan 2022/23 for the service areas of the Environment Department which fell within the remit of the Committee.

RESOLVED – To note the report.

13. RISK MANAGEMENT UPDATE REPORT*

The Committee received a report of the Executive Director, Environment concerning the key risks managed by the service areas of the Environment Department which fell within the remit of the Committee.

RESOLVED - That Members note the report and the actions being taken by the Environment Department to monitor, mitigate and effectively manage risks arising from their operations.

14. CONSERVATION AREA ADVISORY COMMITTEE (CAAC) AND CITY OF LONDON ACCESS GROUP (COLAG)*

The Committee received a report of the Director Planning and Development Director responding to a request from Members for information on the CAAC and the CoLAG which was requested at the meeting of the Committee on 11

May 2023. The report outlined the role, function, and membership of the two groups, referencing their terms of reference and constitutions.

RESOLVED – To note the report.

15. **DISTRICT SURVEYORS ANNUAL REPORT 2022/23***

The Committee received a report of the Executive Director, Environment concerning the work of the District Surveyor's office.

RESOLVED – To note the report.

16. **REVENUE OUTTURN 2022/23***

The Committee considered a report of the Chamberlain, the Executive Director, Environment and the City Surveyor comparing the revenue outturn for the services overseen by the Committee in 2022/23 with the final budget for the year.

RESOLVED – That Members note the report and the carry forward of local risk underspending to 2023/24.

17. **PROPERTY SEARCH INCOME AND EXPENDITURE***

The Committee received a report of the Planning and Development Director setting out the total income and expenditure for 2022/23.

RESOLVED – To note the report.

18. **PUBLIC LIFT AND ESCALATOR REPORT***

The Committee received a report of City Surveyor outlining the availability and performance of publicly accessible lifts and escalators monitored and maintained by City Surveyors, in the reporting period 23 April 2023 to 30 July 2023.

RESOLVED – To note the report.

19. **WHOLE LIFE-CYCLE CARBON EMISSION DATA MONITORING IN MAJOR PLANNING APPLICATIONS***

The Committee received a report of the Executive Director, Environment providing information about planning stage whole life cycle carbon emissions calculated for development proposals by applicant teams.

A Member queried the breakdown in the report in operational carbon emissions. An Officer stated that the data that had been monitored was planning application stage data so was likely to change. The carbon emission savings achieved were much higher than the GLA target.

A Member asked when the Committee could expect to receive the Embodied Carbon Action Plan. An Officer stated that this was a commitment in the current financial year. This would take into account a whole host of issues around work that was taking place in the planning system. Much consideration had been given to a retrofit first policy in the new City Plan which would be a significant

step towards dealing with embodied carbon and also how the Corporation could influence government to try and ensure that embodied carbon was being given importance. Members were informed that the climate action strategy dashboards were published online. The climate action strategy points targets were being met. Some of the embodied emissions were operational emissions. There was complexity in working out the best way of publicising and collating the embodied data in applications. This data was published on the website but the mechanism for including this in the climate action strategy and the dashboard was still a work in progress.

A Member asked if consideration was being given to the scope for schemes the City had permitted and whether this could be incorporated into the tracker.

RESOLVED – That Members:-

1. note the report; and
2. agree that this item be added to the Outstanding Items list.

20. TRANSPORT STRATEGY: 2022/23 ANNUAL REPORT AND DELIVERY PLAN 2023/24 - 2028/29 5-YEAR PLAN*

The Committee received a report of the Executive Director, Environment concerning the Annual Report which detailed progress with delivering the Transport Strategy in 2022/23 and the Delivery Plan for 2023/24 – 2028/29.

RESOLVED – To note the report.

21. MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE*

See Minutes 22 and 23.

22. TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING ON 21 FEBRUARY 2023*

The Committee received the minutes of the Planning Applications Sub-Committee meeting on 21 February 2023.

RECEIVED.

23. TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING ON 20 MARCH 2023*

The Committee received the minutes of the Planning Applications Sub-Committee meeting on 20 March 2023.

RECEIVED.

23.1 To note the draft minutes of the Planning Applications Sub-Committee meeting on 27 June 2023*

RESOLVED – That Members:-

1. note the draft minutes of the Planning Applications Sub-Committee meeting on 27 June 2023; and
2. agree the resolution of the Planning Applications Sub-Committee meeting on 27 June 2023 that the Planning and Transportation

Committee be requested to instruct the Streets and Walkways Sub-Committee to have an oversight role in the project, particularly with regard to wayfinding, signage and marketing.

24. **MINUTES OF THE LOCAL PLANS SUB-COMMITTEE***

See Minutes 25, 26 and 27.

25. **TO NOTE THE MINUTES OF THE LOCAL PLANS SUB-COMMITTEE MEETING ON 27 APRIL 2023***

The Committee received the minutes of the Local Plans Sub-Committee meeting on 27 April 2023.

RECEIVED.

26. **TO NOTE THE MINUTES OF THE LOCAL PLANS SUB-COMMITTEE MEETING ON 23 MAY 2023***

The Committee received the minutes of the Local Plans Sub-Committee meeting on 23 May 2023.

RECEIVED.

27. **TO NOTE THE DRAFT PUBLIC MINUTES AND NON-PUBLIC SUMMARY OF THE LOCAL PLANS SUB-COMMITTEE MEETING ON 20 JUNE 2023***

The Committee received the draft public minutes and non-public summary of the Local Plans Sub-Committee meeting on 20 June 2023.

RECEIVED.

28. **MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE***

28.1 **To note the minutes of the Streets and Walkways Sub-Committee on 23 May 2023***

The Committee received the minutes of the Streets and Walkways Sub-Committee meeting on 23 May 2023.

RECEIVED.

29. **TO NOTE THE DRAFT MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE MEETING ON 4 JULY 2023***

The Committee received the draft minutes of the Streets and Walkways Sub-Committee meeting on 4 July 2023.

RECEIVED.

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

A Member asked for an update on the letter being sent to TfL to ask for the new entrances at Bank Station to be open and available for use. An Officer stated that engagement had occurred at an Officer level. Officers were in the process

of drafting a letter from the Planning and Transportation Committee to the TfL Commissioner.

A Member commented that the Local Plans Sub-Committee meeting on 25 July had been cancelled and there were no other scheduled meetings. She requested that the calendar be updated once any further meetings were scheduled.

In response to a Member's question about consultation, an Officer stated that it was vital to engage widely and give appropriate notice of consultations. An event had been rescheduled to get more involvement from the community. Officers would welcome more feedback on how consultation could be improved. Work was taking place to see if information could be packaged to be sent via Whatsapp and email. The Planning Department was working across the Corporation with other departments to ensure there were continual improvements on notification and consultation methods.

31. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman updated the Committee as follows:

1. Awards

a) The City's Planning Team was the Winner of the Planning Authority of the Year category at the RTPI London Awards for Planning Excellence.

The Awards judges commented that the City's small Planning team were disproportionately pivotal in delivering the challenging floorspace growth required to maintain the City of London's position as the world's business centre, the engine of London's and the UK's economy, through exceptionally challenging economic times. The Planning team delivered an unprecedented million sqm of floorspace in 2021 including 6 new towers, all with substantial wider, inclusive public benefits. These schemes and ground-breaking initiatives were transforming the City as a 7-day destination, culturally resurgent, providing a resilient economic base to flourish as an inclusive, gentler, welcoming City for all communities, crucially, benefitting all in the UK.

b) The City was the Winner of Best Borough led Project at the Building London Planning Awards for our initiative : Putting the public on top: A view for All — Elevated Public Realm in the City of London

The Awards judges commented that the City of London Corporation had consented 13 free to visit elevated public roof gardens, terraces and viewing galleries in major developments since 2018 borne out of radical new policies to deliver elevated views to all, delivering an inclusive, welcoming City.

c) Pearl Figueira was the winner of Young Planner of the Year at the RTPI London Awards for Planning Excellence

The Awards judges commented that Pearl was an enthusiastic and dedicated planner, working across the development management and policy teams in the City of London. Her most outstanding achievement to date had been leading on

the production of the draft City of London Lighting SPD. Working with industry experts she had produced clear, legible technical guidance for developments to follow. She had transformed the way that lighting was considered in developments, and she had drawn attention to the importance of securing well designed lighting from an environmental and amenity perspective at an early stage in the development process.

d) The Carbon Options Guidance was shortlisted for two awards as well as the Suicide Prevention Guidance but were not successful. They were still a recognition of the ground breaking work of both initiatives.

2. Peter Shadbolt

Peter would be leaving the City Corporation at the end of the month, after 14 and a half years leading the team managing the Corporation’s Local Plan work as well as monitoring, land charges, and street naming and numbering. He had played a key role in developing the new City Plan, the adopted Local Plan and earlier development plan documents, as well as many SPDs. He had been a steadfast, thoughtful and extremely knowledgeable member of the planning team, was highly respected across the profession, and greatly valued by members of the Planning & Transportation Committee.

3. First Geothermal Borehole Completed on Salisbury Square Development

This was the first Square Mile scheme to use a standalone borehole cooling and heating system.

32. EXCLUSION OF THE PUBLIC

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

<u>Item Nos</u>	<u>Paragraph No(s)</u>
33	3,5 and 7
34	3

33. DEBT ARREARS - ENVIRONMENT DEPARTMENT (PLANNING AND TRANSPORTATION COMMITTEE)*

The Committee received a report of the Chamberlain.

34. TO NOTE THE DRAFT NON-PUBLIC MINUTES OF THE LOCAL PLANS SUB-COMMITTEE ON 20 JUNE 2023*

The Committee received the draft non-public minutes of the Local Plans Sub-Committee meeting on 20 June 2023.

RECEIVED.

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

There were two non-public questions.

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

There were no additional, urgent items of business for consideration in the non-public session.

The meeting closed at 12.30 pm

Chairman

Contact Officer: Zoe Lewis
zoe.lewis@cityoflondon.gov.uk

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
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1	17 Nov 2020 15 Dec 2020 5 Jan 2021 26 Jan 2021 16 Feb 2021 24 Feb 2021 9 March 2021 30 March 2021 22 April 2021 12 May 2021 8 June 2021 29 June 2021 20 July 2021 7 Sept 2021 21 Sept 2021 26 Oct 2021 16 Nov 2021 14 Dec 2021 11 Jan 2022 1 Feb 2022 22 Feb 2022 26 April 2022 17 May 2022 7 June 2022 1 July 2022 19 July 2022 20 Sept 2022 11 Oct 2022 1 Nov 2022 10 Jan 2023 7 March 2023 11 May 2023 18 July 2023	<p style="text-align: center;"><u>Member Training</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director / Director of the Built Environment</p> <p>A Member questioned whether there would be further training provided on Daylight/Sunlight and other relevant planning matters going forward. She stated that she was aware that other local authorities offered more extensive training and induction for Planning Committee members and also requested that those sitting on the Planning Committee signed dispensations stating that they had received adequate training.</p> <p>The Chair asked that the relevant Chief Officers consider how best to take this forward. He also highlighted that the request from the Town Clerk to all Ward Deputies seeking their nominations on to Ward Committees states that Members of the Planning & Transportation Committee are expected to undertake regular training.</p>	<p>UPDATE: (18 July 2023): New Committee Members are provided with training on key aspects. A programme of wider Member training is being implemented in 2023. The first of the recordings (regarding Material Planning Considerations) were sent to members with a Q&A on this topic prior to the 11 May 2023 Planning and Transportation Committee meeting. The next member training material will be sent in advance of the next committee.</p>
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2.	<p>11 Jan 2022 1 Feb 2022 22 Feb 2022 26 April 2022 17 May 2022 7 June 2022 1 July 2022 19 July 2022 20 Sept 2022 11 Oct 2022 1 Nov 2022 10 Jan 2023 7 March 2023 11 May 2023 18 July 2023 3 October 2023</p>	<p style="text-align: center;"><u>Sustainability SPD</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director</p> <p>A Member questioned whether the production of a Sustainability SPD could feature on the list of outstanding actions.</p> <p>The Chief Planning Officer and Development Director stated that he would be liaising with his sustainability officers to provide a more targeted timeline around the production of the Sustainability SPD and agreed to include this information in the list of outstanding actions.</p>	<p>UPDATE (3 OCTOBER 2023):</p> <p>The Sustainability SPD is being developed and will be brought to the Committee in December 2023, before public consultation.</p>
3.	<p>18 July 2023 3 October 2023</p>	<p style="text-align: center;"><u>Whole Life-Cycle Carbon Emission Data Monitoring In Major Planning Applications</u></p> <p style="text-align: center;">Planning and Development Director</p> <p>A Member asked if consideration was being given to the scope for schemes the City had permitted and whether this could feature on the list of outstanding actions.</p>	<p>UPDATE (3 OCTOBER 2023):</p> <p>Work on publishing the WLC emissions data of major applications on the Climate Action Strategy dashboard is well underway, and this will be completed in the coming weeks.</p>

Agenda Item 5

Committee(s): Planning and Transportation Committee – For decision	Dated: 3rd October 2023
Subject: City Fund Highway Declaration: Watling House, 33 Cannon St, London, EC4M 5SB	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	9 & 11
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain’s Department?	n/a
Report of: City Surveyor CS.243/23	For Decision
Report author: Isobel Tucker	

Summary

Approval is sought to declare a volume of City Fund owned airspace measuring 118.83 sq ft, situated at Watling House, 33 Cannon St, London, EC4M 5SB, to be surplus to highway requirements to allow its disposal in conjunction with the permitted development.

The proposed development comprises of a canopy at the portal to the entrance door at the main entrance on the corner of Cannon Street and Bread Street. Planning permission was issued on 17 December 2020 (20/00824/FULL). The canopy, measuring a total of 133.58 sq ft, will encroach on City Corporation airspace (118.83 sq ft encroaches into City Fund ownership) and Power Apex International Limited are seeking to regularise its use of the airspace.

Before third party interests can be granted in the affected City Fund airspace (held for highway purposes) the areas first need to be declared surplus to highway requirements. The terms for the highway disposal, are to be reported separately to the Resource Allocation Subcommittee and will be submitted for approval under the City Surveyor’s Delegated Authority, subject to your approval to declare the affected volume of airspace surplus to highway requirements to facilitate the redevelopment of the permitted scheme.

Recommendation(s)

Members are asked to:

- Resolve to declare a volume of City Fund owned airspace totalling 118.83 sq ft (held for highway purposes), situated around Watling House, 33 Cannon St, London, EC4M 5SB, to be surplus to highway requirements to enable its disposal upon terms to be approved under the delegated authority of the City Surveyor SUBJECT TO

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

Main Report

Background

1. Watling House, 33 Cannon St, London, EC4M 5SB is situated on the corner of Cannon Street and Bread Street. The existing building comprises of 2 basement floors, used as a car park with access from Watling Court, a ground floor and 6 storeys of B1 (office) use above that. The main entrance is on the corner of Cannon Street and Bread Street. There is an existing canopy at the main portal entrance door, and it is intended to be replaced with the proposed canopy, subject to the necessary authorities.
2. Planning permission was approved for the proposed canopy on 17 December 2020 (20/00824/FULL). The new canopy does not change the massing of the building and, whilst larger than the previous canopy, it is situated higher on the building and is less obtrusive to the public highway. The shape of the portal entrance has also been modified to reduce to a minimum the overhang of the public highway. Both the new portal and canopy clear the public highway by 5.7m on the Cannon Street side. On Bread Street side the lowest point where the overhang begins is at 5.5m, due to the existing slope of the street. The existing crash-protection bollards will remain in situ following installation of the new canopy.
3. The proposed canopy measures a total of 133.58 sq ft and encroaches into City Corporation airspace. The City Fund portion of effected airspace measures 118.83 sq ft. The City Cash portion of effected airspace measures 14.75 sq ft. Power Apex International Limited are seeking to regularise its use of this airspace.

Current Position

4. Power Apex International Limited has approached the City Corporation seeking to acquire a suitable interest in the airspace affected by its approved works.
5. In the event of the airspace being declared surplus, its disposal is a matter for the City as landowner and Resource Allocation Subcommittee. The City Surveyor will approve under his Delegated Authority. However, by way of background, the airspace may be disposed of in such manner and for such consideration as the City Corporation thinks fit.
6. Before the City Corporation is able to dispose of any interests in City Fund (highway) airspace, which is highway, your Committee should first agree it is surplus to highway requirements.
7. The proposed surplus declaration does not extend to the highway stratum which will remain as highway and vested in the City Corporation as the highway authority (unless it is ever stopped up, which is not proposed in this disposal). Where applicable, the vertical extent of the highway stratum would be approved by the

Deputy Director of Transportation and Public Realm to ensure that sufficient stratum remained to enable the use, management and maintenance of the highway.

8. The proposed development will not require stopping-up of any highway.
9. Detailed research by City Surveyors confirms the City Corporation's ownership of the parcels affected comprise of airspace measuring 133.58 sq. ft. in total. This is split between City Cash (14.75 sq. ft.) and City Fund (Highway) (118.83 sq. ft.). A breakdown of the areas is available in the plans within Appendix A and B.
10. The upper and lower levels of the projection will be governed by Ordnance Datum Newlyn levels. Ordnance Datum Newlyn is the British mainland national geographic height system by reference to which the volume of land or airspace can be defined and identified by its upper and lower levels. The relevant ordnance datum levels to suitably restrict the vertical extent of the leasehold airspace demise will be agreed with Power Apex International Limited in due course and authorised under the City Surveyor's Delegated Authority.

Proposals

11. The airspace in question is not considered necessary for the use of the highway and the exercise of the highway (subject to the Deputy Director of Transportation and Public Realm approval of the vertical extent of the highway stratum) and it is therefore proposed that subject to your agreement to declare the area of City Fund airspace round Watling House, 33 Cannon St, London, EC4M 5SB to be surplus to highway requirements (measuring 118.83 sq. ft.) so that the City Corporation disposes of a suitable interest in the upon terms to be approved by the Delegated Authority of the City Surveyor.

Corporate & Strategic Implications

12. Strategic implications –

- 7. We are a global hub for innovation in finance and professional services, commerce and culture.
- 10. We inspire enterprise, excellence, creativity and collaboration.

13. Financial implications –

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

14. Resource implications – None

15. Legal implications –

- Disposal of the interest in the City Fund airspace is authorised by the City of London (Various Powers) Act 1958, Section 9, which allows the City Corporation to dispose of its land or airspace within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit. (The disposal terms should have regard to the City Corporation's fiduciary duties)

16. Risk implications – The developer may not wish to proceed with the new canopy installation, but this is unlikely.

17. Equalities implications – No equalities issues identified.

18. Climate implications – None

19. Security implications - None

Conclusion

20. The airspace proposed to be declared surplus to highway purposes are not required for highway functions. If declared surplus it is proposed to dispose of an appropriate legal interest on commercial terms to enable the redevelopment of the property according to the planning permission that has been granted (20/00824/FULL).

Appendices

- **Appendix A** – Committee Plan - Watling House, 33 Cannon St, London, EC4M 5SB – Entrance Canopy Over sail (City Fund) (5-C-43477 -01)
- **Appendix B** - Watling House, 33 Cannon St, London, EC4M 5SB - Entrance Canopy over sail plan (4-C-43478-01)

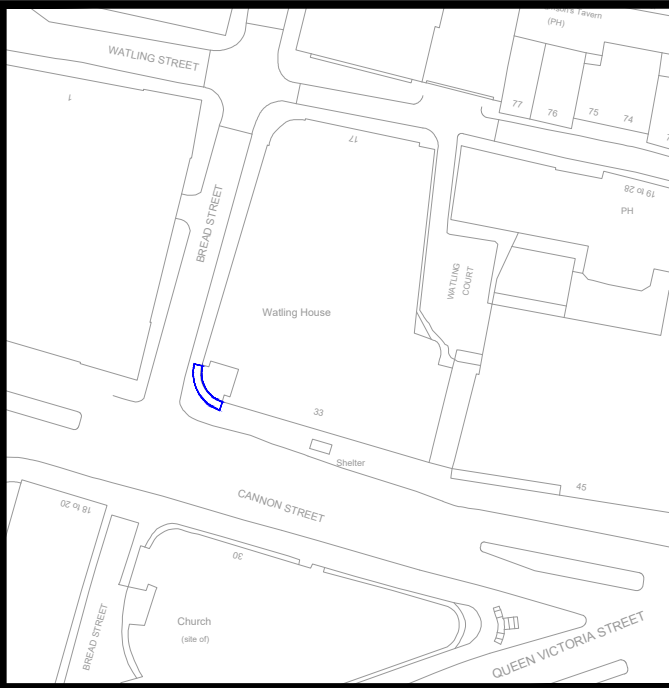
Isobel Tucker

Principal Surveyor

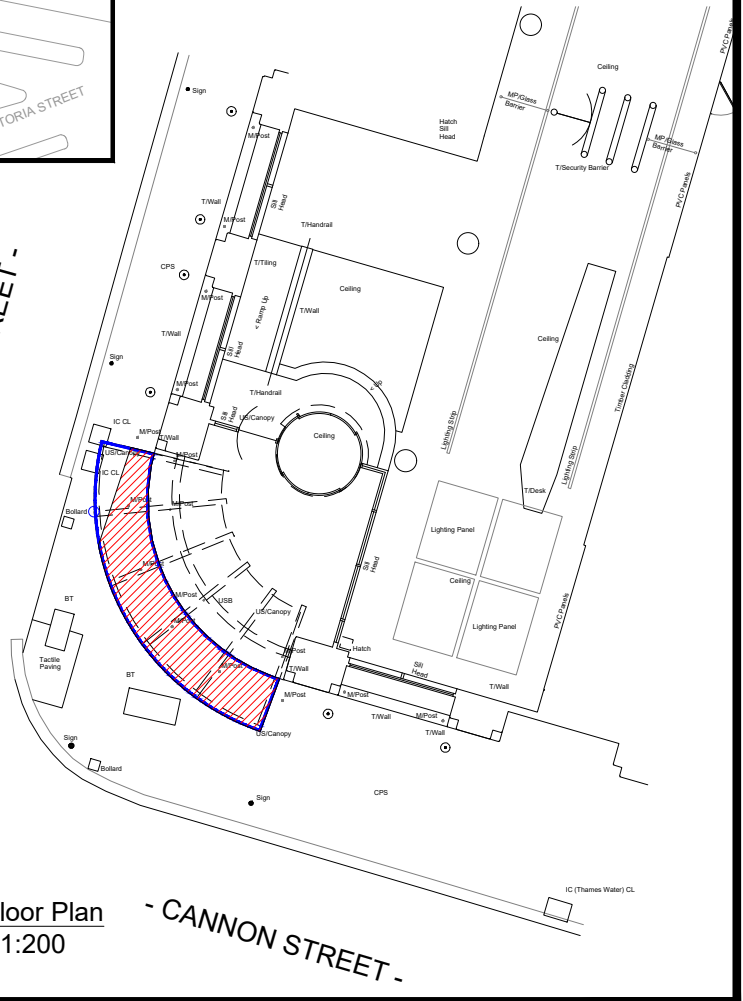
City Surveyor's Department

T: 07514723591



E: isobel.tucker@cityoflondon.gov.uk



Location Plan
Scale 1:1250



Ground Floor Plan
Scale 1:200

KEY	
	Total Area of oversail of City Fund = 118.83 sq. ft.
	Total Canopy Area = 133.58 sq.ft.

Address :	Watling House 33 Cannon Street, London EC4
Title :	Committee Plan Entrance Canopy over sail plan
Drawing No :	5-C-43477 -01
Pro code	UPRN



CITY OF LONDON

P.G.Wilkinson BSc MSc MRICS
City Surveyor

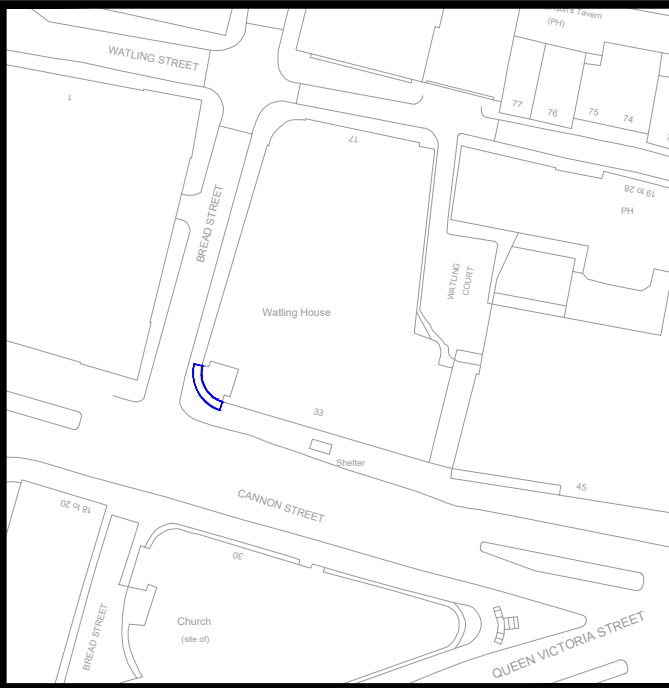
CITY SURVEYOR'S DEPARTMENT
Corporate Property Group :
Plans & Records Section

Print Scale :	As Shown @ A4
Date :	Aug. 2023
Drawn by :	KT

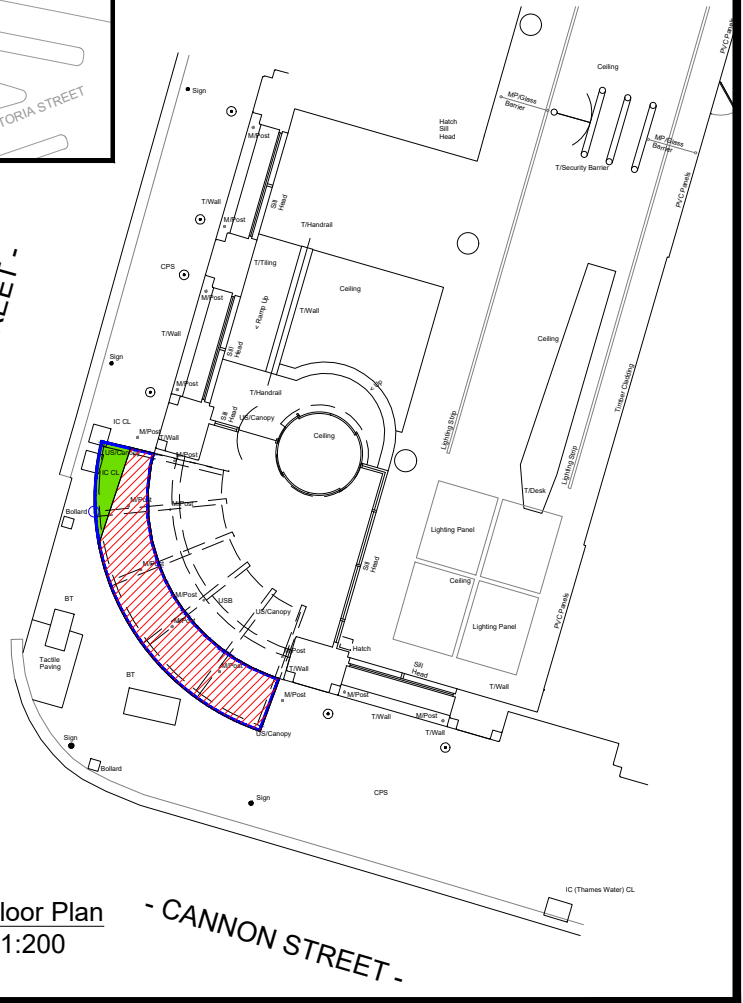


Notes :	Drawing based upon Blue Surveys Ltd survey drawing number BPS2010Lobby.01 of 01 and land registry titles
Rev:	




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Location Plan
Scale 1:1250



Ground Floor Plan
Scale 1:200

KEY	
	Total Area of oversail of City Fund = 118.83 sq. ft.
	Total Area of oversail of City's Cash = 14.75 sq.ft.
	Total Canopy Area = 133.58 sq.ft.

Address :	Watling House 33 Cannon Street, London EC4
Title :	Entrance Canopy over sail plan
Drawing No :	4-C-43478 -01
Pro code	UPRN

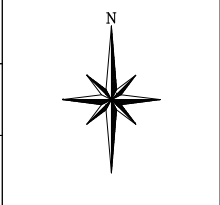


CITY OF LONDON

P.G.Wilkinson BSc MSc MRICS
City Surveyor

CITY SURVEYOR'S DEPARTMENT
Corporate Property Group :
Plans & Records Section

Print Scale :	As Shown @ A4
Date :	Aug. 2023
Drawn by :	KT



Notes :	Drawing based upon Blue Surveys Ltd survey drawing number BPS2010Lobby.01 of 01 and land registry titles
Rev:	

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Agenda Item 6

Committee(s): Planning and Transportation Committee	Dated: 03/10/23
Subject: Transport Strategy Review	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 2, 3, 4, 5, 8, 9, 11,12
Does this proposal require extra revenue and/or capital spending?	Y
If so, how much?	£50,000
What is the source of Funding?	TfL LIP
Has this Funding Source been agreed with the Chamberlain's Department?	Y
Report of: Interim Executive Director Environment	For Decision
Report author: Samantha Tharme, Environment Department	

Summary

The Transport Strategy was adopted in May 2019 and was scheduled to be reviewed every three years. The current review period has been extended to Spring 2024, in part due to the impacts of the Covid-19 pandemic and to allow it to better align with the review of the City Plan.

In April 2021, the Streets and Walkways Sub Committee agreed in April 2021 that the Transport Strategy Vision, Aims and Outcomes are still considered relevant and fit for purpose and that an update, rather than a wholesale revision of the Transport Strategy is appropriate.

The most significant proposed changes to proposals were presented to the Streets & Walkways Sub-Committee in May 2023. All proposals have now been reviewed and revised where necessary (Appendix 5). Subject to approval, these proposed changes, along with the proposed approach to managing traffic movement and access (Appendix 7) will be consulted on over eight weeks between mid-October to mid-December. The most significant changes include:

- Revising the vision to include an explicit reference to creating a more inclusive Square Mile.
- A new proposal setting out our approach to embedding inclusion in transport planning and delivery.
- Revising the walking outcome and proposals to include a reference to 'wheel' and 'wheeling' to specifically acknowledges the use of pavements and other pedestrian spaces by people who use wheelchairs, mobility scooters and other wheeled mobility aids.
- Continuing our support for the introduction of next generation road user charging and removing the commitment to develop City specific charging.

- Updating our accessibility proposal to reflect the fact that the City of London Street Accessibility Tool has been developed and is being applied to projects.
- Removing the commitment to introduce a City-wide 15mph speed limit and updating our list of priority locations for Safer Streets investment.
- Rationalising and revising the cycling outcome and proposals and expanding these to include e-scooters and other forms of 'micro-mobility'.
- Revising our approach to zero emission based restrictions, including removing the commitment to introduce local zero emission zones.
- Updating freight related proposals to reflect developments in recent years, including removing the commitment to provide a consolidation centre given the availability of commercial consolidation services.
- Updating targets and key performance indicators to ensure they are still appropriate and relevant and align with other corporate strategies and priorities, including Climate Action and Destination City.

The review has been informed by a comprehensive programme of engagement with stakeholders, including focus groups and one to one discussion. This included collaborative working with the City Plan team to ensure that the Transport Strategy and City Plan support delivery of each other's aims and ambitions. Key themes emerging from this engagement include:

- Support for accessibility improvements and an inclusive approach to transport policy and projects.
- Support for more natural, open spaces and public realm, in addition to increasing climate resilience on our streets
- Support for an improved walking and wheeling environment including wider pavements, priority at crossings for people walking and wheeling, better wayfinding, improved accessibility and continuous pavements that prioritise people walking and wheeling, including children
- Support for maintaining access for essential traffic to the Square Mile for deliveries, accessibility, and personal safety.

Analysis of recent and long-term trends in transport in the City has also informed the review. A summary of this data is provided in Appendix 4. Key findings from the November 2022 traffic surveys include:

- Motor vehicles counted have decreased by a 20% from 2019 pre-pandemic levels
- The number of people cycling has increased a 2% from 2019 pre-pandemic levels
- The number of people walking and wheeling decreased by 35% from 2019 pre-pandemic levels
- The number of motor vehicles counted has decreased nearly two-thirds since 1999. In contrast the number of cycles counted has increased nearly four-fold since 1999.
- Evening footfall levels since the pandemic have increased more than daytime footfall. Overall, pedestrian count data suggests that a greater proportion of walking and wheeling now occurs outside of peak periods.

Recommendation(s)

Members of the Planning and Transportation Committee are asked to:

- Approve the draft changes to the Transport Strategy for public consultation (Appendix 5).
- Note that the following documents will be published alongside the consultation:
 - Summary of progress on delivery of the Transport Strategy (Appendix 3)
 - Transport in the City - data summary (Appendix 4)
 - Transport Strategy Map Pack - recommended revisions to figures and maps - September 2023 (Appendix 6)
 - Transport Strategy review Equalities Impact Assessment (EqIA) (Appendix 8)
- Approve the Proposed approach to managing traffic movement and access for consultation (Appendix 7)
- Note the approach to stakeholder engagement to inform the review of the Transport Strategy (Appendix 2).

Main Report

Background

1. The 25-year City of London Transport Strategy was adopted unanimously by the Court of Common Council in May 2019. The Strategy included a commitment to undertake a review every three years. This report updates on progress with the review and seeks approval for consultation on the proposed changes to the Transport Strategy.
2. The review is now scheduled to be completed in May 2024 when the revised Transport Strategy is expected to be adopted and published. The timetable has been extended due to pandemic related restrictions on travel and work that continued into early 2022. The extension also allows the Transport Strategy review to align with, inform and be informed by the ongoing development of the City Plan.
3. The extended review period has allowed for stakeholder engagement to be carried out under more settled post-pandemic travel patterns and working arrangements.
4. Following a review of evidence and scenario testing the Streets and Walkways Sub Committee agreed in April 2021 that the Transport Strategy Vision, Aims and Outcomes are still considered relevant and fit for purpose and that an update, rather than a wholesale revision of the Transport Strategy is appropriate, and that 2044 remains the end year for the Strategy.
5. In November 2022, the Streets & Walkways Sub Committee approved the overall approach for reviewing the 54 proposals in the current Transport Strategy.

6. Each proposal was given a RAG status, with 18 proposals identified as requiring major change (categorised as Red). 23 are likely to only require minor amendments (categorised as Amber), and 13 are expected to not require any (categorised as Green). A summary list of Transport Strategy proposals and the extent of change required is included in Appendix 1.
7. In May 2023, the Streets & Walkways Sub Committee noted the stakeholder engagement completed so far and approved the draft RAG status allocated to each of the 54 proposals.
8. The Corporate Plan is being developed and is expected to be adopted in April 2024. The proposed changes align with the emerging Corporate Plan. Details of how the Transport Strategy supports delivery of the Corporate Plan will be included in the introduction to the final version of the Transport Strategy when it is proposed for adoption in Spring 2024.
9. Work with the Destination City team is on-going to ensure our Transport Strategy supports and helps deliver the aims and ambitions of this initiative, by helping to make the Square Mile a more inviting and attractive place to visit and spend time.

Stakeholder engagement

10. In the period following the November Streets & Walkways Committee, we undertook a comprehensive programme of engagement with stakeholders.
11. Three focus groups were held during November 2022, structured by the following groups:
 - Young and early career network representatives
 - Professional and workplace diversity and disability network representatives
 - Representatives from City businesses
12. Topic discussions included existing challenges to travelling around the Square Mile, safety, attractiveness, accessibility and inclusivity, and opportunities to improve travelling in the City.
13. In late November and December 2022, a public survey of workers, residents, students, and visitors was undertaken to understand perceptions on transport and the public realm. It contained wide ranging questions about participants' current travel patterns and perceptions of transport in the Square Mile.
14. Following the May 2023 meeting of the Streets & Walkways Sub Committee, we continued to undertake a wide-ranging programme of engagement with stakeholders. An updated Engagement Plan is provided in Appendix 2 This includes details of the feedback received to date. The key themes emerging from the engagement are summarised in Paragraph 18.
15. One-to-one meetings with stakeholders have included Bridge House Estate, London Councils, the London Fire Brigade, Transport for London and the Motorcycle Action Group. We have also engaged the with City of

London Police through our established partnership meetings. This has included discussion on all issues feeding into the Strategy review, particularly focussing on matters around road danger reduction.

16. During May and June, the City Plan and Transport Strategy were informed by a series of focus groups that sought ideas and input by theme and geographic area of the City. These included detailed engagement with residents on the future of transport in the Square Mile.
17. Five area-based workshops, structured by the Key Areas of Change as defined in the City Plan, have helped inform planning and transport policy, whilst thematic groups, including sustainability, health, wellbeing and inclusion secured input relating to those topics.
18. The following key themes emerged from the workshops and events held over the last 9-12 months (including those recently held with the City Plan team):
 - a. Support for accessibility improvements and an inclusive approach to transport policy and projects. Recommendations included:
 - engaging with diverse communities
 - ensuring all the Transport Strategy proposals support equality, diversity and inclusion
 - ensuring street closures or access restrictions consider the needs of disabled people and others reliant on motorised transport
 - b. Support for more natural, open spaces and public realm, in addition to increasing climate resilience on our streets
 - c. Support for an improved walking and wheeling environment including wider pavements, priority at crossings for people walking and wheeling, better wayfinding, improved accessibility and continuous pavements that prioritise people walking and wheeling, including children
 - d. Support for maintaining access for essential traffic to the Square Mile for deliveries, accessibility, and personal safety.
19. This engagement has helped to provide further feedback on Transport Strategy outcomes and proposals in advance of the consultation on the proposed changes and has also helped to identify and highlight synergies between the Transport Strategy and City Plan.

Progress on delivery of the Transport Strategy

20. Included in Appendix 3 is a summary of the key progress to date in delivering the Transport Strategy. The document is structured by the outcomes contained in the Strategy, with key programmes and initiatives included under the main outcome that they help to deliver.
21. This summary will be published as a supporting document alongside the consultation on the Changes to Transport Strategy proposals document.
22. Progress is also reported on an annual basis. A link to the 2022/23 Annual Report is provided in [Background Papers](#).

Transport in the City - Data summary

23. A data summary will also be published in support of the consultation. This is provided in Appendix 4 and key findings are summarised below.
24. The City of London Corporation has conducted a City-wide traffic survey roughly every two years during the autumn since 1999. This allows us to monitor traffic trends over time. Data is collected on all of the key modes of travel in the City, including people walking and wheeling, cycling and using e-scooters.
25. The most recent traffic survey, conducted on 23 November 2022, found that over the 24-hour count period across 30 sites a total of:
- 299,500 motor vehicles were counted, a 20% decrease from 2019 pre-pandemic levels
 - 88,800 people cycling were counted, a 2% increase from 2019 pre-pandemic levels
 - 670,100 people walking were counted, a 35% decrease from 2019 pre-pandemic levels
26. The number of motor vehicles counted has decreased nearly two-thirds since 1999. Most of the decrease in volumes has been observed during or immediately after significant changes or events in the City of London or the global economy, including the introduction of the Congestion Charge in 2003, the Global Recession in 2008-09 and most recently the Covid-19 Pandemic in 2020-22.
27. In contrast the number of cycles counted has increased nearly four-fold since 1999. Most of this increase took place between 1999 and 2012.
28. Evening footfall levels since the pandemic have increased more than daytime footfall and is at approximately two-thirds of pre-pandemic levels. Overall, pedestrian count data suggests that a greater proportion of walking and wheeling now occurs outside of peak periods.
29. Data relating to collisions and casualties on the streets of the Square Mile is published by TfL each June for the previous calendar year. 2022 figures show a significant increase in the number of serious injuries with a total of 59, compared to 2021 and 2020 with 40 each.
30. The data summary also includes a summary of progress against the Transport Strategy's key performance indicators.
- a) Reduction in motor vehicle volumes – the number of motor vehicles counted over a 24-hour period has decreased 26% since 2017, exceeding our 2030 target of a 25% reduction
 - b) Reduction in freight vehicle volumes – the number of freight vehicles counted over a 24-hour period has decreased 14% since 2017, nearly meeting our 2030 target of a 15% reduction
 - c) Peak-time reduction in freight vehicle volumes – the number of freight vehicles counted during the morning and evening peak periods has

decreased 11%, which is not on-track for meeting our 2030 target of a 50% reduction

- d) Increase in cycling volumes – the number of cycles counted over a 24-hour period has increased 7% since 2017, which is not on-track for meeting our 2030 target of a 50% increase.

Proposed changes to the Transport Strategy

31. The proposed changes to the Transport Strategy are provided in Appendix 5. These are shown as tracked changes alongside a summary of the key changes and the context for that change. Subject to approval this document will provide the content for the public consultation.
32. Alongside the Changes to Transport Strategy proposals document, we will publish a map pack which includes updated versions of the maps and figures. This is available in Appendix 6.
33. The most significant changes to Transport Strategy proposals are summarised below.

Revised vision

34. We are suggesting an update to the Transport Strategy vision in response to the stakeholder feedback on the need to be more explicit in our approach to inclusion (new text highlighted in bold):

*'Streets that inspire and delight, world-class connections and a Square Mile that is **inclusive and accessible to all**'.*

New proposal - Embed an inclusive approach to transport planning and delivery

35. Alongside the current overarching proposal to embed the Healthy Streets Approach (Proposal 1) we propose a new overarching proposal that sets out how we will ensure we take an inclusive approach to the activities and projects required to deliver the Transport Strategy.
36. The draft proposal makes clear the City of London Corporation's commitment to diversity and inclusion in transport. It sets out our approach to considering all protected characteristics and socio-economic impacts when planning and making changes to our streets. It outlines our processes for inclusive engagement and consultation and for assessing benefits and disbenefits, for example through equality impact assessments (EqIAs).
37. The proposal will support and align with equality, diversity and inclusion objectives that the City Corporation adopts following the consultation on its draft Equality Objectives.
38. As with the Healthy Streets Approach, all proposals in the Transport Strategy should contribute to creating inclusive streets and transport. We will continue to have a specific outcome and proposals on improving physical accessibility. This will ensure we maintain a focus on removing physical barriers to travel in the City.

Revised outcome and proposals – The Square Mile's streets are great places to walk and spend time.

39. While there are no major changes required to the proposals under this outcome it is proposed to change the outcome wording to (new text highlighted in bold):

*The Square Mile's streets are great places to walk, **wheel** and spend time.*

40. Individual proposals have been updated accordingly to reflect this new wording.

41. The addition of 'wheel' and 'wheeling' specifically acknowledges the use of pavements and other pedestrian spaces by people who use wheelchairs, mobility scooters and other wheeled mobility aids. This recommendation comes from research carried out by groups that represent people who used these mobility aids and is more inclusive language. Active Travel England (DfT) have adopted this wording which is also beginning to be used across the transport sector.

42. We have included wording to avoid confusion relating to 'wheeling' and to make clear this term does not include for cycling or use of e-scooters.

Revised Proposal 11: Take a proactive approach to reducing motor traffic

43. Our ambition to reduce levels of traffic in the City is unchanged, and motor traffic reduction remains key to the achievement of other objectives for the Transport Strategy, including achieving Vision Zero, and the Climate Action Strategy. However, we have updated this proposal to reflect the broader context of traffic demand management across London.

44. We previously stated that we would consider developing a local road user charging system if there was no commitment from the Mayor of London to develop a London-wide next generation road user charging scheme.

45. Given the current Mayor's commitment to exploring road user charging we have now reframed our emphasis to work with TfL on developing a system that works to reduce motor traffic, to meet local and wider objectives of traffic reduction.

Deleted Proposal 15: Support and champion the 'Turning the Corner' campaign

46. Progress has been made towards the achievement of the 'Turning the Corner' campaign as the principles were incorporated into the revised Highway Code in January 2022. Motor vehicles are now required to give way to people walking and cycling when turning left into a side road and a national communications and awareness campaign ran in early 2022 to promote these changes.

47. The emphasis will now be on further communication and behavioural campaigns to raise awareness and embed the change in motorists' behaviour. Commitment to deliver these campaigns is included within Proposal 20 as part of Vision Zero and this proposal has been deleted.

Revised Proposal 16: Develop and apply the City of London Street Accessibility Standard

48. We have developed and are applying the City of London Street Accessibility Tool (CoLSAT) and therefore propose to change this proposal to:

Make our streets accessible through ongoing improvements and by applying the City of London Street Accessibility Tool.

49. Alongside improvements delivered through projects, the proposal has also been updated to include a dedicated programme of smaller scale improvements, informed by street assessments using CoLSAT to direct and prioritise action.
50. We commit to continuing to develop and improve the CoLSAT as appropriate, to ensure that it continues to reflect the diverse needs of disabled people, reflects any changes in legislation or guidance and continues to drive improvements in quality and performance.

Revised Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

51. The commitment to deliver a City-wide mandatory 15mph speed limit has been removed from the proposal, due to the application to the Department for Transport being turned down. Action to ensure street users travel at a safe speed continues to be referenced as an action under this proposal.
52. The proposal references the upcoming publication of the Vision Zero action plan and has been revised to align with this, including updated interim targets for the reduction of fatal and serious injuries. Revisions include an updated list of priority locations for Safe Streets intervention based on the latest collision and casualty data analysis. A section on Post Collision Response has also been added.

Revised Proposal 23: Improve the quality and functionality of street lighting

53. Following the adoption of the Street Lighting Strategy and upgrade of the City's street lighting we have changed this proposal to:

Operate street lighting in accordance with the Lighting Strategy

54. The revised proposal ensures recommendations from the Lighting Strategy are incorporated where they relate to the public realm and employing lighting to help promote accessibility, inclusion, safety and diversity, whilst supporting and promoting walking, cycling and the use of public transport.

Revised outcome and proposals - More people choose to cycle in the City

55. The cycling outcome and associated proposals have undergone significant change.
56. The focus of this outcome has expanded to include scooters, electric scooters and other forms of micromobility and is now worded:
Improve the experience of riding cycles and scooters in the City
57. The outcome was previously made up of five separate proposals, all of which have been revised as part of the review. They are now consolidated into three new proposals to:
 - Improve the experience of riding cycles and scooters and prepare for future forms of 'micromobility'.

The proposal text has been changed to include scooters and other forms of micromobility, with an emerging definition of micromobility included in the outcome introduction.

- Increase the amount, variety and quality of cycle and scooter parking and facilities in the City

The proposal reference to a Parking Delivery Plan expanded to a Parking Improvement Plan, to incorporate dockless space and adapted/cargo cycle/scooter space and rental e-scooters

- Support and celebrate micromobility in the City

This new proposal includes a commitment to continue to promote and celebrate cycling and micromobility in partnership, through activities such as conferences and festivals.

58. The inclusion of e-scooters is in anticipation of legislation to allow the use of e-scooters on the public highway. The outcome and constituent proposals define 'micromobility' based on emerging new forms of travel and DfT regulations for permitted vehicles on the public highway. The above proposals would only apply to e-scooters and other forms of micromobility that are legally allowed to use the public highway and are categorised in a similar way as electric cycles currently are in terms of power and speed.

Revised Proposal 29: Support and champion a central London Zero Emission Zone

59. This proposal has been updated in light of the success of the Ultra Low Emission Zone (ULEZ) and increasing uptake of zero emission vehicles in reducing levels of NOx and NO2.

60. The proposal title has been revised from 'Support and champion a central London Zero Emission Zone' to 'Support and deliver air quality improvements' to reflect the change in approach.

61. While we continue to support the introduction of further emissions-based charging as part of a future road user charging, we have removed reference to seeking the introduction of a zero-emission zone (ZEZ) covering central London within the next Mayoral term, given the indication by the Mayor of London and TfL that the Mayor no longer intends to implement one.

62. We are committed to using local emission-based restrictions on City streets to target particular hotspots of poor air quality. However, we have removed the commitment to local Zero Emissions Zone (ZEZ) covering parts of the City of London. The difficulty of implementing ZEZs that rely on penalty charge notices means that a different approach is required.

Revised Proposal 38: Reduce the number of freight vehicles in the Square Mile

63. Reducing the number of freight vehicles in the City remains a key commitment and is central to the achievement of other outcomes, including Vision Zero, clean and quiet streets and efficient use of street space.

64. This proposal has been revised to remove the commitment to provide a consolidation centre. This is no longer considered necessary given the increasing availability of commercial consolidation services.
65. The emphasis of the proposal has shifted to greater use of the planning process to require consolidation in new developments while encouraging existing buildings to use consolidation in partnership with the Business Improvement Districts (BIDs).
66. The proposal also includes reference to promoting the role of rail to facilitate incoming freight to the City, in light of Network Rail's Rail Freight Strategy.

Revised Proposal 42: Make the street network more resilient to severe weather events

67. The publication of the Climate Action Strategy in 2020 has provided more defined actions to improve the resilience of the street network to severe weather events. The proposal has been updated to reflect these.
68. We have also committed to introduce more Sustainable Drainage Systems (SuDS) and rain gardens on streets and public spaces, as well as an enhanced commitment to tree planting to provide shade and reduce street temperatures.

Revised Proposal 43: Establish a Future Transport Programme

69. It has not been possible to deliver this proposal as originally envisaged.
70. Due to the long term nature of the Transport Strategy, the proposal will continue to act as a 'catch-all' commitment to harness new technologies and opportunities to help achieve the outcomes and proposals in the strategy.
71. We have removed the commitment to a future action plan and programme and reduced the commitment to lead on future technology, we will continue to support and take up opportunities.
72. The new emphasis will be to engage with relevant partners to support, enable, facilitate and deliver transport innovation and technology

Deleted Proposal 44: Establish a Future Transport Advisory Board

73. The definition and management of an Advisory Board is no longer considered necessary to deliver proposal 43 and this proposal has been removed.

Deleted Proposal 52: Use temporary interventions and trials to accelerate the pace of delivery

74. This proposal has been deleted.
75. Temporary interventions, while helpful in testing their success and impacts, are, in many cases, no longer considered cost effective due to the challenges of utilities and drainage and the need to either remove them should the temporary intervention not be made permanent or replace them when they are made permanent.

76. Trials and experiments are still valuable and when the use case and legal argument for such are clear, we will use them. This has been incorporated into Proposal 7 - Provide more public space and deliver world-class public realm.

Revised Proposal 53 – Improve our monitoring of transport in the Square Mile

77. Proposal 53 reconsiders the approach that we take to monitoring and targeting improvements in transport in the City.
78. The 2019 Transport Strategy included 8 key targets, and a number of other performance indicators. These have been reviewed to ensure they are still appropriate and relevant and align with other corporate strategies and priorities, including Climate Action and Destination City.
79. We have incorporated an additional focus in our data collection relating to perceptions of street accessibility for those people impacted by accessibility.
80. A new measure to capture carbon savings associated with traffic reduction and the switch to EVs is also incorporated.

Proposed approach to managing traffic movement and access

81. Members will be aware that the finite amount of street space in the City and the constrained nature of our street network means that we must make trade-offs between different street users when allocating space. These trade-offs will inevitably mean that many changes to our streets will disadvantage some users while benefiting others.
82. Alongside the consultation on the changes to the Transport Strategy we are also intending to consult on text summarising our approach to managing traffic movement and access. This is provided in Appendix 7 and was considered by the Streets & Walkways Sub Committee in May 2023.
83. This will allow people to easily see how we consider and prioritise different modes of transport when developing projects and policies and how delivering the Transport Strategy might affect them. The approach to managing traffic movement and access will then be included as explanatory text in the updated Transport Strategy.
84. The proposed approach makes clear our commitment to putting the needs of people walking first when considering changes to our streets, reflecting the current Transport Strategy and the proposed changes. It also reflects the definition of essential traffic as walking, cycling, buses, freight and servicing trips with a destination in the City and private and shared vehicles used by people with particular access needs.

Consultation on the proposed changes to the Transport Strategy

85. Subject to approval, we intend to consult between mid-October 2023 and mid-December 2023, over a period of approximately eight weeks. The consultation will be managed using the Commonplace platform, which has

been used for recent project consultations and for the City Plan engagement.

86. The consultation will be on the proposed changes to the Transport Strategy which will be presented in a similar style to Appendix 5, with key changes, context for change and marked up revisions. Supporting documents will also be available on the consultation website.
87. Following the incorporation of any requested edits by the Committee, the consultation material highlighted above will be uploaded to the Commonplace platform and a supporting social media campaign will raise awareness of the consultation.
88. We will hold drop-in sessions at City Corporation buildings, including libraries, and will promote the consultation through City and stakeholder networks such as City Belonging and resident and BID newsletters.
89. We also plan to hold a follow-up stakeholder roundtable workshop, inviting professional and interested stakeholders to discuss and comment in person on the proposed changes to the Transport Strategy. One to one meetings will be offered where appropriate with individual stakeholders.
90. The consultation arrangements with Commonplace will include the production of a consultation report. This report will include key themes identified through the consultation, with feedback broken down by demographic and geographic variables, e.g. resident, City worker, age, location in the City etc.
91. The public consultation will be supported by relevant City Corporation procedures in line with the Public Sector Equality Duty (PSED), Equality Act 2010 and Data Protection Act 2018.

Next steps

92. Following the Committee, we will incorporate any suggested edits from Members into the finalised consultation material.
93. We then plan to launch the Transport Strategy consultation online on the City Corporation website in mid-October, to run for a period of approximately eight weeks to mid-December.
94. In January 2024, we will work with Commonplace to produce a consultation report before the draft Transport Strategy is revised and updated.
95. In January and February 2024, we will prepare the revised Transport Strategy document, including updated photographs, infographics and figures and full supporting text to the outcomes and proposals.
96. The Transport Strategy will be presented to the March 2024 Planning and Transportation Committee for consideration and approval.
97. In April 2024, following the incorporation of any suggested changes, it will be presented to the Policy and Resources Committee and Court of Common Council with a request for adoption.

98. The final revised Transport Strategy will be published in May 2024, subject to approval within timeline described above.
99. Included in the Background Papers is a link to the existing 2019 Transport Strategy, that provides Members with an example of how the finalised May 2024 Transport Strategy will be presented following consultation and any necessary changes that result.

Corporate & Strategic Implications

Strategic implications

100. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.
101. The Transport Strategy will support and help deliver the objectives of the City Plan. Work is in progress on the City Plan review which is being undertaken in parallel with work and recommendations to inform the Transport Strategy Review.
102. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risk CR21 – Air Quality.
103. The strategy review has ensured that alignment with other Corporate priorities and areas of work is identified and addressed. These include health and wellbeing, crime prevention and community safety and air quality.
104. The Strategy review has also considered how to best support the Destination City programme and the City's ongoing recovery from the Covid-19 pandemic.
105. The City Corporation is required to demonstrate how it is delivering the Mayor's Transport Strategy (MTS), which is done through submission of the Local Implementation Plan (LIP). The Transport Strategy forms part of our LIP. The vision, aims, outcomes and proposals of the Transport Strategy are in line with the MTS.

Financial implications

106. We will continue to provide a costed 5-year Delivery Plan, which will be provided alongside the updated Transport Strategy. This will be updated annually and reported to the Planning & Transportation Committee.
107. Approval for funding for projects within the Delivery Plan will be sought as necessary through the annual capital bidding process for funds from CIL, OSPR and other sources as appropriate.
108. Data collection, engagement and consultation costs associated with the review are funded through local risk budget and TfL - LIP funding.

Resource implications

109. Staff resource is required to complete the Transport Strategy review. The Transport Strategy Team is in place to undertake this work and will continue to liaise with other teams as appropriate.

Equalities implications

110. A full EQIA for the review has been carried and is provided in Appendix 8. Where relevant issues informing changes for each of the proposals are stated in context. The EqIA has also informed the approach to engagement and consultation on the Strategy revisions.

Climate implications

111. Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use, a switch away from fossil fuel vehicles and to building climate resilience. The review includes changes to support the delivery of the adopted Climate Action Strategy, which provides more specific actions and targets for delivery since adoption in 2020.

Security implications

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

Conclusion

113. As outlined above we are now in the final stages of the Transport Strategy review. Subject to approval we will consult on the proposed changes in mid-October to mid-December 2023.
114. Following the consultation, we will prepare a consultation report, before the draft Transport Strategy is revised and updated on the basis of the comments received.
115. The final draft Transport Strategy will be presented to Planning and Transportation Committee in March 2024, before Policy and Resources Committee and Court of Common Council in April, with a request for adoption.
116. The final revised Transport Strategy is expected to be published in May 2024, subject to approval within the timelines described above.
117. Members are asked to approve for consultation the proposed changes to the Transport Strategy highlighted above and set out in Appendix 5, along with the proposed approach to managing traffic movement and access (Appendix 7).

Appendices

- Appendix 1 – Transport Strategy Proposals – change status

- Appendix 2 – Transport Strategy Review Engagement Plan, including stakeholders engaged in the review process
- Appendix 3 – Summary of progress on delivery of the Transport Strategy
- Appendix 4 – Transport in the City - Data summary
- Appendix 5 – ‘Changes to Transport Strategy proposals’ - Key changes, context for change and revised text for all
- Appendix 6 - Transport Strategy Map Pack - recommended revisions to figures and maps - September 2023
- Appendix 7 – Proposed approach to managing traffic movement and access
- Appendix 8 – Equalities Impact Assessment (EqIA) for the Transport Strategy review

Background Papers

- [City of London Transport Strategy](#)
- [City of London Corporation Transport Strategy Annual Report 2022/23](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 23 May 2023.](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 8 November 2022.](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 29 April 2021.](#)

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Appendix 1 – Transport Strategy Review proposals change status Review RAG status captures whether a proposal requires either material or non-material changes during this review. Green = no change, Amber = consider material change, Red = certain material change.

OUTCOME	Proposal ID	Proposal Info	Review RAG Status
overarching	1	Embed the Healthy Street Approach in transport planning and delivery	Red
Walk and spend time	2	Put the needs of people walking first when designing and managing our streets	Amber
Walk and spend time	3	Complete the riverside walkway and improve walking connection between the riverside and the rest of the City	Amber
Walk and spend time	4	Enhance the Barbican high walks	Green
Walk and spend time	5	Ensure new developments contribute to improving the experience of walking and spending time on the City's streets	Green
Walk and spend time	6	Promote and celebrate walking	Amber
Walk and spend time	7	Provide more public space and deliver world-class public realm	Amber
Walk and spend time	8	Incorporate more greenery into the City's streets and public spaces	Amber
Walk and spend time	9	Reduce rainwater run-off on City streets and public realm	Amber
Walk and spend time	10	Incorporate protection from adverse weather in the design of streets and the public realm	Amber
Use space more efficiently & effectively	11	Take a proactive approach to reducing motor traffic	Red
Use space more efficiently & effectively	12	Design and manage the street network in accordance with the City of London Street Hierachy	Amber

Use space more efficiently & effectively	13	Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time	Amber
Use space more efficiently & effectively	14	Make the best and most efficient use of the kerbside and car parks	Amber
Use space more efficiently & effectively	15	Support and champion the 'Turning the Corner' campaign	Red
Accessible to all	16	Develop and apply the City of London Street Accessibility Standard	Red
Accessible to all	17	Keep pavements free of obstructions	Amber
Accessible to all	18	Keep pedestrians crossings clear of vehicles	Amber
Accessible to all	19	Support and champion accessibility improvements to Underground stations	Amber
Are Safe and feel Safe	20	Apply the safe systems approach and the principles of road danger reduction to deliver Vision Zero	Red
Are Safe and feel Safe	21	Work with the City of London Police to reduce crime and fear of crime	Amber
Are Safe and feel Safe	22	Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets	Amber
Are Safe and feel Safe	23	Improve the quality and functionality of street lighting	Red
People choose to cycle	24	Apply a minimum cycling level of service to all streets	Red
People choose to cycle	25	Increase the amount of cycle parking in the City	Red
People choose to cycle	26	Ensure new developments contribute to improving the experience of cycling in the City	Red

People choose to cycle	27	Promote and celebrate cycling	Red
People choose to cycle	28	Improve cycle hire in the City	Red
Streets Cleaner and Quieter	29	Support and champion a central London Zero Emission Zone	Red
Streets Cleaner and Quieter	30	Install additional electric vehicle charging infrastructure	Amber
Streets Cleaner and Quieter	31	Request an accelerated roll out of zero emission capable buses	Green
Streets Cleaner and Quieter	32	Support small businesses to accelerate the transition to zero emission capable vehicles	Amber
Streets Cleaner and Quieter	33	Make the City of London's own vehicle fleet zero emissions	Green
Streets Cleaner and Quieter	34	Reduce the level of noise from motor vehicles	Amber
Streets Cleaner and Quieter	35	Reduce noise from streetworks	Green
Streets Cleaner and Quieter	36	Encourage innovation in air quality improvements and noise reduction	Green
Streets Cleaner and Quieter	37	Ensure street cleansing regimes support the provision of a world-class public realm	Green
Delivery and servicing ..more efficient	38	Reduce the number of freight vehicles in the Square Mile	Red
Delivery and servicing ..more efficient	39	Develop a sustainable servicing programme	Amber
Resilient to changing circumstances	40	Allow some Local Access streets to function as City Access streets during significant disruption	Green
Resilient to changing circumstances	41	Reduce the impact of construction and streetworks	Green

Resilient to changing circumstances	42	Make the street network resilient to severe weather events	Red
Emerging Transport Technologies benefit the Square Mile	43	Establish a Future Transport Programme	Red
Emerging Transport Technologies benefit the Square Mile	44	Establish a Future Transport Advisory Board	Red
Emerging Transport Technologies benefit the Square Mile	45	Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile	Amber
Transport Connections	46	Support and champion better national and international connections to the Square Mile	Green
Transport Connections	47	Support and champion improved connections to the Square Mile from Greater London and the surrounding region	Amber
Transport Connections	48	Support the increased use of the Thames for passenger services	Amber
Transport Connections	49	Review bus provision across the City	Amber
Transport Connections	50	Support the Mayor of London in retaining locally-generated taxation	Green
Transport Connections	51	Encourage continued Government investment in major London transport projects	Green
Delivering the Strategy	52	Use temporary interventions and trials to accelerate the pace of delivery	Red
Delivering the Strategy	53	Improve our monitoring of transport in the Square Mile	Red
Delivering the Strategy	54	Support change across London that is aligned with this Strategy	Green



City of London Transport Strategy Review Engagement Plan

Department of Environment
November 2022 – September 2023

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Executive Summary

In the period since the November Streets & Walkways Committee, we have undertaken a comprehensive programme of engagement with stakeholders to inform the Transport Strategy Review.

These included but are not limited to engagement with transport and logistics professionals and groups, neighbouring local authorities, early career representatives, Equality, Diversity and Inclusion representatives, City businesses representatives, senior and executive business leaders, health, property, hospitality and retail representatives, and schools such as the City of London School and the City of London School for Girls, through various focus groups, workshops and one to one meetings.

The following key themes emerged from a number of workshops and events (some held jointly with the City Plan team):

- Support for accessibility improvements and inclusive design, for a more inclusive City. Recommendations included:
 - engaging with diverse communities to understand their views
 - ensuring all the Transport Strategy proposals supports equality, diversity and inclusion
 - ensuring street closures or access restrictions are flexible and consider the needs of disabled people, people with fluctuating health conditions, and people who are reliant on motorised transport
- Support for more natural, open spaces and public realm, in addition to, increasing climate resilience on our streets
- Support to making the Square Mile a more desirable destination for workers, students, and visitors
- Support for more, and improved walking infrastructure including wider pavements, priority of crossings for people walking and better wayfinding
- Support for maintaining access for essential traffic to the Square Mile for circulation, freight deliveries, mobility, and safety

Between 28 November and 19 December 2022, a public survey of 693 workers, 200 residents, 39 students, and 49 visitors was undertaken. It contained wide ranging questions about participant's current travel patterns and perceptions of transport in the Square Mile through a combination of telephone interviews, an online panel, and face-to-face interviews. The 981 respondents ranked the following Outcomes as most important:

- Create streets that are accessible to all
- Make City streets a great place to walk
- Make streets safer by reducing traffic collisions and road danger

Stakeholder engagement and feedback has been incorporated into the draft changes to Proposals, that will be presented to Planning & Transportation Committee in October 2023.

Public consultation on the changes should begin in November and will be supported by relevant City Corporation procedures in line with the Public Sector Equality Duty (PSED), Equality Act 2010 and Data Protection Act 2018.

Introduction

The City of London Transport Strategy, adopted in May 2019, provides a 25-year framework for the design and management of the City's streets, to ensure the Square Mile remains a great place to live, work, study, and visit.

The Transport Strategy is regularly reviewed to ensure it continues to reflect the priorities of City residents, workers, and businesses, changing circumstances and developments in transport technology. The current review period was originally scheduled for 2022 but has been extended to 2024 to:

- Align with the review of the City Plan 2040
- Allow time for travel and work patterns to settle post Covid-19
- Allow for further engagement and consultation

It is proposed that future reviews take place every five years.

The Transport Strategy Review Engagement Plan

This sets out the proposed approach for engaging and consulting with stakeholders, including the public, on the review of the Transport Strategy. It is a live document that will capture engagement to date and will be revised as work on the Transport Strategy Review progresses.

Alignment of Transport Strategy and City Plan Engagement Plans

The Engagement Plan has been developed to ensure that stakeholder engagement and consultation for the Transport Strategy Review is aligned with the timescales, methods, and audiences of the City Plan 2040 Review.

Whilst the anticipated date of adoption of the City Plan is later than that of the Transport Strategy, many of the audiences are the same, and the City Plan Review includes pre-engagement during the similar period as the Transport Strategy Review.

The City Plan Review includes its own Engagement Plan, which sets out the key steps for engaging on the City Plan, as well as the Statement of Community Involvement and a complementary Developer Engagement Guidance document. Opportunities to work together on engagement will be taken wherever possible, to minimise meetings and minimise consultation fatigue.

Transport Strategy Review Engagement Objectives

The objectives of this Engagement Plan are to:

1. Identify internal and external stakeholders and understand their needs and priorities.
2. Build on existing relationships and establish and maintain new relationships, noting that the relationships will vary significantly according to level of engagement and interest.

3. Proactively engage to ensure that the review of the Transport Strategy is informed by a wide range of stakeholders and reflects the needs of City workers, residents, businesses, students, and visitors.
4. Build support for the Transport Strategy by clearly setting out the challenges for transport in the City of London and involving stakeholders in the development of solutions to these challenges.
5. Keep all stakeholders engaged and informed on the Transport Strategy Review at a level that meets their expectations. A clear hierarchy of communication between stakeholder groups will ensure that groups closer to the project are engaged and kept informed ahead of the wider groups.
6. Ensure there are no surprises for any stakeholder at any stage through clear and regular communication of messages in an appropriate format.
7. Ensure that the engagement approach is as inclusive as possible.

The Engagement Plan outlines how the engagement objectives will be achieved, including a programme of engagement throughout the life of the project.

It takes into consideration recommendations from the Transport Strategy Equality Impacts Assessment Version 2.1 to use inclusive language and a wide range of engagement methods, and reasonable adjustments to engage with our communities. This is essential for ensuring our stakeholders feel they can engage with us and that people who may currently be underrepresented in the City of London, could be heard.

The Project team recognises participation itself is a barrier and to mitigate this has taken a number of actions including:

- offering remuneration for some workshops
- using accessible venues and hosting hybrid workshops
- offering one to one meetings for people with protected characteristics, such as the neurodivergent, who may be uncomfortable in workshop settings
- allocating resources to the solicitation and recruitment process to help achieve representation across all protected characteristics.

The types of engagement activity will vary according to the stakeholder groups being engaged, and the stage of the project.

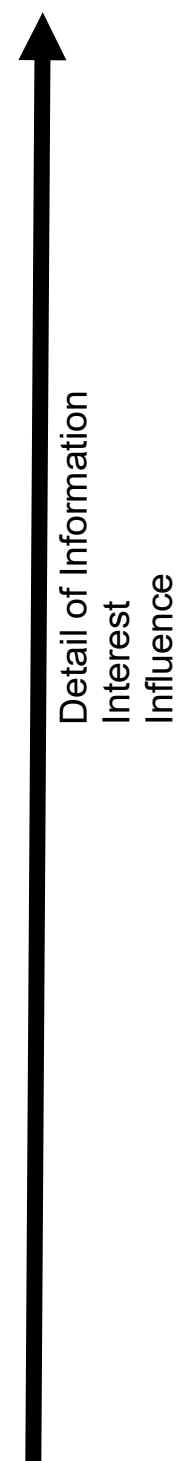
Please note: This is the third version of the Engagement Plan following previous iterations in November 2022 and May 2023.

Stakeholder Groups

Stakeholders with similar levels of interest and influence will be grouped together to ensure a consistent level of engagement. Stakeholder groups closer to the project will be kept informed of project developments sooner, and to a greater level of detail than the wider groups (Table 1).

Table 1: Stakeholder groups and their predicted level of engagement

Stakeholder Group	Stakeholder Group Role	Group Members (non-exhaustive list)
Decision Makers	Political members making decisions on the Transport Strategy Review	<ul style="list-style-type: none"> • Planning and Transportation Committee • Streets and Walkways Committee
Project Advice & Scrutiny	Stakeholders central to the delivery of the project. Responsible for project direction.	<ul style="list-style-type: none"> • Transport Strategy Board • Steering Group • Working Group • City Plan Team
Primary Stakeholders	Stakeholders that have a significant influence on overall direction.	<ul style="list-style-type: none"> • Transport for London • Greater London Authority • Environment Department stakeholders • Innovation and Growth • City of London Police
Actively Interested Stakeholders	A wider group of stakeholders not directly involved with the project's direction, but influential in specific areas.	<ul style="list-style-type: none"> • Neighbouring boroughs • Modal & special interest groups e.g., London Cycling Campaign, Living Streets, Transport for All • Trade representative groups, e.g., Licensed Taxi Drivers Association • Business representative groups and networks, e.g., Heart of the City, Active City Network • Other Members • NHS • City Property Association • Emergency Service Partners • BIDs • Residents Groups • City of London Access Group
Wider Public Engagement	All other stakeholders. Includes the public and businesses that are not otherwise engaged.	<ul style="list-style-type: none"> • City workers • City residents • Visitors / tourists



Engagement activities

Inclusion and proportionality of engagement

In planning and delivering our engagement on the Transport Strategy Review, we will strive to involve the full cross-section of the communities that live and travel within the Square Mile. This document sets the benchmark for public engagement and forms the heart of our approach to this work.

We will seek to develop the deepest understanding of our communities' requirements, including minority groups and those sometimes at risk of not having their voices heard in engagement programmes. We will ensure that our engagement and consultation activities are reaching those who may be underrepresented and ensure we have an inclusive approach.

We will also strive to ensure materials used to engage with the public are fully accessible for all. Venues will be accessible and will be chosen to minimise travel requirements. Meetings will be held at times convenient to the participants.

There will be a mixture of virtual and in-person meetings. Hybrid meetings will be run in ways that ensure that participants attending in-person and on-line are given equal opportunity to contribute. However, it is also imperative that we achieve proportionality in our engagement, ensuring that the views and opinions of the greatest number of users of the City's streets i.e., city workers, make up most responses in our engagement programme.

Engagement methods

Ongoing engagement will take place with all stakeholders, with the public engaged at key points in the process. The engagement approach will include regular meetings with internal project steering and working groups, sounding boards (e.g. Transport Strategy Board and City Corporation Strategy Forum) and the Streets and Walkways Sub Committee (and Local Plan Sub Committee for City Plan engagement) to report and discuss project progress.

The Streets and Walkways Sub-Committee will be the main forum for Member engagement and will review progress, steer the project, and advise officers on the review of the Strategy.

Key engagement activities will include:

1. Updates for Members of the Planning and Transportation Committee, and Streets and Walkways Committee, and drop-in sessions for all Members.
2. Focus groups to bring together specific groups of stakeholders, some of whom may be underrepresented in the wider survey. This approach will allow the review to take a more focussed look at transport issues and aspects of the emerging strategy.
3. Use of an innovative online consultation tool will be used to engage and consult the wider public. This will include a public sentiment and behaviour survey to understand perceptions on transport and the public realm within the City, and compare this against previous engagement activities, to inform ongoing studies and Transport Strategy Review.

4. Presentations and workshops with stakeholder groups through roundtable events, as well as one to ones to communicate messages and gather feedback.
5. Social media will be used to reach the representative audience when promoting the public sentiment and behaviour survey, and wider consultation.
6. Engagement events, complemented by drop-in sessions, jointly with the City Plan team, to allow residents and workers to discuss transport issues directly with officers.

A more detailed outline of the planned engagement is presented in Table 2 below, with the expected engagement activity at each phase of the Review.

The two phases of the Transport Strategy Review are as follows, with stages 1a and 2a being the two engagement and consultation phases respectively, each followed by redrafting and Committee engagement:

- Phase 1a (Engagement) – Preliminary engagement with stakeholders and public (November 2022– July 2023)
- Phase 1b – Transport Strategy drafting following pre-engagement and informed by Committee Review and approval (April 2023 – September 2023)
- Phase 2a (Consultation) – Stakeholder consultation on proposed changes to Transport Strategy (October – December 2023)
- Phase 2b – Final amendments, Committee and Strategy adoption (Early 2024)

Please refer to Table 2 for a more detailed outline of the engagement activity at each phase of the Review.

Table 2: Detailed engagement activity for the Review

Activity	Type and date of events	Target groups
<p><u>Committee updates:</u></p> <p>Updating members central to the delivery of the project.</p> <p>Approvals for consultation activity and changes to Transport Strategy</p>	<p>Streets & Walkways Committee – 8 November 2022</p> <p>Streets & Walkways Committee – 23 May 2023</p> <p>Streets & Walkways Committee – 30 January 2024</p> <p>Planning & Transportation Committee – 7 March 2023 (City Plan approval for consultation)</p> <p>Planning & Transportation Committee – 3 October 2023</p> <p>Policy and Resources Committee –14 March 2024</p> <p>Court of Common Council –25 April 2024</p>	<p>Decision makers</p>
<p><u>Focus groups and roundtable workshops:</u></p> <p>Bringing stakeholders together to explore themes for discussion.</p> <p>Workshops will provide an opportunity to gather feedback and allow stakeholders to hear from each other.</p>	<p>Phase 1a</p> <p>Transport Strategy only workshops in November – August 2023</p> <p>To date 12 specific focus group and round table workshops have invited over 200 business and industry leaders, Equality, Diversity and Inclusion Network Leads, City of London Business Improvement Districts (BIDs), Active City Network (ACN) Board members, City of London Access Group (CoLAG) members and the Secondary schools (City of London school and City of London School for Girls) to take part in preliminary engagement.</p> <p>City Plan / Transport Strategy workshops invited residents, businesses, students and industry and university professionals to take part in:</p> <p>Topic-based Workshops in June – August 2023</p> <ul style="list-style-type: none"> • Building a Healthy and Inclusive City • Building in Culture (Destination City) 	<p>Primary Stakeholders</p> <p>Actively Interested Stakeholders</p>

	<ul style="list-style-type: none"> • Retrofitting and Building a Sustainable Future <p>Area-based Workshops in June – September 2023</p> <ul style="list-style-type: none"> • Fleet Street & Ludgate • Smithfield & Barbican • Thames Riverside, Pool of London, and Blackfriars • City Cluster and Liverpool Street • Aldgate, Tower and Portsoken 	
<p><u>Survey:</u></p> <p>Representative surveys to understand perceptions of travel, transport and public realm and the approach being taken to review the Transport Strategy.</p>	<p>SYSTRA public sentiment, behaviour and perceptions survey undertaken 28 November - 19 December 2022.</p>	<p>Actively Interested Stakeholders</p> <p>Wider Public Engagement</p>
<p><u>Briefings and one to ones:</u></p> <p>Updating stakeholders central to the delivery of the project and project direction.</p> <p>Attending scheduled events such as resident and special interest group meetings.</p> <p>Meetings and workshop with other departments or teams on relevant overlap of strategies needing connection or partnership working.</p>	<p>As required during both phases of engagement / consultation.</p> <p>One to one meetings will be held with stakeholders with relevance to revised proposals during Phase 1a engagement to discuss draft changes to the Transport Strategy.</p> <p>To date we have held over six one to one meetings.</p> <p>Examples of one to ones include:</p> <ul style="list-style-type: none"> • Motorcycle Action Group in November 2022 • London Cycling Campaign in January 2023 • Transport for All in April 2023 • Port London Authority in April 2023 • London Councils in April 2023 • Further meetings will be organised in Phase 2a as appropriate 	<p>Project Advice & Scrutiny Actively Interested</p> <p>Wider Public Engagement</p>

<p><u>Drop-in sessions:</u></p> <p>Viewing documents or speaking to officers in Guildhall will be made possible during the consultation phase.</p> <p>These drop-in sessions will be held jointly with City Plan team and will be for residents and members.</p>	<p>Phase 2a</p> <p>Approx. 3-4 during phase 2a Consultation (est. September 2023).</p> <p>Set up dates for drop-in at the Guildhall & Libraries</p>	<p>Primary Stakeholders Actively Interested Stakeholders Wider Public Engagement</p>
<p><u>Online engagement:</u></p> <p>Use of website and newsletters to reach as wide an audience as possible during Phase 2a for consultation.</p>	<p>As required during both phases of engagement / consultation from June – November 2023 City Plan / Transport Strategy Workshops were advertised on the City Corporation Newsletter</p>	<p>Primary Stakeholders Actively Interested Wider Public Engagement</p>
<p><u>Social Media and Press:</u></p> <p>Presence on all relevant City social media platforms.</p> <p>Promoted content will target City workers and residents.</p> <p>Stakeholder organisations will also be encouraged to promote engagement activities to widen reach</p>	<p>Throughout both Phases 1a and 2a, to advertise and raise awareness of the opportunity to engage and feed in views as required.</p> <p>ECF workshops were advertised on Social Media Platforms, such as LinkedIn and Facebook.</p> <p>City Plan / Transport Strategy workshops were advertised on LinkedIn, Twitter, Facebook, and Eventbrite. Further publicity and press releases through City Resident in May, City AM, City Matters, City Corporation e-shot and Fleet Street Newsletter in May</p>	<p>Actively Interested Stakeholders Public</p>

Progress to date

In the period since the November Streets & Walkways Committee, we have undertaken a comprehensive programme of engagement with stakeholders. The following section summarises the engagement activity that has taken place over the last five months.

Focus groups with Engage Communicate and Facilitate (ECF)

A two-stage focus group programme with Engage Communicate and Facilitate has sought to gather in depth feedback from stakeholder groups. The first stage included three focus groups, which were held during November 2022, themed by the different groups of representatives that were invited:

1. Young and early career network representatives¹
2. Professional and workplace diversity and disability network representatives
3. Representatives from City businesses

These focus groups will involve representatives from equality and diversity networks within the business community, including disabled people and other people with protected characteristics as defined in the 2010 Equalities Act. Representatives from business in the City including senior business representatives and Chairs / Directors of relevant business groups, and finally young people.

Topic discussions included existing challenges to travelling around the Square Mile, safety, attractiveness, accessibility and inclusivity, and opportunities to improve travelling in the City.

Key discussion outcomes included:

- Participants would like to see more open spaces for people to enjoy during breaks at work.
- The need for more step free access was noted, including on narrow streets and in many Underground stations.
- Attendees highlighted that poorly lit streets reduce the visibility of traffic and oncoming vehicles.
- The timing of traffic lights is insufficient for all to safely cross.
- Some participants stated that prolonged periods of construction around the Square Mile made the surroundings look unattractive and blocked pavements.

Key discussion outcomes from the session identifying opportunities to improve travelling around the City included:

- Create streets that are accessible to all - making it clearer where dropped kerbs are, ensuring pavements are not blocked by parked vehicles, improved ramp, and hand-rail access and to ensure pavements are non-slip.
- Better, more accessible communication with communities – information to be more accessible and more readily available to users, including traffic updates, diversions, and locations of accessible infrastructure.

¹ This session changed focus to engage mostly school students.

- More cycle infrastructure to ensure people of all abilities feel safe to cycle.
- Better public realm - additional planters or other street furniture
- Better freight management - designated loading bays in the vicinity of businesses that have regular on-site deliveries.

The second phase of engagement took place from March to May 2023 and consisted of the following activities, each with targeted outreach, methodologies, and prompts:

- Targeted focus groups with Senior and Executive Business Leaders and Early Careers Professionals.
- One-to-one interviews with Disability & Equality representatives, hospitality representatives and retail representatives.
- Dedicated school workshops with the City of London School and the City of London School for Girls.

Specifically, activities addressed the engagement gap with Accessibility and Inclusivity Group representatives from the first round of engagement and engagement with people aged 18 - 35.

The following key themes emerged:

- Support for increasing accessibility, inclusive design, and more inclusive communication. Recommendations included:
 - using simplified language and definitions in the Transport Strategy to help the public better understand it and make the document more accessible and engaging,
 - engaging with diverse communities to understand their views on policing and surveillance, to ensure the Strategy is inclusive,
 - raising awareness of transport users with disabilities, whether visible or invisible and how to support other transport users,
 - ensuring Dockless bikes and e-scooters do not continue to render pavements and streets inaccessible,
 - ensuring taxi vehicles continue to be allowed access to the Square Mile for circulation, mobility, and safety reasons.
 - requests for greater wayfinding and signage within the Square Mile.
- Support for enhanced safety through brighter streetlights and better night-time visibility in certain areas, specifically around the Barbican. Concerns were raised that the City Corporation's performance in achieving the safety and Vision Zero Outcome was not satisfactory.
- Support to make the Square Mile more desirable and a destination for workers, students, and visitors, including maintaining a 'city buzz' and more spaces for unstructured and free socialising.
- Concern that the Square Mile is an attractive location for business, however, a reduced service on key public transport routes, especially buses and trains, risks threatening this. Furthermore, a lack of bus prioritisation on Square Mile streets means it is a slow mode of travel and subsequently deters users.
- Support for increased use of the Thames for travel and freight, with a caveat that this should be a regulated and affordable way to travel.

- Requests for an integrated, central information hub that highlights key information on network changes and accessible/inclusive methods of travel. Suggestion to partner with Ewan's Guide to aid this effort.

City Streets Survey

Between 28 November and 19 December 2022, a public survey of workers, residents, students, and visitors was undertaken to understand perceptions on transport and the public realm.

It contained wide ranging questions about participant's current travel patterns and perceptions of transport in the Square Mile through a combination of telephone interviews, an online panel, and face-to-face interviews.

It had 981 respondents was made up of:

- 693 workers.
- 49 visitors.
- 200 residents (representative by age and gender); and
- 39 students.

The outcomes ranked as most important overall were:

- Create streets that are accessible to all,
- Make City streets a great place to walk; and
- Make streets safer by reducing traffic collisions and road danger.

Overall, perceptions of transport and the walking environment within the City of London were positive. Most respondents found travelling to/from and around the City easy, with older respondents tending to find this more difficult than younger respondents.

Nearly half of respondents stated that they do not experience any barriers or challenges when travelling to, from or around the City. The most common barriers or challenges identified by respondents were:

- Congestion on the road network,
- Impacts of strikes,
- Delays/cancellations to public transport; and
- Crowding on public transport and streets.

Despite this, respondents were positive about the walking environment in the City, with around three quarters agreeing that:

- The walking environment in the City is pleasant,
- City streets are well-lit at night; and
- It is easy to cross the street in the City.

There were concerns expressed about air quality in the City, with around two in five respondents perceiving the air in the City to be unclean - the most disagreed with of all the positive statements listed in the survey.

70 per cent of respondents felt that the outcomes were important or very important. The only exception was around the outcome to enable more people to cycle, which was the outcome that fewest respondents stated was important or very important.

Industry professional stakeholder workshop

On 19 January 2023, 30 people from 28 different organisations ranging from industry professionals, campaigners, transport representative groups and public sector bodies came together to discuss the review of the Transport Strategy.

Discussion focused on the most significant changes since the publication of the 2019 Strategy and key asks for the update to the Strategy. There was broad agreement from the attendees that the headlines and strategic direction of the Transport Strategy are still relevant and fit for purpose over the period of the Strategy.

Key themes of discussion included the:

- Importance of sustainable last mile freight deliveries,
- Importance of a robust and effective freight and servicing strategy
- Need for appropriate management of the kerbside to support the outcomes of the Transport Strategy
- Benefits of collaboration between central London highway authorities,
- Priority to improve accessibility of the City's streets.
- Continued commitment to deliver Vision Zero and improve air quality in the Square Mile

One to one meetings

Several one-to-one meetings with stakeholders have also been held, including with Transport for London, the Port of London Authority, Transport for All, London Cycling Campaign, Living Streets, Bridge House Estates, Heart of the City, London Councils, and the Motorcycle Action Group. Each of these stakeholders has provide detailed input specific to their area of expertise which has contributed to the ongoing development of the Transport Strategy.

Additional one-to-one meetings will be held as required and requested.

City Property Association event

On 28 February, the Transport Strategy Review was presented to a breakfast briefing event of the City Property Association. The event was attended by over 100 attendees from developers, planning consultants and industry professionals. Survey of City residents and workers

Between October and December 2022, a polling organisation conducted a survey of City residents and workers, asking a wide range of questions relating to life in the Square Mile. A number of these related to transport and the findings are summarised below.

- In the results of the poll, 'good transport links was the highest rated attribute of the City, with 81% of residents and 77% of residents who also work in the City strongly agreeing that the City has good transport connections.

- Around nine out of 10 would strongly or somewhat agree that the City is safe, clean, visually attractive, has good transport connections, enjoyable to walk around.
- The number one comment with regards to good things about living in the City was 'transport links,' with 32% of residents stating this.
- As with residents, good transport connections are the highest rated attribute among workers, with seven in ten stating they strongly agree.

City of London Access Group engagement workshop

A workshop was held on 27 June to offer CoLAG members the opportunity to feed into the Strategy Review. Participants made suggestions on how the City Corporation could improve accessibility and inclusion. These included:

- Ensuring we use inclusive design and engage with our communities early to ensure meaningful change can happen.
- Integrating inclusivity into other strategic transport outcomes, rather than regarding it as a separate outcome, which is an approach bound to fail in terms of delivering accessibility and inclusion.
- Improving disability awareness and understanding that the requirements of different groups of disabled people vary and can at times be contradictory. It was felt that often when people think about access, and particularly physical access from a mobility perspective, people often think you can either walk or use a wheelchair. CoLAG members felt it was important for Officers to recognise that some people can only walk 10 to 15 steps without experiencing severe breathlessness or discomfort. So having transport to the doorway of your destination is often essential and it is important that this is not overlooked when delivering the objectives of the Transport Strategy.
- Street closures or access restrictions need to be flexible and consider the needs of disabled people, people with fluctuating health conditions, and people who are reliant on motorised transport (who may be disabled or neurodivergent).
- It was noted that only one third of London's tube stations are accessible with step free access. Underground stations in the City are not all accessible and the City Corporation needs to work more closely with Transport for London to ensure this is improved.

Concerns were raised that policy aspirations and regulations aimed at reducing air pollution to improve health and to improve the environment were frequently counter intuitive, because they do not take into consideration the unintended health and safety consequences on disabled people. These discussions focused on improving engagement and monitoring, coordinating internal processes, reviewing policies in line with the Equality Act 2010 and making the City's streets more accessible.

City Plan/ Transport Strategy Workshops

A report on the City Plan 2040 and Transport Strategy stakeholder engagement is currently under development. However, below are some key themes relevant to the Transport Strategy that emerged from preliminary engagement.

Topic-based Workshops in June – August 2023

Building a Healthy and Inclusive City

- There was support for more, and better walking infrastructure including: wider pavements, priority of crossings for people walking, better wayfinding, improved accessibility and continuous pavements that prioritise pedestrians and children.
- There was support for more natural, open spaces and public realm to relax and rest with support for additional amenities including toilets, benches and drinking water and childcare facilities. Urban Greening and increasing climate resilience on our streets and in our public spaces was discussed. Furthermore, it was felt more should be done to promote the existing open spaces and parks, routes and events happening in the City and improve connectivity between them.
- Discussions around exploring the closure of streets to make public spaces and buildings more inclusive and welcoming. In addition to making better use of lived experience to understand how different people use the City and to use this to cater for the end users more effectively.

Building in Culture and Destination City

- Need for a cultural Strategy to identify areas for more cultural investment, support business (so there are no empty spaces/offices) and to communicate and celebrate all the great attractions the City already has to offer.
- To make better use of the riverfront as it currently feels prohibitive, and does not feel public or generous. The need to improve lighting here and in City alleyways was also highlighted to make people feel safe.
- There was support for more trees pocket parks, natural, open spaces and public realm to make the City more attractive and enhance wellbeing.
- Discussions around exploring the closure of streets and to make public spaces and buildings more inclusive and welcoming. Comments were around: removing cars completely from Cheapside, that the City's relationship between cars and people is much better than it used to be, that Bank Junction could be like Time Square, and that we could pedestrianise as much as possible, for a pedestrian environment that feels less car dominant.
- Strong support for the Elizabeth line and further support to improve nighttime transport and have transport at gateway destinations.

Retrofitting and Building a Sustainable Future

- Further information on the outcomes will be available towards the end of the year.

Area-based Workshops in June – September 2023

Fleet Street and Ludgate Key Area of Change Workshop

- There was support for more, and better active travel infrastructure to accommodate people cycling, walking and wheeling, and people using

pushchairs/buggies. Suggestions included increasing pavement widths, improving crossings, ensuring lifts work, ensuring dropped kerbs are present, providing more, and better cycle parking infrastructure and encouraging businesses to switch from motor vehicle deliveries to cleaner modes/cargo bikes.

- There was support for improved public realm to make City arrival points attractive and welcoming. Suggestions included introducing more diverse forms of planting and landscaping, provide more seating areas and dwelling spaces to enable people to rest and spend more time in the City instead of passing through.
- It was felt that more could be done to help people feel safe, including improving lighting, upgrading alleyways, activating the ground floor of buildings and hosting events and installations.
- to encourage active travel and encouraging businesses to switch from motor vehicle deliveries to cargo bikes parking.

Smithfield and Barbican Key Area of Change Workshop

- Further support for better pedestrian infrastructure and improved accessibility (including crossings, lifts and dropped kerbs). Including a comment to remove dual carriageways to leave more space to be used by people walking, cycling, and planting trees. Another suggestion involved creating a north-south pedestrian route from Golden Lane estate through the Barbican Estate to London Wall.
- There was support for improved greening and public realm, better wayfinding, and further consideration for temporary road closures to improve air quality.
- There were also suggestions to retain and promote the rich and diverse history of the area, and encourage more engagement in the areas through cultural events and attractive spaces (Gardens). With a suggestion to create a cohesive Culture Strategy to draw in visitors.

City Cluster and Liverpool Street Key Area of Change Workshop

- Support for improved accessibility and wider pavements to better suit today's needs. It was felt that there are still poor connections for wheelchair and pushchair/buggy users at and around Moorgate station. In addition, it was felt more could be done to improve the safety of people walking.
- It was felt that driving was challenging, and a suggestion was made to provide more taxi ranks and hubs to take pressure off Liverpool St.
- There was support to provide better cycle infrastructure in the form of segregated cycle lanes and improved signage.
- There was support for improved greening, landscaping, and public realm. Furthermore, suggestions were made to promote the diverse history and heritage of the area through events art exhibition and the use of multifunctional spaces. With Broadgate, used as an example of a space that was lively, inviting, and incorporated greening into the design. Again, there was a suggestion to create a Culture Strategy for the City to build in more cultural uses and offerings/activities for families and visitors (rather than just for City workers).

Thames Riverside, Pool of London, and Blackfriars

- Further information on the outcomes will be available towards the end of the year.

Aldgate, Tower & Portsoken

- Participants felt that making Minories a two-way route helped reduce speeding by vehicles, and that recent improvements including better connectivity, signage, wider pavements, and legibility have improved the experience of travelling around Aldgate.
- It was felt that more needed to be done to tackle road and pavement safety, and air quality. It was noted that the junction between the A1210 and Aldgate High Street is not safe for cycles or people walking, in addition it was felt that cyclists often used the pavements because the roads were not safe enough to cycle on. It was also noted that Mansell Street was heavily polluted with heavy traffic (next to approximately two hundred residential flats). Suggestions to improve safety included: Closing some streets to vehicles, improving timing of traffic signals on Mansell Street, reviewing the junction design, and dealing with poor cyclist behaviour.
- Support for improving green spaces, accessibility, and walking infrastructure, and creating opportunities for people to stop and play. It was noted that dropped kerbs are an issue on Fenchurch Street and the Mansell Street/Aldgate station area is not accessible.
- Further engagement is planned and information on the outcomes will be available towards the end of the year.

Monitoring and evaluation of engagement

As part of the Transport Strategy engagement activity, we will monitor and report on:

1. Reach – what did the stakeholders see, for example media and social media coverage, events attended, direct contact etc.
2. Engagement / Consultation – how did the stakeholders get involved, for example: Partnerships, endorsements, visits to websites, sharing content etc.
3. Actions – commitments made in response to points raised through the surveys and focus groups.

Next Steps

Stakeholder engagement and feedback has been incorporated in the final draft changes to the Proposals that will be presented to the Streets & Walkways Sub-Committee and Planning & Transportation Committee in October 2023.

Consultation Approach (Phase 2a)

Effective engagement during the consultation stage will ensure that our vision, outcomes, and proposals are clearly understood. We will strive to ensure:

- Community engagement activities are coordinated with the City Plan, where required, to avoid duplication and consultation fatigue; especially when engaging with City residents.

- Periods for consultation are appropriate and enable all stakeholders sufficient time to provide a considered response. In addition, we shall accommodate stakeholders who may need more time to review and process changes to proposals.
- Clear communications and engagement plan to support activity is key, with an assessment of the best channels and methods to reach target audiences.
- An equality impact assessment will be undertaken to support consultation process, taking account audiences with protected characteristics and those who may be digitally excluded.
- Consider the most appropriate type of engagement for each circumstance to ensure that the consultation captures the full range of stakeholders affected - considering people's needs and working together to overcome any barriers to enable full participation.
- Ensure that participation abides by the Data Protection and Freedom of information Act, and the City of London Privacy Policy and ensure that participation it is voluntary, and that participants can withdraw at any time.
- Publish consultation responses, including number of responses, and how they have been used.

We will work with Commonplace to develop the public consultation, following approvals from our Committees.

The public consultation will be supported by relevant City Corporation procedures in line with the Public Sector Equality Duty (PSED), Equality Act 2010 and Data Protection Act 2018.

Appendix

Appendix 1: Engagement phases and main tasks

Appendix 2: List of stakeholders engaged in the Transport Strategy Review (and development of the Vision Zero Plan) to September 2023

Appendix 1: Engagement phases and main tasks

Startup phase

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
To identify stakeholders with an interest in the transport strategy and ensure appropriate levels of engagement	Stakeholder identification and categorisation	Project Advice and Scrutiny Group (see table 1 above)	September / October 2022	✓	✓
Ensure appropriate membership of all groups within Project Advice and Scrutiny.	Appoint members to Steering Group and Working Group and hold kick-off meetings.	Project Advice and Scrutiny	November 2022	✓	✓
Agree stakeholder engagement plan with Committee	Local Plan Sub Committee	Decision Makers	September 2022	✓	✓
	Planning & Transportation Committee		November 2022	✓	✓
	Streets & Walkways Committee		November 2022	✓	

Phase 1a (Engagement) – Preliminary engagement with stakeholders

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
Procure relevant consultants to support the Review	Draft and appoint consultants for focus group, surveys, resident focus groups	Project Advice and Scrutiny	September / October 2022	✓	✓
Ensure compliance with relevant guidelines and policies for Data Protection and Equalities Act	Undertake a Data Protection Impact Assessment Review all Privacy Notices	Project Advice and Scrutiny	September 2022 to October 2023	✓	✓
Stakeholder engagement development	Finalise and launch online engagement tool – Sentiment Survey	Project Advice and Scrutiny	November 2022	✓	✓
	Undertake thematic focus group workshops (first round)	Actively Interested Stakeholders	November 2022	✓	
	Prepare website and social media material as required		June – September 2023	✓	✓

Stakeholder engagement development	Launch webpages and social media as required	Project Advice and Scrutiny	June/July 2023	✓	✓
Establish and undertake engagement with all levels of stakeholder	Roundtable stakeholder workshops	Primary Stakeholders	November– August 2023	✓	
	One to one briefings	Actively Interested Stakeholders	November – August 2023		
Establish and undertake engagement with all levels of stakeholder	Undertake resident / employee focus group workshops with City Plan.	Actively Interested Stakeholders	June – September 2023	✓	✓

Phase 1b – Transport Strategy drafting following engagement and Committee Review

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
Engagement monitoring and review of results	Review all engagement Monitoring and Results Report writing	Project Advice and Scrutiny	March 2023	✓	
Committee reporting	Reporting Phase 1a engagement results to Streets & Walkways Committee Reporting Phase 1a engagement results and headline strategy amendments to Planning & Transportation Committee	Decision makers	May 2023 October 2023	✓	
Redrafting of the Transport Strategy	Redrafting of the Transport Strategy based on Planning & Transportation and Streets and Walkway Committees and Phase 1a engagement		May 2023 October 2023	✓	

Phase 2a (Consultation) – Stakeholder consultation on proposed changes to Transport Strategy

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
Consultation with stakeholders on Draft Strategy, building on earlier engagement work.	Undertake focus group workshops and 1-1 with already engaged Stakeholders as necessary	Actively Interested Stakeholders Public Engagement	November/ December 2023		
Consultation development	Update Transport Strategy Website with draft Strategy details for consultation	Actively Interested Stakeholders Public Engagement	October 2023		
Consultation with stakeholders on Draft Strategy, building on earlier engagement work.	Undertake drop-in sessions for residents and members at local libraries	Actively Interested Stakeholders	November/ December 2023		
Consultation with stakeholders on Draft Strategy, building on earlier engagement work.	Roundtable workshop session	Primary Stakeholders	November/ December 2023		

Phase 2b – Final amendments, Committee and Strategy adoption

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
Committee Reporting	Reporting Phase 2a consultation results and draft final Strategy to Planning & Transportation Committee	Decision Makers	March 2024		
Committee Reporting	Policy and Resources Committee	Decision Makers	March 2024		
Committee Reporting	Court of Common Council	Decision Makers	April 2024		
Development and publication	Revised Strategy published online	N/A	April 2024		

Appendix 2: List of stakeholders engaged in the Transport Strategy review up to August 2023.

City Corporation Divisions or Teams

Bridge House Estates

Children and Community Services

City Operations - frontline services, such as street cleansing, highway maintenance, domestic waste collection, gardens maintenance and parking enforcement, with core public service duties including road safety management, highway licensing, utility street works and major on-street events.

Climate Action Team

Corporate Strategy and Performance

Destination City

Equality Diversity and Inclusion

Natural Environment – manages the 11,000 acres of open space within and beyond London.

Planning and Development

Port Health and Public Protection – formerly part of Markets & Consumer Protection and deals with public protection by providing comprehensive and effective environmental health, trading standards and licensing services for the City of London.

Road Danger Reduction Partnership

City of London Police (CoLP)

London Fire Brigade (LFB)

London Ambulance Service (LAS)

Transport for London (TfL)

Diversity Networks, public agencies and professional groups

Action Vision Zero

Brewery Logistics Group

Business Disability Forum

Centre for Accessible Environments (CAE)

City Bridge Trust

City Corporation Carers and Parents Diversity Network

City Corporation Disability, Ability and Wellbeing Network

City Corporation Young Employees Network

City of London Access Group (CoLAG)

City Property Association (CPA)

City Youth Forum

Cross River Partnership

Footways

Greater London Authority (GLA)

Heart of the City

Institute of Couriers

John Lewis
Licenced Taxi Drivers' Association
Licensed Private Hire Car Association
Living Streets
Logistics UK (United Kingdom)
London Councils
London Cycling Campaign
London Travel Watch
Motorcycle Action Group (MAG)
Motorcycle Industry Association
Network Rail
Port of London Authority
Road Haulage Association
Roadpeace
Royal National Institute of Blind People (RNIB)
Solace Women's Aid
Transport for All (TfA)
Transport for London

NHS

Bartholomew's Hospital
NHS

BIDs

Cheapside Business Alliance
Chancery Lane Association/Primera
Aldgate Partnership
Eastern Cluster Partnership
Culture Mile Partnership
Fleet Street Quarter
South Westminster BID

Schools

City of London Boys School
City of London School for Girls

Neighbouring Boroughs

Southwark
Hackney
Islington
Westminster
Lambeth
Tower Hamlets

Businesses*

Allen Overy
Brookfield Properties
McCann
British Land
Baker Mckenzie
Spice Design
Brookfield Properties
Broadgate Estates
Momentum Consultancy
Nomura
New London Architecture
Fieldfisher
Land Securities
John Lewis
Metro Bank
Freshfields
Dawai Capital Markets
Weightmans LLP
Pedal Me
Spice Design
Arcadis LLP
Royal Bank of Canada

**Over 200 businesses were invited to engage in the ECF workshops*

City Plan and Transport Strategy Workshops*

Arup
Beispiel
Cityscape Digital
DP9
Fletcher Priest
Fundrock
HGH Consulting
Hudu
Kinrise
London Borough of Hackney
London Borough of Ealing
London School of Economics
Loughborough University
Petroschka Architects
Preconvision
Quod

Savills

Sellar

Sephardi

T J Culture

Volterra

Worshipful Company of Drapers

**Full list of residents, business, resident associations and members for the City Plan and Transport Strategy Report is under development*

City Residents Associations*

Barbican Association

Barbican and Golden Lane Neighbourhood forum

**Full list of residents, business, resident associations and members for the City Plan and Transport Strategy Report is under development*

Dockless Vehicle Operators

Lime

HumanForest

Dott

TIER

Voi

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Transport Strategy 2019

Delivery progress



Transport Strategy delivery progress

Introduction

This document highlights some of the key projects and initiatives that have supported the delivery of the Transport Strategy since it was adopted in May 2019. It is structured around the Transport Strategy outcomes with projects and initiatives listed under the outcome that they make the greatest contribution to delivering. Most projects and initiatives contribute to the delivery of multiple outcomes (Figure 1).

The matrix at the end of the document details which projects and initiatives help deliver multiple outcomes.

Progress made through our projects and initiatives is also reported on an annual basis. The latest Annual Report covering the 2022/23 year is available [online](#).



Figure 1: Public realm improvements and connections

The Square Mile's streets are great places to walk and spend time

All Change at Bank

In the period of time since the publication of the Transport Strategy in 2019, the area around Bank Junction has continued to be improved to provide more space for people walking and wheeling (people who use wheelchairs and other mobility aids), to make the junction safer and to enhance the public realm. Construction work to deliver the All Change at Bank project started in September 2022, with work progressing well and remaining on schedule. Areas of improved, widened pavements are now available, and the project is due to complete in Spring 2024, providing a safer, more attractive and welcoming street environment in the Bank area (Figure 2).



Figure 2: Areas of improved, widened pavements at Bank.

As a result of the additional work to support the expanded stations for the new Elizabeth Line, both areas have had significant public realm space improvements and pavement widening. At Moorgate the area between the new station and existing station entrances has been paved over providing a wide pedestrian area, removing traffic completely from an extended area. Wider pedestrian and cycle crossing points have been installed across London Wall linking Coleman Street to Moorfields for people walking and cycling. Further improvements to the junctions north and south of Moorgate will be delivered in future.

At Liverpool Street the section between Blomfield Street and Old Broad Street has been closed off to traffic with a large new paved pedestrian only space created.

Covid-19 Transport Response

The City Corporation implemented a number of temporary measures on City streets in response to the pandemic in 2020. Safer spaces for people walking and cycling were provided through the use of on street changes and reallocating carriageway. Figure 3 shows the reallocated carriageway to space for walking and cycling at Bank Junction.



Figure 3: Reallocated carriageway to space for walking and cycling at Bank Junction as part of the CoVID19 pandemic response.

We are now in the process of making some of the temporary measures permanent, including through the Pedestrian Priority Programme.

TfL also introduced temporary 7am – 7pm bus and cycle only restrictions along Bishopsgate, which have also now been made permanent. TfL plan upgrades to improve the streetscape, as well as further safety and public realm improvements in future years.

Pedestrian Priority Programme

The Pedestrian Priority Programme is a series of street improvements giving more space to people walking and wheeling to enhance their safety and comfort. Projects within the programme include:

- New seating and greening enabled by traffic restrictions on Cheapside between Bread Street and Milk Street (Figure 4).
- Pavement widening along the length of King William Street. As well as providing more space for people walking this will also allow some street trees to be planted.
- Pavement widening with contraflow cycling on King Street. Old Broad Street and Threadneedle Street also became one way with new cycle lanes in 2020 and will benefit from pavement widening in the future.
- Closure of Old Jewry in 2020 at its junction with Poultry, which has removed all through traffic and made space for seating and public realm improvements.
- Closure of Chancery Lane to through traffic (except for taxis, access and cycles) between 7am and 7pm, and parklets provided at Cursitor St joining Chancery Lane.



Figure 4: A photograph of interim improvements on Cheapside to provide seating and greening alongside restrictions on through traffic. ©Clive Totman

Riverside Walkway

The Riverside Walkway at Globe View was completed in April 2023, complete with refurbished brickwork, new lighting and views of iconic riverside landmarks including the Globe Theatre, Tate Modern and Millennium Bridge. The work includes remodelling the walkway, removal of obstructive buttresses and ledges and a dynamic architectural lighting which allows adjustment for the amount of natural light to ensure the walkway always feels welcoming (Figure 5).



Figure 5: The Riverside Walkway Globe View section improvements with dynamic architectural lighting. ©Clive Totman

Legible London

Legible London maps and signs were developed by Transport for London in 2007 to make it easier for people to find their way around London.

We completed the installation of Legible London maps across the Square Mile in 2021, integrating the City into the London-wide wayfinding systems (Figure 6).



Figure 6; A Legible London Installation near St Pauls Cathedral.. ©Clive Totman

Public realm improvements

A number of public realm improvements have been delivered to improve the experience of spending time in the City. These include:

- Creed Court public realm improvements, which included repaving of pavements around the development in Yorkstone, raising and resurfacing the carriageway in Creed Lane and Ludgate Square and replacing light fittings with heritage style lanterns (Figure 7).
- Parklets and seating and planting areas introduced in eight locations around the City, six of which have been retained. Figure 8 shows the improve parklets and seating have made at Ludgate Broadway.

The Cool Streets and Greening Programme is a series of tree planting and other greening in support of City Corporation's Climate Action Strategy. The four phase programme includes pilot projects, incorporation of climate resilience measures into projects, City Greening and Biodiversity and the implementation of sustainable drainage.



Figure 7: Creed Court improvements. ©Clive Totman



Figure 8: Ludgate Broadway improvements ©Clive Totman

There are a number of examples where, in collaboration with developers who have contributed to the cost of the scheme, we have achieved significant improvements to walking and the public realm (Figure 9), including:

- London Wall Place
- 80 Fenchurch Street
- St Mary Axe between Bevis Marks and Houndsditch.

All of these have improved the quality of the built environment and have helped to deliver incremental enhancements that encourage walking and wheeling, and spending time in the area.



Figure 9: Greening of 2 London Wall Place ©Clive Totman.

Lunchtime Streets

The Lunchtime Streets programme was launched in 2019 to provide additional space for people using streets at lunchtime during the summer months (Figure 10). The initiative saw streets around St Mary Axe, Chancery Lane, Cheapside and Carter Lane transformed into spaces for activities, live music and community engagement. The events were well received by the public and supported by our partners and local businesses and have provided a template for future events to be delivered by Business Improvement District.



Figure 10: Lunchtime Street transporting the street at lunchtime so people can enjoy the space for other activities. ©Clive Totman

Street space is used more efficiently and effectively

St Paul's Gyratory

Design work has started and funding has been secured for the planned improvements at St Paul's gyratory with the removal of some traffic movements. This is one of the remaining large vehicle priority sections of the City's street network and its removal will make a big difference to the safety and comfort for people walking and cycling through the area. It is particularly important to improve walking routes to and around St Paul's given it is a focal point for visitors to the Square Mile. The final scheme will see the creation of a major new quare providing a relaxing space with seating and lots of greenery.

The project will be delivered in two phases, with Phase 1 around 81 Newgate Street will be delivered in 2025-27, and Phase 2 around the Rotunda is expected to be delivered by 2030.

Healthy Streets Plans

The Healthy Streets Plans set out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy. Plans identify where we can introduce timed restrictions for motor vehicles to allow space for public realm improvements, widened pavements, tree planting, and to create places for people to rest and relax. They harness opportunities created by new developments and provide a framework for any City capital-funded work.

The City Cluster Healthy Streets Plan was completed in 2021 but much of the delivery work was put on hold pending return to work patterns settling and decisions on TfL's experimental restrictions on the Bishopsgate corridor.

The Fleet Street Area Healthy Streets Plan was created following data collection, concept design and engagement with stakeholders. Consultation on the draft Healthy Streets Plan took place in May and June 2023 and the completed plan will set out where we can implement timed restrictions for motor vehicles, improved crossings and public realm improvements.

A Healthy Neighbourhood Plan is being developed within the Barbican, Bunhill and Golden Lane area, implementing air quality and public realm improvements jointly with Islington Council, as the plan includes communities across the boundary.

The Liverpool Street area Healthy Streets Plan includes improvements such as pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax. The project is due to be completed in 2023/24.

The Square Mile is accessible to all

City of London Street Accessibility Tool

The City of London Street Accessibility Tool (CoLSAT) was created in 2021 based on interviews and testing of the tool with 34 disabled people in 12 different needs segments. The tool is evidence based and driven by primary research into the lived experience of disabled street users (Figure 11). It enables street designers to easily identify how street features impact on the different needs of disabled people.

The key feature is that it recognises that the needs of different groups of disabled people can be contradictory and explains that improving accessibility for one group may decrease accessibility for another. It also identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets.

The tool is spreadsheet-based and free to download from our (CityofLondon.gov.uk) City Corporation design teams are now using this on all schemes and we welcome other designers and consultants to do so too.

CoLSAT is now applied as standard on all projects that will change the design a street.

 Step 1 Set each of the drop downs below to best describe the street characteristics for the section being analysed		Step 2 Review the results for each needs segment below												Step 3 Hover the cursor over the box next to each score to read quotes explaining how particular segments are affected by the feature											
v 1.2		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT													
Crossing Point																									
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	4	4											
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	3											
Edge Marking	800 mm deep tactile paving edge marking (full width of flush area)	3	3	4	3	1	3	3	4	3	3	4	3	4											
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	3											
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	2	2	2	3	3	3											
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	2	3	3	3											
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	3	4	4											
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	4	3	3											
Island Type	No island	2	3	2	2	2	2	2	2	3	2	2	2	2											
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	4	4											
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	3	2	3	3											
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	4											
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	4	4											
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	2	3											
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	3	3											
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	3											
Surface Material																									
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	2	2	2	1	2	3	3	3											
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	3	4											
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	3											
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	4											
Kerb																									
Kerb Type (crossing over)	Crossing Upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	4	3											
Kerb Type (moving alongside)	Delimiting Kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	3	4	4											
Footway Width																									
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	4	3	3	2	2	2	2	2											
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1	1											
Street Furniture																									
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	4	3	3											
Cafe Tables	Cafe tables without 'protection'	3	3	2	2	2	2	2	3	3	2	2	3	3											

Figure 1110: The CoLSAT spreadsheet showing a list of street features like 'Crossing Type', 'Street Furniture Position' etc. in rows down the page, with drop-down menus to select the configuration.

Healthy Streets Minor Schemes

Street improvements in line with the Healthy Streets approach include numerous small scale interventions at targeted locations to address a variety of outcomes in the Transport Strategy. Accessibility improvements are the primary aim, however the programme also helps to reduce road danger and enhance the walking and cycling experience. Since 2019 we have delivered 16 projects.

Delivered projects include:

- Raising carriageways at:
 - the existing zebra crossing on Minories near Aldgate Bus Station
 - the informal crossing point on Basinghall Street at Mason's Avenue
 - the existing zebra crossing on Golden Lane (Figure 12), near Fann Street
 - St George's Court by Old Bailey
- Kerb build-out and raising the carriageway on Limeburner Lane by Old Bailey



Figure 1211: A newly completed raised zebra crossing on Golden Lane.

Moorgate & Bank Station Step-Free Access

In July 2021, TfL reopened Moorgate underground station's main entrance after a decade of closure to allow new improved step-free access. London Underground customers for Circle, Metropolitan and Hammersmith & City lines are now able to use lifts in the new entrance on Moorfields. The opening of the Elizabeth line a year later in May 2022 made step-free access available to the Northern Line at Moorgate.

The Bank station upgrade was completed in February 2023. The new Cannon Street entrance has delivered step-free access on the Northern line and improved step-free access to the DLR.

These improvements have helped to deliver vital additional accessibility to the London Underground in this area of the Square Mile.

People using our streets and public spaces are safe and feel safe

Road danger reduction

Most of our projects contribute to making the City's streets safer and reducing road danger. Projects with a particular focus on improving safety include All Change at Bank, St Paul's Gyratory and those that form part of the Healthy Streets Minor Schemes and Pedestrian Priority Programmes.

In 2022, we completed work on a Road Danger Reduction Collision Data Dashboard. The Dashboard visualises data from January 2017 onwards and is updated annually. Detailed analysis of collision and casualty data and trends enabled by the Dashboard has informed future programme for Safe Streets priority locations for street design change.

In addition to physical measures, the Road Danger Reduction Partnership - made up of the City Corporation, City Police, London Fire Brigade, London Ambulance Service and TfL - has continued to meet on a quarterly basis to steer and inform the programme of road danger reduction.

Police partnership work on events and campaigns

We have continued to collaborate with the City Police to run a variety of road danger reduction events and campaigns. Despite COVID-19 restrictions, approximately 6 roadshows were carried out during the Summer and Autumn of 2020, which were well attended by the general public. A good example of this was the St Bartholomew's Hospital cycle safety event was delivered in partnership with the City of London Police, City of London Corporation, Havebike, Cycle Confident and Sustrans' Healthy Streets Officers, supported by Barts Health and Serco.

As well as bike security marking (Figure 13) there was an 'exchanging places' activity, using virtual reality headsets to show cyclists a viewpoint from other vehicles to help cyclists understand what drivers can and cannot see (Figure 14).

Through 2021 and 2022 road shows and training have continued to be successful, with Security cycle marking and maintenance training being particularly popular. Over 1000 people having their bikes marked since 2021.

The programme of cycle training also increased as more people started cycling to work again and wishing to improve their on-street ability. In the 3 years from 2020 to 2022, over 150 people each year have received cycle training, with a third of these being specialist cargo bike training.



Figure 1312: Road Safety Roadshow at Bartholomew Hospital, in partnership with Have Bike and the City of London Police. ©HaveBike



Figure 1413: An virtual exchanging places event in partnership with the City of London Police. ©HaveBike

Roads policing and enforcement

In recent years the City Police Road Policing teams have continued to engage with and educate users of the City's streets, whilst targeting unsafe and illegal road user behaviour where appropriate. The City Police started recording all engagements and interactions with street users

in March last year. In the period since then the Roads Policing team interacted with over 3,000 street users, offering advice, education and support in travelling safely around the Square Mile.

The City Police undertook 686 arrests for road traffic offences in 2022 (up from 595 in 2021), whilst also issuing 1,256 traffic offence reports (TORs) and fixed penalty notices (FPNs).

The safety camera network in the City, made up of red-light cameras and speed cameras, was responsible for the issuing of 13,226 notices of intended prosecution (NIPs) from camera captures. (Cameras are on the strategic 'TLRN' network).

In 2022, 408 arrests were made for 'driving or riding under the influence of drink or drugs', an increase of 87 from the previous year. 12 arrests were made for dangerous driving/riding, and a further seven for 'driving/riding without due care'.

Charterhouse Square School Street Scheme

The City Corporation, with the support of the London Borough of Islington, introduced a school street on part of Charterhouse Square. The school street reduces road danger and supports children walking and cycling to and from the school by closing Charterhouse Street to traffic between Monday – Friday, 8.15 - 9.15am and 3.00 - 4.00pm when children are being dropped off or picked up from Charterhouse Square School. The scheme commenced as an experiment in April 2021 and was made permanent in September 2022.

Highway Code Changes

In January 2022, the Department for Transport published a revised version of the Highway Code. The updated document introduced a number of key changes to reduce the risk faced by road users, including a new hierarchy of road users, priority for people crossing the road at junctions and guidance on positioning in the road when cycling. We supported the changes in the Highways Code through amplifying the national communications campaign through our own channels.

Improvements to street lighting

We have completed an up-grade of street lighting in accordance with the City of London Lighting Strategy. We adopted a new Lighting Supplementary Planning Document (SPD), which was adopted in July 2023. It provides guidance for developers on lighting buildings and the spaces between them, covering the design, delivery, operation, and maintenance of artificial light within the City of London. Over time, as new developments come forward that follow this guidance, the approach to lighting in the City will be transformed, making it a greener, safer and a more attractive place to be for all its communities after dark.

More people choose to cycle in the City

Cycle network improvements

Since the publication of the Transport Strategy, the cycle network in the City has been further developed and enhanced (Figure 15).

Cycle lanes introduced during the pandemic response have been retained on:

- Old Broad Street
- Queen Victoria Street (between Great Trinity Lane and Queen St)
- Bevis Marks
- King Street
- Cannon St (Queen Victoria Street and New Change)
- Threadneedle St (Bishopsgate and Old Broad St)
- Moorgate (Lothbury and London Wall)
- Moorgate (London Wall and South Place)
- St Paul's Churchyard

Further improvements to the routes are gradually being implemented including on King Street, Bevis Marks and Queen Victoria Street, some as part of the core cycle network provision being delivered. Work is in progress on Houndsditch for completion by 2025 and on the route from Aldgate to Blackfriars via Queen Victoria Street; and the Moorgate route by 2028.

Design work is in progress on other routes as set out in the Strategy.

In early 2022, TfL completed the improvements to its cycle network in the east of the Square Mile, through connecting the previously disconnected route ends of cycleway 2 and cycleway 3. This route via Mansell Street now allows for safe cycling between Whitechapel High Street and Royal Mint Street, connecting the two east-west routes.

Additionally the A10 Bishopsgate corridor, part of the Transport for London road network (TLRN) provides a key north south route for cyclists, saw major changes as a response to the pandemic, which TfL has now confirmed will be kept in place. The scheme banned a number of vehicle movements to make more space for safer cycling, as well as walking, wheeling, and public transport. TfL data shows both an increase in the number cyclists using the corridor, as well as a reduction in the number of collisions.

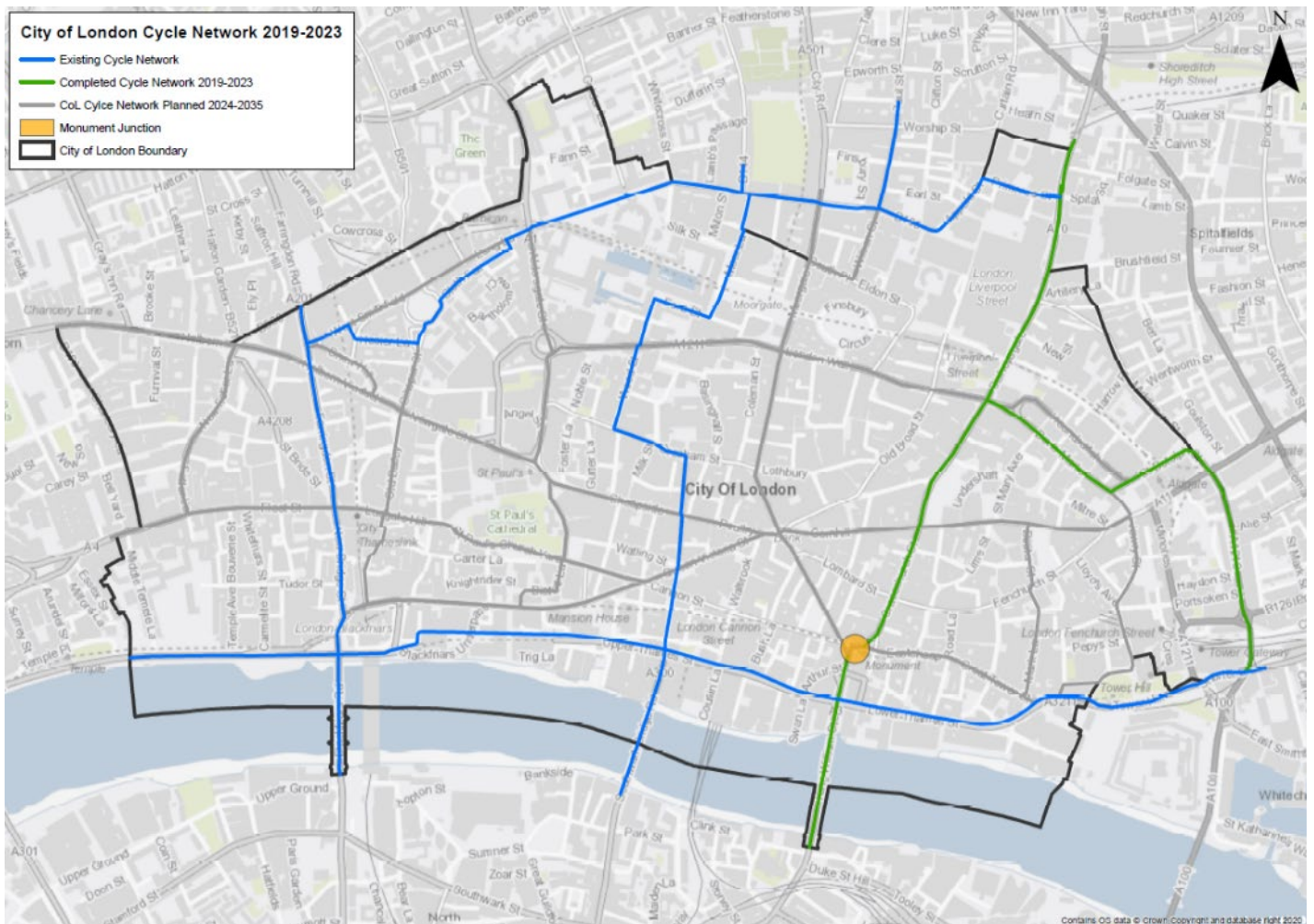


Figure 1514: Map of completed cycle routes.

Cycle Parking

Delivery of cycle parking was accelerated during the pandemic response measures, which resulted in 280 more on-street Sheffield stand spaces since 2019. In 2023, 160 of these were made permanent with upgraded cycle parking stands.

With the emergence of ‘dockless’ electric bikes and a trial for e-scooters we have also provided specific parking areas for these to manage where people park.

Five parking pens (50 spaces) have been installed to provide a better parking area for e-scooter and dockless cycles in 2023. A further 150 spaces will be provided by 2024.

A new type of cycle rack was installed on Silk Street in 2023. 34 M-shaped racks are being trialled to see if they provide greater security at a theft hotspot (Figure 16).

Through planning conditions we have secured two new cycle hubs, through developments at 120 Fleet St and Salisbury Square which will be available for public use.



Figure 1615: E-scooter & dockless cycle parking pen and M-shaped cycle rack

Promote and celebrate cycling

We also continue to provide cycle road shows with the police as described above.

During the pandemic there was a greater demand for cycle training with many new cyclists trying this as an option. As well as providing training to over 500 people from 2020 onwards, over 400 people have used maintenance service, 300 registered as living in the City signed up to TfL's online training and over 300 taken part in the City Police's 'exchanging places' safety awareness training. Approximately a third of those taking training have been employees in cargo bike companies

This April we hosted the National Cargo Bike Summit and Festival, the first national UK event dedicated to building a complete cargo bike ecosystem. It attracted over 285 people to the conference and 421 members of the public for the festival, with feedback being overwhelmingly positive (Figure 17, Figure 18).

The Bicycle Association (BA), in close consultation with TfL, the City of London and numerous other stakeholders, is now working to develop national best practice and a framework for rider qualifications and training to assist in the rapid professionalisation of cycle logistics.



Figure 1716: A taxi bike by Geco at the Cargo Bike Festival at Guildhall.



Figure 1817: Families and people trying different Cargo Bikes at the Cargo Bike Festival

London Walking and Cycling Conference

The London Walking and Cycling Conference is annual, co-hosted by Hackney Council and the City Corporation. Most recently it was held for the third time, in June 2023 in the Guildhall, City of London. Each year the conference has attracted over 200 attendees, and in 2023 there were over 225 delegates, speakers and exhibitors in attendance.

The annual event brings together notable experts in the field of walking and cycling and helps to disseminate good practice across London and the UK (Figure 19).



Figure 1918: Mayor of London Sadiq Khan speaking at the London Walking & Cycling Conference 2019

Improve cycle hire in the City

Cycle hire options have grown with the emergence of electric dockless bikes now operating alongside Santander cycles. Santander have 844 docking points, and trips have increased across London by 11% since 2019. have grown in use, and dockless bikes now accommodate on average over 50,000 trips every month.

The City Corporation joined the London-wide hire e-scooter trial in summer 2021 to inform future policy on and management of e-scooters and better understand whether e-scooters can be used safely in the City. Three operators – Dott, Lime and Voi (and Tier from 2021 to September 2023) have facilitated over 150,000 e-scooter hires in the Square Mile since the trial commenced with zero serious or fatal collisions.

The Square Mile's air and streets are cleaner and quieter

The introduction of the Ultra Low Emission Zone (ULEZ) in central London in 2019, before being expanded to inner London in October 2021, has been successful in reducing harmful pollution emissions across London. A report suggests that the ULEZ has reduced harmful pollution levels in central London by nearly half compared to what they would have been without the ULEZ¹. The central London ULEZ has had a significant impact – in its first 10 months of operation, it helped to reduce road transport nitrogen oxide (NOx) emissions by 35 per cent and CO2 emissions by 6 per cent in the zone.

Electric Vehicle (EV) Infrastructure Action Plan

The Electric Vehicle (EV) Infrastructure Action Plan was established anticipated demand for electric chargers, and since 2020 we have implemented seven rapid chargers and upgraded 50 standard chargers in public car parks, along with a further 27 in the Barbican estate.

Baynard House EV charge points were opened in November 2022. This provides a hub of six rapid (50kw) charge points with two dedicated for taxi use. These have been delivered in partnership with TfL to provide a network across London, to particularly support the taxi trade.

Sites for a further five on-street rapid charging points have been identified and should be put to market tender in 2024.

Zero emission vehicles

Our refuse collection fleet are all zero-emission capable/hybrid vehicles and the City Gardens fleet will be zero emission capable by the end of 2023.

20% of our total fleet (123 vehicles) are electric (25 vehicles), and 10% are hybrid vehicles (12 vehicles). We are gradually transitioning to zero-emission vehicles where possible across the fleet.

We have also encouraged TfL to prioritise zero emission capable buses on routes through the Square Mile, with the expectation that all buses serving the City will be hybrid or zero emission by 2025 (currently 94% are). In the longer-term we will request that all buses serving the City are electric or hydrogen by 2030, ahead of TfL's current commitment for all single deck and 80% of double deck buses to be electric or hydrogen by 2034 (currently 9% in the City, with 148 electric vehicles.)

¹ <https://www.london.gov.uk/sites/default/files/2023-02/Inner%20London%20ULEZ%20One%20Year%20Report%20-%20final.pdf>

Delivery and servicing needs are met more efficiently, and impacts are minimised

Freight Consolidation and Last mile logistic hubs

There are now over 125 developments in the City that have some form of requirement to consolidate their deliveries and limit the number of freight trips arriving at their site. Sites including 22 Bishopsgate, 55 and 70 Gracechurch Street and 150 Aldersgate Street will lead by example in reducing freight journeys in the City.

London Wall car park has now been discounted as a potential location for a last mile delivery hub due to access issues into the site. The City Corporation is still aiming to identifying potential locations for last mile delivery hubs, with partners. Two central London freight reduction roundtable events have been held to explore the current challenges and potential solutions to establishing further last mile logistics options in central London to support the transition to cargo bike and other non-motorised deliveries.

Our street network is resilient to changing circumstances

Climate Action Strategy

The City Corporation's [Climate Action Strategy](#) (CAS) was published in 2020, setting out a funded action plan to build climate resilience over the next twenty years, embedding it in all we do (Figure 20). The CAS has accelerated the pace at which resilience measures are incorporated into the street network in order to mitigate severe weather events in the Square Mile, commitments include funding for climate resilient greening in the public realm, and SuDS.



Figure 2019: The Climate Action Strategy sets out how the City Corporation will achieve net zero, build climate resilience and champion sustainable growth, both in the UK and globally, over the next two decades. ©CAS

Cool Streets and Greening in the City

Further work in the City Cluster area has seen a series of greening and public realm schemes to improve climate change resilience. A Sustainable Drainage Scheme (SuDS) was introduced at Bevis Marks in June 2023 and planters and seating are being installed across the area (Figure 21). These have been developed and part funded by the EC BID.

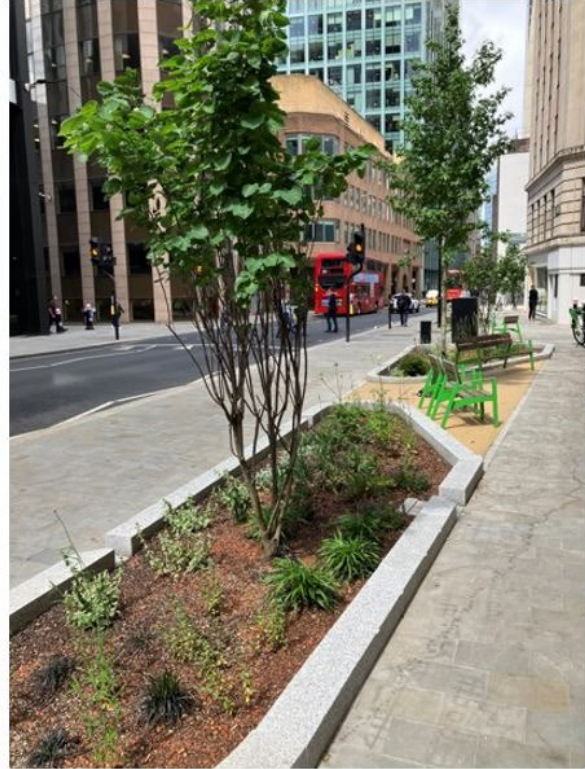


Figure 21: Climate resilient planting at the riverside (left) and sustainable drainage scheme on Bevis Marks @Clive Totman

Utility Infrastructure Strategy

In 2023, we completed a Utility Infrastructure Strategy which has been formulated to draw together the various strands of utility provision in the City (power, water, gas & telecoms) and looks to establish a coordinated and integrated understanding of the City's future requirements in the context of the developing green agenda. Further work with stakeholders to ensure effective delivery is in progress.

Improvements to street lighting

The upgraded lighting and approach to managing it now allows for more sensitive controls and saves significant quantities of carbon emissions each year. Since the lighting system was implemented we have delivered:

- 57% saving (2.9 million KWh) in energy per annum
- 78% saving (2,000 tonnes) of CO₂ emissions per annum
- 20% reduction in the number of lighting assets due to improvements in technology and uniformity of the lighting

Emerging transport technologies benefit the Square Mile

Future Transport

Since Summer 2021, electric scooters (e-scooters) have been available to rent in the City and in a number of London boroughs as part of a trial. Rental e-scooters are provided by three different operators: Dott, Lime and TIER. We are working on providing additional parking space for e-scooters and dockless cycles, and through liaison with operators we aim to encourage better behaviour by riders, particularly when parking cycles and scooters to try and minimise nuisance to other people using pavements.

Since the trial began, more than 1 million trips have been taken across the 10 participating boroughs. National DfT guidance allows UK e-scooter trials until 31 May 2024. The phase 2 contracts for the London e-scooter trial are able to run beyond this date should Government decide to allow e-scooter trials to continue beyond 31 May 2024.

The Square Mile benefits from better transport connections

Opening of the Elizabeth Line

In May 2022, the Elizabeth Line opened for passenger service through the City. The line will service two stations in the Square Mile – Farringdon (Figure 22) and Liverpool Street. The line brings an extra 1.5 million people to within a 45-minute commute of the City.

The City Corporation contributed £200 million towards the Elizabeth line and assisted in delivering an art programme which provided works of art in eight of the Central London Elizabeth Line stations.



Figure 2220: The entrance to the new Farringdon entrance to the Elizabeth line on the Corner of Long Lane and Lindsey Street. ©Clive Totman

	The Square Mile's streets are great places to walk and spend time	Street space is used more efficiently and effectively	The Square Mile is accessible to all	People using our streets and public spaces are safe and feel safe	More people choose to cycle in the City	The Square Mile's air and streets are cleaner and quieter	Delivery and servicing needs are met more efficiently, and impacts are minimised	Our street network is resilient to changing circumstances	Emerging transport technologies benefit the Square Mile	The Square Mile benefits from better transport connections
All Change at Bank	✓	✓	✓	✓	✓	✓		✓		
Pedestrian Priority	✓	✓	✓	✓	✓	✓				
Moorgate – Crossrail public realm improvements	✓	✓	✓	✓	✓	✓				✓
Liverpool Street – Crossrail public realm improvements	✓	✓	✓	✓	✓	✓				✓
St Paul's Gyratory	✓	✓	✓	✓	✓	✓		✓		
Healthy Streets Plans	✓	✓	✓	✓	✓	✓				
Healthy Streets Minor Schemes	✓	✓	✓	✓	✓	✓				
Riverside Walkway – Globe View	✓		✓	✓						
Legible London	✓		✓			✓				
CoLSAT	✓		✓	✓						
Public realm improvements programme	✓	✓	✓	✓	✓	✓		✓		
Parklets	✓	✓	✓	✓		✓		✓		

Kerbside review		✓			✓	✓	✓		✓	
Vision Zero	✓		✓	✓	✓	✓				
Road Danger Reduction – Safe Streets	✓	✓	✓	✓	✓	✓		✓		
Police partnership work on events and campaigns	✓			✓	✓					
Roads policing and enforcement				✓						
Street lighting improvements	✓		✓	✓						
Cool Streets and Greening programme	✓	✓	✓					✓		
Cycle parking improvements	✓	✓		✓	✓	✓				
Cycle network improvements	✓	✓	✓	✓	✓	✓				✓
Electric vehicle charging						✓		✓	✓	
Zero-emission vehicle fleet						✓	✓	✓	✓	
Freight consolidation and last mile logistics hubs					✓	✓	✓			
Dockless e-scooter and e-bicycle hire trial		✓			✓	✓			✓	✓
COVID-19 Response	✓	✓	✓	✓	✓	✓		✓		
London Walking and Cycling Conference	✓		✓	✓	✓	✓				✓

Lunchtime Streets	✓	✓	✓	✓	✓	✓				
Charterhouse Square School Street Scheme	✓	✓	✓	✓	✓	✓				
Elizabeth Line stations with TfL										

Transport in the City – Data summary



When reading this summary,
please note all graphs and
figures are placeholders for
final versions with improved
legibility and format

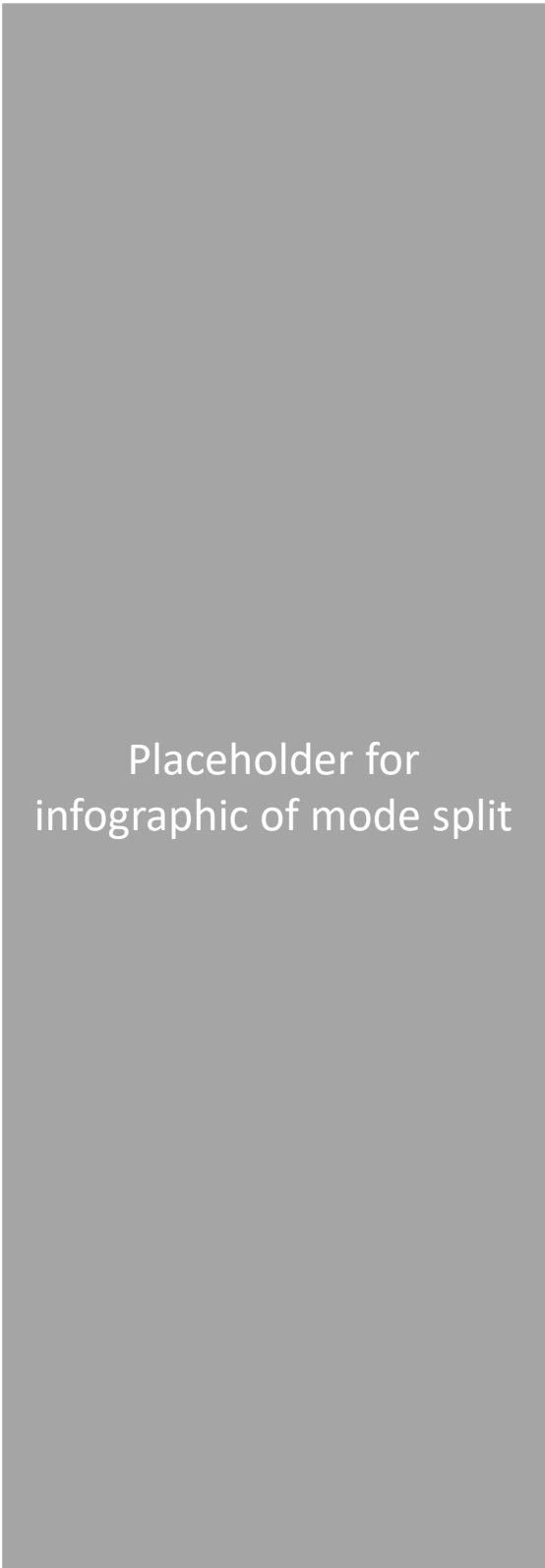
Introduction

Understanding how people move around the City is important to inform what we do and where we need to focus attention. The last five years has seen some unexpected impacts and we have been continuing to collect data so we can see if travel patterns have changed and understand longer term trends.

We are also gradually making changes to the street network which will continue to make a difference to the ways in which people travel around the City. We will report annually on data collection for both traffic and people movements. This document provides a short summary of recent data and analysis that has informed the review of the Transport Strategy. This is supplemented by data from TfL on public transport movements and other travel patterns for a wider area.

London Travel Demand Survey (2017/2018 - 2019/2020) data shows that 97% of all trips to, from, and around the City were made by walking and wheeling (33%), cycling (5%) and public transport (60%) between 2017-2019. Fewer than 3% of trips were made by other modes such as private car, taxi, private hire, and motorcycle.

While this data was collected before the COVID-19 pandemic, we believe it is still broadly representative of current travel behaviour. Walking remains by far the main mode of travel within the City both pre- and post-pandemic and a significant majority of people travelling to the City still do so by public transport and cycle.



Placeholder for
infographic of mode split

How the City looks – changes since the Transport Strategy was adopted.

The impact of recent changes to the City’s streets alongside global events like the COVID-19 pandemic and cost of living crisis have and continue to change the way people travel to, through and around the City, which is important to understand in reviewing the Transport Strategy. Understanding these changes has become even more important to ensure our policies and projects deliver the best value and outcomes for City residents, workers, students and visitors.

Strategic Traffic Count Data

The City Corporation has conducted a City-wide traffic survey roughly every two years during the autumn since 1999 to better understand the levels and patterns of traffic in the City.

These surveys collect data on the volumes and types of travel modes using the City’s streets. The survey was expanded in 2016 from 12 to 24 hours in length and in 2017 to include people walking and wheeling.

The most recent traffic survey was conducted on 23rd November 2022 at 31 sites across the City (Figure 1 below), 30 of which are currently used in reporting and analysis.

The distribution of sites has been selected to ensure a representative spread of types and locations in the City are sampled as part of the survey. In 2023 this included three sites on the Transport for London Road Network (TLRN), including two sites on the Bishopsgate/Gracechurch Street corridor and 26 sites on other streets in the City.

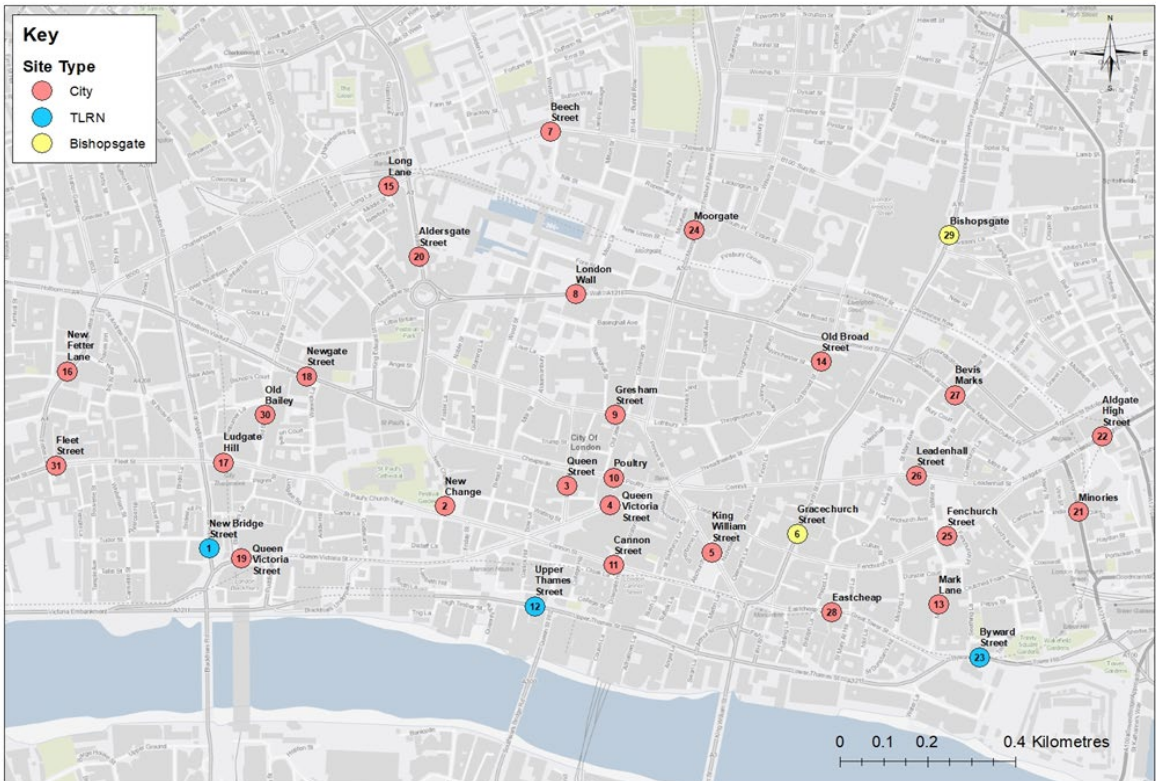


Figure 1 - Strategic vehicle and pedestrian count sites in the City

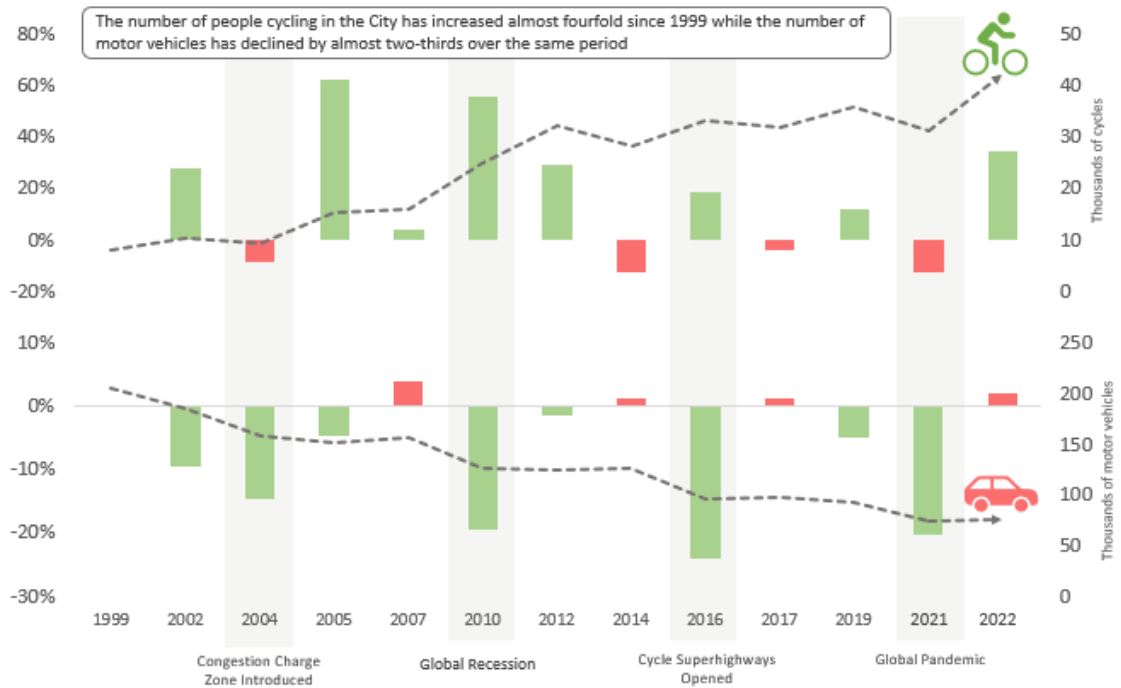


Figure 2 - Long term trends in daytime (7am to 7pm) motor vehicle and cycle volumes

Long-term trends in traffic

City traffic composition has changed significantly over the last two decades (Figure 2 above), both in terms of the total volume of traffic and the proportions of different vehicle types that make up that traffic.

The total number of vehicles counted at our 12 core survey sites has declined overall since counting began in 1999 from a high of over 200,000 vehicles that year to just over 73,000 in 2022 (or nearly a two-thirds decrease).

Most of the decrease in volumes has been observed during or immediately after significant changes or events in the City of London or the global economy, including the introduction of the Congestion Charge Zone in 2003, the Global Recession in 2008-09, the introduction of Cycle Superhighways in the City in 2015-16 and most recently the COVID-19 pandemic in 2020-22.

Other factors, such as national increases in rail travel and street space reallocations on City streets, have also likely had an impact on motor traffic volumes over time.

In contrast, the number of cycles counted has increased nearly four-fold since 1999. Most of this increase took place between 1999 and 2012 and specifically after the introduction of the Congestion Charge Zone and the Global Recession.

Long-term cycling volume trends at a different subset of 15 count sites suggest that daytime cycling activity in the City has not changed significantly since 2012. However, considering changes to working patterns from hybrid working and noting that pedestrian count volumes were only at 65% of pre-pandemic levels when these counts were undertaken, this data suggests that there has been a significant increase in the proportion of people cycling to or through the City.

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Progress on Transport Strategy Key Performance Indicators

Most of the changes observed in this analysis are in alignment with City of London Transport Strategy policies and targets to reduce the number of motor vehicles and increase the number of people cycling on City streets. Progress against the Transport Strategy's key targets is summarised below.

Reduction in motor vehicle volumes

The number of motor vehicles counted over a 24-hour period has decreased 26% since 2017, exceeding our 2030 target of a 25% reduction.

Reduction in freight vehicle volumes

The number of freight vehicles counted over a 24-hour period has decreased 14% since 2017, nearly meeting our 2030 target of a 15% reduction.

Peak-time reduction in freight vehicle volumes

The number of freight vehicles counted during the morning and evening peak periods has decreased 11%, which is not on-track for meeting our 2030 target of a 50% reduction.

Increase in cycling volumes

The number of cycles counted over a 24-hour period has increased 7% since 2017, which is not on-track for meeting our 2030 target of a 50% increase.

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Comparisons between pre-pandemic and current traffic & travel

The change in the numbers of motor vehicles and cycles counted in our 2019, 2021, and 2022 surveys is shown below in Figure 3.

In 2022, over the 24-hour count period a total of approximately:

- 299,500 motor vehicles were counted, a 20% decrease from 2019 (pre-pandemic) levels
- 88,800 people cycling were counted, a 2% increase from 2019 levels
- 670,100 people walking and wheeling were counted, a 35% decrease from 2019 levels

The number of motorcycles, taxis, cars and private hire vehicles counted in 2022 are further below 2019 pre-pandemic levels than other modes such as lorries or vans.

In the case of taxis and private hire vehicles, there has been a decline both in London and nationally in the number of licensed taxis and private hire vehicles from pre-pandemic levels, with the number of licensed taxis and private hire vehicles in London at 73% and 91% of pre-pandemic levels respectively.

In 2022, people cycling made up a greater proportion of traffic than cars and private hire vehicles during the daytime (27% and 26% respectively) and were the single largest mode of travel counted on our streets between 7am to 7pm.

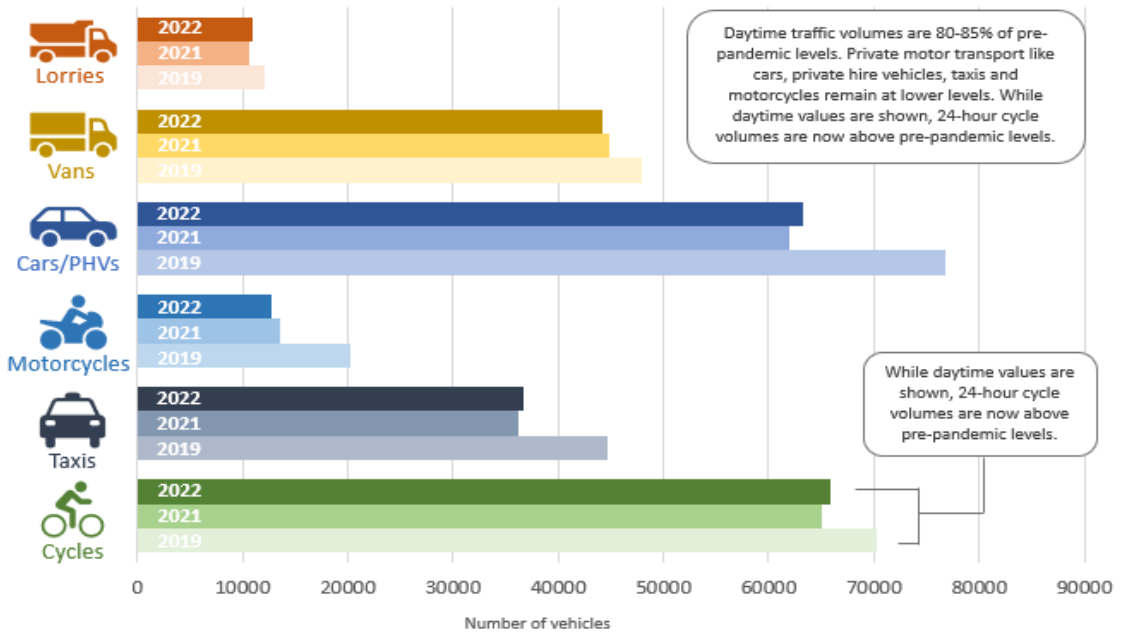


Figure 3 - Changes in daytime (7am to 7pm) traffic volumes from 2019 to 2022

Walking and wheeling data

Pedestrian traffic count data is a useful proxy for footfall activity and levels on City streets. The breakdown of the counts of people walking and wheeling by hour across 24-hours in 2019 count and our most recent 2022 count is shown below in Figure 4.

The number of people counted in November 2022 was at 65% of 2019 pre-pandemic levels. The greatest difference between pre- and post-pandemic footfall was seen between 9:00 and 10:00, with 50% fewer people counted.

Evening footfall levels since the pandemic have increased more than daytime footfall and is at approximately two-thirds of pre-pandemic levels. Overall, count data suggests that a greater proportion of walking and wheeling now occurs outside of peak periods.

Wheelchair and pram user traffic data has been regularly collected at our strategic count sites across the City since 2017 and 2021 respectively. In 2022, wheelchair users make up a very small percentage of all people walking and wheeling in the City, accounting for approximately 0.01% of all people counted in 2022 (or approximately 1 in 10,000). Similarly, pram users made up a small percentage (0.2% or approximately 1 in 500).

Most wheelchair and pram users were observed travelling in the City between 8am and 8pm, with pram user counts peaking around 3pm and wheelchair user counts peaking around 5pm.

Some disabilities are not visible and some parents do not use prams. These statistics do not provide any significant indication of the number of disabled people or parents using our streets. We are reporting on this for the first time as part of our commitment to a more inclusive approach to monitoring.

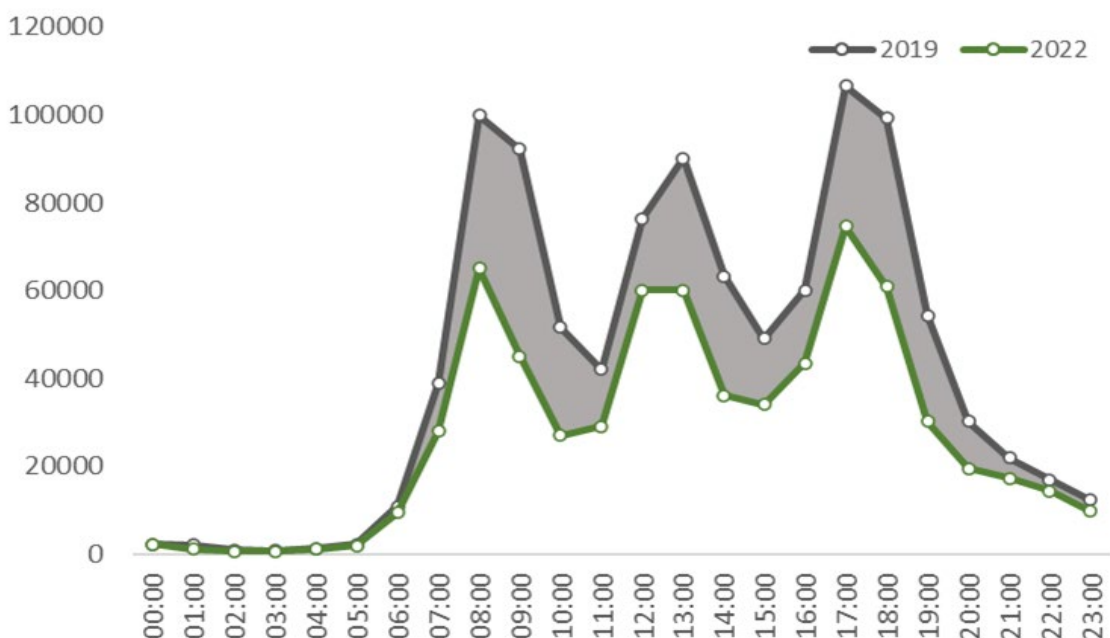
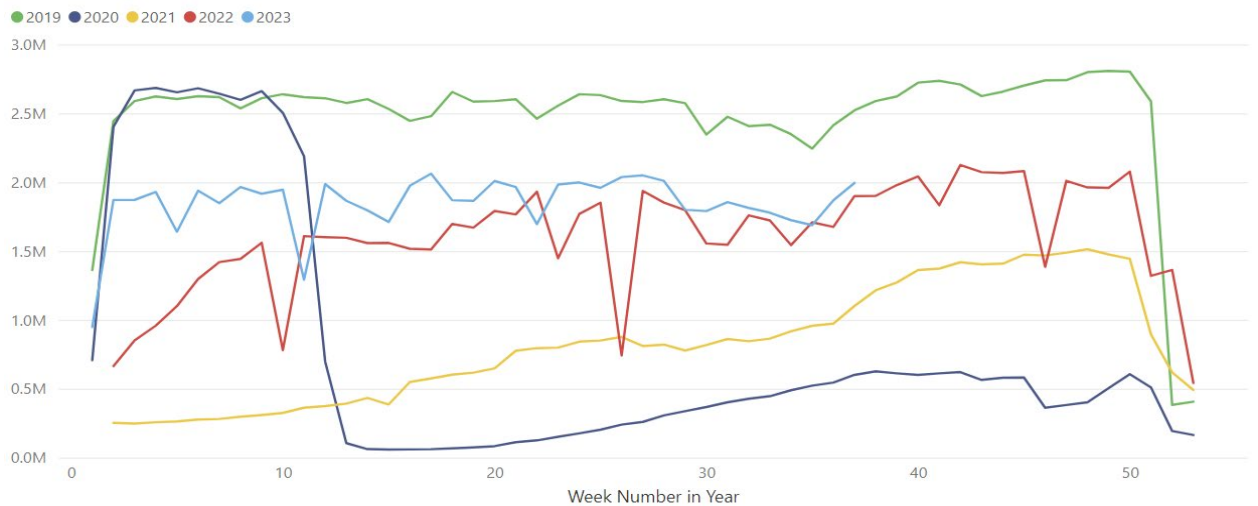
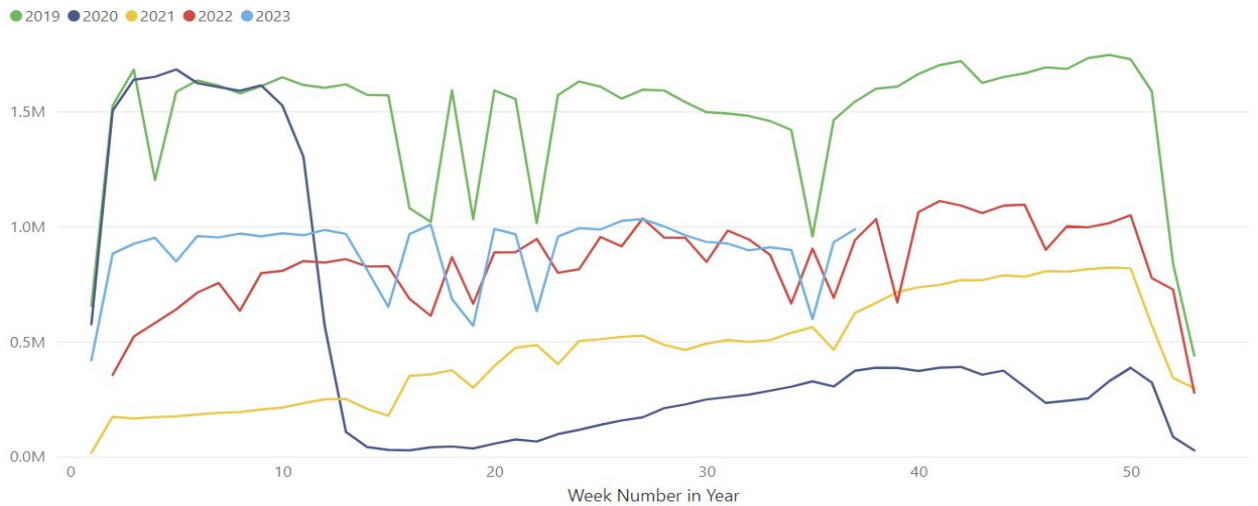


Figure 4 - Pedestrian volumes counted by hour in 2019 and 2022

Figures 5 & 6 - Entry and exit data for Monday and Friday (top) and Tuesday, Wednesday, and Thursday (middle) summed by week since 2019 for the 11 Underground stations in the City



Trends in London Underground station activity

TfL track London Underground station entry and exit ('gateline') data.

This data aligns well with observed weekday pedestrian volumes on City streets, which were at approximately 65% of pre-pandemic levels in November 2022. As such it can be considered representative of wider activity levels in the Square Mile

Entry and exit data for Monday and Friday (top) and for Tuesday, Wednesday and Thursday (bottom) summed by week since 2019 for the

Underground stations in the City are shown in the figures above.

Data from June of each year since 2019 has shown a year over year increase in the amount of weekday activity at City stations:

- 32% of pre-pandemic levels in June 2021
- 61% of pre-pandemic levels in June 2022
- 71% of pre-pandemic levels in June 2023

Weekend activity is now above pre-pandemic levels.

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Road collisions and casualties

Data relating to collisions and casualties on the streets of the Square Mile is published by Transport for London each June for the previous calendar year. Unfortunately, 2022 figures show a significant increase in the number of serious injuries with a total of 59, compared with 40 and 41 in 2021 and 2020 respectively, (Figure 7 below), an increase of 48% on the previous year. Numbers of serious injuries in 2022 are still significantly lower than numbers seen in 2018 and 2019 (82 and 76 respectively).

Whilst the increase in the numbers of people seriously injured represents a reversal of the progress made in recent years, it is set against the backdrop of increasing levels of travel in the City, when compared to the previous two years during the pandemic.

Indeed, most London boroughs have recorded an increase between

2021 and 2022, with a 10% increase in fatal and serious injuries across inner London (11% for Greater London). The increase in serious casualty numbers is largely driven by an increase in the number of people injured whilst walking (11 in 2021 to 17 in 2022) and people cycling (20 in 2021 to 27 in 2022).

Post Covid-19 collision and casualty data also suggests a shift in mode, gender and season when collisions are occurring, with greater collisions numbers observed in the summertime, involving men, and in the evening period than observed over the previous three years.

The recent increase in fatal and serious injuries alongside the shift in when and where collisions are being observed underlines the importance of the City Corporation and City Police’s Vision Zero ambition and the need to deliver further action to reduce road danger.

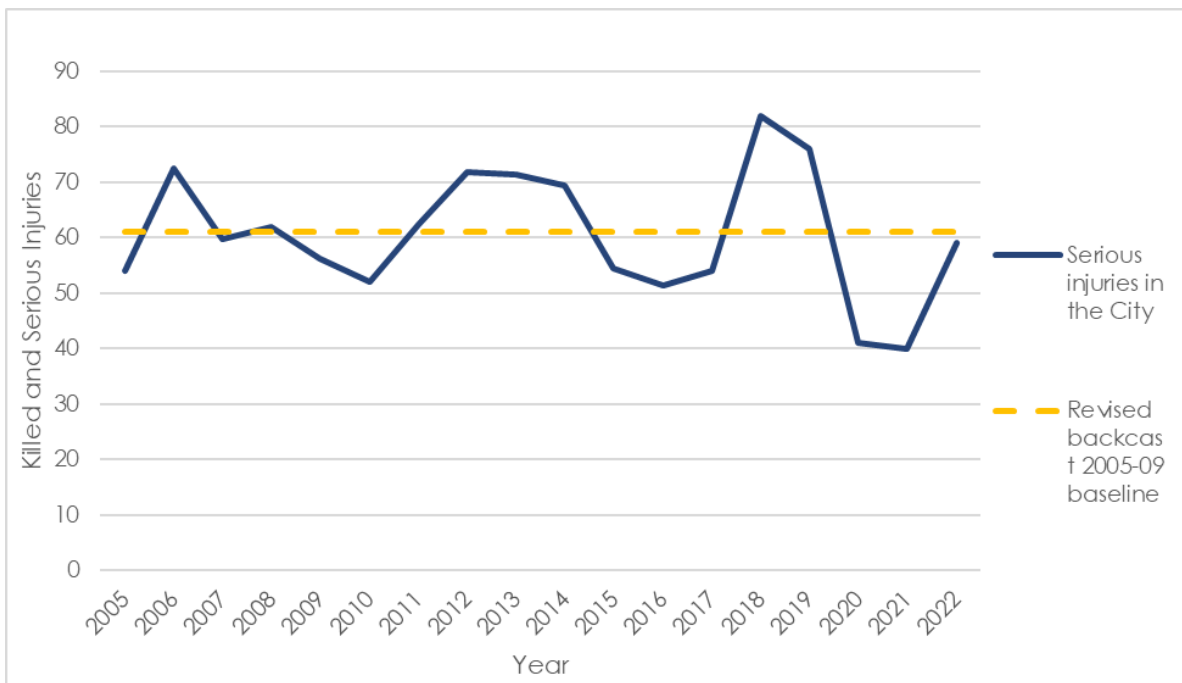
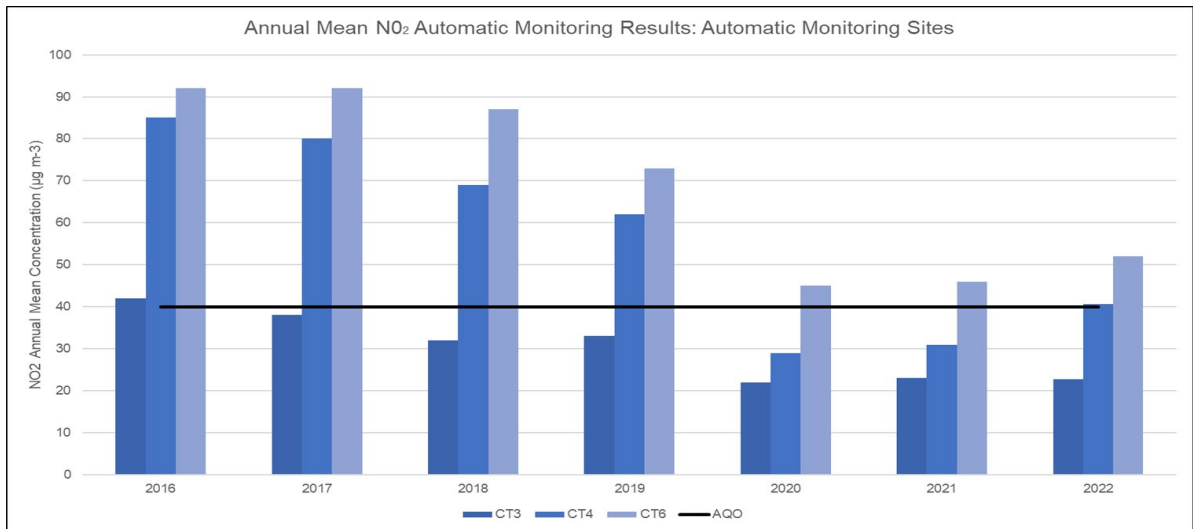


Figure 7 - Number of people killed and seriously injured in collisions on City streets by year

Figure 8 - Annual mean NO₂ automatic monitoring results at automatic monitoring sites



Air quality data

Motor traffic in the Square Mile is a significant contributor to nitrogen dioxide (NO₂). It also impacts on particulate matter (PM), though to a lesser extent, as particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. The Transport Strategy outcome 'The Square Mile's air and streets are cleaner and quieter' includes proposals that are directly aimed at improving air quality.

Overall, there have been improvements in air quality across the City over the last five years, with some recent fluctuations likely the result of pandemic impacts on traffic volumes. The ULEZ restrictions have also contributed to an improvement in air quality in the City.

NO₂ is measured using continuous analysers at two roadside sites (Walbrook Wharf and Beech Street) and one urban background site (The Aldgate School). Both roadside sites in 2022 exceeded the UK legal annual limit of 40 µg/m³: Beech Street was within legal limits during 2020 and 2021 but now just exceeds it at 41µg/m³.

Walbrook Wharf on Upper Thames Street, carrying high volumes of through traffic on the TLRN, continues to exceed annual objective at 52µg/m³.

PM₁₀ pollution levels are measured continuously at three sites: Beech Street, Upper Thames Street and The Aldgate School. All sites saw a slight increase in PM₁₀ annual average pollution levels compared to 2021, though levels remained below that of 2020.

PM_{2.5} is measured using continuous analysers at two locations: Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. In 2022 there was a very slight increase in annual average concentration of PM_{2.5} at both sites.

More detail is available in 'City of London Air Quality Annual Status Report for 2022' available at: <https://www.cityoflondon.gov.uk/assets/Services-Environment/air-quality-annual-status-report-city-of-London-2022.pdf>.

City Streets Public Survey

Between 28 November and 19 December 2022, a public survey of 981 workers, residents, students, and visitors was undertaken to understand perceptions on transport and the public realm.

It asked respondents to describe their travel patterns and reflect on their perceptions of transport in the Square Mile.

Overall, perceptions of transport and the walking environment within the City of London were positive. Most respondents found travelling to/from and around the City easy, with older respondents tending to find this more difficult than younger respondents.

Nearly half of respondents stated that they do not experience any barriers or challenges when travelling to, from or around the City.

The most common barriers or challenges identified by respondents were:

- Congestion on the street network,
- Impacts of strikes,
- Delays/cancellations to public transport; and
- Crowding on public transport and streets.

There were concerns expressed about air quality in the City, with around two in five respondents perceiving the air in the City to be unclean - the most disagreed with of all the positive statements listed in the survey.

Figure 9 below shows the 10 transport strategy outcomes ranked on their importance to respondents, with 'Creating streets that are accessible to all' as the most.

All outcomes received considerably more positive responses than negative responses.

On a scale of 1 to 5, where 1 is not important and 5 is very important, how important or unimportant would you rate each of the following...?

(City Streets Survey 2023, 1000 respondents)

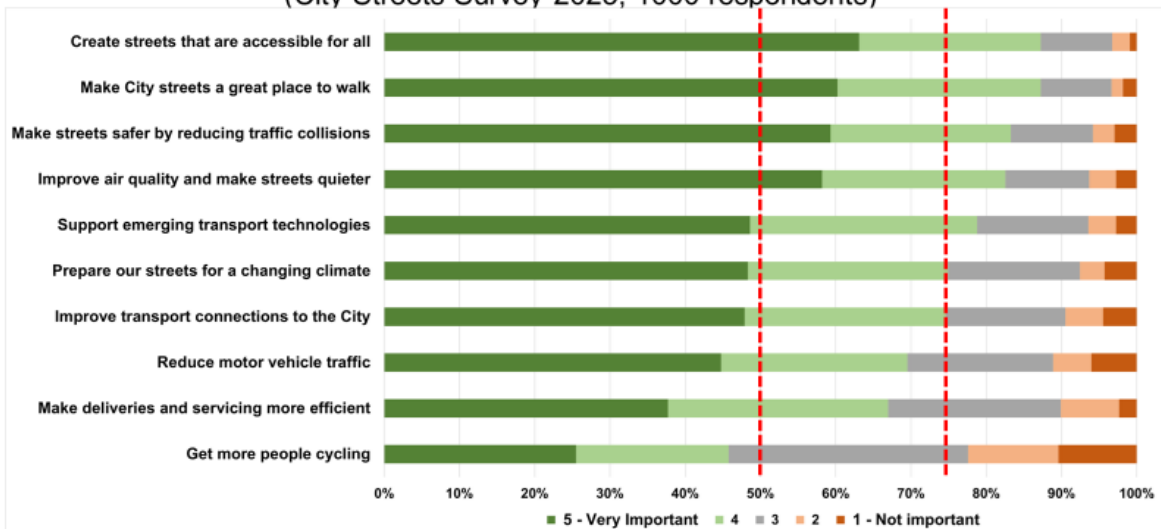


Figure 9 - City Streets Survey 2023 results for importance ranking of current Transport Strategy Outcomes

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Proposed changes to the Transport Strategy

Below you will find the Transport Strategy outcomes and the proposals that fit within them.

Every proposal will have:

- A Red, Amber or Green (RAG) status. This indicates the amount of proposed change within each proposal. Red indicating the most significant change and green the least.
- 'Key change' and a 'Context' subheading. These summarise the main changes proposed for the proposal if there are any, and give the context for the changes. In addition this section notes equality issues considered (both direct and indirect effects) from changes to the proposals upon the City's population, and particularly groups that share protected characteristics as defined under the Equality Act 2010. It also identified opportunities to improve inclusion and consideration of protected groups within proposal policies and actions.
- A Revised Text box showing the text changes proposed to the proposal. Within the revised text box black text signifies the Current Transport Strategy text. Proposed text changes are shown as tracked changes and highlighted in grey. Deleted text is shown with a strikethrough and highlighted in grey. For example:
 - Deleted text - ~~"The first phase of delivery will include the completion of Globe View by 2020 and changes to Bank Junction by 2022. (Figure 4)"~~
 - New text - "A number of routes have been delivered or are in progress, this is set out in the 'Update and Progress' section of the Strategy."

Transport Strategy Vision

Key Change

- Update to the Strategy Vision

Context

- Updating the vision reflects the addition of proposal 1B and the aim of making our commitment to inclusivity explicit.
- The Transport Strategy Review Equality Impact Assessment (EQIA) recommended that the Strategy Vision be updated to include an emphasis on 'inclusiveness'.

Equality Considerations

- As above, our Equality Impact Assessments (EQIA) recommended that the Strategy Vision be updated to include an emphasis on 'inclusiveness', which goes beyond accessibility.

Revised text changes are shown as tracked changes and highlighted in grey

'Streets that inspire and delight, world-class connections and a Square Mile that is inclusive and accessible to all'.

Healthy Streets Approach

Proposal 1a: Embed the Healthy Streets Approach in transport planning and delivery – Green

Key change

- Updated Healthy Streets Indicators figure to reflect a text change to an indicator.

Context

- Improving people’s health and their experience of using our streets remains at the heart of our transport decision making.
- The Healthy Streets Approach will also be embedded in the revised City Plan. It also provides the framework for the Mayor for London’s Transport Strategy and is embedded in the London Plan.

Equality considerations

- The Healthy Streets Approach has been updated since the initial strategy was published in 2019. It now includes the indicator “Everyone feels welcome” rather than “Pedestrians from all walks of life”. This new wording is more inclusive and is reflected in the new figure in the revised Transport Strategy.

Revised text changes are shown as tracked changes and highlighted in grey

The Healthy Streets Approach

The Healthy Streets Approach provides the framework for this Strategy. This means we will place improving people’s health and their experience of using streets at the heart of our transport decision making.

The 10 Healthy Streets Indicators (shown below) capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity. All the proposals set out in this Strategy will contribute to the delivery of Healthy Streets.

Proposal 1a: Embed the Healthy Streets Approach in transport planning and delivery

We will ensure that the Healthy Streets Approach is embedded in our transport planning and the design and delivery of projects by:

- Using the Healthy Streets Approach to inform strategic decision making and project prioritisation
- Using the Healthy Streets Check for Designers to assess proposals for projects that will have a significant impact on people’s experience of using the City’s streets and publishing the results
- Assessing planning applications against the Healthy Streets Indicators and requiring the use of the Healthy Streets Check for Designers on all developments that will have a significant impact on surrounding streets

- Assessing the health impacts of projects as part of the design process and post-implementation monitoring
- Including questions relating to the Healthy Streets Indicators in project monitoring and public perceptions surveys

Inclusivity

Proposal 1b: Embed inclusion in our approach to transport planning and delivery – Red

Key change

- This is a new proposal that, alongside proposal 1a: *Embed the Healthy Streets Approach*, will inform the delivery of all other proposals. This proposal makes explicit our commitment to taking an inclusive approach to all transport and public realm project delivery and policy-making.

Context

- Inclusion is implicit in the work we do. We want to make it explicit that our streets will be inclusive for all, and to set out our approach to improving our performance in this area. This proposal:
 - Explains the City Corporation's commitment to diversity and inclusion in transport and will set out how we plan to make improvements to the existing street network and to future processes.
 - Sets out our approach to considering all protected characteristics and socio-economic impacts when planning and making changes to our streets.
 - Outlines our processes for inclusive engagement and consultation, and for assessing the positive and negative impacts of projects and services we intend to implement, for example: through Equality Impact Assessments (EQIA).
 - Outlines how we will improve our data collection and engagement processes to ensure we have the right information to inform, evaluate and track the impacts of our policies and projects.
 - Ensure we challenge and support ourselves and our delivery partners in developing best practice in regards to inclusive policy-making and design.
- It is also important that the language we use within the strategy is inclusive and this proposal seeks to embed and inform inclusive language across the Transport Strategy.
- We should have regard to the fact that equity is not the same as equality and that our approach should work to deliver an equitable approach. An equitable approach will aim to provide additional support to those who need it.
- The City Corporation is currently consulting on five equality, diversity and inclusion objectives, which outline its approach to making the City a fairer and more inclusive place where everyone feels a sense of belonging. This proposal incorporates and helps support the delivery of these objectives, which are expected to be adopted in 2024.
- We have retained a specific outcome and constituent proposals on improving accessibility of our streets (Outcome 3). This reflects the need to maintain our focus on removing physical barriers to travel in and around the Square Mile.
- This proposal acknowledges and seeks to explicitly incorporate feedback from our Transport Strategy Equality Impact Assessment that the strategy go

further in embedding an inclusive approach to project delivery and policy-making and explicitly reference inclusivity in all that we do.

The consultation materials and revised Transport Strategy will also include a text box that sets out the principles of inclusion/inclusive design. These will be developed through consultation with stakeholders and observing best practice elsewhere. The anticipated approach will be around the following ideas and themes:

- Developing a shared, local story of inclusion through using proactive and strategic communication and language to promote a culture of inclusivity.
- Supporting and driving inclusive transport accessibility and economic growth through ensuring the benefits of our policies and projects are seen and experienced by all communities and particularly those currently excluded.
- Designing and delivering spaces and services, which are inclusive by default and work to provide equitable access to all.
- Encouraging community participation and engagement through ensuring a diversity of voices are heard through the decision-making process.
- Building trust with local communities through transparency, accountability and demonstrating how engagement has driven change.

Proposed Text

We recognise that some of the City's streets and public spaces are not as inclusive to different groups of people as they should be. This is in part due to the way our streets and spaces have been designed and managed in the past.

To address this we will take an inclusive approach to transport planning and delivery that put the lived experience of people using our streets and spaces at the heart of our decision-making. This will ensure that the City's streets and public spaces are places where no one is excluded or feels excluded, regardless of their economic circumstance, gender identity, ethnicity, disability, age, sexual orientation, nationality, parental status or religion.

We will embed inclusion in our transport planning and the design and delivery of our projects by:

- Using the principles of inclusive design and delivery to inform strategic decision-making and project prioritisation
- Developing robust, comprehensive and co-created Equality Impact Assessments (as per our Public Equality Duty in the Equalities Act 2010) for all projects and major policy decisions, publishing those assessments in accessible formats, communicating the publication to a stakeholders and interested groups, and ensuring that the findings and mitigations are materially incorporated into our policies and projects.
- We will require the principles of inclusion as to be considered in transport assessments and the design and delivery of associated improvements
- Including questions relating to inclusivity and equity in project monitoring and public perceptions surveys
- Identifying new metrics to report our progress on improving inclusivity and equity and publishing updates to those metrics on at least an annual basis

- Using tools such as the City of London Street Accessibility Tool (CoLSAT; proposal 16) to identify opportunities to further improve the accessibility and inclusivity of our projects
- Ensuring that physical changes to streets are supported by community education, engagement and enforcement if introducing legal regulations, whenever appropriate
- Using inclusive language and to reach as broad an audience as possible when engaging and consulting on policies or projects we undertake
- Ensuring we reach a wide audience through, including but not limited to representative networks, dedicated surveys and direct engagement with local interest groups
- Ensuring staff involved in the delivery this strategy are formally trained in the principles of inclusivity, and have an understanding best practice and our responsibilities under the Equality Act 2010.
- Engaging with neighbouring boroughs, the Mayor of London, TfL, the Government, transport operators and other related partners to support and champion a more inclusive transport network
- Supporting and challenging our suppliers and delivery partners to embed inclusivity and equity in their processes and projects

Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time

Key change

Updated outcome

Context

- The principle of putting people walking (and wheeling) at the heart of our strategy remains unchanged but routes and priorities within the proposal, alongside progress that has already been made on existing priorities, has informed proposed changes to some sections of the proposal text.
- "Walking, wheeling and cycling" is advocated for by Active Travel England. "Active Travel England is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England." Furthermore, this terminology is supported by organisations, such as Wheels for Wellbeing, Transport for All, Sustrans and Mobility and Access Committee in Scotland. These recommendations have come from research and engagement with people who use mobility aids. They recommend always using 'walking and wheeling' together. Therefore, we will therefore adopt "walking and wheeling" across all of our proposals.

Proposal 2: Put the needs of people walking and wheeling first when designing and managing our streets – Amber

Key change

- Figure 4 Proposed walking improvements map and list of junctions and routes has been updated based on progress to 2023.
- Maps and priority routes have been updated based on the work to identify priority 'green corridors', three east-west walking and public space corridors, and four north-south links to and across the Thames.
- Progress has been made on delivering pedestrian priority to streets and we have updated Figure 5 (pedestrian priority streets) with those implemented or changes to planned pedestrian priority streets, 2019-2030.
- Included reference to wheeling, as defined in proposal 1b Inclusion approach, when we refer to 'putting the needs of people walking first when designing and managing our streets'.
- Included reference to the 10-year al fresco eating and drinking policy under the Business and Planning Act 2020 and the need to ensure the safety and accessibility of people walking and wheeling.
- Minimum standards for signals at controlled crossing points added. Changed 'Green Man' to 'Green Person'.

Context

- The principle of putting people walking (and wheeling) at the heart of our strategy remains unchanged but routes and priorities within the proposal, alongside progress that has already been made on existing priorities, has informed proposed changes to some sections of the proposal text.
- "Walking, wheeling and cycling" is advocated for by Active Travel England. "Active Travel England is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England." Furthermore, this terminology is supported by organisations, such as Wheels for Wellbeing, Transport for All, Sustrans and Mobility and Access Committee in Scotland. These recommendations have come from research and engagement with people who use mobility aids. They recommend always using 'walking and wheeling' together. Therefore, we will therefore adopt "walking and wheeling" across all of our proposals.
- 'Green man crossing' has been changed to 'green person crossing' to adopt a more inclusive approach in the strategy. TfL also adopts the same approach with the naming of its own programme.
- The City of London al fresco eating and drinking policy under the Business and Planning Act 2020 has been updated to reflect the extension of the temporary policy to make it easier for restaurants and bars to serve food and drink outdoors, to the end of September 2023. The policy will be replaced by a longer term 10-year policy that will be developed in 2024, and we will ensure that safety and accessibility are again prioritised.
- The EqIA has made recommendations for pedestrian crossings to be delivered to a minimum standard, particularly as they assist with disabled people's use of crossing points. The standard will apply to all new crossing

points installed and where possible for upgrades through the maintenance programme. These standards are in line with TfL's and the implementation of signals at crossing points will be in partnership with TfL.

- The EqIA has made recommendation for our standard to be wider than B+ comfort level on our pavements. We do not propose to change this standard, as in some places it is difficult to provide wider pavements due to space constraints on our streets. We will widen pavements to a standard better than B+ where possible. In locations where it is not possible, we will consider other space reallocation options and pedestrian priority measures.

Revised text changes are shown as tracked changes and highlighted in grey

We will ensure that the needs of people walking and wheeling are prioritised by:

Applying the Healthy Streets Approach (proposal 1) and considering the needs of people walking and wheeling -first when delivering changes to streets

- Accepting that delivering priority for people walking and wheeling may result in delays or reduced capacity for other street users, while seeking to minimise the impact on essential traffic through general traffic reduction (proposal 11)
- Increasing the number of pedestrianised or pedestrian priority streets from 25 kilometres at present, to 35 kilometres by 2030. By 2044, at least 55 kilometres will be pedestrian priority, equating to half of all streets (by length)
- Making streets easier to cross and giving people ~~on foot~~ walking and wheeling greater priority at the entrances to side streets
- Widening pavements to provide more space ~~for people walking~~, with the aim that all pavements will have a minimum Pedestrian Comfort Level of B+
- Ensuring that the al fresco eating and drinking policy is correctly applied, to put the safety and accessibility of people walking in the City first when considering the potential to grant temporary pavement licences for al fresco eating and drinking. The longer term 10-year policy that will be developed in 2024 will also ensure that safety and accessibility are prioritised when considering al fresco dining and eating.

Pedestrian Comfort Levels

Pedestrian Comfort Levels are used to assess the level of crowding on a pavement or at a pedestrian crossing. The level of comfort, which is graded between A+ (most comfortable) and E (least comfortable), is based on the number of people walking and the space available, taking account of street furniture and other restrictions.

Transport for London's Pedestrian Comfort Guidance recommends a minimum comfort level of B+.

This provides enough space for people to feel comfortable when walking at a typical pace and for them to be able to choose where to walk. Below this level, conflicts between people walking become frequent, walking is increasingly uncomfortable and frustrating and can lead to people stepping into the carriageway.

Key walking and wheeling routes

We will prioritise improvements to junctions and routes that are busiest with people walking and where pavement width and pedestrian crossings are inadequate for current or forecast demand. Improvements to the following routes and junctions will be delivered by 2030 to make walking and wheeling quicker, safer and more comfortable. The first phase of delivery will include has included the completion of the streets around Moorgate and Liverpool Street Stations, Globe View along the river by 2020 and changes to Bank Junction, by 2022. (Figure 4):

Figure 54 shows future commitments to priority routes.

A series of north-south and east-west routes will provide improved walking, wheeling, and cycling connections to key attractions, destinations and public spaces. The north-south routes will link to the bridges across the Thames. The improved routes will deliver better crossings, improved safety, and improved accessibility. The routes are shown in Figure 4, and are as follows:

Routes north-south from:

- Millennium Bridge to Barbican via St Pauls Cathedral, which supports the new Museum of London and Smithfield area changes.
- Southwark Bridge to Barbican via Guildhall
- Cannon Street to Liverpool Street via Bank
- Blackfriars Bridge to Farringdon via Ludgate Circus (in partnership with TfL)
- London Bridge to Liverpool Street via Bishopsgate including Monument junction (in partnership with TfL); and

Routes east-west from:

- Farringdon to Aldgate via Smithfield and the Barbican
- Fleet Street to Aldgate via Bank and the City Cluster, including Ludgate Circus (in partnership with TfL).
- Temple to Tower Hill via the Thames Riverside The area around Moorgate and Liverpool Street Stations (including Moorgate/London Wall junction) and the routes between these stations and key destinations, including the City Cluster, Culture Mile and Bank

Bank Junction and streets between the junction and the City Cluster.

To support Culture Mile and coincide with the opening of the new Museum of London and proposed Centre for Music:

- The route from the Millennium Bridge to Culture Mile, including changes to St Paul's Gyratory
- The route between the Barbican and the new Museum of London, including Beech Street and Long Lane Fleet Street, including potential further changes to Ludgate Circus (in partnership with TfL) The Bishopsgate corridor, including Monument junction (in partnership with TfL) The Globe View section of the Riverside Walkway

Pedestrian priority streets

New pedestrian priority streets will be introduced across the Square Mile, with opportunities. The initial focus for introducing pedestrian priority streets will be within the City Cluster and Culture Mile. Priorities for improvements will be considered identified within Healthy Streets Plans for each area (see proposal 12). We will also identify prioritise opportunities to introduce pedestrian priority on streets with a pavement width of less than two metres.

An indicative map of these streets is shown below in Figure 5. We will use traffic orders and temporary measures to change the look and feel of streets and signage to accelerate delivery of pedestrian priority streets in advance of permanent changes.

Pedestrian priority streets will allow access for motor vehicles, with all vehicles, including cycles, expected to give way to people walking and wheeling. In some instances, streets will be fully pedestrianised or not allow motor vehicle access at certain times. The access requirements for each pedestrian priority, fully pedestrianised or timed pedestrianised street will be fully assessed as part of the project delivery process. The use of pedestrianised streets by cycles will be decided on a case-by-case basis to ensure people walking, wheeling and cycling feel safe and comfortable. Pedestrian priority will be supported by design measures to encourage slow and courteous driving and riding.

Pedestrian crossings

We will work with Transport for London to make it easier for people walking and wheeling to cross streets by reviewing all signalised pedestrian crossings with the aim of:

- Reducing the amount of time people wait for a green man-person, initially to a maximum of 60 seconds, followed by further reductions in waiting time over the life of this Strategy
- Giving people more time to cross by using a walking speed of 0.8 metres per second to determine crossing times (currently 1.2 metres per second)
- Installing sensors (Pedestrian SCOOT) to allow the amount of green man-person time to be automatically adjusted according to the number of people crossing
- Reducing overcrowding by widening crossings to provide a minimum pedestrian comfort level of B+ where possible.
- Introducing formal diagonal crossings at all crossroads, ensuring pedestrian crossings are on desire lines and removing multi-stage crossings
- Installing raised tables to improve accessibility and ease crossing
- Introducing 'green man-person authority' at appropriate locations – providing a default green man-person for people walking and wheeling rather than a default green light for motor traffic.

Where new or upgrades to signal controlled crossing points are installed, they will provide the following as a minimum:

- Countdown timers.
- Audible signals
- Far side signals
- Rotating cones in working order
- Suitable tactile warning surfaces.
- Ensuring no ponding at dropped kerbs and that these kerbs are not excessively steep.

Continuous footways and courtesy crossings

We will give people walking and wheeling greater priority and make streets easier to cross by:

- Providing courtesy crossings or continuous footways across all side street entrances
- Installing raised tables at junctions
- Installing raised ~~tables and pedestrian refuge islands~~ at existing informal crossings, and installing pedestrian refuge islands where appropriate
- Identifying locations for additional crossing points that incorporate raised tables and pedestrian refuge islands

Campaigns and promotion

Campaigns and promotional activities will raise awareness among all street users of the priority being given to people walking and wheeling in the Square Mile. Physical changes to streets will be supported by education, engagement and enforcement to reinforce positive behaviours by ~~people drivers driving~~ and ~~riders riding~~ towards people walking and wheeling.

Proposal 3: ~~Complete~~ **Enhance** the riverside walkway and improve walking **and wheeling** -connections between the riverside and the rest of the City – Amber

Key change

- Deleted reference to Globe View as this has been completed.
- Updated to include ambition for further improvements, beyond those achieved.
- Removed reference to Riverside Walkway Enhancement Strategy and noted that opportunities arising through development and planning process will be utilised.

Context

- The final section of the Riverside Walkway at Globe View was completed in April 2023, complete with refurbished brickwork, new lighting and views of iconic riverside landmarks including the Globe Theatre, Tate Modern and Millennium Bridge.
- While the Riverside Walk has been completed there are still opportunities to improve the public realm along the riverside and the walking connections between the Thames and the rest of the City.
- The Riverside Walkway Enhancement Strategy has not been updated and is no longer considered to be needed. The importance of the Riverside Walkway and connections to it are still recognised, noting that this is one of the three key east-west walking routes through the City.
- The EQIA noted that current access to the Riverside Walkway is still limited along Upper and Lower Thames Streets, due to the lack of accessible connections. The proposal reflects this, and we will continue to urge TfL to improve these crossings.

Revised text changes are shown as tracked changes and highlighted in grey

~~We will complete the Globe View section of the riverside walkway by 2020~~We will **also** work with Transport for London, landowners, developers and other partners to:

Improve the connections between the riverside and the rest of the City by making it easier to cross Upper and Lower Thames Street. Improvements will include installing a new pedestrian crossing at the junction with Puddle Dock by ~~2022~~**2025**, to provide direct access to Blackfriars Pier. We will also work with Transport for London to explore the potential to **improve accessible connections and** install additional street-level crossings as an alternative to existing bridges.

Improve the quality of the public realm along the riverfront and identify opportunities to create new open spaces. ~~Opportunities will be identified and delivered through an updated Riverside Walkway Enhancement Strategy that will be published in 2022~~

Wherever feasible, use the redevelopment of sites along the riverside to widen the walkway **and use the planning process** to activate the riverfront by introducing more ground floor leisure uses such as restaurants and cafes where they will not adversely affect residents.

Proposal 4: Enhance the Barbican high walks – Green

Key change

- Included reference to the Barbican podium works and the requirement for new developments to provide connectivity with the network where possible.

Context

- No significant changes necessary as maintaining and enhancing the Barbican highwalks, including existing public lifts that provide access to the high walks and other walking and wheeling routes is still essential.
- Barbican podium works have been progressed and phase two is starting in 2024 and due to be completed by early 2027.

Revised text changes are shown as tracked changes

We will ensure that the Barbican high walks are well maintained and enhanced where necessary. The proposed Barbican podium works will commence on site in late 2024, with an expected completion date of early 2027. The work will include maintenance of the area and a 70 per cent increase in the amount of soft landscaping. Further phases are anticipated with the detail of these still to be developed.

Future work will include further improving improvements to signage and the visibility of access points to make them easier to navigate, particularly along the key north-south link from Wood Street. Any enhancements made to the high walks will be in line with the special architectural and historic interest of the Barbican and the requirements of the Barbican Listed Building Management Guidelines SPD.

We will maintain existing public lifts that provide access to the high walks and other walking and wheeling routes. We will explore the potential to add new public and publicly accessible lifts where required through the development process and we will ensure that new developments provide connectivity with connections to the network where possible.

Proposal 5: Ensure new developments contribute to improving the experience of walking, wheeling and spending time on the City's streets – Green

Key change

- None

Context

- No changes necessary as the proposal wording is consistent with the draft City Plan.

Revised Text changes are shown as tracked changes and highlighted in grey

Through the planning process we will work with developers and future occupiers to ensure all new developments provide world-class public realm and adequate space for people walking and wheeling, and contribute to improvements to surrounding streets and walking routes. Existing walking routes and public access across private land will be maintained and major developments will be expected to create new walking routes through their site.

Proposal 6: Promote and celebrate walking and wheeling – Amber

Key change

- Updated text and removed sentence on Legible London maps and directional signs, which have been installed.
- Updated to include wayfinding improvements if possible.

Context:

- We completed the installation of Legible London maps and signs across the Square Mile in 2021, integrating the City into the London-wide wayfinding system.
- Destination City will work in partnerships with brands, Business Improvement Districts (BIDs), landowners etc. to deliver an all-year-round events programme. It is therefore no longer considered necessary to have a dedicated festival to encourage people to explore the City on foot.
- Continued stakeholder support to promote and celebrate walking and address concerns that the Square Mile needs more signage to accessible routes, including lifts. We will work with our partners to ensure that signage, walks and events are inclusive.

Revised text changes are shown as tracked changes and highlighted in grey

We will encourage residents, workers and visitors to explore the Square Mile on foot by:

~~Completing the roll out of Legible London maps and directional signs across the Square Mile by 2022~~

Updating and maintaining Legible London maps and directional signs across the Square Mile, including reference to accessible routes and ~~elevators~~ lifts where possible.

Exploring the potential for ~~Developing accessible~~ additional wayfinding systems, for example through on-street cues ~~through supporting or apps if appropriate.~~

• Improving people's awareness of traffic free walking and wheeling routes, such as alleyways and routes through parks and gardens, through promotional activities and dedicated wayfinding

• Organising led walks, working with our partners, businesses, residents and heritage and cultural institutions to promote walking ~~and exploring the potential for~~ through an annual City walking festival. We will continue to share learnings, promote good practice and celebrate walking through an annual Walking and Cycling Conference.

• Supporting London-wide, national and international walking campaigns.

Proposal 7: Provide more public space and deliver world-class public realm – Amber

Key change

- Removed reference to Public Realm Supplementary Planning Document (SPD) as national status of SPDs is uncertain at present.
- Included reference to al fresco dining and drinking and the extension of the City Corporation’s policy to promote this, along with the importance of safety and accessibility in public spaces.
- Added reference to opportunity for temporary public space and urban realm improvements to create locations for residents, businesses and visitors to enjoy, including opportunities for exercise and play.

Context

- Work has been undertaken to develop and update priorities for public space and public realm. Priority routes and corridors have been identified, and these will be delivered through planning, design and decision-making process within Healthy Streets Plans and through partnership opportunities with new developments and the BIDs.
- Al fresco eating and drinking policy under the Business and Planning Act 2020 has been updated to reflect the extension of the temporary policy to make it easier for restaurants and bars to serve food and drink outdoors, to the end of September 2023. The longer term 10-year policy that will be developed in 2024 will also ensure that safety and accessibility are prioritised when considering al fresco dining and eating.
- The City’s Public Realm Toolkit will be considered by Committee in November 2023. If adopted this will provide a guide on materials and design standards.

Revised text changes are shown as tracked changes and highlighted in grey

We will improve the experience of spending time on the City’s streets by:

- Identifying opportunities to create new public spaces by reallocating carriageway.
- Identifying opportunities for temporary public realm improvements to renew and rejuvenate spaces in advance of permanent change. This could include temporary planting and greening, art installations, or seating for people.
- Increasing the amount of formal and informal seating on-street and in squares, public spaces and parks. The amount and location of additional on-street seating will be carefully considered to maximise opportunities for social interaction while maintaining adequate width and comfort for people walking. Where necessary, space will be reallocated from the carriageway.
- Identify opportunities to integrate for exercise and play and into the public realm.
- Extension of the City Corporation’s al fresco dining and drinking policy will help to ensure that the hospitality sector continues to thrive in the Square Mile, whilst safety and accessibility on the pavement are prioritised. Applications from restaurants and bars to provide on-street seating will be welcomed and granted if criteria in the policy

are met. The longer term 10-year policy that will developed in 2024 will also ensure that safety and accessibility are prioritised when considering al fresco dining and eating.

- Implementing a high standard of design when delivering improvements to streets and public spaces and ensuring streets and public spaces are clean and well maintained.
- Working with partners, such as Business Improvement Districts, to make the experience of walking, wheeling and spending time on streets and public spaces more interesting and engaging, for example through planting, public art, temporary installations and events.
- Improving the public realm in areas where there are buildings and structures of significant historical, architectural and archaeological importance. Improvements will respect, protect and enhance the setting of significant buildings and other heritage assets and improve accessibility to historic attractions.

We will publish a Public Realm Toolkit in 2024 to provide a guide on materials and design standards for developers and our own designers. This will be reviewed on a regular basis and at least every five years.

~~The City of London Public Realm Supplementary Planning Document (SPD) provides detailed guidance on designing, delivering and managing world-class public realm in the Square Mile. The Public Realm SPD will be reviewed and updated by 2022 following the adoption of City Plan 2036.~~

Proposal 8: Incorporate more greenery into the City's streets and public spaces – Amber

Key change

- Added reference to initiatives we have committed to delivering as a result of the City's 2020 Climate Action Strategy, including additional greening, planting, and Sustainable Drainage Systems (SuDS).
- Included reference to new Biodiversity Action Plan 2021-2026.
- Identified key corridors for greening, see Figure 6.

Context

- The Climate Action Strategy (CAS), adopted in 2020, sets out the City Corporation's commitments to achieve net zero by 2040 in the Square Mile. One element of achieving net zero is to embed climate resilience in our buildings, public spaces and infrastructure.
- Climate Action Strategy has committed to fund several initiatives which will provide on-street improvements such as greening, planting and SuDS schemes.
- The City adopted a Biodiversity Action Plan 2021-2026, in July 2021. The City Gardens team is responsible for tree and green space management for around 200 sites in the Square Mile including parks, gardens, churchyards, plazas and highway planting. The Biodiversity Plan includes areas in the public realm and streets (highway). The City has an established network of ground level open spaces. Both street trees and environmental enhancement projects have the potential to improve the connectivity of Sites of Importance for Nature Conservation (SINCs), green spaces and associated habitats. The City of London Tree Strategy Part 2 also promotes the aim to increase existing stock and encourage green corridors that contribute to the biodiversity of the City.
- The implementation of new green spaces will support the City's Sites of Importance for Nature Conservation (SINCs) within the Square Mile, which are set out in the Biodiversity Action Plan. The work on green corridors linking spaces in the Square Mile has been developed with priority routes set out in Figure 6.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with **BIDs** occupiers, businesses, residents and other partners to provide and maintain more permanent and seasonal greenery on the City's streets. This will include incorporating greenery and planting when making changes to streets and the public realm, including measures that deliver pedestrian priority, traffic calming and vehicle access restrictions. Where possible, new planting on City streets will incorporate Sustainable Drainage Systems (SuDS) as set out in proposal 9.

We will support delivery of the City's Biodiversity Action Plan (BAP)¹ as adopted in 2021 through greening and tree planting on our streets and public spaces.

We will seek to introduce additional trees across the Square Mile, with 100 new trees to be planted by 2025. These will provide increased shade and canopy cover, helping to create "shaded cool routes" and green corridors which will support biodiversity and improve habitat connectivity between the City's Sites of Importance for Nature Conservation (SINCs).

The green corridors, as seen in Figure 6, will follow routes through the following:

A North-South route through Temples – Chancery Lane - Holborn

A North-South route through St Pauls – Postman's Park – Barbican – Islington

A North-South route through Aldgate – Minories – Tower Hill

An East-West route through Embankment Riverside – Riverside Walk – towards Wapping.

An East-West route through Smithfield – Barbican – Finsbury Circus – Bishopsgate.

These will be delivered through planned projects funded by Climate Action Strategy programme and through developer contributions to improve the public realm.

We will choose plants that are drought resistant, require minimal maintenance, maximise biodiversity, and create a more interesting and engaging streetscape.

¹ <https://www.cityoflondon.gov.uk/assets/Green-Spaces/city-of-london-biodiversity-action-plan-2021-2026.pdf>

Proposal 9: Reduce rainwater run-off on City streets and public realm – Amber

Key change

- Updated to include reference to specific projects that will be delivered through the Cool Streets and Greening Programme (funded through Climate Action Strategy), which will deliver a series of Sustainable Drainage Systems (SuDS) projects.
- Included a reference to the use of permeable paving where appropriate within the public realm.

Context

- This proposal has been updated to be more prescriptive about which measures we are committing to following the publication of the City's Climate Action Strategy (CAS), adopted in 2020.
- A study³ was undertaken as part of the CAS which anticipates the need to adapt the City's environment to hotter drier summers, warmer wetter winters, sea level rise and more frequent extreme weather events.
- Through the City's Cool streets and Greening programme we will introduce SuDS in areas of greening deficiencies – detailed site surveys are being undertaken at identified locations at present. The City Corporation will select sites where there is a low risk of surface water flooding but will choose locations in proximity to trunk sewers where SuDS can be more effective during periods of heavy rain. The rationale behind the identification of these specific sites is to help mitigate the most adverse surface water flooding events.
- Permeable surfaces will be incorporated throughout highways/public realm works where appropriate to better manage surface water.

Revised Text changes are shown as tracked changes and highlighted in grey

Opportunities to incorporate Sustainable Drainage Systems (SuDS) will be reviewed for all transport and public realm schemes, with projects designed to minimise the volume and discharge rate of rainwater run-off. The inclusion of soft landscaping, planters, green walls, ~~and trees~~ and permeable surfaces in all schemes where space and conditions permit, ~~s~~ will also contribute to reducing surface water run-off rates. The City's Public Realm Toolkit (proposal 8) will set out requirements for future streetscape schemes to incorporate SuDS.

Alongside incorporating SuDS in projects, we will deliver additional SuDS infrastructure, initially at ten locations that provide the opportunity to minimise the risk of flooding close to trunk sewers. Delivery of the first ten SuDS schemes will be completed by 2025.

Proposal 10: Incorporate protection from adverse weather in the design of streets and the public realm – Amber

Key change

- Updated to include a reference to the green corridors ('cool routes') that will be delivered through the City Greening and Biodiversity project, providing shade and shelter.

Context

- A study² was undertaken as part of the CAS which indicates that maximum daily temperatures in the Square Mile are likely to be 5C higher in 2080 than 2020.
- The study indicates frequency and length of heatwaves is set to increase in the coming decades (modelling suggests the City could experience four times the current duration of heatwaves), so increased shade is imperative for health, and to keep City streets cool.
- City centre temperatures are already higher as a result of the urban heat island effect so could experience increasingly extreme conditions without adequate shading and canopy cover.
- We have developed Thermal Comfort Guidelines, a technical tool launched in 2022 that enhances the understanding of the microclimatic qualities of the City of London's public spaces, as well as a methodology to assess the impact of a new development on the microclimate of the City's streets, parks, public roof gardens and terraces and other public spaces. Developers will be expected to apply these guidelines through the planning process, and we will also utilise the tool when developing transport plans and projects.

Revised text changes are shown as tracked changes and highlighted in grey

Where possible, transport and public realm projects will incorporate features that provide people walking, wheeling, cycling and spending time on streets with protection from rain, wind and high temperatures. For example, shade and shelter provided by trees, building canopies and awnings and other street furniture, such as bus stop shelters. Designs will be carefully considered to ensure features to provide shade and shelter help make streets and public space more attractive and engaging.

Planting additional trees is a commitment through our Climate Action Strategy³, green corridors ('cool routes'), as set out in in proposal 8. In total 100 new street trees will be planted by 2025.

The potential impact on street users of sun exposure and any increase in wind speeds and tunnel effects from new developments (particularly tall buildings) will be assessed and mitigated through the planning process and the application of Thermal Comfort Guidelines².

² <https://www.cityoflondon.gov.uk/assets/Services-Environment/thermal-comfort-guidelines-for-developments-in-the-city-of-london.pdf>

Outcome 2: Street Space is used more efficiently and effectively

Proposal 11: Take a proactive approach to reducing motor traffic – Red

Key change

- Removed the commitment to developing a charging mechanism for the City of London, which is no longer considered necessary considering the direction of travel towards a new approach to road user charging, as signalled by the Mayor of London's consultation.
- Committed to supporting TfL on the development of future road user charging that achieves traffic reduction, particularly at peak times.
- Reviewed our trajectory and progress against the traffic reduction target of 25% by 2030 and 50% by 2044 (against 2017 baseline).
- Recognised the need to continue to monitor private hire vehicle (PHV) numbers should they increase again.

Context

- Underline the City Corporation's commitment to reducing motor traffic, and the importance of the policy in unlocking other policy goals and Transport Strategy proposals. Motor traffic reduction remains key to the achievement of other objectives for the Transport Strategy, including achieving Vision Zero, and the Climate Action Strategy. This will support efforts to increase walking, wheeling and cycling trips and improve air quality in the Square Mile.
- TfL has commenced investigation into next generation road user charging, to potentially replace the Congestion Charge and ULEZ. Early-stage engagement was undertaken as part of the ULEZ consultation in 2022.
- The central London Congestion Charge has changed in terms of its operation and days and hours it is in effect in the time since the Transport Strategy was published, first in June 2020 and more recently in February 2022.
- Air quality ambitions within the Transport Strategy could be partly assisted through a transition to electric vehicles. However, the motor traffic reduction targets apply to all motor vehicles and the discouragement of electric vehicles will support the achievement of walking, cycling, Vision Zero, Climate Action Strategy and street space outcomes. Brake and tyre wear also contributes to particulate matter, and as electric vehicles are usually heavier, they could contribute to increased tyre wear, and possibly higher particulate matter.
- There has been some success in regulating the PHV market, including the removal of exemptions to pay the congestion charge. The supply and demand of PHV via ride hailing has a somewhat better balance than at the time of writing than in 2019, due to licence regulation and the cost of operating vehicles. We will continue to monitor numbers to note any significant changes.
- We recognise that restrictions on motor traffic may negatively affect some people who are disabled, older, pregnant, care for infants and/or young children or those who may find it more difficult to walk. We also recognise that for many people with accessibility requirements, vehicle access remains necessary in order to maintain even a low level of personal mobility and independence. We will ensure these impacts are considered when

undertaking EQIAs on any proposed traffic restrictions and will to retain access for those with mobility impairments. It is also recognised that reducing traffic and implementing pedestrian priority streets can be a significant benefit, including to some people who are disabled, older, pregnant, care for infants and/or young children or those who may find it more difficult to walk.

Revised text changes are shown as tracked changes and highlighted in grey

Delivering this Strategy will result in a reallocation of street space from motor vehicles to provide more space for people walking, wheeling, cycling and spending time on the City's streets. To avoid unreasonably impacting the movement of essential motor traffic it will be necessary to reduce the overall volume of motor vehicles. Reducing motor traffic is also key to improving air quality and delivering Vision Zero. We will proactively seek to reduce motor traffic to support the delivery of this Strategy, with the aim of achieving at least a 25% reduction by 2030. Reductions in all types of motor traffic will be required to achieve this, with the most significant reductions being in the number of private cars and private hire vehicles using the City's streets.

To achieve this, we will champion and support the development of the next generation of road user charging for London and ~~encourage~~ support the Mayor of London and TfL ~~to accelerate~~ on the development of new charging mechanisms.

~~This new approach to charging should be implemented within the next Mayoral term. All income should be reinvested in the delivery of Healthy Streets, with a proportion of income generated ring fenced to provide funding for City of London and borough projects. While the new charging mechanism is being developed, we will encourage TfL to undertake a further review of the existing Congestion Charge. This review should be wide-ranging and consider charging levels, boundaries, timings and exemptions. If a clear commitment to road user charging is not set out in the next Mayor's election manifesto, we will explore the feasibility of developing an appropriate charging mechanism for the Square Mile, working with London Councils and London's boroughs to ensure a coordinated approach. We will work with TfL on the development of future road user charging that achieves traffic reduction, particularly at peak times.~~

Additional measures and initiatives to reduce motor traffic in the Square Mile will include:

- We will continue to monitor numbers of private hire vehicles (PHVs) operating in the City and will support TfL's approach to managing restricting the number of PHVs operating in London at to an appropriate level. Supporting TfL's efforts to reduce the number of private hire vehicles (PHVs) operating in central London. We will also work with TfL and large operators to reduce circulation and empty running and promote ridesharing.
- Working with the taxi industry to reduce empty running of taxis within the Square Mile, including a City-wide review of taxi ranks and promotion of ride hailing apps, while ensuring suitable availability of taxis for those that rely on them for door-to-door transport.
- Delivering proposals 38 and 39 to reduce the number of delivery and servicing vehicles in the Square Mile, particularly at peak travel times.

- Working with TfL to identify opportunities to ~~reduce~~ optimise the number of buses travelling through the City without compromising public transport accessibility (proposal 49).
- Not providing any additional on-street car and motorcycle parking, identifying opportunities to use parking reductions and restrictions to discourage private vehicle use and continuing to require all new developments to be car-free.
- Working with businesses to reduce the use of private cars, private hire vehicles and taxis for commuting and for trips within the Square Mile and central London.
- Introducing access restrictions and other measures to reduce through traffic in line with the City of London Street Hierarchy (proposal 12).
- In addition to reducing traffic by 25% by 2030 we will aim for a reduction in motor traffic volumes of at least 50% by 2044. We will publish more details about our traffic reduction plans following the next Mayoral election and clarification of how the next Mayor will approach road user charging. This will include how we will work with TfL and neighbouring boroughs to develop coordinated measures across central London. Achieving this level of traffic reduction is also likely to require new shared mobility services and other transport technology innovations, which the City Corporation will support and ~~champion~~ facilitate through our ~~Future Transport Programme~~ (proposal 43).

Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy - Amber

Key change

- Updated Street Hierarchy map at Figure 7.
- Updated to include changes to the areas covered by Healthy Streets Plans and the map at Figure 8.

Context

- We will continue to design and manage the street network in accordance with the hierarchy to encourage drivers to use the right street for the right journey.

Revised text changes are shown as tracked changes and highlighted in grey.

The City of London Street Hierarchy describes the function of every street in terms of motor traffic movement. We will design and manage the street network in accordance with the hierarchy shown in Figure 7 below to encourage drivers to use the right street for the right journey.

The categories in the hierarchy are:

London Access streets

Preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to, the Square Mile.

City Access streets

Preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations.

Local Access streets

Primarily used for the first or final part of a journey, providing access for vehicles to properties.

A street's position in the hierarchy will be one factor that helps inform decisions on how space is allocated between different users and uses of that street. Alongside the street hierarchy we will also consider

- The views and aspirations of different street users and City residents, workers and businesses
- How to best prioritise walking, cycling and buses as the most efficient ways to move people
- How to incorporate the street's role as a public space and reflect the types of buildings and uses along it, including planned development
- How to provide appropriate access for delivery, servicing, and other commercial activities
- How to provide access for residents, people of all abilities and people with access requirements, such as heavy luggage or injuries and illness

- How to maintain emergency response times and access for emergency services

We will maintain access for essential traffic and recognise that this may result in longer journeys in some cases. We recognise that in reducing motor traffic there are certain protected groups who may rely on using a car and are unable to participate in active travel. Any traffic restrictions and the promotion of sustainable modes of transport will be reviewed in line with proposal 1b, the Public Equality Duty set out under the Equalities Act 2010 and any other relevant guidance or legislation for all projects and major policy decisions.

Traffic management measures to implement the street hierarchy will be identified through the development of area based Healthy Streets Plans (HSP). These will consider:

- How to reduce the use of Local Access streets by through traffic, while maintaining access
- Opportunities to introduce pedestrian priority, improve the experience of walking, wheeling and cycling, enhance the public realm and create new public space
- Potential changes to kerbside uses including loading and parking
- Opportunities for area-based approaches to the management of freight and servicing, including consolidation and retiming of deliveries
- The need for network changes to support planned and future development

~~The first four plans, to be developed by 2022, will cover the following areas~~

Progress on completing Healthy Streets Plans is in the 'Update and Progress' section of this document in more detail. The Healthy Streets approach and identification of opportunities will be established through completing HSPs for the following areas (shown in Figure 7):

- ~~Barbican and Smithfield: supporting the delivery of the Culture Mile Look and Feel Strategy and the new Museum of London. The area covered will align with City Plan 2036 Barbican and Smithfield key area of change~~
- ~~Bank and Guildhall: incorporating the transformation of Bank Junction and supporting the delivery of the proposed Centre for Music and associated changes to the Museum of London roundabout and St Paul's Gyratory~~
- ~~City Cluster and Fenchurch Street – responding to the growth of the City Cluster and the proposed upgrade of Fenchurch Street station and enabling the delivery of the City Cluster Area Strategy. This will align with the City Plan 2036 City Cluster key area of change and incorporate part of the Aldgate and Tower key area of change~~
- Temple and Fleet Street Area: in response to the Fleet Street Estate Project, which comprises of the new Magistrates court and City of London Police headquarters, and enhancement of Fleet Street and the Temples area.

Healthy Street Plans will be developed in consultation with residents, businesses, BIDs and other partners and stakeholders. Initial delivery will focus on implementing functional network changes, small scale projects and temporary ~~interventions~~ to change the look and feel of streets and provide additional public

space. This will be followed by full implementation, including major transformational projects, which will be programmed to correspond with major developments in the area. All Healthy Streets Plan areas will be reviewed on a 10-year cycle, so that changes in conditions are reflected in our plans and priorities.

Healthy Streets Plans to be developed by 2027 include:

- Aldgate, Tower and Portsoken. This area is bounded on the east by the City Boundary with Tower Hamlets, at Mansell Street and Middlesex Street. It includes the junction at Minories Gyratory near Tower Hill and Aldgate Station in the north. The HSP will be completed by 2025.
- Bunhill Barbican and Golden Lane Healthy Neighbourhood Plan. This area extends in the north to Old Street which is the area within Islington, to the south London Wall, east to Moorgate and west to Aldersgate Street. We will work in partnership with Islington Council to develop a plan setting out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy and opportunities created by new developments. This will be completed by 2024.
- Fenchurch Street area. This includes area around Fenchurch Street Station and proposed upgrade, extends to include area south to the Thames, and includes Eastcheap and Monument junction. To be completed by 2026.
- Bank and Cheapside area, covers the reconfigured St Paul's gyratory to Bishopsgate in the east. The plan will be completed by 2027.
- Riverside area, addressing links to the Thames path, south of Upper and Lower Thames Street, by 2027.

Healthy Streets Plans that are in delivery or due to be completed in 2024 include:

- The City Cluster Healthy Streets Plan was completed in 2021. Work to deliver the recommendations as part of the City Cluster Vision -is in progress over the period to 2029, through an area programme including traffic management restrictions and pavement widening, focussed on Leadenhall Street and St Mary Axe as key routes. A series of improvements to public spaces including climate resilient planting and Sustainable Drainage Systems -(SuDS) in St Helen's Churchyard, St Andrews Undershaft Churchyard, Jubilee Gardens. Activation and engagement programme with the Destination City team and in partnership with Eastern Cluster BID. This Healthy Streets plan will be reviewed in 2030.
- Fleet Street Area Healthy Streets Plan, covers the area to the city boundary at Chancery Lane, north and south Fleet Street including the Temples, and extends to St Pauls in the east past Ludgate Circus. The plan is expected to be completed and adopted by 2024. Delivery of the recommendations will be over the period to 2033, including improvements associated with new development. This Healthy Streets Plan will be reviewed in 2033
- The Liverpool Street area Healthy Streets Plan, covers from London Wall to the City northern boundary and Bishopsgate on the east. The plan- includes improvements such as pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest

and relax. The plan is due to be completed in 2024. Delivery of the recommendations will be in conjunction with developments in the area.

Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, wheel, cycle and spend time – Amber

Key change

- Removed completed commitments on temporary street closures on specific dates and simplified description of approach.

Context

- Continue to improve the experience of spending time on the City's streets through temporary closures. The change in emphasis will be events and opportunities led by BIDs and other stakeholders. We will support events in partnership with promotion and by managing traffic restrictions. Opening our streets to people walking, wheeling and cycling will support Destination City and support the work of the Business Improvement Districts (BIDs).
- The proposal has been updated to recognise that restrictions on motor traffic may negatively affect a proportion of people who are disabled, elderly, pregnant, parents with infants and/or young children or those who may find it more difficult to walk. The extent of timed restrictions and types of vehicles excluded will be decided on a case-by-case basis, applying the approaches outlined in proposal 1b, proposal 2 and proposal 12, and subject to modelling, equality impact assessments and consultation. Furthermore, we endeavour to provide essential access for those with mobility impairments. It should be noted that reducing traffic overall and implementing pedestrian priority streets can be a significant benefit to those with mobility impairment as there is more space and comfort away from vehicles.

Revised text changes are shown as tracked changes and highlighted in grey

Where necessary and appropriate, we will introduce timed restrictions to motor vehicle access to support the implementation of pedestrian priority streets. This will make walking, wheeling and cycling safer and more accessible; and improve the experience of spending time on the City's streets. The potential for timed closures to general motor traffic to improve bus journey times will also be explored. The extent of timed restrictions and types of vehicles excluded will be decided on a case-by-case basis, applying the approaches es outlined in proposal 1b and proposal 12, and subject to modelling, impact assessments and consultation prior to implementation.

We will work with the City Corporation's Destination City team, BIDs and third parties to use temporary street closures to enhance the City's leisure and cultural offer. This includes closures for annual or one-off events as well as regular timed closures, for example on weekday lunchtimes or at the weekend.

~~We will also seek to improve the experience of walking and spending time on the City's streets by:~~

- ~~• Launching a Lunchtime Streets programme in 2019 to provide additional space for people using streets at lunchtime during the summer months. At least five Lunchtime Streets will be in operation by 2025~~

- Supporting the leisure and cultural offer of the City by holding 'car-free' weekends and days, with streets only open to people walking and cycling. We will aim to hold the first car-free day in 2019
- Supporting and facilitating closures by third parties and residents, particularly those that help promote walking and cycling and allow residents, workers and visitors to enjoy the City's leisure, cultural and historical offer
- Exploring the potential to make better use of street closures already required to facilitate existing events, such as the Lord Mayor's Show and City Run. For example, by extending the time street closures are in place or increasing the number of streets that are closed to traffic

Proposal 14: Make the best and most efficient use of the kerbside and car parks – Amber

Key change

- Updated the proposal dates.
- Included reference to delivery through Healthy Streets Plans for some changes, as decisions on changes to loading or parking areas will need to be considered with reference to the impact and benefit for neighbouring streets.
- Included specific reference to off-street disabled space and provision of adequate off-street space, within context of identifying spare capacity for alternative uses.

Context

- Kerbside review was undertaken in 2019/20, recommendations were not completed due to the impact of pandemic over the following two years. Further data collection has been undertaken in 2022 and 2023 which will enable the Kerbside review to be taken forward with recommendations in 2024/25.
- Work on the disabled parking provision across the City has progressed in 2023 and recommendations from this are anticipated in 2023/24.
- Car park occupancy patterns have been monitored to inform future short- and long-term options for alternative uses.
- EQIA considerations to note importance of off-street disabled parking.

Revised Text changes are shown as tracked changes and highlighted in grey

We will keep the use and management of the kerbside and City Corporation car parks under frequent review to:

Identify opportunities through Healthy Streets Plans and individual projects to reallocate space from on-street car and motorcycle parking to increase the space available for people walking, support the delivery of cycle infrastructure and provide additional public space and cycle and scooter parking.

- Ensure adequate on-street provision of short stay commercial parking, disabled bays, taxi ranks, loading bays and coach bays
- Ensure adequate provision of -off-street long stay parking provision, including dedicated disabled bays, while identifying spare capacity in City Corporation car parks and exploring alternative uses for this space
- Identify opportunities to reduce obstructions caused by vehicles loading or waiting to pick up passengers, particularly at peak travel times
- Ensure cycle and bus lanes are kept clear of obstructions from stationary or parked vehicles

We will complete and consult on the outcomes of the ~~first~~ City-wide kerbside review by 202422, with further reviews conducted at least every five years. Each review will include a comprehensive data collection exercise to understand current use of the kerbside and City Corporation Car Parks. No strategic changes to the

provision of kerbside facilities will be implemented before the review is completed or consulted on.

In addition to the items outlined above, this review will consider the potential to:

- Extend the charging period for on-street parking bays to include evenings and weekends ~~for non-commercial vehicles~~
- Introduce variable charging for motorcycle parking based on motorcycle size and emissions
- Encourage the use of car parks for long stay parking by reducing the maximum parking time for cars and vans on-street and introducing a maximum on-street parking time for motorcycles
- Extend the Controlled Parking Zone hours to evenings and weekends
- Designate on-street car parking as 'service bays' during the working day (7am-7pm), with parking restricted for use by commercial vehicles
- Reduce the maximum loading period from the current 40 minutes when the City's Controlled Parking Zone restrictions apply
- Introduce more dedicated loading bays and use technology to allow real-time management of loading activity
- Implement multi-use spaces, for example loading bay during off-peak hours, additional pavement space during the morning, lunchtime and evening peaks and a taxi rank during the evening

Proposal 15: Support and champion the ‘Turning the Corner’ campaign – Red

Key change

- Proposal has been deleted.

Context

- These principles were incorporated into the revised Highway Code January 2022, with motor vehicles now required to give way to people walking and cycling when turning left into a side road.
- With the publication of the Highway Code, the British Cycling Turning the Corner campaign has now ceased, and the emphasis is on further communication and behavioural campaigns to raise awareness and embed the change in motorists’ behaviour.
- Behaviour change and education to help embed the change to the Highway Code will be included under the Safer Behaviours element of *proposal 20 – Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero*.
- Beyond the Highway Code change, an update to national legislation would enshrine the changes in law. Support for any further changes to the highway code or national legislation will be investigated through our ongoing focus on prioritising and improving the experience of walking, wheeling and cycling and thus a dedicated proposal is no longer required.
- We do not anticipate any adverse impacts to people with protected characteristics as a result of deleting this proposal and combining behaviour change and education with proposal 20.

Revised text changes are shown as tracked changes and highlighted in grey

~~We will support efforts to secure changes to the Highway Code and national legislation to give people walking and cycling priority at all types of junctions turning across their path. This arrangement enables simpler junction designs and reduces waiting times at signal-controlled junctions for all users, including drivers. By reducing conflicts between left turning vehicles and people walking and cycling, these changes will support proposals to prioritise people walking and deliver Vision Zero.~~

Outcome 3: The Square Mile is accessible to all

Proposal 16: Make the City's streets more accessible and apply the City of London's Street Accessibility Tool ~~Develop and apply the City of London Street Accessibility Standard~~ - Red

Key change

- Renamed as City of London Street Accessibility Tool (CoLSAT).
- Updated the proposal title to “Make our streets accessible and apply the City of London Street Accessibility Tool”. Previously described as “Develop and apply the City of London Street Accessibility Standard.
- Added a commitment to apply CoLSAT on all projects and encourage developers to use it as part of their assessment processes.
- Added a commitment to develop and improve the CoLSAT as appropriate, to ensure that it remains current to changes in legislation and continues to drive improvements in quality and performance.
- Established a commitment to an annual programme of improvements within available Minor Schemes budget to ensure progress on improving accessibility on streets that are not otherwise covered by specific projects.
- Definition of CoLSAT included in revised text.

Context

- The City of London Street Accessibility Tool (CoLSAT) was completed in 2021 and is in use by City Corporation officers to inform our scheme designs for streets and open spaces. Our engineers and designers use it to assess designs and remove or mitigate any physical barriers to improve designs with the aim of making streets where no one is excluded.
- CoLSAT enables street designers to easily identify how street features impact on the different needs of disabled people. The tool's key feature recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussion to maximise the benefits for all.

Revised Text changes are shown as tracked changes and highlighted in grey

We will make the City's streets more accessible by:

- Applying the City of London Street Accessibility Tool (CoLSAT) on all projects to identify opportunities to improve accessibility.
- Delivering accessibility improvements at locations that are not covered by existing or planned projects through the Healthy Streets Minor Schemes programme. A proportion of our Local Implementation Plan (LIP) funding will be committed on an annual basis to fund these schemes.
- Continuing to engage disabled users of our streets and groups representing the needs of different street users to expand and improve CoLSAT, ensuring the tool and the data within it remains robust and adaptable to change.

- Completing an audit to identify locations with sub-standard or missing accessible crossing points. Necessary improvements will be delivered through the Healthy Streets Minor Schemes programme if not covered by existing or planned projects.
- Establishing a mechanism for people to report accessibility problems and identify barriers on our streets and public spaces.
- Working with developers to apply CoLSAT in when assessing the transport impacts of planned developments and to identify accessibility improvements that can be delivered through section 278 projects.
- Encouraging TfL to apply CoLSAT to projects on the Transport for London Road Network (TLRN) within the Square Mile.

We will work with City residents, workers, the City of London Access Group (COLAG), our internal access team and groups representing the needs of different street users to develop the City of London Street Accessibility Standard (COLSAS). COLSAS will set minimum and desired standards for the design of streets to ensure they provide an environment where all current and potential users feel welcome and safe and can travel comfortably and confidently. Vehicle access requirements will also be considered during the development of COLSAS.

The standard will be applicable to all City Corporation managed streets And we will work with TfL to apply the standard to the Transport for London Road Network (TLRN). We will apply COLSAS by carrying out a detailed access audit of all City streets to assess the current level of accessibility. Details of necessary improvements, including a delivery timetable, will be set out in a Streets Accessibility Action Plan. COLSAS and the Streets Accessibility Action Plan will be published in 2020. Improvements to streets that do not meet the minimum COLSAS standard will be prioritised, with all critical improvements delivered by 2025.

Proposal 17: Keep pavements free of obstructions – Amber

Key change

- Updated our commitments with reference to additional dockless bikes and scooter use.

Context

- Completion and use of the CoLSAT to ensuring street changes, including positioning of street furniture, widths of pathways are as accessible as possible.
- Updated to include new commitments from the Inclusivity section, Outcome 1
- More people choose to cycle to include scooters and other forms of micromobility, which is a new impact on our streets and pavement space.
- Updated to ensure partnership working encourages safer and more inclusive behaviours, ensuring that people parking cycles and e-scooters do not cause obstruction on our pavements.

Revised text changes are shown as tracked changes and highlighted in grey

We will ensure that pavements and streets are free of obstructions by:

- Not permitting A-boards on the public highway
- Only allowing outdoor seating where businesses can demonstrate that adequate width (including private space) will be maintained during the busiest time of day
- Working with owners and landlords and using highways powers and the licensing system to prevent pavements and streets being blocked by people standing outside bars and pubs, including prohibition of furniture that encourages this
- Ensuring operators of dockless cycle and scooter hire schemes require users to leave cycles and scooters in designated parking locations and promptly remove any cycles not left in these locations (see proposal 25)
- Continuing to reduce clutter by removing unnecessary street furniture and ensuring remaining furniture is positioned to maintain a clear walking or and wheeling route, including identifying opportunities to affix streetlights and signs to buildings
- Seeking to maintain a pedestrian comfort level of B+ when installing new street furniture, signage, trees and greenery, bollards and security features (see proposal 2)
- Minimise the extent to which ~~Ensuring that~~ temporary signage ~~does not significantly reduce~~s pavement width and work with contractors, utilities and developers to ensure signs are placed in the carriageway when they will not pose risk to road users
- Review the role of pavement obstructions in incidences of trips, falls and claims against the City Corporation
- Where it is essential to locate electric vehicle charging infrastructure on-street, charge points will be installed in the carriageway rather than on the pavement (see proposal 30)
- Enforce against people who park on the pavement.

Proposal 18: Keep pedestrian crossings clear of vehicles – Amber

Key change

- Proposal has been deleted.

Context

- This proposal is no longer considered necessary. Existing legislation on blocking a crossing except in instances where it is absolutely necessary to avoid injury or damage. The use of colour and markings at crossings is likely to negatively impact on some disabled people and is no longer considered an appropriate mechanism for tackling this issue.
- We do not anticipate any adverse impacts to people with protected characteristics at this time by deleting this proposal.

Revised Text changes are shown as tracked changes and highlighted in grey

We will work with the City of London Police, TfL and London Councils to encourage the Government to change the Highway Code and introduce new legislation to prevent queuing vehicles blocking pedestrian and cycle crossings. Any new offences should be decriminalised to allow both civil and City of London Police enforcement through issuing a penalty charge notice.

While awaiting legislative change, we will encourage drivers to leave crossings clear through targeted campaigns and trialling changes to crossing design, such as coloured markings or box junction style hatching.

Proposal 19: Support and champion accessibility improvements to Underground stations – Amber

Key change

- Removed text referring to Bank Station.
- Updated to recognise that physical barriers can be more than steps and that other elements should be addressed as well.

Context

- TfL has made improvements to Moorgate underground station (2022) and Bank Station (2023) that now have some step free access to certain services and lines.
- The Bank station upgrade was completed in February 2023. The new Cannon Street entrance has delivered step-free access on the Northern line and improved step-free access to the DLR.
- Moorgate National Rail Station does not have step free access to Great Northern services or the London Underground Northern line. Step-free access is available to the London Underground Circle, Hammersmith & City and Metropolitan lines, and will also be available to/from Liverpool Street Elizabeth line station.
- All Elizabeth line stations are step-free from street to platform.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with TfL to prioritise investment in accessibility improvements to Underground and DLR stations within the Square Mile, ~~beginning with making Bank Station accessible.~~ Through the planning process we will identify opportunities to introduce step free access as part of new developments and major refurbishments. We will also work with Network Rail to introduce step free access to Moorgate national rail platforms.

We will champion and support improvements that allow people to travel safely and comfortably. This can often involve ensuring information is accessible, providing easy route planning information, providing information in forms that are useable by a range of people and training transport staff to understand the needs of disabled and elderly people.

Our ambition is that all stations within the Square Mile are accessible by 2044. We will liaise with TfL to identify the programme of investment required to achieve this.

In addition to seeking accessibility improvements to stations in the Square Mile we will support accessibility improvements to London's wider public transport network. Improvements beyond the City's boundary are key to reducing the extra time or longer routes that can be required for a barrier free journey.

Outcome 4: People using our streets and public spaces are safe and feel safe

Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero – Red

Key change

- Updates to reflect the key actions in the draft Vision Zero Action Plan which is expected to be adopted in in late 2023. Reference to a Road Danger Reduction Plan is replaced by Vision Zero Action Plan.
- Changed the trajectory for achievement of zero KSIs in 2040, with new target for fewer than 20 deaths and serious injuries by 2030.
- Updated priority locations for Safe Streets interventions based on revised collision and casualty data analysis.
- Updated with reference to revised collision and casualty data analysis to highlight priorities and areas of focus, including TfL roads, motorcycles, buses and heavy good vehicles.
- Updated to include Post Collision Response.
- Removal of the commitment to seek a City-wide mandatory 15mph limit after this was turned down by the Department for Transport.
- Removal of the reference to ensuring Intelligent Speed Assistance (ISA) is a requirement for City Corporation services, as well as for other taxi and private hire, other fleets and private cars. Work to date has indicated that requiring ISA would significantly limit the availability of providers for City Corporation contracts. It is also now understood that TfL is not able to mandate the introduction of ISA in taxi and private hire vehicles, or within broader fleets due to the current lack of availability of this technology in commercial vehicles.
- Removal of the action to encourage TfL to adopt bus safety-based performance measures as TfL has adopted a Safety Performance Index (SPI) that provides a way to benchmark performance across bus operators and to address issues relating to safety where it arises with an operator.
- Figure 9 has been updated with priority locations for Safe Streets interventions based on revised collision and casualty data analysis.

Context

- The City of London Corporation remains committed to doing everything it can to make the streets of the Square Mile safe for everyone, working with key partners such as the City of London Police and Transport for London to keep people safe from harm.
- The City Corporation has recently developed and applied a new, more sophisticated approach to the identification and prioritisation of junctions identified for remedial action. The approach is based upon analysis of serious injury clusters in the City, with individual road user 'conflicting pairs' ranked and prioritised by potential for treatment and risk reduction and so value for money.
- Expiry of Road Danger Reduction and Active Travel Plan 2018-23 which will be replaced by the Vision Zero action plan 2023-2028. Text updates reflect discussions in developing our draft Vision Zero action plan and refinement of approach in designing schemes.

- The Department for Transport refused the request of the City Corporation to approve a blanket 15mph mandatory speed limit across the Square Mile. The draft Vision Zero plan commits to promoting compliance with speed limits to reduce risk across the City.
- We do not anticipate any adverse impacts to people with protected characteristics at this time. The changes to proposal 20 and removing ambition for 15mph, targets for 2018-2023, and priority locations, are considered to be clear and reasonable.

Revised Text changes are shown as tracked changes and highlighted in grey

We ~~Our~~ will ~~commitment to deliver~~ the ambition of Vision Zero ~~means we will~~ seeking to eliminate transport related deaths and serious injuries from the streets of the Square Mile by 2040. ~~to eliminate death and serious injuries on the City's streets by 2040.~~

Our interim targets ~~are~~ is that ~~no more than 3-5 people a year are killed or seriously injured by 2022 and that there are fewer than 20~~ 16 deaths or serious injuries a year by 2030.

Measures to deliver Vision Zero and reduce road danger will be delivered across ~~four~~ five themes:

- Safe streets
- Safe speeds
- Safe vehicles
- Safe behaviours
- Post collision response

We will work in partnership with the City of London Police, TfL and organisations representing different street users to apply the Safe System approach and the principles of road danger reduction. This means:

- Being proportional in our efforts to tackle the sources of road danger, focussing on those users of our streets who have the greatest potential to harm others due to the size and speed of their vehicle.
- Recognising that people will always make mistakes and that collisions can never be entirely eliminated. Our streets must therefore be designed, managed and used to cater for an element of human error and unpredictability.
- Reducing vehicle speeds on our streets to minimise the energy involved in collisions and protect people from death or injury.
- Seeking to reduce slight injuries and fear of road danger alongside the principal focus on eliminating death and serious injuries.

Further details on how we will work towards Vision Zero will be published ~~in the~~ We plan to publish a Vision Zero Action Plan which is expected to be adopted later in 2023 and will be updated at least every five years.

Safe streets

We will ~~redesign our streets to reduce the likelihood and severity of collisions.~~ Locations for change will be identified and prioritised based on the number and severity of collisions, and the risk to people walking, cycling and riding motorcycles and mopeds. Locations will be reviewed on an annual basis.

- Priority locations for change by 2030, using analysis of data from 2012 to 2017, are shown in Figure 8 and include: .Moorgate (London Wall to Eldon Street)
- High Holborn (Holborn Circus to Warwick Lane)
- Cannon Street (Mansion House Station to New Change)
- St Paul's Gyratory
- Aldersgate Street/Beech Street Junction
- Fleet Street/New Fetter Lane Junction
- Lombard Street — Fenchurch Street Corridor
- Old Broad Street/London Wall Junction
- Camomile Street/St Mary Axe Junction

(locations will be updated with refreshed collision data)

We will work with TfL to deliver changes at the following priority locations on the TLRN:

- Bishopsgate
- Monument Junction
- Embankment (Temple Avenue to Puddle Dock)
- Mansell Street
- Southwark Bridge/Lower Thames Street Junction
- Upper Thames Street (London Bridge to Eastcheap)

We will use the analysis of collisions to prioritise investment in Safe Streets scheme that will be scoped, designed and delivered to reduce danger and the fear of danger at the highest risk locations.

The current priority locations for investment are:.

This ranked list is as follows:

- London Wall / Moorgate
- Holborn Circus
- Aldgate High Street (Outside Aldgate Station)
- Newgate Street / Warwick Lane
- Aldersgate Street / Long Lane (Outside Barbican Station)
- Fleet Street / Bouverie Street
- London Wall / Old Broad Street
- Fenchurch Street / Lime Street
- Fetter Lane / New Fetter Lane
- Fenchurch Street / Mincing Lane

proposals for improvements at all these prioritised junction locations will be developed by 2028.

We will also use collision data to highlight priority locations on the TLRN and work with TfL to deliver the necessary improvements including at Monument junction.

In addition to the above we will work with TfL to monitor and if necessary further improve Farringdon Street and New Bridge Street (including Ludgate Circus and Blackfriars junction).

We will continue to deliver other measures that improve the street environment, to reduce the likelihood and severity of collisions, including:

- The development of a City of London Vision Zero design audit, applied to all engineering schemes, to ensure that guidance and best practice have been applied,
- Delivering Safe Streets interventions through other planned projects and programmes,
- Enhancing the delivery of Safe Streets initiatives through effective monitoring and reporting,
- ~~Narrowing and raising the entrances to side streets to require drivers and riders to manoeuvre more slowly~~
- ~~Exploring the potential for changing the look and feel of streets to reinforce positive behaviours by people driving and riding in the Square Mile, including appropriate speed, acceleration and overtaking. Innovative techniques that use road markings and temporary or light touch changes to give behavioural cues will be trialled and assessed in up to five locations by 2022~~
- Continuing to maintain a smooth and level surface on pavements and carriageways to reduce the risk of trips and falls by people walking, wheeling and riding in the City.

Safe speeds

Reducing the speed of vehicles decreases the likelihood of a collision and the severity of injury in the event of one.

To ensure that all vehicles, including cycles, are driven or ridden at speeds appropriate to the City context we will support the City of London Police's engagement and enforcement through activity to promote compliance including:

~~seek permission from the Department for Transport to adopt a City-wide 15mph speed limit by 2022. If successful, we will encourage TfL to seek permission to deliver this new limit on the TLRN, particularly along the Bishopsgate corridor. We will work with the City of London Police to deliver engagement, education and enforcement to support the implementation of the 15mph speed limit.~~

- Using projects that deliver changes to the City's streets that create a low speed environment,
- Trialling the use of on-street signage and messaging to highlight the need for people to drive and ride at appropriate speeds,
- Installing speed indicator devices at locations with the lowest levels of speed limit compliance and highest risk of serious collisions,
- Introducing intelligent speed assistance (ISA) in our own vehicle fleet and promoting its use by other fleets that operate in the City, including the fleets of City Corporation partners, suppliers and service providers,
- Using City Corporation channels, including to the business community, to amplify national and London speed awareness campaigns.

~~Asking TfL to prioritise the roll out of bus ISA on routes which operate in the Square Mile, with the aim of bus ISA operating on all routes by 2022. aligning with TfL's approach and setting the standard for driving behaviour by introducing ISA in the City Corporation's own vehicle fleet and promoting its use by other fleets that operate in the City~~

~~Adopting ISA in our own fleet procurement practices as part of our renewal programme. Insurance savings will be quantified and shared as best practice~~

guidance for City suppliers and through the Fleet Operator Recognition Scheme (FORS)

- Ensuring ISA is a standard requirement for any service procured by the City Corporation with a fleet requirement
- Promoting the installation of ISA in taxis and private hire vehicles and encouraging TfL to make ISA a requirement for new taxis and private hire licensing
- Encouraging the uptake of ISA in other fleets, such as hauliers, construction firms and coach operators
- Working with the insurance industry and vehicle manufacturers to promote and encourage the use of ISA in private vehicles

The City of London Police will continue its on-street engagement and speed enforcement activity with a focus on locations and times where poor compliance presents the greatest risk.

Safe vehicles

We will adopt a variety of measures to improve the safety of motor vehicles which use City's streets, including:

- Continuing to engage with TfL to provide insight, data and advice on the approach to reduce the risk posed by London buses,
- Encouraging TfL to identify all opportunities to improve safety, both in the design specification for future London black cabs and in its influence over private hire vehicle operators,
- Seeking the highest standards through the use of the innovative CityMark initiative, which encourages construction sites to take a more holistic view of safety beyond the hoardings and to prioritise the reduction of risk to other road users,
- Collaborating with partners to improve vehicle standards and maintenance and seek to support the development of a motorcycle fleet accreditation standard,
- Using fleet accreditation schemes, such as the Fleet Operator Recognition Scheme (FORS), to integrate safety into fleets by:
 - Supporting the City Police's education, engagement and enforcement against people driving or riding vehicles that put themselves and others at risk,
 - Raising vehicle safety standards, through the City Corporation setting the benchmark through its own fleet, whilst using procurement processes, supply chain and influence on other businesses to further extend the benefits.

Continuing the CityMark accreditation programme to ensure vehicles at City construction sites meet standards. We will encourage the inclusion of CityMark in Construction Logistic Plans (CLP)

Encouraging TfL and industry stakeholders to develop FORS or similar standards for coaches and vans by 2022

Encouraging the integration of direct vision standards as part of all accreditation schemes. This will also be mandated through CLPs and CityMark for City construction sites once the standards are implemented and normalised

Supporting TfL with developing a motorcycle fleet accreditation standard for couriers and delivery riders, which will include improved safety training

Continuing to inspect over 1000 vehicles each year with the City Police Commercial Vehicles Unit and continue to support the London Freight Enforcement partnership alongside Transport for London, the Metropolitan Police and the Driver and Vehicle Standards Agency. We will identify opportunities to intensify the programme and map enforcement related to development density by 2020

Work with industry, sector associations and motorcycle riders to identify and understand levers for motorcyclists to choose lighter, less powered vehicles when riding to and around the City

Identifying any potential risks associated with the uptake of new technologies, including the increased use of quieter zero emission capable vehicles

Safe behaviours

We will encourage all the users of our streets to travel safely by:

- Expanding the 'exchanging places' training course for professional drivers to include the experience of walking, as well as cycling, in the Square Mile
- Encouraging TfL to require safety training as part of private hire and taxi licensing. This will include Bikeability Level 3 training
- Providing and promoting free cycle training for people who live, work and study in the City; working closely with City businesses to offer this training in a convenient and easily accessible way
- Encouraging TfL to include safety-based performance measures instead of timetable performance measures in bus contracts. We will work with TfL and operators to implement these changes as part of its Bus Safety Standard
- Working with the City of London Police to deliver targeted enforcement of dangerous and reckless driving and riding, including using plain clothed officers
- Promoting safe driving and riding through targeted behaviour change campaigns
- Identifying and targeting poor behaviours from use of emerging mobility technologies, such as e-scooters
- Work with the freight industry and research partners to understand the impact of delivery schedules on driving style and speeds

We will support the City Police's intelligence led and highly visible approach to tackling unsafe and illegal behaviour on the City's streets through education and enforcement. We will seek Community Safety Accreditation Scheme (CSAS) powers to enable police-type functions, including enforcing cycling on the pavement, to be undertaken by accredited individuals or organisations.

Campaigns, communication and training interventions to improve behaviours of all street users will include:

- Working with the City Police to support and amplify the campaigns, communications and behaviour change activity of TfL, the DfT and other agencies.
- Promoting training opportunities to cycle and e-scooter users, including those that use cycles and e-scooters for work, to ensure that they ride in a way that minimises risk to people using the City's streets.
- Investigating the potential to strengthen our existing Fleet Operator Recognition Scheme (FORS) requirements for suppliers, including a condition that drivers have Safer Urban Driving training or on-cycle / immersive training.

- Collaborating with TfL and other authorities to help inform national standards, including the design (and database) of Compulsory Basic Training for new and novice powered two-wheeler riders, and compulsory requirement for Safer Urban Driving in Driver Certificate of Professional Competence (CPC).
- Working with TfL's Taxi & Private Hire team to encourage them to strengthen safety requirements where possible, for example driver safety training, police incident reporting, Disclosure and Barring Service (DBS) frequency etc.

Post Collision Learning, Analysis and Support

Fatal and serious injury collisions on the City's streets are tragic but largely preventable events, and through treating them as such, the Corporation and Police will learn from them to help prevent their reoccurrence whilst supporting the victims that suffer the consequences.

The City Corporation and City Police will:

- Collaborate to improve the investigation of collisions to help inform and develop the approach to reducing road danger and preventing fatal and serious injuries
- Work together to improve support for those that suffer the most from the effects of fatal and serious collisions, with the City Police signposting and referring individuals to the specialist services that exist, to aid and support those bereaved or seriously injured at the most difficult of times
- Work closely when developing traffic restrictions to reduce potential impacts on emergency response times.

Proposal 21: Work with the City of London Police to reduce crime and fear of crime – Amber

Key change

- Expanded to include supporting campaigns that reduce the fear of crime.
- Amended reference to a trial on the use of ground anchors, to identify locations of concern for theft and work with the City Police to address this.
- Broadened to include anti-social behaviour, violence against women and girls and serious violence, with a focus on the night-time economy.

Context

- The City remains committed to doing everything it can to make the streets of the Square Mile safe for everyone, working with key partners such as the City of London Police and Transport for London to keep people safe from harm.
- Comments from stakeholder engagement has identified concerns regarding safety on the City's streets at night, particularly for women and girls. This has the potential to discourage walking trips in the City, as well as threatening the City as a destination for evening hospitality and leisure.
- EQIA recommended that the proposal should also focus on personal assaults that disproportionately affect some protected characteristic groups, who are more likely to be victims of crime. The proposal has been updated to include the work undertaken with the Safer City Partnership, including the work they are doing on neighbourhood policing and anti-social behaviour.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with the City of London Police to ensure the design and management of streets helps everyone feel safe and reduces opportunities for crime at all times of the day.

Through the Safer City Partnership, which brings together agencies including the City Corporation, City Police, London Fire Brigade and City and Hackney Integrated Care Board, we will work in partnership to tackle anti-social behaviour, violence against women and girls, and serious violence focussed on the night-time economy.

~~Quarterly meetings will review~~ Collaboration between the City Corporation and City Police will address crime trends, hotspots and crowded places and identify opportunities to reduce crime through changes to street design and management, enforcement and awareness campaigns.

~~Initial~~ Further measures to reduce ~~vehicle theft and vehicle-enabled crime~~ and fear of crime will include:

- Identifying particular locations of concern for powered two-wheeler and cycle theft and working with the City Police to explore the potential for additional or improved facilities and police presence to address this.
- ~~Trialling ground anchors at motorcycle theft hotspots to reduce thefts and help tackle motorcycle-enabled crime. We will initiate the trial in 2019 and review the utilisation of anchors and impact on theft rates ahead of the proposed roll out~~

- Running campaigns with motorcycle and cycle groups to promote best practice locking and security measures
- Reviewing security provision in City Corporation car parks and other assets as part of the development and delivery of last mile logistics facilities (see Proposal 38)
- Supporting City, London and national safety campaigns, such as the City of London Police's Operation Reframe, a partnership approach to support the night-time economy by providing a reassuring high visibility presence.

Proposal 22: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets – Amber

Key change

- Updated to remove reference to the Secure City Programme, as security in the public realm is no longer covered by this programme.

Context

- There is an ongoing need to work with the City of London Police, developers and City businesses to monitor and enhance security measures to ensure people working visiting and living in the Square Mile feel safe.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with the City of London Police, developers and City businesses to review and where necessary enhance security measures. Initiatives will take ~~to to deliver the Secure City programme. This initiative takes Initiatives will take~~ a risk-based approach to implementing appropriate and proportionate on-street security measures. We will aim to ensure that security measures are:

- Discreet and installed to avoid reducing the space available to people walking, wheeling and cycling, including those using nonstandard cycles (see Proposal 24)
- Multi-functional, incorporating seating, greenery or public art where possible to improve the experience of walking, wheeling, cycling and spending time on streets
- Designed and installed to take account of the access needs of ~~people with disabilities~~ disabled people
- Designed and installed to take account of access requirements for servicing

~~We will review existing security provision against these criteria as part of delivering the Secure City programme. We will also work with industry partners to develop hostile vehicle mitigation standard benches, planters, fountains and other street furniture. This will include moveable security features to support timed access restrictions for motor vehicles.~~

Proposal 23: Install and operate street lighting in accordance with the Lighting Strategy ~~Improve the quality and functionality of street lighting~~ – Red

Key change

- The proposal has been updated to reflect the completion of the street lighting upgrade and to focus on the application of the Lighting Strategy when operating existing and installing new lighting.
- Updated to capture reporting on the energy savings from new lighting system for Carbon savings.
- Noted new Lighting Supplementary Planning Document (SPD) adopted July 2023.

Context

- A new street lighting system is now in operation in the City, this was completed in 2021. The revised proposal will ensure that recommendations from the Lighting Strategy are incorporated where they relate to the public realm and employing lighting to help promote accessibility, inclusion, safety and diversity, whilst supporting and promoting walking, wheeling, cycling and the use of public transport. This includes the intelligent management of lighting to improve feelings of safety in the early evening in winter.
- City Corporation formally adopted a pioneering lighting guidance to meet net zero ambition in July 2023. The Lighting SPD provides guidance for developers on lighting buildings and the spaces between them, covering the design, delivery, operation, and maintenance of artificial light within the City of London. Over time, as new developments come forward that follow this guidance, the approach to lighting in the City will be transformed, making it a greener, safer and more attractive place to be for all its communities after dark.
- An ongoing awareness of community concerns that can be mitigated by use of the lighting system is recommended to be picked up by the police and appropriate officers.

Revised Text changes are shown as tracked changes and highlighted in grey

~~By 2020 the City Corporation will have up-graded its street lighting~~The City Corporation has completed its up-grade of street lighting in accordance with the City of London Lighting Strategy. In 2023 the City Corporation adopted a new lighting guidance, which will support its net zero ambition. The 'Lighting SPD' will provide guidance for developers on lighting buildings and the spaces between them, covering the design, delivery, operation, and maintenance of artificial light within the City of London. The new initiative will also require developers to submit detailed plans to minimise light pollution, at the early stages of their planning applications.

The following principles will be embedded in the ongoing operation of street lighting and applied to new lighting ~~across~~ ~~delivered by~~ new transport and public

realm schemes projects and, through the planning process, as well as
developments through the planning process:

- Use street lighting to improve the look, feel and ambience of streets
- Improve the quality of lighting for people walking, wheeling and cycling
- Reduce road danger through appropriate lighting at areas of higher risk, such as junctions
- Match lighting provision to the City of London Street Hierarchy and the character of streets
- Ensure lighting supports CCTV operation
- Utilise flexible and intelligent lighting control to support City of London Police operations
- Utilise flexible and intelligent lighting control in accordance with night time activity and to support safe travel during winter months and respond to community concerns
- Report on energy savings from new lighting system for Carbon savings

Outcome 5: Improve the experience of riding cycles and scooters in the City ~~More people choose to cycle in the City~~

Proposal 24: Improve the experience of riding cycles and scooters and prepare for future forms of 'micromobility'- Red - ~~Apply a minimum cycling level of service to all streets~~

Key Change

- Outcome and proposal text changed to include scooters and other forms of micromobility. An emerging definition of micromobility is also included in the outcome introduction.
- Changed the City's minimum design standard to be in line with TfL Cycle Route Quality Criteria and DfT Technical Note 1/20
- Changed reference to route numbers, now numbered 'Cycleway' in place of Cycle Superhighway or Quietway, TfL are now referring to all routes by a simplified numbering system.
- Updated to include reference to the speed of rental e-bikes and e-scooters and wherever possible to limit them to no greater than 15mph through the use of GPS-enabled speed limiters and geofencing systems.
- Updated commitments to deliver cycle network in Figure 10, based on deliverability and traffic levels on our streets. Routes listed for delivery have been updated based on feasibility work over previous 3 years and with knowledge of future funding as currently anticipated. Also updated Figure 10 with network sections that have been completed since 2019.

Context

- Increased numbers of people cycling (and scootering) to, through and around the City over monitored period, therefore requiring improved facilities. Improving cycling facilities, in particular addressing concerns over safety, is also essential to enabling more people to choose to cycle.
- Street space constraints make it difficult to deliver the originally devised levels of service, therefore we are aligning with TfL standards.
- Need to define 'micromobility' with the emerging new forms of travel and based on DfT regulations on permitted vehicles on the road. Micromobility is used to describe small vehicles used by people to get themselves around a city and that can be safely ridden alongside conventional bicycles in cycle lanes. In practice, this currently covers mainly conventional bicycles, and certain electric bikes (e-bikes) and electric scooters (e-scooters).
- Some sections of the network have been delivered and this is reflected in the updated plan.
- Anticipated reduction in funding available from TfL, therefore delivery rate and funding sources may change through the next period of delivery, and the updated plan reflects this.

- It is likely that dockless scheme regulation and legalisation of e-scooters will be included in upcoming legislation. The revisions anticipate this legislative change which is expected in the near future.
- Subject to the final classification of e-scooters in any future legislation, e-scooters and any other forms of micromobility will be treated in the same way as cycles in terms of street space and access, being permitted to use cycle lanes.
- Changes will be led by the outcomes from the current TfL operated e-scooter trial and any changes in legislation that Government wishes to make on that basis.
- The City Corporation undertook an EQIA in 2021 to build on Transport for London's electric scooter or e-scooter rental trial EQIA in London. It examined how different groups of people with protected characteristics would or could be, disadvantaged or advantaged by the introduction of the trial in the City of London. The City Corporation has put in place coordinated monitoring, data collection and an evaluation programme with TfL to identify if any further adjustments are required. Measures to reduce problems with parking on pavements and speeds of e-bikes and e-scooters have already been implemented.

Revised text changes are shown as tracked changes and highlighted in grey

We will make the Square Mile a safe, attractive, and accessible place to ride cycles and scooters ~~to cycle~~ by applying a minimum cycling level of service to all streets by 2035.

On the streets shown in Figure 10 below, which will form a core cycling and scooting network (referred to as the City cycle network throughout this strategy), we will ensure that ~~either~~:

Motor traffic volumes are kept below 150 vehicles an hour in each direction at the busiest time of day and priority is given to people cycling over motor vehicles. If necessary, we will introduce traffic management measures to reduce the number of vehicles on these streets

or...

Protected cycle lanes that are a minimum of 1.5m wide per direction of travel are provided, with at least 2m wide protected cycle lanes wherever possible

The core network streets meet the London Cycling Design Standards (LCDS 2016) and the New Cycle Route Quality Criteria (NCRQC 2019).

We will align with any future changes to these standards to ensure our approach remains consistent with best practice.

We recognise that initially it may not be possible to achieve this ese levels of service at all locations and will identify mitigating measures in the short and medium term to manage this.

We will prioritise cycling improvements and interventions on the core cycle network. This will ensure that nearly all property entrances are within 250m of the network, providing access to destinations across the Square Mile and linking with the wider London cycle network. ~~We will explore the potential to use temporary measures and interventions to accelerate the pace of delivering the network and~~

allow changes to street layout to be tested and refined before being made permanent.

We will support cycle logistics and the use of cycles and scooters as mobility aids by ensuring that all parts of this network are designed to be accessible to non-standard cycles, such as cargo cycles, adapted cycles and scooters.

We will deliver the Bishopsgate to Blackfriars (including improvements at Mansion House junction) and CS1 to Monument Junction sections by 2025.

The following parts of the core cycle network will be delivered by 2030:

- Houndsditch C2 to C3 by 2025
- Aldgate to Blackfriars via Queen Victoria Street by 2028
- Moorgate by 2028
- Holborn Circus via Bank including connecting the City Cluster to Cycleway (C2) Superhighway (CS) 2 and C6 by 2035
- C3 to St Paul's via the City Cluster to St Pauls via and London Wall (in conjunction with planned network improvements at St Paul's Gyratory) by 2035
- Monument Junction to C4 via London Bridge in partnership with TfL by 2030
- CS2 to CS3 via Mansell Street (in partnership with TfL)
- The remaining sections of the core cycle network will be delivered by 2035.

On Local Access streets that do not form part of the core cycling network, we will aim to keep motor traffic volumes below 150 vehicles an hour in each direction at the busiest time of day to give priority to people cycling and using scooters over motor vehicles. For the majority of Local Access streets this will require relatively little intervention, other than junction improvements. Traffic levels are already low, and this Strategy will deliver reductions in traffic volumes (proposal 11) and introduce a City-wide 15mph speed limit (Proposal 20). reduce speeds through street design. In cases where traffic volumes exceed this limit, we will seek to reduce traffic volumes through changes to access and traffic management. (*No deletion, addition of scooters*).

On City Access streets, we will aim to meet the standards described above but recognise this may not be possible on all streets due to their role in traffic movement or space constraints. Other proposals in this Strategy, such as the introduction of a Citywide 15mph speed limit, traffic reduction and slower speeds through design, will help make these streets safer, more attractive, more inclusive and more accessible places to cycle and scoot.

We will also seek to limit the speeds of rental e-bikes and e-scooters wherever possible to no greater than 15mph through the use of gps-enabled speed limiters and geofencing systems and continue to proactively manage where geofenced vehicles can and cannot travel through to improve safety and reduce conflict between these vehicles and other modes of travel.

To support the new cycling level of service we will also:

- Review all shared pedestrian/cycle/scooter spaces, such as Queen Street, and contraflow cycle lanes, and where necessary propose physical changes, campaigns, education, engagement and enforcement to improve interactions between people walking and wheeling, people riding cycles and scooters, and people driving cycling and driving.

- Use signage and road markings to emphasise priority for people cycling and scooting over motor vehicles.
- Introduce safety improvements at the priority locations identified in proposal 20 to ensure they are safe and easy places to cycle and scoot.
- Trial temporary schemes and infrastructure ~~wherever possible~~ when appropriate to review impacts on other street users and accelerate the delivery of the cycle network.
- Learn from and incorporate design standards and guidance, such as the TfL Cycle Route Quality Criteria and DfT Technical Note 1/20, ~~London Cycling Design Standard and the Dutch CROW manual~~, when designing and delivering cycling infrastructure improvements in the City.

Additional measures to support the delivery of the core cycle network will include:

- The use of Construction Logistics Plans and Delivery and Servicing Plans to manage the number of freight vehicles using the network, particularly at peak times.
- Enhanced cycle wayfinding and signage, including signage at eye level wherever suitable.
- Working with boroughs neighbouring the City and TfL to improve continuity and connectivity between our cycle networks.

Proposal 25: Increase the amount, variety and quality of cycle and scooter parking and facilities in the City – Red

Key change

- Expanded proposal on Parking Delivery Plan to Parking Improvement Plan to incorporate dockless space and adapted/cargo cycle/scooter space and rental e-scooters.
- Included commitment to undertake a review and report on the demand for micromobility parking and identify pavement and carriageway space available to accommodate micromobility parking that doesn't negatively impact other street uses and users, including near stations.
- Included action to identify micromobility parking best practice and design to mitigate against cycle and scooter theft and vandalism.
- Included innovative parking solutions and designs that increase the space efficiency, security and quality of cycle parking; including the possibility of commercially operated cycle parking hubs.
- We will also support the ongoing development and review of TfL's Dockless Bike Share Code of Practice for Operators in London.
- Moved action to lobby for national legislation that will introduce additional regulatory powers to effectively manage current and future dockless hire activities on our streets to proposal 45.
- Incorporated existing proposal 26 'Ensure new developments contribute to improving the experience of cycling in the City' into revised proposal 25.

Context

- Increased numbers of people cycling (and scootering) to, through and around the City over monitored period since 2010, therefore requiring improved facilities.
- It is likely that dockless scheme regulation and legalisation of e-scooters will be included in upcoming legislation. The revisions anticipate this legislative change which is expected in the near future.
- Subject to the final classification of e-scooters in any future legislation, e-scooters will be treated in the same way as cycles in terms of street space and access.
- Changes will be led by the outcomes from the current TfL operated e-scooter trial and any changes in legislation that Government wishes to make on that basis.

Revised text changes are shown as tracked changes and highlighted in grey

We will conduct a City-wide cycle parking review and publish a Cycle and Scooter Parking Improvement Plan by 2025—~~Delivery Plan by 2020~~. This will:

Review the availability and distribution of both on and off-street public and residential cycle and scooter parking provision to ensure adequate provision, taking account of forecast demand. ~~This will include working with National Rail to review parking at stations~~

Review and report on the demand for cycle and scooter parking and identify pavement and carriageway space available to accommodate parking that doesn't negatively impact other street uses and users, including for:

- cargo cycles
- adapted cycles and scooters
- dockless hire cycles
- rental e-scooters

Review, in collaboration with Network Rail and Transport for London, current parking distribution and available potential cycle and scooter parking locations around City stations.

Identify requirements for public and residential cycle and scooter parking that can accommodate cargo cycles and adapted cycles, including retrofitting existing cycle parking

Review facilities and demand to ~~P~~romote the use of City Corporation car parks for long stay cycle and scooter parking

Explore the potential for innovative parking solutions that increase the space efficiency, security and quality of cycle and scooter parking to mitigate against cycle and scooter theft and vandalism.

Assess the potential for commercially operated cycle parking hubs that provide enhanced security and facilities and support provision of these through development and ~~P~~lanning conditions process.

Assess occupancy levels of cycle parking in recently completed commercial buildings to understand current use and inform future planning policy on workplace cycle and scooter parking

Further reviews will be conducted on a regular basis, and at least every 5-years.

Text amalgamated from (Proposal 28) with substantial changes proposed see context

~~We will work with TfL and cycle hire providers to improve the quality and accessibility of all cycle hire facilities including docked, dockless, and cargo cycles for residents, workers, and visitors. In doing so, we will ensure that:~~

~~Cycles for hire are readily accessible in suitable numbers and in appropriate locations across the City~~

~~There are adequate parking and docking facilities and that these are managed to respond to peaks in demand~~

~~Hire cycles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users~~

~~Operators cover the costs of any additional infrastructure required to facilitate cycle hire~~

~~Any redistribution of hire cycles by vans or other motorised modes are done with zero emission capable vehicles~~

~~Dockless cycle operators actively restrict their users from parking outside designated areas and quickly remove cycles that are not parked in these areas~~

~~Cycle hire parking and docking locations and total spaces provided are reviewed and enhanced as demand changes~~

~~We will work with TfL and London Councils to secure a byelaw that grants local authorities in London regulatory powers to effectively manage current and future cycle hire activities on our streets.~~

We will also lay out the City Corporation's expected standards for dockless hire operators who are active in the City or on our borders, including insisting that:

- Dockless hire vehicles and schemes fully comply with all local and national standards and legislation, especially concerning the construction and safety standards of vehicles
- Dockless hire vehicles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users
- Dockless hire scheme operators cover the costs of any additional infrastructure required to facilitate their schemes
- Dockless hire scheme operators use zero emission capable or preferably non-motorised vehicles as part of their operations
- Dockless hire scheme operators actively restrict their users from parking outside designated areas and quickly remove vehicles that are not parked in these areas
- Dockless hire scheme operators seek and retain accreditation with Collaborative Mobility UK (CoMoUK)

Further reviews will be conducted on a regular basis, and at least every 5-years.

Text amalgamated (unchanged) from old Proposal 26.

Through the planning process we will also work with developers and future occupiers to:

- Ensure all new developments provide secure cycle parking facilities, that are at least in line with the London Plan's minimum standards for cycle parking including an appropriate mix of foldable bike parking and full-size bike parking, have step free access to cycle parking and in particular to non-standard cycle parking spaces and include lockers and showers in commercial developments
- Ensure that development proposals demonstrate how cycle parking facilities will cater for non-standard cycles, including adapted cycles for disabled people
- Encourage the provision of parking facilities that are suitable for non-standard cycles, including providing off-street storage for cargo bikes and hand carts in developments that include ground floor retail and takeaway food outlets
- Provide on-site short stay cycle parking for visitors and, where possible, additional public cycle parking and dockless vehicle parking bays in the public realm
- Contribute to improving conditions for cycling on adjacent streets, particularly those that connect to or form part of the core cycling network
- Ensure that cycle parking in new developments minimises potential negative interactions between people walking, and wheeling and people cycling, particularly on pavements.

NEW Proposal 26: Support and celebrate micromobility in the City

Key change

- New proposal includes micromobility.
- Continue in partnership to promote and celebrate walking and cycling through partner activities such as conferences and festivals.
- Merged old proposal 27 within new proposal 26 to include micromobility.

Context

- Proposal is still relevant but will now include all engagement and events in one proposal as they were previously across two proposals.

Revised text changes are shown as tracked changes and highlighted in grey

We will encourage residents, workers and visitors to ride cycles and scooters to and around the Square Mile by:

- Connecting businesses and residents to additional cycling support services, such as maintenance and insurance
- Support City of London Corporation employees to cycle more and work with businesses and heritage and cultural institutions in the Square Mile to encourage more of their workers and visitors to cycle and use scooters.
- Improving people's awareness of the cycling network and cycle routes to the City through promotional activities and wayfinding
- Supporting organisations and businesses to organise group and guided ~~Organising~~ led rides, working with businesses and heritage and cultural institutions to promote cycling
- ~~Exploring the potential for an annual City cycling festival~~
- Supporting London-wide, national and international cycling campaigns and hosting periodic cycling events
- Targeted campaigns and promotional activities to encourage a more diverse range of people to cycle and use scooters and promote better behaviours when cycling and travelling by scooter.

Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City – Red

Key change

- Proposal has been deleted.

Context

- Merged existing proposal 26 into revised proposal 25, which includes parking for cycling and scooters.
- Proposal 25 which includes parking for cycling and scooters.
- We do not anticipate any adverse impacts to people with protected characteristics by deleting this proposal and merging the text into proposal 25.

Revised text changes are shown as tracked changes and highlighted in grey

~~Through the planning process we will work with developers and future occupiers to:~~

- ~~Ensure all new developments provide secure cycle parking facilities, that are at least in line with the London Plan's minimum standards for cycle parking, have step free access and include lockers and showers in commercial developments~~
- ~~Ensure that development proposals demonstrate how cycle parking facilities will cater for non-standard cycles, including adapted cycles for disabled people~~
- ~~Encourage the provision of parking facilities that are suitable for nonstandard cycles, including providing off-street storage for cargo bikes and hand carts in developments that include ground floor retail and takeaway food outlets~~
- ~~Provide on-site short stay cycle parking for visitors and, where possible, additional public cycle parking in the public realm~~
- ~~Contribute to improving conditions for cycling on adjacent streets, particularly those that connect to or form part of the core cycling network~~
- ~~Ensure that cycle parking in new developments minimises potential negative interactions between people walking and cycling, particularly on pavements~~

Proposal 27: Promote and celebrate cycling – Red

Key change

- Proposal has been deleted.

Context

- Merged existing proposal 27 into proposal 26, please see revised proposal 26.
- Amalgamated proposal to emphasise support for micromobility.
- We do not anticipate any adverse impacts to people with protected characteristics by deleting this proposal and merging the text into proposal 26.

Existing text- text highlighted grey will be deleted and replaced, and amalgamated into revised proposal 26.

~~We will encourage residents, workers and visitors to cycle to and around the Square Mile by:~~

- ~~• Connecting businesses and residents to additional cycling support services, such as maintenance and insurance~~
- ~~• Support City of London Corporation employees to cycle more and work with businesses and heritage and cultural institutions in the Square Mile to encourage more of their workers and visitors to cycle~~
- ~~• Improving people's awareness of the cycling network and cycle routes to the City through promotional activities and wayfinding~~
- ~~• Organising led rides, working with businesses and heritage and cultural institutions to promote cycling~~
- ~~• Exploring the potential for an annual City cycling festival~~
- ~~• Supporting London-wide, national and international cycling campaigns and hosting periodic cycling events.~~
- ~~• Targeted campaigns and promotional activities to encourage a more diverse range of people to cycle and promote better behaviours when cycling~~

Proposal 28: Improve cycle hire in the City – Red

Key change

- Proposal has been deleted.

Context

- Merge existing proposal 28 text into proposal 25, please see revised proposal 25. Amalgamated because new proposal 25 becomes all moving activity with cycles and scooters.
- Existing text to be amalgamated with revised proposal 25 with substantial changes proposed (see context above).
- We do not anticipate any adverse impacts to people with protected characteristics by deleting this proposal and merging the text into proposal 25.

Delete text highlighted in grey

We will work with TfL and cycle hire providers to improve the quality and accessibility of all cycle hire facilities including docked, dockless, and cargo cycles for residents, workers, and visitors. In doing so, we will ensure that:

- Cycles for hire are readily accessible in suitable numbers and in appropriate locations across the City
- There are adequate parking and docking facilities and that these are managed to respond to peaks in demand
- Hire cycles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users
- Operators cover the costs of any additional infrastructure required to facilitate cycle hire
- Any redistribution of hire cycles by vans or other motorised modes are done with zero emission capable vehicles
- Dockless cycle operators actively restrict their users from parking outside designated areas and quickly remove cycles that are not parked in these areas
- Cycle hire parking and docking locations and total spaces provided are reviewed and enhanced as demand changes

We will work with TfL and London Councils to secure a byelaw that grants local authorities in London regulatory powers to effectively manage current and future cycle hire activities on our streets.

Outcome 6: The Square Mile's air and streets are cleaner and quieter

Proposal 29: Support and ~~champion a central London Zero Emission Zone~~ **deliver air quality improvements** – Red

Key change

- Removed commitment to local Zero Emissions Zone (ZEZ) covering parts of the City of London.
- Removed map relating to zero emission zones.
- Changed the proposal title to 'Support and deliver air quality improvements'.
- Removed reference to supporting a ZEZ covering central London within the next Mayoral term, given the indication by City Hall and TfL that the Mayor no longer intends to implement one.
- We support the use of next generation road user charging to control traffic more sensitively than congestion charge and ULEZ (within proposal 11 'Take a proactive approach to reducing motor traffic').
- Committed to using local emission-based restrictions on City streets to target particular hotspots of poor air quality.

Context

- The success of ULEZ in reducing NOx and NO2 and increasing uptake of zero emission vehicles, especially in inner London, alongside the difficulty of implementing ZEZs that rely on penalty charge notices means that a different approach is required.
- It has been indicated that plans for a Central London ZEZ by 2025 have at present been dropped by the Mayor of London, although TfL remains supportive of localised ZEZ schemes in London boroughs.
- Benefits of wider zone of controls across central London boroughs and the City Square Mile.
- UK government regulations put new obligations on local authorities to reduce PM2.5 (cross ref detail with AQ strategy). Work has commenced to develop a new Air Quality Strategy which will incorporate new statutory responsibilities for managing local emissions of PM2.5. The draft strategy will be available for consultation in Spring 2024.
- Traffic reduction is necessary to reduce particulate matter (PM) from brake and tyre wear. However, the trans-boundary nature of PM pollution means that localised controls are not effective and that working with TfL and neighbouring authorities will be more effective.

Revised text changes are shown as tracked changes and highlighted in grey

~~We will support and champion the introduction of a Zero Emission Zone (ZEZ) covering central London within the next Mayoral term.~~

~~We will seek a phased introduction of ZEZ restrictions~~ **Through supporting emission controls as part of a new approach to road user charging (proposal 11)**

~~and City specific measures ,we with the aim of ensuring for that 90% of motor vehicles entering the Square Mile to be zero emission capable by 2030.~~

~~We will support and lobby TfL to introduce an additional charging mechanism that supports the existing benefits of the Congestion Charge and the Ultra Low Emission Zone (ULEZ), but go further to deter the remaining polluting vehicles from driving in London. We will support TfL work to develop the next generation of road user charging to achieve traffic reduction, particularly at peak times, to improve both air quality and health outcomes.~~

~~In line with the City's Air Quality Strategy³, we will continue to monitor air quality across the City, and, where appropriate, use localised emission-based restrictions or controls in streets or zones to target particular hotspots of poor air quality, where they are in breach of targets set in the City's Air Quality Strategy.~~

~~We will deliver improvements in air quality by reducing traffic volumes in the City and delivering changes to our transport network that prioritise the needs of people walking, wheeling and cycling.~~

~~The City's anti-idling restriction will remain in place and will continue to be enforced, and we will continue to support campaigns like anti-vehicle idling and National Clean Air Day, as outlined in the City's Air Quality Strategy.~~

~~This is likely to be achieved through a combination of access restrictions and charging for non-zero emission capable vehicles.~~

~~If a clear commitment to introduce a central London ZEZ is not set out in the next Mayor's election manifesto, or commitments are insufficiently ambitious, we will explore the feasibility of implementing a City-wide ZEZ, working with London Councils and boroughs neighbouring the City to ensure a coordinated approach. While the Central London ZEZ is being developed we will introduce local ZEZs covering the Barbican and Golden Lane estates and the City Cluster by 2022 (Figure 11). Proposals will be developed in consultation with residents and businesses and will reflect the availability of zero emission capable vehicles, while seeking to accelerate their uptake. We will coordinate proposals with TfL, London Councils and London's boroughs to ensure alignment with other existing and planned zero emissions areas and streets.~~

³ <https://www.cityoflondon.gov.uk/assets/Business/City-of-London-Air-Quality-Strategy-2019-24.pdf>

Proposal 30: Install additional electric vehicle charging infrastructure – Amber

Key change

- Updated to include a date for the next review of demand for EV charging infrastructure.
- Deleted reference to rapid charge points, as a mix of speed and type of charge point is required.

Context

- Sufficient and appropriate EV infrastructure is still needed to support the transition to electric vehicles. Provision will be based on market demand forecasts which are now available up to 2030.
- There are currently seven rapid EV charge points operational in the City, with an additional 50 standard charge points in public spaces or car parks. Over 20 charge points of various power (KWh) are installed in the Barbican resident car parks and further resident charge points (in private car parks) is planned for 23/24. Up to 5 new locations on street will be commissioned by 2025, dependent on funding.
- Best Practice for accessible charging infrastructure will be implemented as standard.

Revised text changes are shown as tracked changes and highlighted in grey

We will install additional publicly accessible electric vehicle (EV) ~~rapid-charge~~ points to support the transition to zero emission capable vehicles. ~~An EV Charging Action Plan will be published by December 2019.~~ An update to the EV Charging Action Plan will be published in 2024 based on forecast demand to 2030. This will be updated on a minimum of a 5 year basis. This will identify how many charge points, including charging hubs, are required up to ~~2022,~~2030 as well as longer-term forecasts. In developing the plan we will consider the charging needs of:

- residents
- Blue Badge holders
- taxis
- freight and servicing
- electric motor cycles and mopeds
- electric cycles and scooters~~bikes~~

Locations will be identified through engagement with the TfL, EV Infrastructure Taskforce and wider consultation. The first preference will be to install any charge points in car parks or other suitable off- street locations. Where it is essential to locate on-street, charge points will be installed in the carriageway rather than on the pavement and in a way that is sensitive to the streetscape and public realm. Up to 5 new locations for rapid charge points on-street will be commissioned by 2025.

Through the planning process we will require the installation of rapid charge points in new developments with off-street loading. We will also encourage the owners,

managers and occupiers of existing buildings with loading bays to install rapid charge points.

The provision of charging infrastructure will be kept under review to ensure it is sufficient to meet the needs of residents and vehicles serving the City without generating additional traffic. Reviews will also consider the need to update, and potentially reduce, charging infrastructure as battery technology improves.

Proposal 31: Request an accelerated roll out of zero emission capable buses – Green

Key change

- Updated targets.

Context

- Proposal still relevant as zero emission buses will help us achieve net zero targets, cleaner air, green growth and improved health and wellbeing outcomes.
- TfL has outlined to Government that with an additional £1 billion, it could make all buses in London zero-emission by 2030, which includes £300m on power upgrades and charging infrastructure and £700m on increased operating costs up to 2036/37.
- Lack of funding for TfL has prevented meeting the 2020 target, so this has been revised to 2025 for all buses serving the City to hybrid or zero emission. In 2023 94% of the fleet meets this standard. TfL's commitment for all buses to be electric or hydrogen has been revised to 2034, currently 9% of the fleet operating in the City.

Revised text changes are shown as tracked changes and highlighted in grey

We will urge TfL to prioritise zero emission capable buses on routes through the Square Mile, with the expectation that all buses serving the City will be hybrid or zero emission by ~~2020~~2025. In the longer-term we will request that all buses serving the City are electric or hydrogen by 2030, ahead of TfL's current commitment for ~~all single deck and 80% of double deck buses to be electric or hydrogen by 2034~~5 (currently 9% in the City).

Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles – Amber

Key change

- Addition of Heart of the City support for SMEs.

Context

- Since the adoption of the Climate Action Strategy there is a newly funded support through Heart of the City to support SMEs. This includes a toolkit and targeted advice that encourages a shift to zero emission capable vehicles.
- Noted change in parking pricing policy; in 2018 we introduced an emissions-based tariff for our on-street parking, with the highest polluters paying a higher tariff. We propose to include this in our off-street tariffs by 2023/24.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with the Government, TfL and manufacturers to ~~develop~~support incentive schemes and favourable leasing arrangements that support small businesses in acquiring zero-emission capable vehicles. This will include supporting the switch to non-motor vehicle alternatives, such as cargo bikes. We will consider opportunities, such as preferential pricing for parking/loading for vehicles in this category, to provide time limited incentives to invest in zero emission capable vehicles.

We will provide information and support to SMEs through the Climate Action Strategy to assist their transition to cargo bike and zero emission vehicles. We support Heart of the City, which provides training and mentoring to SMEs in the City to help them do this and achieve their net zero goals.

Proposal 33: Make the City of London's own vehicle fleet zero emissions – Green

Key change

- Updated to remove reference to implementation of local Zero Emission Zones.

Context

- Proposal still relevant to maintain and achieve better air quality with City fleet vehicles. The City has made good progress in transitioning its fleet to EVs. The Corporation updated its procurement policy in 2019 for all departments to only replace own fleet vehicles if essential, and where they are still required Electric Vehicles should be the first choice unless no suitable vehicle exists. As new vehicles become available there may be further replacements possible that were not previously.

Revised text changes are shown as tracked changes and highlighted in grey

The City Corporation will upgrade its remaining vehicles, including City Police vehicles where appropriate, which operate in the Square Mile to be zero emission or zero emission capable as vehicles need replacing and alternatives become available. Many trips in the City can be made by cargo bike or other zero emission L-category vehicle and the City Corporation will adopt their use wherever possible. ~~meet the standards we set for local ZEZs.~~

Contractors vehicles that operate within the Square Mile will also be required to meet these standards, and the use of cargo bike for the delivery of goods and services will be encouraged. Where possible EV charging infrastructure in City Corporation operational sites will be made available to contractors' vehicles.

Proposal 34: Reduce the level of noise from motor vehicles – Amber

Key change

- Updated to reference work the Department for Transport (DfT) is doing on noise enforcement and our position to seek using these powers after the completion of the noise camera trial.

Context

- Noise generated from motor vehicles can affect quality of life and lead to significant levels of stress, sleep disturbance and adverse health effects. Noise also has an impact on biodiversity.
- New noise enforcement technology has been developed to deter use of vehicles breaking legal noise limits. It is in trial stage at time of writing; following the outcome of the trial we will seek to utilise this mechanism if it is brought into use by the DfT. The City of London Police are supportive of this enforcement mechanism.

Revised text changes are shown as tracked changes and highlighted in grey

The transition to zero emission capable vehicles and general traffic reduction will help to reduce noise from motor traffic. Other measures to reduce noise will include: well-maintained carriageway surfaces and utility access covers; campaigns to reduce engine idling and the inappropriate use of horns; and working with the emergency services to reduce the use and volume of sirens.

We will work with the City of London Police to undertake targeted noise enforcement of motor vehicles that do not comply with legal requirements to maintain an appropriate ('type approved') exhaust or are not within legal decibel limits for the vehicle type.

In 2022, the Department for Transport (DfT) announced a trial using noise cameras, a new technology, to detect when vehicles are breaking legal noise requirements. Subject to the outcome of this trial and DfT approving equipment, we will seek to obtain the powers to introduce noise enforcement equipment on City streets, where noise poses a particular local problem.

Proposal 35: Reduce noise from streetworks – Green

Key change

- Minor update with revised date for the Code of Practice review.

Context

- Proposal still relevant as noise can affect quality of life and lead to significant levels of stress, sleep disturbance and adverse health effects. Noise also has an impact on wildlife.
- Workload of environmental health team during the pandemic prevented completion in 2020.

Revised text changes are shown as tracked changes and highlighted in grey

The City Corporation will manage and seek to reduce the noise impacts of streetworks through the Code of Practice: Minimising the Environmental Impact of Streetworks. This requires contractors working for the City Corporation and third parties to use the 'best practicable means'

to minimise the effects of noise and dust, including:

- Restricting periods of operation of noisy activities
- Undertaking liaison with neighbours
- Using less noisy methods and equipment
- Reducing transmission and propagation of noise, for example by using noise enclosures or barriers
- Managing arrangements including contract management, planning of works, training and supervision of employees to ensure measures are implemented

A review of the Code of Practice will be undertaken by ~~2024~~ ~~2020~~ to ensure it reflects best practice, with further updates as required. The review will also consider how we can better work with TfL, utility companies and contractors to improve the level of adherence to the Code.

Proposal 36: Encourage innovation in air quality improvements and noise reduction – Green

Key change

- None

Context

- The City Corporation remains committed to using innovative approaches to reduce air pollution and noise and address the reduce the health and environmental harm associated with poor air quality and excessive noise.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with the Government, TfL, industry and other partners to encourage the development of innovative solutions to reduce transport related noise and emissions. For example, by supporting trials, sponsoring competitions and awards, and hosting conferences and seminars.

Proposal 37: Ensure street cleansing regimes support the provision of a world-class public realm - Green

Key change

- None

Context

- With the launch of Destination City, which aims to attract more workers and visitors to the Square Mile, it is recognised that high quality street cleansing regimes that support the provision of a world-class public realm will be imperative as ever.

Revised text changes are shown as tracked changes and highlighted in grey

Ensure street cleansing regimes support the provision of a world-class public realm. The City's street cleansing regime will ensure all walking routes, cycle routes and public realm areas as well as streets are cleaned to a high standard and kept free of litter.

We will reduce litter from smoking, working with Public Health to support campaigns and initiatives to stop smoking and, if necessary, prosecuting offenders. We will continue to work with businesses to minimise the impact of waste collection on the public realm, including through time banded collections that restrict the times when rubbish and recycling can be left on the street.

Outcome 7: Delivery and servicing needs are met more efficiently, and impacts are minimised

Proposal 38: Reduce the number of freight vehicles in the Square Mile – Red

Key change

- Removed the commitment to providing sustainable logistics consolidation centre.
- Included new approaches such as allocating space on street for mobile distribution hubs.
- Updated commitments on target dates for volume of freight vehicles.
- Included reference to promoting the role of rail to facilitate incoming freight to the City in light of Network Rail's Rail Freight Strategy.
- Updated the section on construction logistics plan, to ensure current best practice followed for advice/planning requirements on alternative travel and transport to development at sites in the City.

Context

- Reducing the number of freight vehicles in the City remains a key commitment and is central to the achievement of other outcomes, including Vision Zero, clean and quiet streets and efficient use of street space. A particular focus will be to reduce the number of freight vehicles that pass through the City without an origin or destination in the Square Mile. The latest data collection shows that the number of freight vehicles counted over a 24-hour period has decreased 14% since 2017, on track for our 2030 target of a 15% reduction; however the number of freight vehicles counted during the morning and evening peak periods has decreased 11%, which is not on-track for meeting our 2030 target of a 50% reduction. In review we are not changing the targets as there is still considerable work which can be done to achieve the changes.
- Emphasis needed to shift to continuing to use the planning process to require consolidation to new developments and encouraging existing buildings to use consolidation.
- Move away from a commitment for the City Corporation to provide a set number of last mile logistics hubs within the Square Mile. Instead, the emphasis will be on seeking a coordinated approach to last mile logistics across central London, working with neighbouring boroughs, Transport for London, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary.
- Since the Strategy was first adopted in 2019 the market for consolidation services has developed and the need for direct provision of facilities, such as the sustainable logistics centre, by the City Corporation is no longer considered necessary.
- There is a clear demand from logistics providers for space for last mile hubs, however work to date has found that there are very limited opportunities in the City to provide sites. The proposal has therefore been updated to broaden the remit to work with neighbouring boroughs, TfL, the GLA and other landowners to identify sites.

- While the London Lorry Control Scheme (LLCS) is still generally fit for purpose there is a need for it to be updated. London Councils are currently reviewing the Exempt Route Network, with respect to timings and vehicle types.
- Emphasise and promote use of the Thames for light freight as supported by PLA and current policy, and the City Corporation is currently exploring opportunities for inward river freight at Walbrook Wharf, a City-owned site.
- Emphasise and promote the role of rail to facilitate incoming freight to the City in light of Network Rail's Rail Freight Strategy. Network Rail and TfL are currently joint working on a 'Rail Strategy for London'.
- Rail freight trial began in 2021 between London Gateway and Platforms 9/10 at Liverpool Street by high-speed logistics company, Orion, and we support any expansion of trials like this. Opportunity for collaboration with BIDs to adopt an area-based approach to freight consolidation.

Revised Text changes are shown as tracked changes and highlighted in grey

We will seek to reduce the number of motorised freight vehicles in the Square Mile by 15% by 2030 and by 30% by 2044 and facilitate the transition to ultra-low emission and zero emission delivery vehicles. A particular focus of our work will be to reduce the number of freight vehicles that pass through the City without an origin or destination in the Square Mile.

To achieve our targets, we will work with businesses, suppliers, the freight industry and other relevant partners to deliver an integrated freight programme that incorporates retiming, consolidation, last mile logistics, construction logistics, better use of the river and smarter procurement practices. These solutions are not uniformly applicable to all types of deliveries and we will work with the freight industry to target interventions at the most appropriate types of delivery.

Retiming and rerouting deliveries

We will explore the potential for area and City-wide timed access and loading restrictions for motorised freight vehicles. Our aim is to reduce the number of these vehicles on our streets in the peak periods by 50% by 2030 and by 90% by 2044, while ensuring businesses and residents can still receive essential deliveries.

Measures to encourage retiming will include:

- Permitting night-time deliveries where there will be negligible impact on residents both enroute and in the City. Through the planning process we will ensure all appropriate new developments have restrictions to limit deliveries between 7am-10am, 12pm-2pm and 4pm-7pm
- Engaging with property managers, occupiers and businesses which may wish to retime deliveries and seeking to remove any restrictions in their planning consents where there will be negligible impact on residents
- Integrating out of peak deliveries as part of the sustainable logistics programme and identify opportunities for retiming freight on an area basis within Healthy Streets Plans (see proposal 12)
- Working with London Councils, TfL and neighbouring local authorities to modernise support the modernisation of the London Lorry Control Scheme (LLCS) to generate more opportunities for out of peak and night time deliveries following a review of the Exempt Route Network, timings and vehicle types.

We will explore opportunities to influence the routing of freight traffic that continues to travel through the Square Mile. Through signage, engagement with the freight and haulage industry and engagement with mapping and satellite navigation companies we will encourage strategic freight traffic travelling through the City to use the Transport for London route network and other London access streets, rather than City or Local access.

Consolidation

Using established best practice, we will work with a partner haulier to provide a consolidation service for the Square Mile by 2022. An major engagement exercise with City businesses will promote and encourage the use of this consolidation services. This will include developing a consolidation toolkit for City businesses, informed by monitoring of the benefits arising from businesses that have consolidated their deliveries to the Guildhall complex.

- We will also continue to use the planning process to require all new major developments to use a consolidation service to reduce deliveries to their buildings. Where developments are applying for planning permission for significant expansion or change of use then they will be required to consolidate their deliveries.

The City Corporation will work with the Business Improvement Districts (BIDs) to trial collective delivery areas, where deliveries and servicing activities are consolidated into as few operators as possible.

In the longer term we will develop a commercially sustainable approach to consolidation for the Square Mile and establish a sustainable logistics centre to serve the City by 2030. This centre will co-locate major suppliers in a single warehouse, alongside consolidation, waste collection and couriering services.

Last mile logistics

We will enable more deliveries within the Square Mile to be made by cargo cycles, on foot and by small electric vehicles by:

- Seeking a coordinated approach to last mile logistics across central London, working with neighbouring boroughs, Transport for London, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary. Delivering two last mile logistic hubs in underutilised City Corporation assets by 2022. A further three hubs will be delivered by 2025

Establishing additional last mile logistics hubs if appropriate underutilised assets are identified

- Exploring opportunities to acquire new sites within or adjacent to the Square Mile for last mile logistic hubs
- Working with developers and land owners to integrate last mile logistic hubs as part of major City developments
- Promoting cargo bike usage amongst businesses in the City and highlighting businesses that are adopting good practice in relation to cargo bike usage

We will also explore the potential for new and innovative approaches to freight consolidation, such as allocating space on street for mobile distribution hubs.

Increase the use of the River Thames for freight

We will maximise the potential to use the Thames for the movement of freight by:

- Maintaining the commercial waste operation at Walbrook Wharf and supporting additional waste carried through the Wharf.
- Identifying opportunities to increase the use of the river for freight deliveries to the Square Mile, including exploring the potential for inward river freight at Walbrook Wharf, which could tie in with the site's future redevelopment, and be operational by the early 2030s.
- Working closely with Thames Tideway to identify future opportunities for their wharves and barges once construction is completed
- Working with river freight operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity
- Exploring the use of Blackfriars and Tower Piers and a reinstated Swan Lane Pier as points to transfer freight for last mile delivery on foot or by cargo cycle

Encourage freight into the City by rail

We will support any increase in the use of the railways for freight into the City by:

- Working with Network Rail to explore opportunities for inward freight at mainline railway stations in the City, in light of Network Rail's Rail Freight Strategy. Network Rail and TfL are currently joint working on a 'Rail Strategy for London'
- Supporting and encouraging rail freight trials undertaken by the logistics industry, including, such as the a rail freight opportunity due to be trailed at London Waterloo.

Reducing the impact of construction logistics

To facilitate future development while minimising the impact of construction logistics, we will:

- Work with TfL to update Construction Logistics Plan guidance and help ensure that it is followed in the Square Mile by 2019. We will push for updated guidance to include ~~This updated guidance will include~~ stricter expectations for construction consolidation and on-site waste compaction, as well as reviewing. ~~It will also review~~ the potential for emerging technology, such as 3D printing or higher payload and carrying potential of new rigid axle vehicles to reduce the number of deliveries
- Work with developers and contractors to adapt and develop construction delivery management systems to facilitate retiming of deliveries to outside the 7-10am peak
- Through the planning process, require all development within the City to consider use of the River Thames for the movement of construction materials and waste.

Procurement and personal deliveries

To encourage smarter commercial decision making for our businesses and influence how residents and workers get goods delivered, we will:

- Share information on the impact of personal deliveries on traffic in the City, including air quality and road danger and promote the use of click and collect services
- Establish a collaborative procurement programme for the Square Mile by 2028. This will allow businesses, particularly small and medium sized businesses, to share suppliers and waste services. We will work with

~~Cheapside Business Alliance and the Aldgate Partnership~~ BIDs to trial the programme prior to a ~~City-wide~~ rolling out the approach more broadly.

- Identify opportunities for other City Corporation initiatives, such as Plastic Free City and our Responsible Business Strategy, to support efforts to reduce the number of deliveries and waste collections

Proposal 39: Develop a sustainable servicing programme – Amber

Key change

- Updated to remove the commitment to develop a Servicing Action plan, in favour of sharing current best practice and working with TfL to develop future guidance and add a reference to working with BIDs to promote best practice.

Context

- The original commitment to publish a Servicing Action Plan in 2020 has been missed. Developing an action plan is no longer considered to be the most effective use of resources.
- Instead, the focus will be on sharing and promoting best practice and working in partnership with TfL, neighbouring boroughs and the BIDs.

Revised Text changes are shown as tracked changes and highlighted in grey

We will work with servicing businesses and facility and property managers to develop share good practice in relation to reducing motor vehicle trips ~~a Servicing Action Plan, to be published by 2020.~~ This will identify provide examples of how ~~opportunities~~ to reduce the number of vans and other service vehicles in the Square Mile while seeking to improve response times and quality of service. We will work with- BIDs to promote opportunities for more sustainable servicing practices to businesses in their area.

We will work with TfL and other neighbouring boroughs to inform the development of future guidance that draws together case study examples of best practice in servicing. We will also explore the potential to provide secure storage space in car parks and other underutilised assets. ~~for tools and materials as part of last mile delivery hubs to reduce the need for engineers to travel to and around the Square Mile by van.~~

Outcome 8: Our street network is resilient to changing circumstances

Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption – Green

Key change

- No changes to the proposal but Figure 12 has been updated to reflect changes to the street network.

Context

- This proposal is still relevant as drafted as the network is still required to accommodate temporary changes to traffic management and flow owing to roadworks, events and emergencies.

Revised text changes are shown as tracked changes and highlighted in grey

We will maintain a primary 'resilience network' for motor vehicles that can be 'switched on' in response to significant planned or unplanned disruption (Figure 12). Local Access streets on the resilience network will be designed to allow temporary reopening to through traffic or occasionally accommodate higher volumes of motor vehicles. This approach will also ensure that emergency services can use these streets when necessary.

Appropriate management arrangements will ensure streets remain safe for all users, such as a clear demarcation of pedestrian space, lower speed limits and marshalling. We will explore the use of technology for advanced messaging both on-street for all users and through in-vehicle navigation systems to communicate and manage changing or temporary arrangements. Monitoring of any uses of Local Access streets in this way will be included to ensure management arrangements are working well and to ensure any negative effects on the built environment and air quality are mitigated.

Proposal 41: Reduce the impact of construction and streetworks – Green

Key change

- The proposal text has been updated to include the needs of people wheeling as well as walking and to include reference to the refer to the Utility Infrastructure Strategy in place of Utilities Taskforce.

Context

- The City's Guidance Notes for Activities on the Public Highway Network Management Duty practice were reviewed in 2019/20.

- We have amended our approach in proposal 43, as we no longer have an explicit commitment to implement specific technology. We will still use any new technology that enables improvements in this proposal.
- The draft Utility Infrastructure Strategy is currently being consulted on and is expected to be adopted in late 2023/24. The Strategy draws together the various strands of utility provision in the City (power, water, gas & telecoms) and seeks to establish a coordinated and integrated understanding of the City's future requirements.
- We have completed and proposed for consultation at July 2023 Planning & Transportation Committee a Utility Infrastructure Strategy which has been formulated to draw together the various strands of utility provision in the City (power, water, gas & telecoms) and looks to establish a coordinated and integrated understanding of the City's future requirements in the context of the developing green agenda.

Revised text changes are shown as tracked changes and highlighted in grey

The needs of people walking and wheeling will be prioritised during streetworks and construction, with the aim of maintaining a comfortable and accessible walking route on both sides of the street, with space reallocated from general traffic as necessary. Accessible diversions must be provided if space constraints do not allow an acceptable level of temporary provision.

We will work with utility companies, contractors and developers to minimise the impact of construction and streetworks on people walking, wheeling and cycling. Traffic management plans for construction sites and streetworks will maintain access for different users in accordance with the following hierarchy:

- Walking
- Cycling
- Buses and taxis
- Freight access
- General traffic

We have a Network Management Duty which requires us to ensure we apply best practice to managing streetworks. We will review this ~~in 2019 and~~ on a regular basis to ensure our activity and processes remain up to date and effective.

Within the context of the Network Management Duty, we will encourage the drafting of legislation to allow penalties to be charged against developments that overrun their agreed licence periods for scaffolds and hoardings.

We will review the City's Guidance Notes for Activities on the Public Highway ~~in 2019~~ on a regular basis to ensure that guidance is in line with best practice and the requirements outlined above. A review will include considering the opportunity to introduce lane rental controls on our major streets to further reduce the impact of street works.

We will seek to minimise disruption caused by streetworks by:

- Encouraging collaborative working and coordinating street works

- Exploring the potential for new technology to reduce noise and the extent of works and speed up delivery
- Reducing the duration of works by allowing extended and night-time working where noise considerations allow, while maintaining protection for residents
- Improving signage and permit information, to include contact details, purpose of works and other information such as reason for site inactivity
- Improving communication through better engagement with businesses and residents for longer duration work
- Work with TfL to improve communication on the impact of streetworks and other maintenance on public transport services
- We will work with TfL to explore the potential to further adjust traffic signal timings to reflect actual and modelled traffic flows during periods of network disruption. We will also explore new adaptive traffic control technologies as they emerge ~~through our Future Transport Programme (proposal 43)~~

We will work with the utilities sector to develop and adopt a Utilities Infrastructure Strategy ~~establish a Utilities Taskforce that~~ will identify future infrastructure requirements (based on City Plan 2036 growth forecasts) and a programme of planned investment. This will help improve the coordination of large-scale utilities works and minimise associated disruption.

We will use medium and long-term street closures as an opportunity to open streets to people, for example working with businesses to provide temporary seating or programmed events. We will also monitor the traffic impacts of long-term street works to inform transport and resilience planning and assess the potential for retaining capacity reductions or access restrictions.

Proposal 42: Make the street network more resilient to severe weather events – Red

Key change

- Revised to include commitments from CAS published in 2020, which embeds climate resilience into streets and the public realm, with key measures to include, Sustainable Drainage Systems (SuDS), tree planting and greening and permeable/flood resistant road surfaces wherever possible.
- Updated and removed formal engagement with the London Climate Change Partnership Transport Adaptation Sector Group (TASG).

Context

- The City of London published the Climate Action Strategy (CAS) in 2020 which provided defined actions specific to the City's streets and public spaces, to make the street network more resilient to climate change impacts. The work included climate risk assessment for the Square Mile, highlighting risks of rising temperatures and heatwave intensity, as well as surface water flooding as a result of climate change. The risk assessment informed the CAS commitment to embed climate resilience across everything the City Corporation does – there is a programme of delivery to ensure this, set out in 'Mainstreaming Climate Resilience' Annual Project Plan (23/24).
- Publication of the Biodiversity Action Plan (BAP), supporting the creation of biodiverse green infrastructure to support the climate resilience of the Square Mile.
- Commitment to £15m investment over the period to 2026 to preparing the Square Mile for extreme weather events through physical interventions of planting, and highway surface adaptation.
- Engagement with the TASG is no longer required as the City's framework for future planning and emergency processes is established and adopted. Emergency planning for highway and other transport infrastructure already takes place and includes actions to deal with extreme weather impact, this has been updated based on the Climate Risk Assessment undertaken.
- EQIA considerations – no additional changes, as all points addressed in Healthy Streets approach and in CAS recommendations.

Revised text changes are shown as tracked changes and highlighted in grey

We will ensure principles of the City's Climate Action Strategy⁴ are embedded and reflected in transport and public realm interventions. to help reduce the impacts of climate change on the City's streets. - This includes:

- Increasing the resilience of the City's public realm to extreme weather. We will mitigate the impact of flooding events by incorporating greening, planting and SuDS (such as rain gardens) where feasible into the landscape of streets, to better manage surface water from rainfall.

⁴ <https://www.cityoflondon.gov.uk/assets/Services-Environment/climate-action-strategy-2020-2027-20-10-20.pdf>

- Increasing the amount of permeable street surfaces, where possible, to minimise rainwater runoff and mitigate flood risk.
- Planting more trees on City streets, to create more shade and reduce the impact of the Urban Heat Island Effect (an impact where the inner-city experiences higher temperatures than the surrounding suburbs and countryside). We will plant at least 100 new climate resilient street trees by 2025.
- Replanting across City Gardens, with climate resilient plants and landscaping. 14 locations have been selected to be either partially or fully replanted with a more climate resilient palette and to improve biodiversity by 2024.

We will continue routine ~~Wider~~ emergency planning for severe weather events, ensuring ~~covers highway and transport infrastructure in the City to ensure the street network, including pavements, and transport system remains open and functional during periods of extreme weather, including.~~ This will include ensuring

Additionally, we will work with the London Climate Change Partnership Transport Adaptation Sector Group (TASG) to ensure the street network and transport system remains open during severe weather events to ensure the City Corporation and TfL are prepared to respond to extreme weather events that may affect our streets, the TLRN and rail and Underground networks.

We will work with the London Climate Change Partnership Transport Adaptation Sector Group (TASG) to ensure the street network and transport system remains open during severe weather events. With TASG, we will undertake risk assessments based on current and predicted impacts of climate change and develop mitigating measures that will be implemented when thresholds are reached, including temperature change or levels of rainfall. This process will ensure the City Corporation and TfL are prepared to respond to extreme weather events that may affect our streets, the TLRN and rail and Underground networks. The initial programme for the TASG first stage assessment is set out below:

- Agree indicators and complete transport sector assessments (autumn/winter 2018)
- Publish assessments (late 2018)
- Review and update every two years

Further detailed assessments and mitigation plans will be informed by the Met Office's 2018 Climate projections, which will be released in November 2018.

Outcome 9: Emerging technologies benefit the Square Mile

Proposal 43: ~~Establish a future transport programme~~Support, enable and facilitate innovation in transport and the public realm – Red

Key change

- Removed the commitment to a future action plan and programme and reduced the commitment to lead on future technology, we will continue to support and take up opportunities.
- The new emphasis will be to engage with relevant partners to support, enable, facilitate and deliver transport innovation and technology with projects focused on the same principles as previously:
 - Enabling disabled passengers to hire and travel by taxis and private hire vehicles
 - Ensuring kerbside space is used as efficiently
 - Enhancing our data collection and processing capabilities,
 - Exploring the use of GPS-enabled technologies and geofencing to aid the regulation
- Amended to reference people with sensory impairments alongside people with disabilities

Context

- Future transport programme has not been able to be developed or delivered in the style envisaged and developing an action plan is no longer considered necessary or an effective use of resources.
- We still welcome innovative approaches and welcome partnerships to develop them therefore we will continue with an overarching approach to capture emerging opportunities that are not currently defined.
- The EqIA identified scope for a bolder statement concerning accessibility within proposed new transport innovations and services, particularly in reference to those with sensory impairments.

Revised text changes are shown as tracked changes and highlighted in grey

~~We will establish a Future Transport Programme to work with developers and operators of new mobility innovations. This programme will:~~

We will ~~E~~engage with industry, academia, government Catapults, local governments, and local and international partners to ~~to~~ support, enable and, facilitate deliver transport innovation and technology trials across the City, ~~including trials on:~~

We will prioritise supporting and facilitating innovations and projects that:

- Enable disabled passengers to hire and travel by taxis and private hire vehicles more easily by permitting those vehicles carrying disabled passengers through motor vehicle restrictions in parts of the City

- Ensure kerbside space is used as efficiently as possible through adopting new technologies and approaches to booking and reserving kerbside space when appropriate
 - Enhance our data collection and processing capabilities, including through the use of sensors, AI processing and dashboards
 - Explore the use of gps-enabled technologies and geofencing to aid the regulation of dockless vehicles (proposal 28), drones and droids.
-
- App-based parking and un/loading permitting and enforcement
 - Technology-assisted kerbside space reallocation
 - On-demand accessible shuttles and shared transport services
 - App-assisted pedestrian crossing technologies for the partially sighted and people who require more time to cross
 - Geofencing and permitting
 - Use of drones to support emergency services and make urgent deliveries to hospitals
 - Technology to support the delivery of Vision Zero by reducing the likelihood and severity of collisions
 - Identify measures required to support the uptake of appropriate mobility solutions, such as off-street storage of shared autonomous vehicles
 - Host conferences and seminars and support competitions and awards for transport innovations and technologies
 - Explore the potential for commercial opportunities and partnerships within the transport technology and innovation industry

A Future Transport Action Plan will be developed and published by 2020 in consultation with the Future Transport Advisory Board (Proposal 44), City workers, residents, and other interested groups.

We recognise the significant potential for new technologies to improve the City's streets and will openly enter into discussion with innovators. Future transport innovations will be considered appropriate for trial and use in the City context if they support the delivery of Healthy Streets and adhere to the following requirements (when applicable):

1. Support priority for people walking and efforts to enable more people to choose to walk, cycle and take public transport, and not shift people from these sustainable travel modes to unsustainable travel modes
2. Contribute to efforts to reduce motor vehicle volumes and mileage and not increase motor traffic volumes
3. Ensure that all users, are accommodated and that no street user is excluded
4. Lead to an overall increase in vehicle occupancy and loading
5. Help make our streets safer and not increase road danger, collision rates, collision severity, terrorism risk, or the need for additional policing or enforcement
6. Reduce vehicle speeds and ensure vehicles travel at speeds appropriate to conditions and the City context
7. Minimise obstructions to vehicles and people walking, and not permanently obstruct pavements or add clutter
8. Improve the efficiency of kerbside use and not increase parking or loading space requirements

9. Help spread travel demand, for both people and goods, more evenly across the day, such as outside morning, lunchtime and evening peaks and overnight
10. Help make streets and the City's air cleaner and quieter by reducing transport related emissions and noise
11. Improve the experience of using the City's streets and open spaces and support efforts to increase the amount of public space

Additional requirements apply to the introduction of connected and autonomous vehicles, drones and droids on our streets:

- Autonomous vehicles must not require any changes or infrastructure that have a negative impact on our streets, such as bollards or barriers
- Drones must not operate without Civil Aviation Authority and City of London permission
- Droids must not operate on pavements or in such a way as to obstruct or pose a danger to any user of our streets Developers and operators of new transport innovations and services are expected to:
 - Share all beneficial data generated or collected with the City Corporation to aid in policy and decision making
 - Not discriminate against any potential user, either through active discrimination, profiling or algorithmic/AI discrimination or bias
 - Accommodate every user, especially those requiring wheelchairs or mobility aids when innovations and technologies incorporate motor vehicles
 - Not generate any unreasonable additional costs for the City Corporation or users
 - Ensure any supporting digital software and hardware is sufficiently and rigorously safeguarded from malicious use or intent that could pose a risk to physical or digital safety in the City Readily and proactively engage with the City Corporation, City residents and workers, students, and other interested parties

Proposal 44: Establish a Future Transport Advisory Board – Red

Key change

- Proposal has been deleted.

Context

- The Advisory Board is no longer considered to be the most effective approach to supporting delivery of proposal 43. We will instead seek additional expert advice as needed.
- Removal of this proposal will not have adverse an impact, so long as other significant transport measures are subject to a public advisory board, including corporation committee decisions.

Existing text - text highlighted grey will be deleted

~~To ensure that we can identify and proactively respond to future transport innovations we will establish a Future Transport Advisory Board. Board membership will include the City of London Police, industry partners and experts, academics and user groups.~~

~~The Future Transport Advisory Board will meet twice a year to:~~

~~Support and advise on the activities of the Future Transport Programme~~

~~Advise on emerging transport technology and innovation industry trends, and suitable responses to them~~

~~Act as a sounding board on the City's approach to managing upcoming innovations and technological launches~~

~~Review the City's future mobility policies, positions, and trials~~

~~Help facilitate connections and relationships between City officials and the wider transport technology industry~~

Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile – Amber

Key change

- Proposal updated to reference changes in proposals 25-28 around introducing and formalising regulatory powers for dockless cycles and e-scooters respectively.

Context

- Dockless vehicle usage is likely to continue and become a more popular mode of travel over time. Regulation to control poor behaviour, such as parking which blocks pavements, is important to prevent problems on our streets and public spaces which impact on others and regulation of vehicle standards and build quality is important to ensure their safe operation and protect users and other people and vehicles on our streets.
- The EqIA identified scope for a bolder statement concerning accessibility within proposed new transport innovations and services.

Revised text changes are shown as tracked changes and highlighted in grey

We will support and engage with all levels of government, industry and sector representatives to develop frameworks and legislation for future transport and ensure overall positive outcomes for the Square Mile, London and other cities. We will also challenge any new legislation on emerging transport technology that does not align with our principles on inclusivity in the City. Initially we will seek local and national legislative action on:

- Licensing for the semi and fully- autonomous vehicle market, alongside the development of safety, design, digital security, and supporting infrastructure regulations.
- Strengthening existing Civil Aviation Authority regulations on small remotely- piloted aircraft and drones
- Developing a procedure and clarifying the operating parameters of droids and other small autonomous vehicles.
- ~~Regulating the dockless cycle hire industry, as outlined in Proposal 28~~
- Additional regulatory powers to effectively manage current and future cycle hire activities on our streets.
- The formalisation of rental e-scooter trial powers in primary legislation to enable the regulation of the rental e-scooter market.

Outcome 10: The Square Mile benefits from better transport connections

Proposal 46: Support and champion better national and international connections to the Square Mile - Green

Key change

- No change

Context

- The Climate Action Strategy has identified methodology to understand all relevant transboundary (scope 3) travel. Improved international and national connections remain critical to the success of the City. This includes international air travel, while recognising the need for decarbonisation within the sector.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with the Mayor of London, TfL, the Government, airport and rail operators and other related partners to improve national and international connectivity to the City, including through supporting:

- Increased airport capacity in the Southeast, recognising that this will most efficiently be delivered through a third runway at Heathrow, to be delivered as soon as possible
- Improved connectivity to London's airports through:
 - Increased capacity and additional frequency on the West Anglia Main Line to Stansted Airport
 - A new Crossrail station at City Airport, constructed at the same time as the delivery of the Ebbsfleet extension
 - Increased DLR frequency to City Airport
- The delivery of High Speed 2 as quickly as reasonably possible
- Improved national rail access to London, including electrification, station expansions, accessibility and general service improvements.

Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region – Amber

Key change

- Introduced some slight changes to wording surrounding some of the existing proposals/updates to terminology.
- Barking Overground riverside extension opened in 2022.
- Elizabeth line opened in 2022, involving some new, accessible public realm and step free access.
- Further accessibility improvements would be delivered by the Liverpool Street redevelopment plans which are currently subject to planning approval.

- Updated to include reference to support for rail freight and additional passenger services on the River Thames which now stretch to Essex and Kent.
- TfL finances making support for some projects unviable, suggest removal and reword with support more broadly for public transport improvements.

Context

- Updated to reflect completion of some projects and those which have been cancelled or place on hold. The operating environment for TfL has been impacted by the pandemic therefore we need to review proposals relating to TfL bus services and support for the Mayor of London in retaining locally generated taxation.
- Thames Clippers extending services outside of London.
- Support of freight via rail, as per proposal 38.

Revised Text changes are shown as tracked changes and highlighted in grey

We will work with the Mayor of London, TfL, Government, local authorities neighbouring the City and other related partners to improve regional connectivity to the Square Mile, including through supporting:

- Devolution of suburban rail service franchising to TfL, with a view to providing a London Suburban Metro service by 2030.
- Accessibility improvements to rail and Underground stations in the Square Mile, as outlined in proposal 19.
- ~~Extending the Overground to Barking Riverside~~
- The delivery of Crossrail 2 as soon as reasonably possible
- Enhancing the coverage and frequency of 24-hour public transport services in central London, including increasing the number of lines operating night tube services, enhancing the 24-hour bus network, and improving night-time DLR and rail operations, including Crossrail. Any extensions to operating hours must take account of the need to avoid noise and other impacts on people living in, working in, studying in, and visiting the City the number of lines operating night tube services, enhancing the 24-hour bus network, and improving night-time DLR and rail operations, including Crossrail. Any extensions to operating hours must take account of the need to avoid noise and other impacts on people living in, working in, studying in, and visiting the City.
- Enhanced 24-hour bus services to/ from the City.
- Improvements to Liverpool Street Rail Station, including enhancing step free access and improving entry points. This may be achieved, through the proposed Liverpool Street redevelopment, for which planning permission is currently being sought. ~~and reviewing bus interchange~~
- Exploring the feasibility of Sunday operation of the Waterloo and City Line in the longer term, especially in light of the Destination City programme⁵.
- ~~Immediate~~ improvements to street level interchange between Fenchurch Street and Tower Hill, Tower Gateway and Aldgate stations, including wayfinding, as a longer-term aspiration.

⁵ <https://www.cityoflondon.gov.uk/about-us/plans-policies/destination-city>

- Access and capacity improvements at Aldgate Station -and exploration of the feasibility of a direct interchange between Aldgate and Aldgate East stations.
- Extending the Metropolitan Line to Watford Junction and the Bakerloo Line to Lewisham.
- The delivery of more high-quality cycling routes to and through central London including Quietways and ~~Superhighways~~ Cycleways.
- Improved walking connections to boroughs neighbouring the City.
- Additional Thames Clipper passenger services serving Kent and Essex.
- Increased inward rail freight to mainline stations in the Square Mile.

Proposal 48: Support the increased use of the Thames for passenger services - Amber

Key change

- Included light freight in relation to exploring the potential for a pier at Swan Lane.
- Added a reference to the expansion of Thames Clippers services beyond London to Kent/Essex.
- Added in commitment to working with TfL and river service operators to encourage closer alignment of fares on river services and the remainder of the public transport network to improve accessibility and viability of river services as a transport mode.
- Added wording to align with PLA vision for increased/more accessible passenger services and river freight.

Context

- The Port of London Authority (PLA) supports the reinstatement of Swan Lane pier with a multi-use function, with the potential to accommodate passenger services as well as having a light freight function.
- Swan Lane pier recent planning application refused on the basis that it was not an inclusive proposal due to the proposed function being a party boat with a permanent mooring, reducing the potential for other uses.
- Thames Clippers services have expanded beyond London to Kent/Essex. Since 2022/23 a passenger service from central London to Tilbury and Gravesend has been operating special weekend service in the summer. If successful we will support the expansion to more days of the week.
- Stakeholder engagement highlighted affordability as a key barrier to increased use of passenger services on the river, so commitment added to work with TfL and Thames Clippers to closer align fares.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with partners including TfL River Services, the Port of London Authority and riverboat operators to increase the use of the River Thames for

passenger services. Activities will include promotion of river services, including the expansion of Thames Clippers services to Kent and Essex, enhancing walking routes to Blackfriars and Tower piers and improving overall pier efficiency and accessibility. We will explore the potential to reinstate Swan Lane pier for leisure and passenger services and light freight. We will also work with river passenger service operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity. We will encourage TfL and riverboat operators -in the medium term, to introduce more affordable fares on river services that are aligned more closely with the rest of the TfL network, and to work to ensure river services are accessible.

Proposal 49: Review bus provision across the City - Amber

Key change

- The bus priority network map (Figure 14) has been updated to reflect implemented changes on network on Bishopsgate (TLRN), on the approaches to Bank junction and on Cheapside.
- Text has been updated to remove reference to adjusting bus services after opening of Elizabeth Line, as this review has now been completed.

Context

- TfL undertook reviews of bus routes in central London and changes to routes within the City were made as a result of these reviews.
- Buses remain a key part of the City and London's transport network, including because they provide an affordable transport mode for people on lower incomes and are important in terms of accessibility, making them one of the most inclusive transport modes in London. TfL's consultation on rationalising bus services in 2022, identified the reliance on buses for areas that are poorly served by other public transport options, and for people who need to travel overnight or in the early mornings.
- Given the constrained and limited amount of street space in the City it is recognised that traffic reduction and traffic restrictions are effective means of providing bus priority when engineering solutions, such as advance signals and bus lanes, are not possible.
- We will continue to review and find ways to optimise services with TfL while recognising that routes may be affected by projects to provide more space and priority for people walking, wheeling and cycling.

Revised Text changes are shown as tracked changes and highlighted in grey

~~We will support TfL's ambitions to adjust bus services in Central London, taking account of the forecast fall in demand following the opening of the Elizabeth Line.~~ We will work with TfL to improve bus journey times to and connectivity through the Square Mile by:

- Reviewing bus routing and frequency throughout the City to ensure they are optimised routing

- Introducing targeted junction improvements to enhance bus priority where possible, recognising that bus priority in the Square Mile is most effectively delivered by reducing general traffic.
- Identifying opportunities to improve bus priority when developing and implementing Healthy Streets Plans (see proposal 12) and ~~major~~ projects.

The key routes for bus priority measures are shown in Figure 14. Improvements to these routes will be delivered by 2030.

Proposal 50: Support the Mayor of London in retaining locally-generated taxation - Green

Key change

- No change

Context

- The retention of locally generated taxation can help ensure sustainable funding for running and investing in London's transport network, which is critical to achieve the Mayor's and the City Corporation's aims and objectives.

Revised text changes are shown as tracked changes and highlighted in grey

We will support the Mayor of London and TfL's efforts to retain additional locally-generated taxation, such as vehicle excise duty, to fund investment in transport infrastructure across the Capital, including investment to help deliver the outcomes of this Strategy.

Proposal 51: Encourage continued Government investment in major London transport projects - Green

Key change

- No change

Context

- Central government investment remains a requirement for major transport infrastructure projects such as Crossrail 2, which is currently paused pending further funding decisions.

Revised Text changes are shown as tracked changes and highlighted in grey

We will continue to encourage the Government to invest directly in strategic Healthy Streets projects and programmes and large transport infrastructure projects, such as Crossrail 2. Significant investment across Greater London is required to ensure the Capital remains an attractive place to live, work, study and invest and protect the significant contribution London makes to the national economy.

Outcome 11: Delivering the Strategy

Proposal 52: Use temporary interventions and trials to accelerate the pace of delivery - Red

Key change

- Proposal has been deleted.

Context

- Temporary interventions, while helpful in testing their success and impacts, are no longer considered cost effective due to the challenges of utilities and drainage and the need to either remove them should the temporary intervention not be made permanent or replace them when they are made permanent.
- Trials and experiments are still valuable and when the use case and legal arguments are clear, we will use them in order to accelerate the pace of delivery of other proposals.
- We do not anticipate any adverse impacts to people with protected characteristics at this time by deleting this proposal.

Revised text changes are shown as tracked changes and highlighted in grey

~~Delivering changes to our streets can take time. We will use temporary and experimental measures to quickly deliver functional changes to our streets and allow people to begin enjoying the benefits of change as we work towards full delivery. If appropriate, will also use temporary interventions to 'live trial' major change, allowing proposal to be tested and, where necessary, refined. We will consult on any changes made to our streets in this way prior to any trials becoming permanent. We will also work closely with our neighbouring boroughs to ensure the impacts of our trials are understood both within and beyond our borders. This approach will allow people to better understand the nature of proposed changes and provide feedback based on real experience.~~

Proposal 53: Improve our monitoring of transport in the Square Mile – Red

Key change

- The following key targets, as listed in the table below, have been amended to reflect changes to baselines, interim and long-term targets and methodology updates:
 - People rating the experience of walking in the City as pleasant - description, baseline and target amended to reflect 2022 survey results and change to methodology of data collection.

- Number of people killed and seriously injured on our streets - baseline revised due to change in definition of seriously injured casualties; interim target amended reflecting 2022 recorded figure, indicating anticipated trend.
- People rating the experience of cycling in the City as pleasant - description, target amended to reflect 2022 survey results and change to methodology of data collection.
- Proportion of zero emission capable vehicles entering the City - baseline to be reset to 2022 following data collection.
- New key targets proposed to monitor:
 - The reduction of carbon emissions from traffic reduction and the transition to electric vehicles, with methodology to align with CAS team and baseline for 2019 to be calculated.
 - Perceptions of City street accessibility for people of all ages and abilities with baseline to be set to 2022 following survey results.
- Other performance indicators may be developed in response to emerging priorities and consultation feedback
- Other performance indicators may be amended to be more inclusive to ensure all data collection aligns with our principles of inclusion

Context

- The data collection method for people rating the experience of walking and rating the experience of cycling in the City as pleasant changed in 2022, therefore we have redefined these two targets
- The methodology for classification of data collected for collisions and personal injuries is set at a national level. The revised classification for serious injuries was adopted in 2017 by the City Police. A 'backcasting' exercise (where older statistics are changed to reflect new ways of categorising casualty data severity) was applied after we published the Transport Strategy, and the revised 2017 figure has been applied to this target. We have therefore revised the baseline to reflect this.
- Data to baseline the proportion of zero emission capable vehicles entering the City wasn't available in 2017 at the time of establishing the target. This data is now available.
- We have a physical measure of accessible streets but not a view from disabled people or others with protected characteristics who may be disproportionately affected by specific issues. From survey data collected in 2022 we will develop a new target and baseline and ensure a sufficient representative sample each year to monitor this view.
- With the changes and additions to the proposals relating to accessibility and inclusion, we are exploring the development of new KPIs to help measure our progress. We need to ensure that our regular monitoring of views and opinions on the quality of our streets and access includes a sufficient sample size to understand if any groups with protected characteristics are reporting problems or different issues that we need to address.
- The City's Climate Action Strategy defines Square Mile scope 1 & 2 carbon saving targets, therefore recording the contribution that transport measures make to this target is required. The target reflects that we have set a target for traffic reduction of 50% by 2044, and that additional saving should be achieved based on a shift to electric vehicles which are a more efficient use of carbon.

Revised Text - changes are shown as tracked changes and highlighted in grey

We will improve the quantity and quality of data we hold on transport in the City by:

- Exploring the potential to improve our City-wide database of vehicular and pedestrian traffic counts by increasing count locations and the number of count days.
- Repeating the City Streets survey every two years (as a minimum) to understand what people who live and work in, or travel through the Square Mile think about transport and streets in the City
- Ensuring that our data collection is inclusive and captures the views and impacts of transport policy and measures on people with different protected characteristics including through public perception surveys.
- Exploring the potential to gather ongoing feedback through web or app-based surveys and interactive maps
- Making best use of technological advancements in sensors and other monitoring methods to improve both the quality and the quantity of data we collect, reduce of the cost of data collection, and increase the speed of data processing
- Sharing data with other organisations that collect metrics on relevant indicators
- Ensuring our data is standardised whenever possible and protected from inappropriate use or exploitation
- Exploring opportunities to make our databases more publicly accessible (in compliance with GDPR) when relevant
- A measure to capture carbon savings associated with traffic reduction and the switch to EVs.

Some of the data used for monitoring and evaluating the Strategy will be provided by outside organisations. We will engage with these data owners and sources to review our targets and performance indicators as new datasets become available, and work with them to obtain data and information that is appropriate, up to date, and reliable.

City of London Key Targets

City of London Key Targets	Baseline	2030	2044
<ul style="list-style-type: none"> Reduction in <u>all-day</u> motor vehicle traffic <u>volumes</u> 	185k	139k (-25%)	93k (-50%)
<ul style="list-style-type: none"> <u>Proportion of p</u>People <u>who strongly agree that their</u>-rating experience of walking in the City as pleasant 	<u>28% (2022)</u> 40%	<u>50%</u> 35%	75%
<ul style="list-style-type: none"> Number of kilometres of pedestrian priority streets 	25km (25%)	35km (33%)	55km (55%)
<ul style="list-style-type: none"> Number of people killed and seriously injured on our street 	<u>61</u> 54- KSIs	<u>20</u> <16 KSIs	0 KSIs
<ul style="list-style-type: none"> <u>Proportion of p</u>People <u>who strongly agree that</u> Number of people rating their experience of cycling in the City as pleasant 	<u>10%</u> (2022)4%	<u>45%</u> 35%	75%
<ul style="list-style-type: none"> <u>Increase in the</u> nNumber of people cycling 	44k	66k (+50%)	88k (+100%)
<ul style="list-style-type: none"> <u>Increase in the</u> Pp proportion of zero emission capable vehicles entering the City 	<u>2022</u> <u>baseline</u> N/A	90%	100%
<ul style="list-style-type: none"> <u>Reduction in all-day</u> mMotorised freight vehicle volumes 	39k	-15%	-30%
<ul style="list-style-type: none"> <u>Reduction in P</u>peak-time motorised freight vehicle volumes 	18k	-50%	-90%
<ul style="list-style-type: none"> <u>NEW: Reduction in</u> Ccarbon tonnes from <u>transport on City</u> sStreets 	<u>2022</u> <u>baseline</u>	<u>tbc</u>	<u>tbc</u>
<ul style="list-style-type: none"> <u>NEW: Disabled people</u> who strongly agree that <u>City s</u>Streets as <u>accessible for people of all ages and abilities</u> 	<u>Tbc</u>	<u>Tbc</u>	<u>Tbc</u>

Proposal 54: Support change across London that is aligned with this Strategy - Green

Key change

- No change

Context

- Positive change beyond the Square Mile's boundary is still considered necessary to supporting the attractiveness of the City as a place to live, work, learn and visit..

Revised text - changes are shown as tracked changes and highlighted in grey

The Square Mile does not exist in isolation and change across the Capital is required to maintain the City's attractiveness as a place to live, work, learn and visit. We will support projects and initiatives delivered by TfL and London's boroughs that align with the vision, aims and outcomes of this Strategy. We will also support changes to relevant national policy and legislation that will positively impact on transport and connections to London.

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City Streets

Transport for a changing Square Mile



Page 229

City of London Transport Strategy
Map Pack
Proposed revisions
September 2023



The Transport Strategy sets out how we propose to design and manage the City's streets to ensure the Square Mile remains a great place to live, work, study and visit.

It has been developed to help enable the growth of the City as a global financial centre and its development as a major cultural destination.

This map pack is intended to support the consultation on the proposed changes to the Transport Strategy.

If you have any questions regarding any map or would like to provide feedback on map contents please email: strategic.

transportation@cityoflondon.gov.uk

Page 23

Map pack contents:

Figure 4: Proposed walking improvements 2019-2030

This map has been updated by removing improvements that have been completed and updated to reflect new walking route improvements (Proposal 2).

Figure 5: Potential locations for pedestrian priority

The previously highlighted focus areas for pedestrian priority have been removed and area proposals are now covered by Healthy Street Plans (Proposal 2).

Figure 6: Green corridors

This is a new map reflecting green corridors, priority routes for greening throughout the Square Mile (Proposal 8).

Figure 7: Proposed street hierarchy

This map has been updated to minor revisions to the street hierarchy (Proposal 12).

Figure 8: Proposed Healthy Streets Plans

This map has been updated to include additional areas covered by Healthy Streets Plans (Proposal 12).

Figure 9: Proposed priority locations for safer streets

This map has been updated with priority locations for Safe Streets interventions based on revised collision and casualty data analysis (Proposal 20).

Figure 10: Proposed core cycling network and phasing

This map has been updated to reflect completed cycle links and includes proposed commitments (Proposal 24).

Figure 12: Proposed primary resilience network

This map has been updated to reflect changes to the street network (Proposal 40).

Figure 14: Potential bus priority network (TfL)

This map has been updated to reflect implemented changes on network on Bishopsgate (TLRN), at and on the approaches to Bank junction and on Cheapside (Proposal 49).

Please note: the figures and maps in this document are not accessible to some screen readers at this time. Please contact us if you require this document for screen reading software. Email: strategic.transportation@cityoflondon.gov.uk or call: 020 7606 3030.

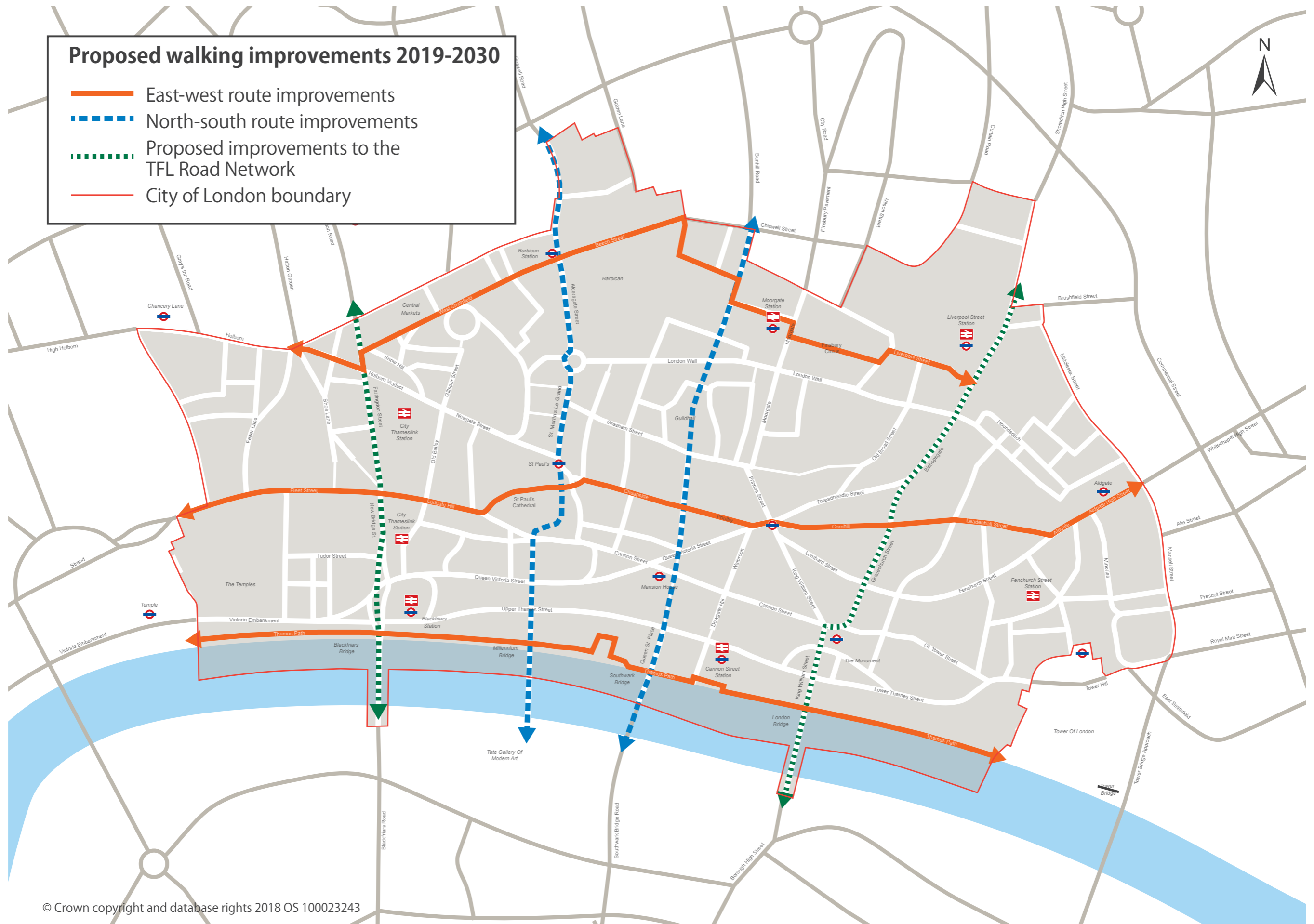
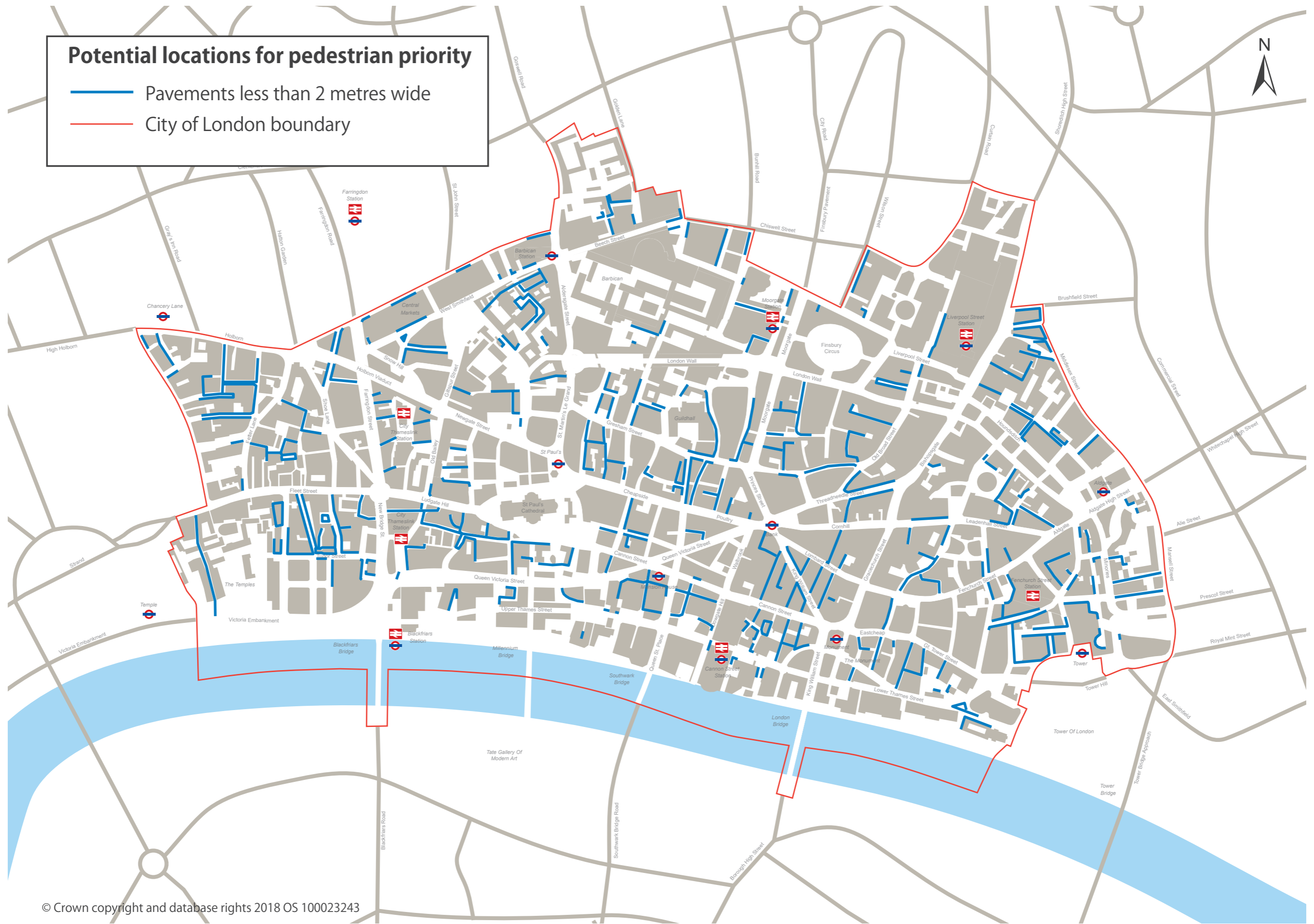


Figure 4: Proposed walking improvements 2019-2030



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Figure 5: Potential locations for pedestrian priority

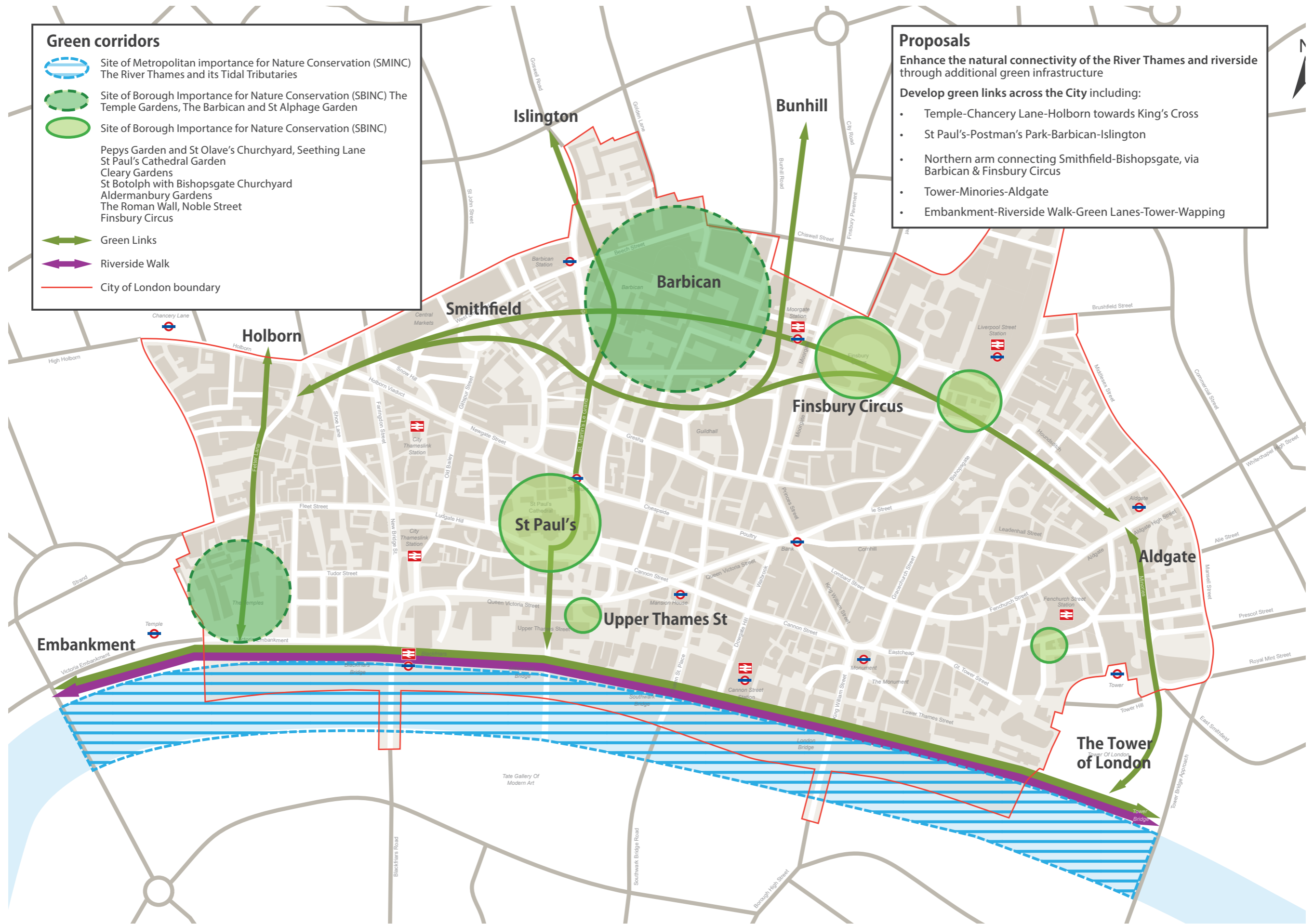
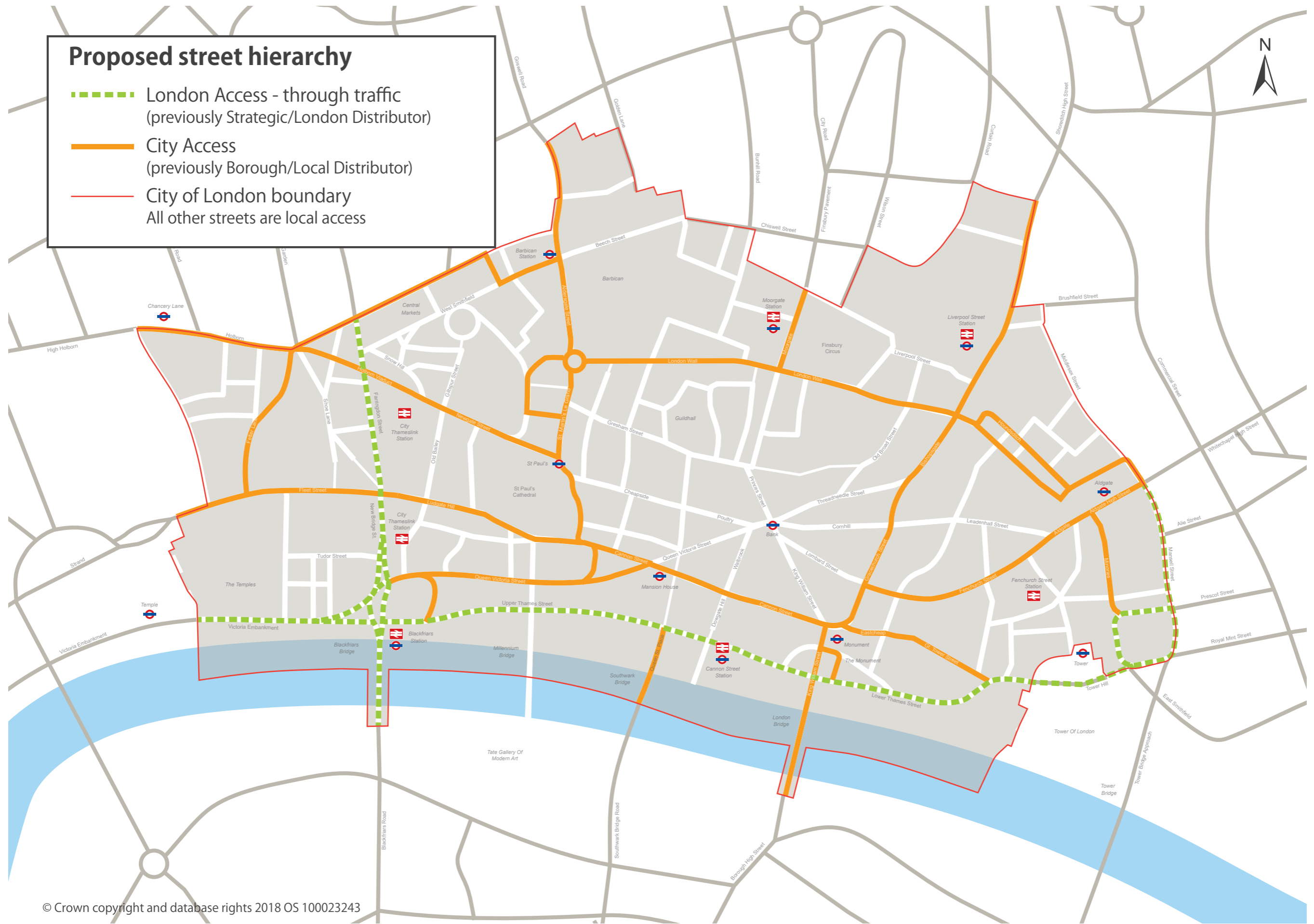
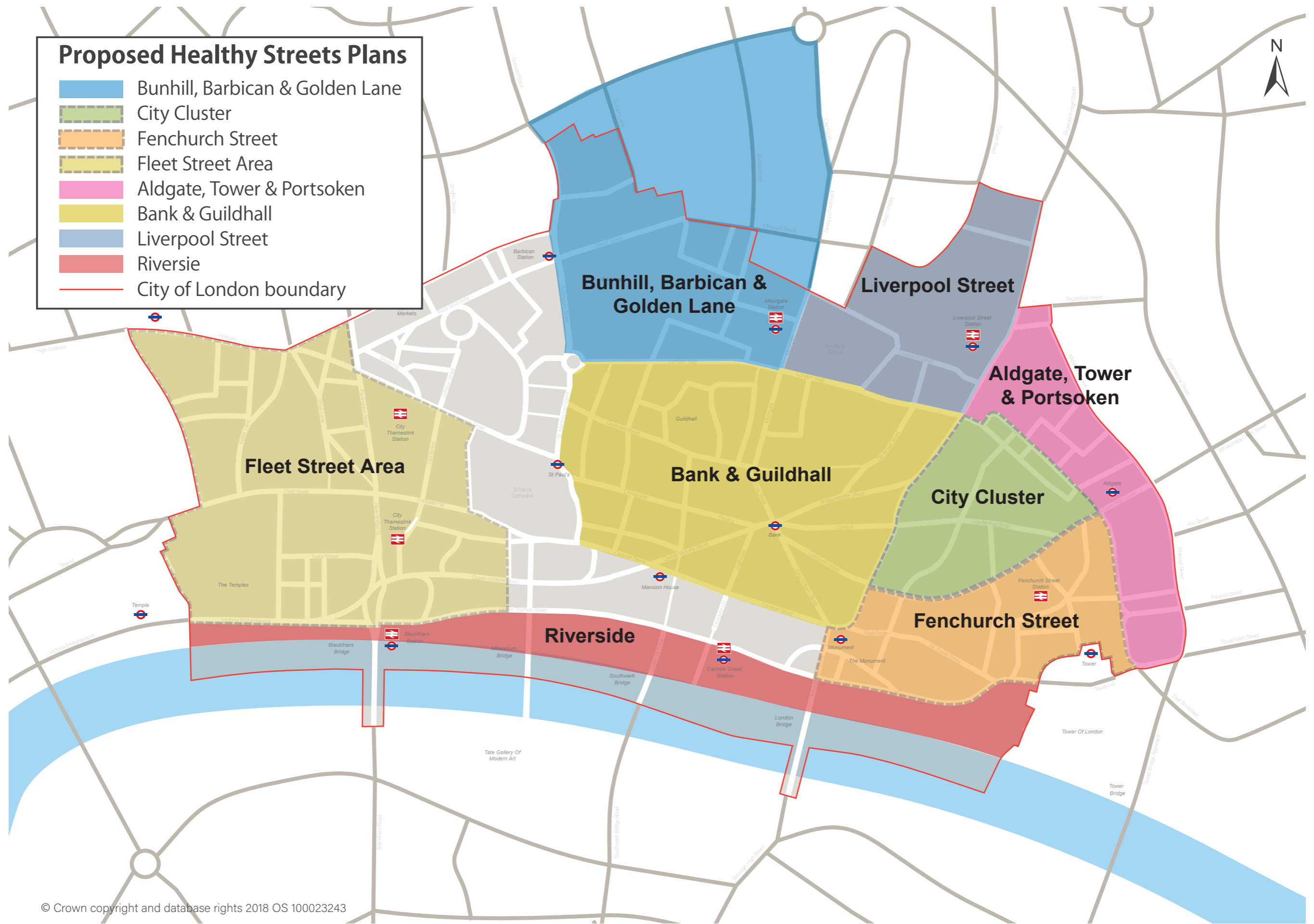


Figure 6: Green corridors



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Figure 7: Proposed City of London street hierarchy



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Figure 8: Proposed Healthy Streets Plans

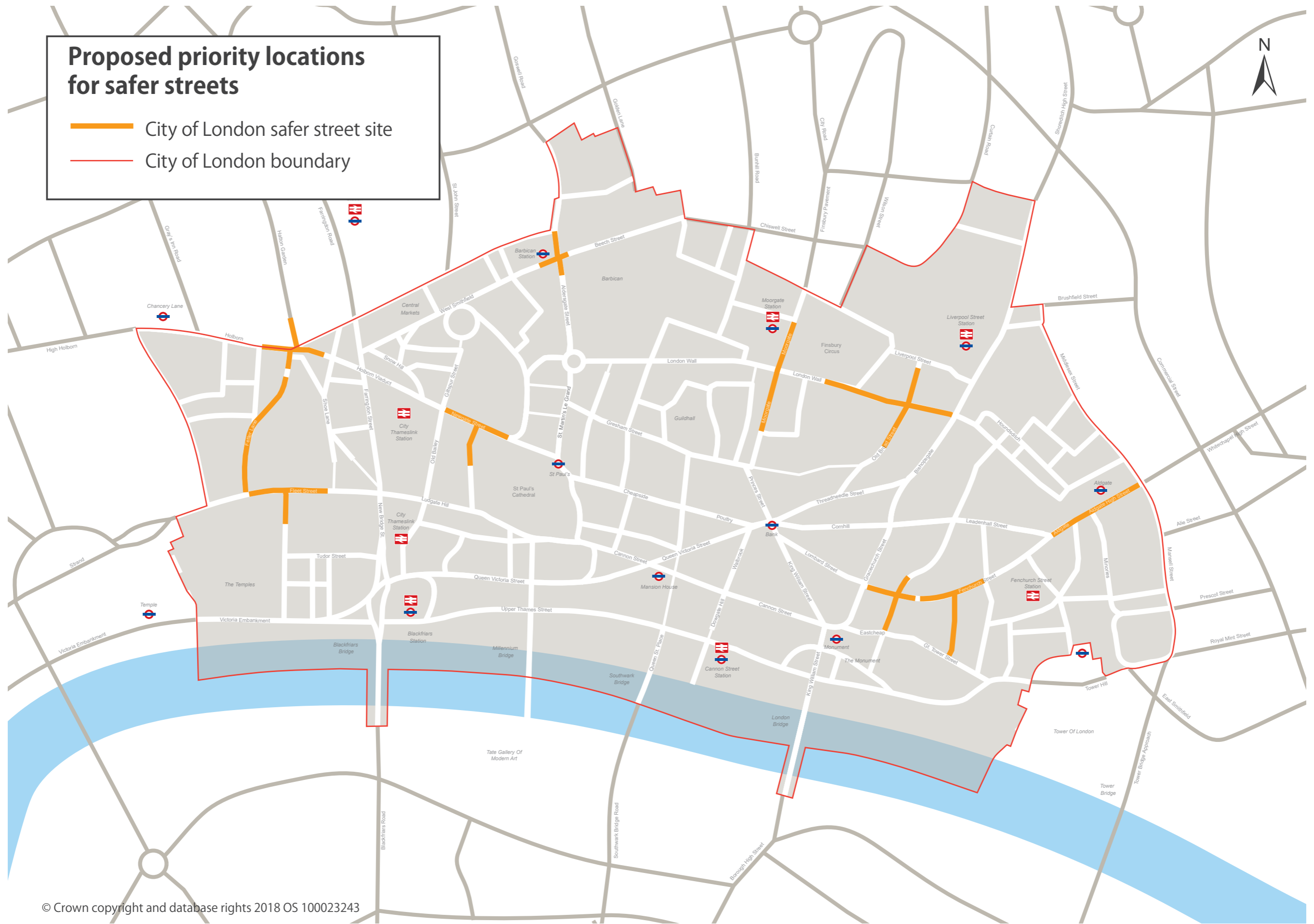
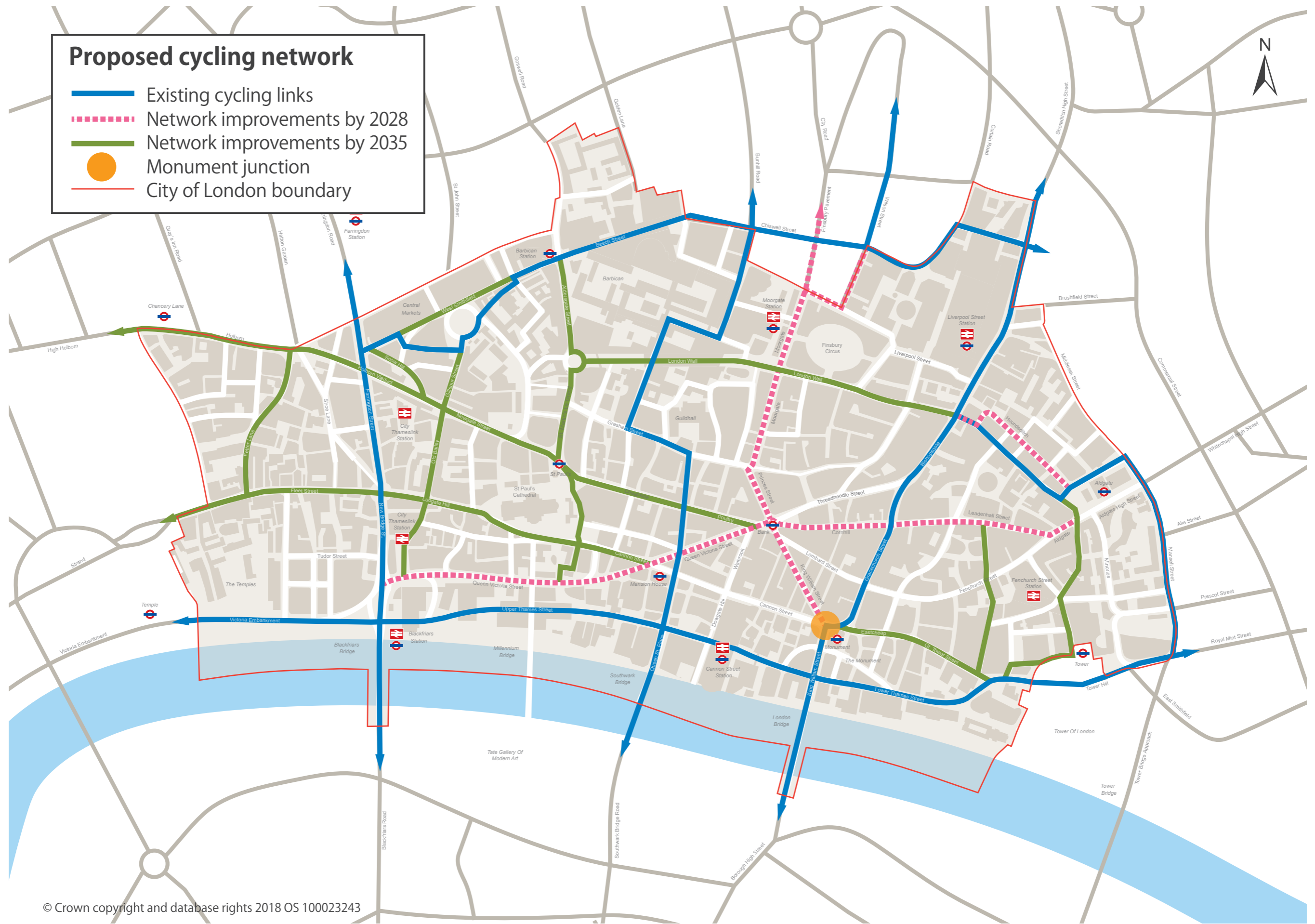


Figure 9: Proposed priority locations for safer streets



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Figure 10: Proposed core cycling network and phasing

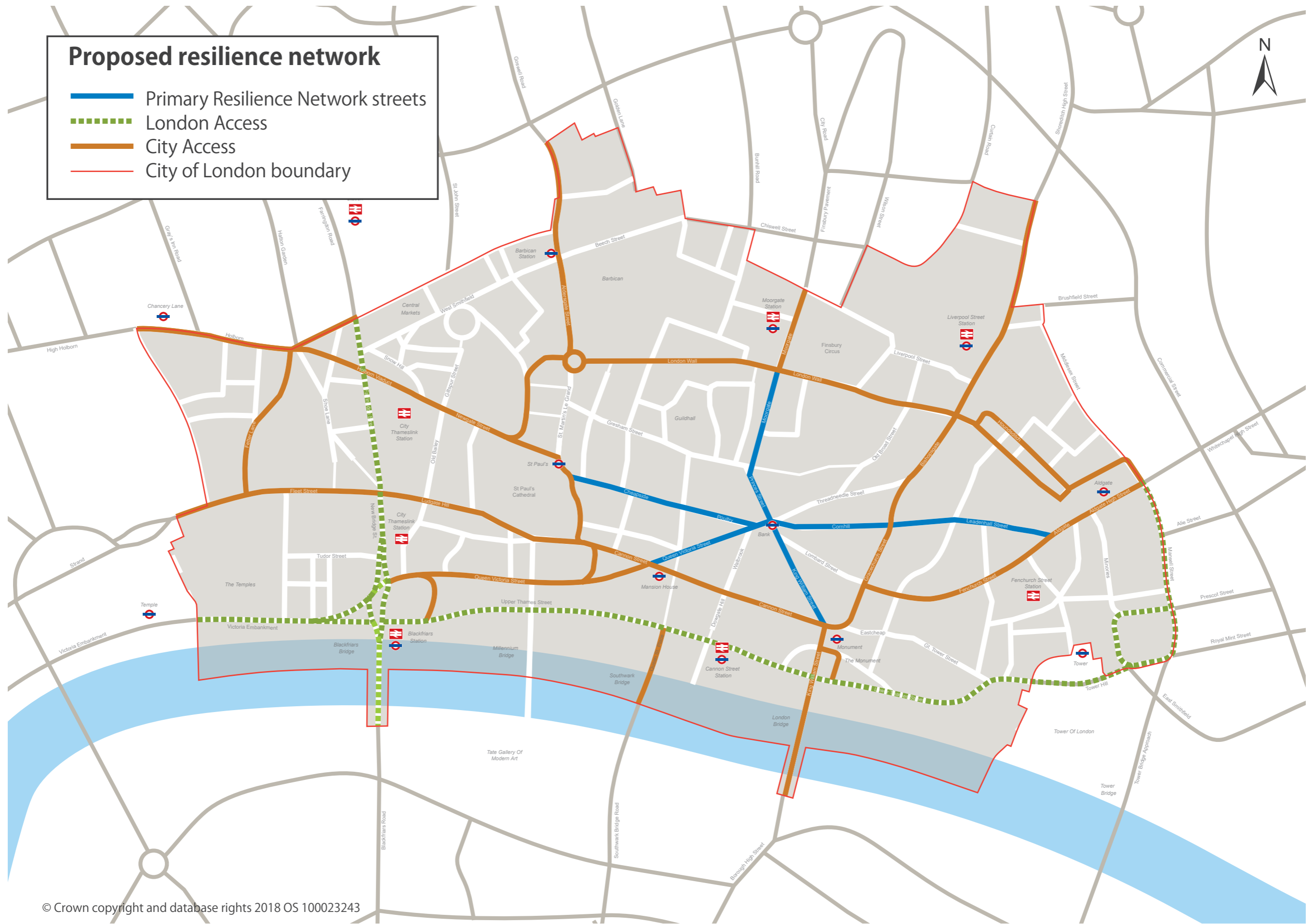


Figure 12: Proposed primary resilience network

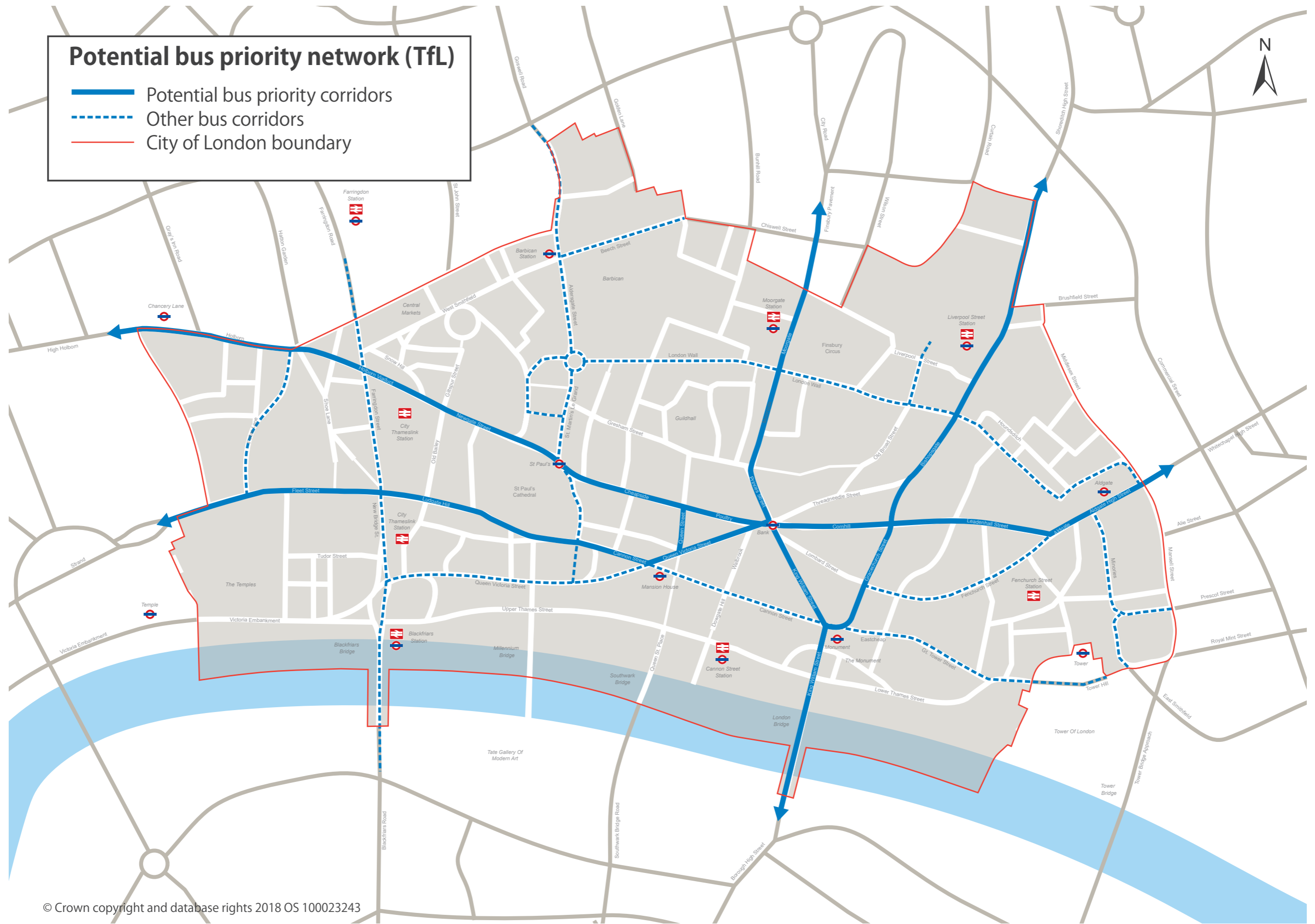


Figure 14: Potential priority bus network

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Appendix 7– Proposed approach to managing traffic movement and access

City of London Transport Strategy Review

Approach for Managing traffic movement and access

Draft for discussion

This paper is for discussion to inform the review of the City of London’s Transport Strategy. It does not represent City of London Corporation policy

Purpose of the Approach for managing traffic movement and access

This approach sets out the principles for managing traffic and access around the city.

We are proposing to include a summary of how we will manage traffic movement and access to enable delivery of the Transport Strategy (under Outcome 2: Street spaces is used more efficiently and effectively). By clearly setting out the approach for different modes of travel we aim to make it easy for people to see how the application of Transport Strategy proposals will affect the allocation of street space and access.

As well as reflecting the Transport Strategy outcomes and proposals, including the street hierarchy, the proposed approach takes account of what we can legally and practically ‘control’ in terms of purpose and movement of specific vehicles on our streets. For example, for legal purposes private hire vehicles have to be considered as part of general traffic and separately to taxis.

The approach will sit alongside our definition of essential traffic: walking, cycling, buses, freight and servicing trips with a destination in the City and private and shared vehicles used by people with particular access needs.

Managing traffic movement and access

Street space is a finite resource, and the Transport Strategy recognises the trade-offs between competing demands for that space. These trade offs are weighted towards improvements for people walking (including people using wheelchairs and mobility scooters), and to a lesser extent people cycling, and to enhancing the public realm.

As is noted under Proposal2: Put the needs of people walking first when designing and managing our streets: *“[We accept] that delivering priority for people walking may result in delays or reduced capacity for other street users, (while seeking to minimise the impact on essential traffic through general traffic reduction)”*

In a constrained environment like the City, it is only possible to give more space or priority on a street to people walking by reallocating space from or changing access for other street users. Where traffic changes are required, access for motor vehicles

will be retained to ensure people who need to use a taxi, private hire vehicle or their own vehicle to travel to and within the City can reach their destination. Access is also required for deliveries and servicing. However, some increases in journey lengths will be unavoidable.

Decisions on reallocating space or changing access will be informed by a street's classification in the City Street Hierarchy. The street hierarchy, illustrated in the map below, sets out how each street should function in terms of vehicular movement. Its application and the phasing and coordination of project delivery (where streets are temporarily closed) ensures traffic can move around the City and access parking, loading space and properties.

The following statements set out our approach for managing the allocation of space and allowing access for the different types of traffic on the City's streets. All decisions will include an assessment of impacts on access and movement around the city through a project's Equalities Impact Assessments (EqIAs).

Walking

Walking, which includes people using wheelchairs and mobility scooters and people walking to and from public transport, is the main way that people travel around the City and will be prioritised accordingly by:

- Creating pedestrian priority streets where traffic access is limited for all or part of the day.
- Giving greater priority at junctions and side streets and making streets easier to cross.
- Reallocating street space to widen pavements and enable public realm improvements.

Where improvements for people walking are required, including to make streets more accessible, then these will take precedence over the use of the streets by other traffic, particularly motor traffic.

Cycling

Pedal cycles include electrically assisted pedal cycles, adapted cycles, cycles used as mobility aids and cargo bikes. They may have more than two wheels.

Where it does not conflict with the need to prioritise people walking, we will seek to maximise the choice of safe and convenient routes for people cycling. This includes allowing people cycling through the City on longer journeys to use local access and City access streets. This reflects the fact that cycles are a space efficient, zero emission, affordable and healthy form of transport that can be used independently by children and adults, as well as for deliveries and servicing. The number of people cycling on the City's streets has grown significantly over the last two decades and people cycling make up our single largest vehicle proportion.

We will allow cycling on most streets, including maintaining two-way cycling on streets that are otherwise one-way for motor vehicles and an assumption that people will be allowed to cycle though bus only restrictions. In some instances, the primary

reason for seeking to restrict or limit motor traffic on a street will be to create safe and inclusive conditions for cycling.

Cycle access on streets or sections of streets that are entirely closed to motor vehicles will be considered on a case-by-case basis and streets designed accordingly, taking account of the availability of other safe routes and the potential for interactions between people walking and cycling.

Scooters/Escooters

Scooters and e-scooters have the potential to provide a space efficient and low emission transport options that is likely to appeal to people who may not otherwise choose to cycle and potentially provide a non-car link for public transport journeys. Subject to the final classification of e-scooters in any future legislation, e-scooters will be treated in the same way as cycles in terms of street space and access. For e-scooters this currently only applies to e-scooters hired through the London-wide trial. Private e-scooters are not permitted to use public highway.

Buses

There are unlikely to be opportunities to improve bus journey times by reallocating space to bus lanes or other bus priority measures. In some instances, it may also be necessary to use space currently allocated to bus lanes for pavement widening. Maintaining and where possible improving bus journey times will instead need to be achieved through traffic reduction, both in general terms and, on local access streets, by restricting other traffic. We will seek to minimise any changes to bus routes, but this may be necessary in some instances.

Taxis

Taxi access where motor vehicles are otherwise restricted will be considered on a case-by-case basis, separately to other vehicles, including private hire vehicles, and against the objectives of the specific project. The impacts on access and of potentially longer journeys for passengers who need to use a taxi will be assessed through a project's Equalities Impact Assessments (EqlAs). There is no assumption that taxis will be permitted through bus gates or other bus only restrictions.

We are actively seeking an as yet undeveloped automated solution for identifying taxis carrying registered disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

Freight and Servicing

Freight and service vehicles provide a different service to other general traffic, however it is generally not possible to differentiate freight and servicing vehicles from general traffic when considering restrictions. Freight and servicing vehicles with a destination in the City are recognised as essential traffic. Access requirements for these purposes will be a specific consideration when any restrictions on access or movement are being considered.

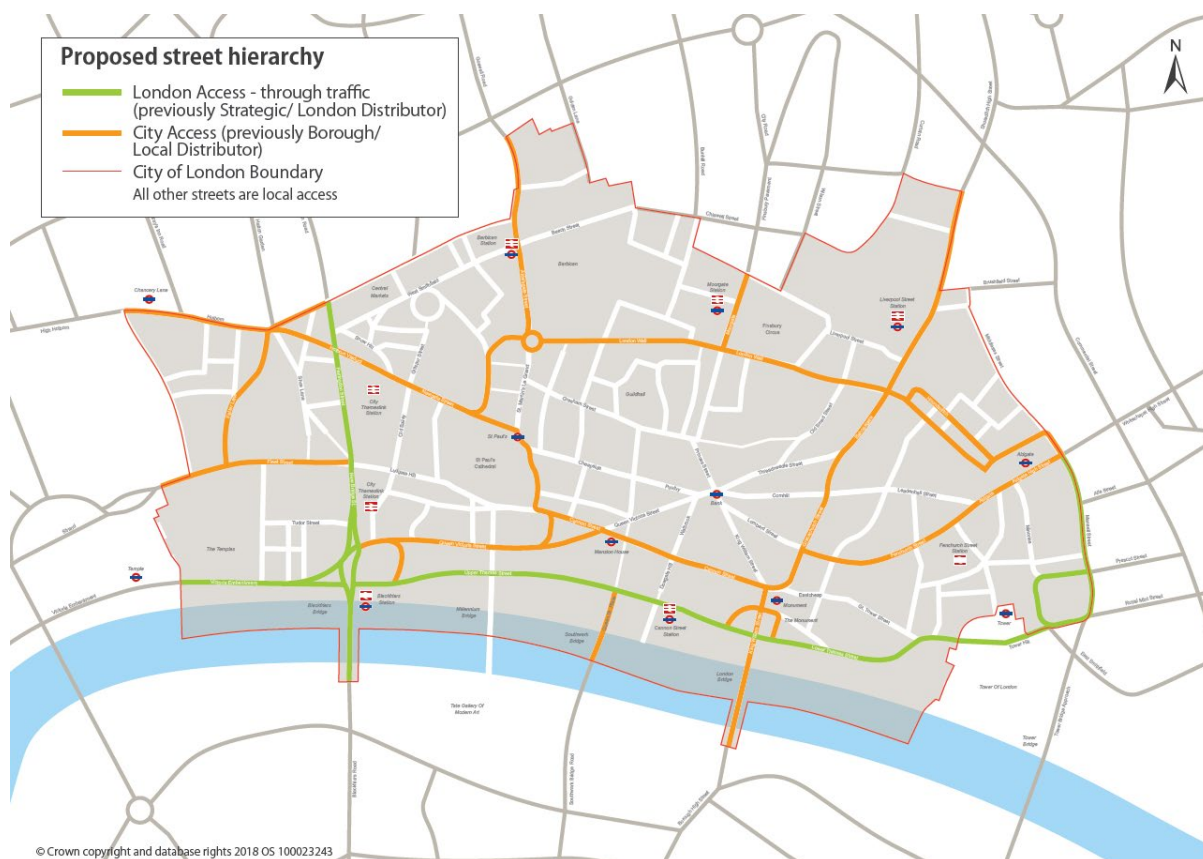
General traffic

In most instances any restrictions or constraints on the use of streets will apply equally to private hire vehicles, freight and servicing, motorcycles and mopeds (including electric bikes that are not classed as electrically assisted pedal cycles), and private cars.

All streets, except on sections that are pedestrianised or restricted to bus and/or cycles only, will continue to provide space for general traffic in accordance with access requirements accommodated in line with the street hierarchy. It may be necessary to convert some streets to one-way for motor traffic to enable the reallocation of space to pavement widening. The impacts of potentially longer journeys for drivers or passengers will be assessed through a project's Equalities Impact Assessments (EqIAs).

We are actively seeking an as yet undeveloped automated solution for identifying private hire vehicles carrying disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

Street Hierarchy as adopted in Transport Strategy 2019



Our street hierarchy sets out how each street should function in terms of vehicular movement. Its application and the phasing and coordination of project delivery ensures traffic can move around the City and access parking and properties.

London access streets: Preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to the Square Mile.

City access streets: Preferred streets for motor vehicles travelling around the Square Mile or immediately adjacent destinations.

Local access streets: Primarily used for the first or final part of a journey, providing access for vehicles to properties.

Only 'essential traffic' should be using our City access and Local access streets.

The approach will sit alongside our definition of essential traffic: walking, cycling, buses, freight and servicing trips with a destination in the City and private and shared vehicles used by people with particular access needs

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Transport Strategy Equality Impact Assessment

City of London Corporation

Issued May 2023

Updated September 2023

CAE reference: 2023J506

Report Review

Date	Version	Authors	Notes	Reviewed by
15.05.23	1.3	CAE	EQIA V1 for review	Strategic Transport
14.06.23	1.6	CAE	EQIA V1 Final	Strategic Transport
23.08.23	1.7	CAE & City Corporation	Reviewed in line with proposed major changes to Proposals	Strategic Transport
30.08.23	2.1	CAE & City Corporation	Reviewed in line with all proposed changes to Proposals	CAE
31.08.23	2.2	CAE	Reviewed changes	Strategic Transport
02.09.23	2.3	City Corporation	Reviewed changes	Strategic Transport
12.09.23	2.4	City Corporation	EQIA V2 Final signed off and published	Approved by Bruce McVean, Assistant Director, Policy & Projects

Note: CAE are not legal experts and, as such, this review is not a definitive legal view but an assessment of the equality impact of the Transport Strategy.

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The Brief

The Centre for Accessible Environments (CAE) has been appointed by the City of London Corporation (City Corporation) to conduct an Equality Impact Assessment (EQIA) of the Transport Strategy¹. The Strategy provides a 25-year framework for the design and management of the City's streets and was adopted in May 2019. It is undergoing its first review since being published to ensure it meets the needs of those who live, work and visit the City of London.

An initial EQIA (V1) was drafted by CAE in May 2023, which builds on the initial IIA study of the Strategy completed by LUC². The review by CAE considered the potential impacts on people with protected characteristics – negative and positive – when considered against the general Public-Sector Equality Duty (PSED) and provisions within the Equality Act 2010. Equality issues considered include both direct and indirect effects from the transport policies upon the City's population, and particularly groups that share protected characteristics as defined under the Equality Act 2010, as appropriate and proportionate based on their likelihood to impact equality. The EQIA also identified opportunities to improve inclusion and consideration of protected groups within policies and actions.

Since the first draft of this EQIA was issued by CAE in May 2023 the City Corporation has engaged with a range of stakeholders on the Strategy and propose to make several changes to the Outcomes and Proposals within it. Many of which, look to mitigate the potential negative impacts previously identified. These changes are welcomed and include updating, removing and introducing new Proposals to the Strategy.

CAE has had sight of the proposed changes (as of August 2023) and this EQIA has been updated in partnership with the City Corporation to review the mitigations and possible impacts of the proposed major changes to the Strategy on people with protected characteristics.

The draft Strategy Proposals will be presented to various stakeholders and City Corporation Committees for approvals from September, before going to public consultation later this year. A final EQIA report will be published following the public consultation and ahead of publication expected in 2024.

¹ Referred from hereon as the 'Strategy'.

² <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy-IIA.pdf>

Executive Summary

The Transport Strategy provides a positive framework, within the context of the transport system, to eliminate discrimination, harassment, victimisation, advance equality of opportunity and foster good relations between people with or within individual protected characteristics thus meeting the PSED.

The most notable and relevant change to the Strategy since the initial EQIA is the development of an 'Inclusivity specific Proposal', which acts on the following recommendations made in the first EQIA issued in May 2023:

- The Strategy's vision does not relate directly to creating an inclusive transport system contributing to a more equitable society.
- A more rigorous emphasis on 'inclusion', and 'reducing inequality between groups' would be helpful and embed the concept within the document.
- A commitment to advancing equality of opportunities across protected characteristics is not specifically embedded in the strategic framework of the Strategy, referenced directly in the Outcomes underpinning the Vision.
- The Strategy's Outcomes have not specifically been designed to address challenges specifically including the need to eliminate discrimination based on gender and disability and to foster strong community relations.
- Improvements to the transport system leading to improved health and well-being can be expected to impact all people living, visiting and working in the City, with resulting reductions in inequality, though not explicitly stated as an aim.
- The language within the Strategy could be more inclusive. Inclusiveness goes beyond physical accessibility to include needs of other protected groups to reduce inequality between groups.

Following the review of the major changes to the Strategy the EQIA identified several potential positive impacts on protected groups:

- The proposed change to the Vision now will state "*Streets that inspire and delight, world-class connections and a Square Mile that is inclusive and accessible to all*". This is an improvement, and we recommend that the Vision go further and add '*contributes to a more equitable society*' or "*inequality in the transport system is reduced*".
- Reference to people walking throughout the Strategy has been updated to include people who use mobility aids and will state that 'The Square Mile's streets are great places to walk, **wheel** and spend time'.
- The addition of a Proposal on inclusivity, which is cross cutting across all Proposals will be a welcome addition to support creating inclusive spaces, streets, and transport.

- It is expected that the City Corporation's Transport Strategy will contribute to greater accessibility and equality, particularly health equality, in the City of London.
- Reflecting the high level and strategic purpose of the document, all components of the Transport Strategy have been designed to be universal, rather than to target specific demographic groups.
- The objectives have the potential to transform the City's streets and places to enable an increase in walking, wheeling and cycling, to deliver a transport system and streets that are accessible and inclusive for all.
- The Strategy aims to reduce and mitigate the impact of transport-based emissions and noise in City which will benefit many protected groups.
- The Strategy is intended to help make homes, jobs, shops, institutions and services more accessible and to promote sustainable transport choices. In general, this means prioritising cycling, wheeling and walking in the layout and design of new development, discouraging car use, restricting the amount of parking to the minimum. This approach is intended to promote healthier lifestyles and reduce carbon emissions arising from car use and dependency on fossil fuels.
- The Strategy benefits all members of the community. Car ownership levels tend to be lower among the young and elderly and poorer groups. Therefore, a policy which seeks to promote walking and cycling, creating routes which are safe from conflict with vehicles, which prioritises non-car users, and which also maximises opportunities to use public transport should benefit these groups, promoting inclusivity and equality of access to jobs, services etc.

Potential negative impacts on protected groups arising from the Strategy which require consideration:

- The Strategy promotes a reduction in car usage and there are certain protected groups who may rely on using a car and are unable to participate in active travel. This might include the elderly, people with disabilities and parents with young children. Any reduction in car use and parking and promotion of sustainable modes of transport should be undertaken in tandem with improvements in public transport and the public realm which is explicitly stated in the Strategy.
- While in theory promoting walking, wheeling, and cycling is beneficial to all users, if routes are poorly lit, secluded and at risk from conflicts with road vehicles, a reduction in car parking may discourage people from going out and make people feel more isolated. This could particularly apply to vulnerable groups such as the elderly and young, people with disabilities, women and LGBT groups.

Legislative Context

The Equality Act 2010

Part 3 of the Equality Act 2010 covers the duties for service providers and public functions. These measures were initially legislated for in the Disability Discrimination Act 1995, as amended by the Disability Discrimination Act 2005, and the Regulations made under it.

On 1 October 2010, the Equality Act 2010 (EA) replaced all previous anti-discrimination laws (nine major pieces of legislation and over 100 smaller pieces of legislation) including the DDA and protects people with the following nine 'protected characteristics'

- 1) Disability
- 2) Age
- 3) Gender Reassignment
- 4) Pregnancy and Maternity (including breastfeeding)
- 5) Marriage and Civil Partnership
- 6) Race
- 7) Religion or belief
- 8) Sex
- 9) Sexual Orientation

Duties under the Equality Act

The Act contains provisions on direct discrimination, harassment and indirect discrimination. The law protects anyone who has, or has had, a disability. All service providers³ must treat everyone accessing their goods, facilities or services fairly, regardless of any protected characteristic (e.g. age, gender, race, sexual orientation, disability, etc.), and should guard against making assumptions about the characteristics of individuals.

Service providers also have an obligation to make reasonable adjustments to help disabled people access their goods, facilities and services. The legal duty to make reasonable adjustments applies only for disabled people, and not to people with other protected characteristics.

Discrimination can arise if:

³ City Corporation is a service provider under the Equality Act

- A disabled person is treated less favourably, is provided with a lower standard of service or is refused service
- Reasonable adjustments to the delivery of a service have not been made in order to allow disabled people to use them

Different treatment can sometimes be justified and will be lawful if it can be shown that it is intended to meet a legitimate objective in a fair, balanced and reasonable way. This means that a service provider must strike a careful balance between the negative impact of a provision on the disabled person and any lawful reason for applying it. What is 'reasonable' will depend on a number of circumstances, including the cost of an adjustment.

The Equality Act 2010 requires that service providers must think ahead (anticipate) and take steps to address barriers that impede disabled people. Providers should not wait until a disabled person experiences difficulty using a service, as this may make it too late to make the necessary adjustment. It is no longer necessary to show that the provider's practice etc. makes it 'impossible or unreasonably difficult' to access the service - the test is whether the practice places the disabled person at a "substantial disadvantage"; legally this is a lower threshold for action. In summary, service providers are required to:

1. Make 'reasonable' changes to the way things are done – such as changing practices, policies or procedures where disabled people would be at a 'substantial disadvantage' e.g. amend a 'no dogs' policy.
2. Make 'reasonable' changes to the built environment - such as making changes to the structure of a building to improve access e.g. fitting handrails alongside steps.
3. Provide auxiliary aids and services - such as providing information in an accessible format, an induction loop for customers with hearing aids.

Public Sector Equality Duty

Above and beyond the service provider duties, the Public Sector has an additional Equality Duty (section 149) which has three aims. It requires public bodies to have 'due regard' to the need to:

- eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act;
- advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- foster good relations between people who share a protected characteristic and people who do not share it.

Having 'due regard' means consciously thinking about the three aims of the Equality Duty as part of the process of decision-making. The Equality Duty also explicitly recognises that disabled people's needs may be different from those of non-disabled people. Public bodies should therefore take account of disabled people's impairments when making decisions about policies or services. This might mean making reasonable adjustments or treating disabled people better than non-disabled people in order to meet their needs. Compliance with the Act can only be legally determined through a Civil Action in a Court of Law.

Other relevant legislation

The Equality Act is not the only legislation that is applicable to the provision of an accessible environment and service, and it should, therefore, be considered in conjunction with other legislative requirements, such as:

- Education and Inspections Act 2006 which requires all local authorities to promote the use of sustainable travel to, from and between schools as part of the duty of the Education and Inspections Act 2006. Sustainable travel includes modes that may improve the physical well-being of those who use them, the environmental well-being of all or part of the local authority's area, or a combination of the two.
- Health and Social Care Act , 2014 in which there is a duty for local authorities to promote wellbeing (physical, mental and emotional) when carrying out any of their care and support functions in respect of a person.
- Planning & Highways legislation
- Listed Buildings Consent
- Building Regulations
- Health and Safety Regulations
- Licensing Laws
- The UN Convention on the Rights of Persons with Disabilities**

**The Convention on the Rights of Persons with Disabilities (CRPD) is an international legal agreement. It exists to protect and promote the human rights of disabled people. The UK signed the treaty in 2009 – a commitment to promote and protect the human rights of disabled people. On accessibility (Article 9), the Convention requires countries to identify and eliminate obstacles and barriers and ensure that disabled people can access their environment, transportation, public facilities and services, and information and communications technologies. Courts have treated regard to the CRPD as being part and parcel of the duty to have 'due regard' to the equality enhancing aims of s149 Equality Act 2010.

City of London Transport Strategy

The City of London, also known as the Square Mile, is the historic heart of London and one of the world's leading financial and business centres. Office for National Statistics (ONS) mid-2019 estimates indicate a residential population to 9,700 people while the 2018 workforce was estimated to be 522,000. The working population is almost 50 times the usual residential population which demonstrates significant movement in and out of the City every day. In addition, the City also takes in over 10 million tourists, in addition to those visiting for business. The City of London shows the highest workplace density in all of Greater London with the primary land use in the City being offices, which make up more than 70% of all buildings.

Background: Importance of the Transport Strategy to the City

How people and goods travel to and around the City has a significant impact on the experience of living, working, studying in or visiting the Square Mile. Facilitating the safe, clean and efficient movement of people and vehicles serving the City, alongside improving the quality of streets and public spaces, is considered essential to ensuring the continued success of the City as a global centre for business and cultural destination.

As the highway authority, the City Corporation is responsible for the management of most streets within the City of London. Transport for London (TfL), the integrated transport authority for Greater London, manages the Transport for London Road Network (TLRN, also known as 'Red Routes'), of which there are several miles within the Square Mile. TfL also manages and operates London's public transport, the Congestion Charge and Emission Zones.

The City is well connected by public transport. TfL rates the whole of the Square Mile as having a Public Transport Accessibility rating of above 6 – the highest possible score. This is made possible by an extensive public transport network with six mainline railway stations, 12 Underground and DLR stations and a high density and frequency of bus services. However, a high PTAL rating does not necessarily equate to an accessible transport service as many of the train stations are not step-free. The PTAL rating does not factor into its calculations whether a train or underground station is accessible, nor does it factor in the crowding (including ability to board services) or ease of interchange, both factors which are of major significance to people with limited mobility needing to rely on public transport for their journey.

The City's Transport Strategy and initiatives in the past demonstrate a clear shift away from motor traffic priority to pedestrian and active travel design priority, from the Ring of Steel initiatives in 1990s on to significant Bank Junction changes over the

last 15 years with 90% of guard railing removed and over 100 courtesy crossings introduced.

Review of aims of the Transport Strategy

The Strategy provides a 25-year framework for future investment in and management of the City's streets, as well as measures to reduce the social, economic, and environmental impacts of motor traffic and congestion. It also sets out our aspirations for improvements to the TLRN and local, national, and international transport connections.

The current Foreword in the 2019 Strategy sets out a priority for walking and for 'making streets more accessible'. It also sets out intention to reducing traffic speeds and road danger and pollution, all of which beneficially impacts disabled people, older people and children. It states 'As the City grows it will be essential to reduce motor traffic and facilitate the movement of people by the most efficient modes of transport. Reductions in traffic will also help improve air quality and make our streets safer'. Although these travel trends are likely to continue in the future, but only if walking, cycling and using public transport are convenient, attractive, inclusive and safe ways to travel.

Cycling has been made safer and more convenient by introducing two-way cycling across City streets, lower speed limits and dedicated cycling infrastructure. More traffic free public space has been created through many projects, removing traffic gyratory and creating traffic free public spaces.

The development of this Strategy was informed by extensive engagement with the public and organisations with an interest in transport in the Square Mile. This engagement was undertaken by the City Corporation during Feb and March 2018 included a survey of almost 2,000 people, this included a City Streets exhibition visited by 7,000 people, and stakeholder workshops attended by 77 people. Respondents to the City Streets survey who identified as having a disability or long-term health conditions, highlighted particular concerns;

- poor air quality
- motor traffic volumes
- public transport crowding.

One of the key themes emerging from this first phase of engagement was that the stakeholders feel more needs to be done to improve accessibility in the Square Mile.

Protected groups in the City of London

The Square Mile's workforce is forecast to increase to 570,000 by 2030 and to over 620,000 by 2044. The residential population will also grow, with nearly 3,000 more people living in the Square Mile by 2044. Population growth was significantly higher in the City of London than across London between the 2011 Census to Census 2021; England ▲6.6% London ▲7.7% City of London ▲16.4%

The Strategy will need to address this growth as more people will be travelling on the City's streets, and in particular more people from protected groups walking, and increased demand for high quality public spaces. More residents, workers and visitors will also mean more deliveries and servicing of offices, homes, shops, pubs, cafes and restaurants.

Key City statistics: Age

Data from the 2021 Census⁴ indicates that 77% of residents are aged 19 – 65 years, with 14% over 65 years and 9% aged 19 years or under.

Age (2021)	%
85 years and over	1.4
75 to 84 years	4.3
65 to 74 years	8.3
50 to 64 years	18.8
35 to 49 years	21.2
25 to 34 years	25.8
20 to 24 years	11.2
16 to 19 years	2.2
10 to 15 years	2.4
5 to 9 years	1.9
4 years and under	2.5

Key City statistics: Sex

The City of London has the lowest proportion of women compared to men; within the City with 45% of residents are women. At the time of the 2011 Census the usual resident population could be broken up into 4,091 males (55.5%) and 3,284 females (44.5%).

⁴ Office for National Statistics 2021 Census
<https://www.ons.gov.uk/visualisations/censusareachanges/E09000001/>

Of the total workforce of the City of London of 356,706, some 218,585 are males (61%) whilst 138,121 are females (39%).

Key City statistics: Religion

In 2021, 34.7% of people in the City of London described themselves as Christian (down from 45.3%), while 43.8% of City of London residents reported having "No religion".

Key City statistics Disability

The 2021 Census reported;

- 56.6% of City of London residents described their health as "very good", and those describing their health as "good" was 31.2%.
- 7.9% of people identified as being disabled and limited with 3.9% identified as disabled and limited a lot.
- Data from TfL (2019) states that % of disabled residents is 17% for City of London⁵

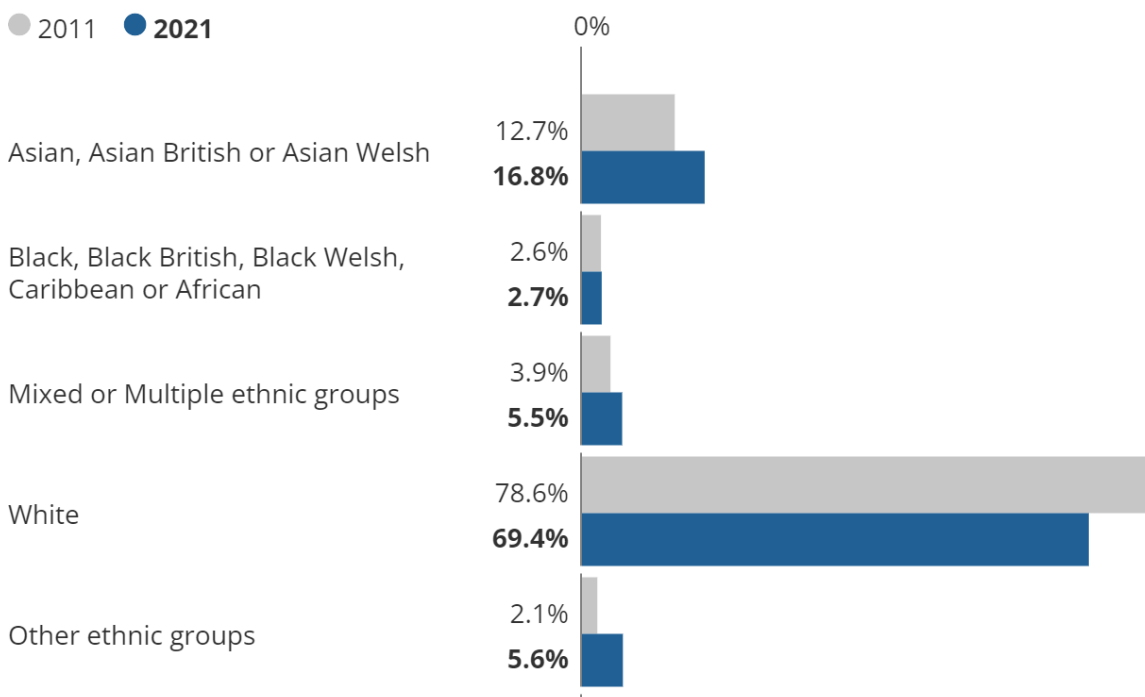
Key City statistics: Race

The City of London's resident population is predominantly white (69.4%).

- 21% are BAME residents.
- In 2021, 16.8% of the City of London residents identified their ethnic group within the "Asian, Asian British or Asian Welsh" category, up from 12.7% in 2011. The 4.1 percentage-point change was the largest increase among high-level ethnic groups in this area.
- The City has a relatively small Black population- considerably lower than the Greater London wide figure of 13.3% and smaller than the percentage for England and Wales of 3.3%
- Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally.

⁵ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf> page 209

Percentage of usual residents by ethnic group, City of London



Source: Office for National Statistics – 2011 Census and Census 2021

Travel Modes within the City of London

The extensive *TfL RESEARCH: Understanding travel needs of London's diverse communities*⁶, covers the City's population. This document sets out in detail a collection of research which has been undertaken to identify the different barriers faced by London's communities when accessing transport. It also describes travel patterns, the behaviour of different groups and attitudes towards issues such as fares, personal safety and security and satisfaction with the services offered.

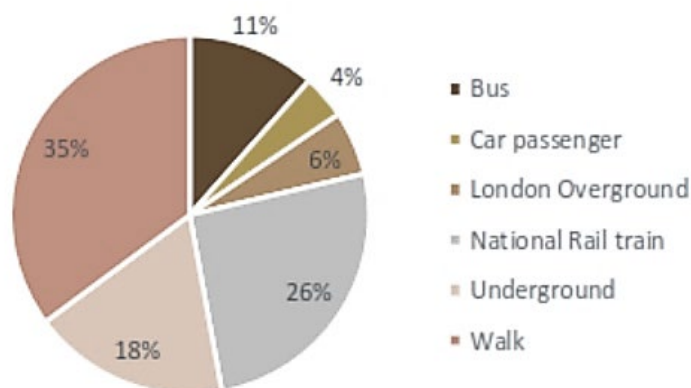
- 93% of commuter travel to the Square Mile is by public transport (84%), walking (5%) or cycling (4%). Walking is by far the main mode of travel within the City, with over 750,000 walked journeys a day.
- Fewer than 5% of City workers drive to work.
- When comparing to the TfL London Travel Demand Surveys⁷ (LTDS) mode split of trips made by all people, bus use for those with disabilities is twice as high (11% compared to 5%), car trips are higher and used as passenger only

⁶ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁷ <https://www.clocs.org.uk/wp-content/uploads/2014/05/london-travel-demand-survey-2011.pdf>

(4% compared to 2.5%) and walking is significantly higher (35% compared to 25%).

Mode split by those with with a physical or mental disability affecting daily travel (including old age)



- Those aged 65+ have a higher mode split of walking and bus compared to the baseline, with no cycling and higher car use.
- TfL data, for Greater London, shows that bus use among Black, Asian or Ethnic Minorities (BAME) Londoners is higher at 65% compared with 56% of white Londoners who use the bus at least once per week. Black Londoners using the bus at least once per week is significantly higher at 73%
- Disabled Londoners and Londoners aged over 65 use the Tube less than other groups on a weekly basis.
- 1.7% of the residential population in the City are blue badge holders, which is in the bottom five local authorities for number of blue badges across the United Kingdom⁸.
- In recent years investment in cycling infrastructure has resulted in an estimated tripling in the number of people cycling in the Square Mile. People cycling now make up a quarter of vehicles and this figure can rise to over 50% on major streets during rush hour⁹.
- Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey shows that 72% of disabled cyclists use their bike as a mobility

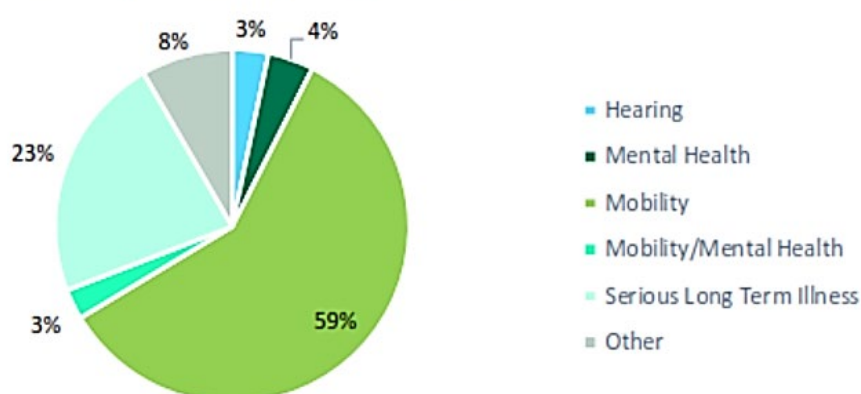
⁸ <https://www.clocs.org.uk/wp-content/uploads/2014/05/london-travel-demand-survey-2011.pdf>

⁹ Steer May 2020 Baseline and Assessment COVID response v8 report

aid, and 75% found cycling easier than walking. Survey results also show that 24% of disabled cyclists bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.

- 72% of disabled cyclists use their bicycle as a mobility aid and 75% found cycling easier than walking¹⁰.
- 1.8% of trips made into the City of London are made by someone who has a mental or physical disability affecting daily travel (including old age)⁵. Mode split for these trips is shown in the figure below.
- When comparing to the LTDS mode split of trips made by all people, bus use for those with disabilities is twice as high (11% compared to 5%), car trips are higher and used as passenger only (4% compared to 2.5%) and walking is significantly higher (35% compared to 25%). Disability types stated by those who have a disability affecting daily travel (including old age) is shown below.

Disability types stated by those who have a disability affecting daily travel



This indicates that mobility impairment represents the highest proportion followed by impairment due to serious long-term illness. It should be noted that this data is based on a very small sample (1.8% of sample size for trips ending in the City of London), therefore results should be taken as general.

¹⁰ Steer May 2020 Baseline and Assessment COVID response v8 report

Barriers to transport use by protected groups

TfL has identified seven groups of Londoners who experience a variety of barriers when accessing public transport:

- Black, Asian and minority ethnic groups (referred to as BAME)
- Gender (women and men) – We recognise that there may be barriers to transport faced by some transgender women and men, however we do not yet have sufficient data to provide a detailed analysis
- Older Londoners (aged 65 and over)
- Younger Londoners (aged 24 and under)
- Disabled Londoners –visible and/or hidden mobility, sensory and cognitive impairments
- Londoners on lower incomes (household income of less than £20,000 per year)
- Lesbian, gay and bisexual Londoners (referred to as LGBT)

Black, Asian and Minority Ethnic (BAME) Londoners

Walking is the most commonly used type of transport by BAME Londoners (96 per cent of BAME Londoners walk at least once a week).

After walking, the most commonly used type of transport by BAME Londoners is the bus (65 per cent BAME compared with 56 per cent white)

BAME Londoners are more likely to be classified as ‘worried’ while using public transport and to have experienced a specific worrying incident in the past three months when travelling.

Gender

Walking is the most used type of transport by women (95 per cent walk at least once a week). Women are more likely to use buses than men (62 per cent compared with 56 per cent), but are less likely to use other types of transport including the Tube (38 per cent women compared with 43 per cent men)

Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices.

Women are more likely than men to experience worrying incidents when travelling on public transport and are more likely to be deterred from using public transport more often by a number of different barriers.

Older people

Walking is the most frequently used type of transport by older Londoners aged 65 and over (87 per cent walk at least once a week).

Sixty-five per cent travel by bus, which is the next most frequently used method of travel.

43 per cent drive a car at least once a week and 41 per cent travel by car as a passenger at least once a week.

Older Londoners (14 per cent) are less likely than Londoners overall (30 per cent) to say they are worried about their personal security when using public transport. They are also less likely to have experienced a specific incident of worry when travelling in the past three months.

Younger people

Walking is the most commonly used type of transport by younger Londoners (97 per cent aged 24 and under walk at least once a week compared with 95 per cent all Londoners)

Younger Londoners cite similar barriers to greater public transport use as all Londoners: overcrowding, slow journey times and cost

Disabled people

In the City of London as a whole, 89% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%).

The most commonly used types of transport by disabled Londoners are walking (81 per cent of disabled Londoners walk at least once a week), the bus (58 per cent) and car as the passenger (42 per cent).

However, 65% of disabled Londoners consider the condition of pavements to be a barrier to walking more frequently.

London-wide the proportion of disabled Londoners who travel by Underground and National Rail is considerably lower than for non-disabled Londoners. Gaps in the step-free public transport network mean that a step-free journey is on average 11 minutes slower than a journey using the full network.

Disabled customers also see accessibility-related issues, cost and comfort as barriers to travel.

People with dementia experience difficulties using transport alone. Travellers with dementia may have difficulty with routes, dealing with money, or interacting with other passengers.

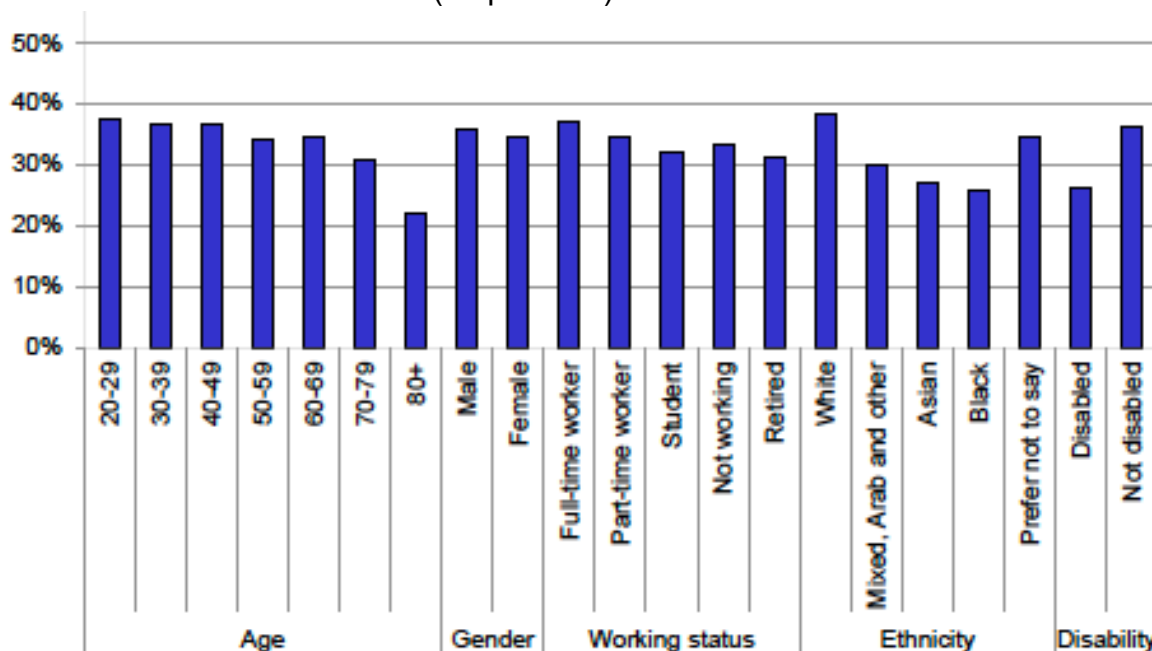
People on lower incomes

Women, disabled people, BAME Londoners and older people are more likely to live in low-income households than other Londoners.

The most common type of transport used by Londoners on lower incomes is walking (93% walk at least once a week).

The bus is the next most common type of transport used by Londoners on lower incomes (69 per cent use the bus at least once a week, compared with 59 per cent of all Londoners).

The TfL LTDS 202/21 survey reports on who are more likely to achieve 20 minutes of active travel. This is White, working (particularly those who work full-time), are not disabled and are in younger age groups. The rate of achievement decreases with age, partly driven by a lower frequency of travel among older people. By ethnicity, White residents (38 per cent) are much more likely to meet the target than any other group, with achievement among Black residents the lowest at 26 per cent. There is also a considerable difference between disabled residents (26 per cent) and residents who are not disabled (36 per cent).



Source: TfL City Planning.

Detailed EQIA analysis of the Strategy and Proposed Changes

The Strategy Vision

The Strategy supports the City's Corporate Plan's aims of ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together. Other aims while not explicitly stated, impacting on equality and diversity include improving safety and reducing traffic casualties, improving air quality, all of which beneficially impact older people, disabled people, women and children and BAME communities. However, the current Vision states: "*Streets that inspire and delight, world-class connections and a Square Mile that is accessible to all*". 'Inclusiveness' which goes beyond accessibility is not mentioned.

Actions taken by the City Corporation

The City Corporation proposes to change the vision to:

*"Streets that inspire and delight, world-class connections and a Square Mile that is **inclusive** and accessible to all"*.

This is a welcomed improvement. People both reading and delivering the Strategy will feel more included in the process, giving them more confidence that their voices will be heard in decision-making.

The vision could go further and add "contributes to a more equitable society" or "inequality in the transport system is reduced".

Strategy Outcomes and Proposals

The Strategy sets out a series of ten Outcomes and 54 Proposals to achieve its aims. Since the initial EQIA was issued by CAE in May 2023 the City Corporation has engaged with a range of stakeholders on the Strategy and now proposed to make several changes, which include updating, removing and introducing new Proposals.

This EQIA assess the proposed changes to the Strategy, to inform the further development of Strategy Proposals ahead of City Corporation Committee approvals and public consultation later this year.

A report on the engagement, along with the suggested major amendments to the Transport Strategy Proposals were presented to Streets and Walkways Sub

Committee on Tuesday, 23 May 2023 for review. Further changes to each of the Proposals have been identified and this EQIA takes into consideration all proposed changes drafted to the end of August 2023. Each Proposal is analysed below for its impact on protected characteristic groups.

Overarching Strategy Proposal

Currently one Proposal, the Healthy Streets Approach guides the entire Strategy. The City Corporation are proposing to expand this to include two overarching Proposals that will support the Strategy.

- Proposal 1: Embed the Healthy Streets Approach in transport planning and delivery, will be renamed as Proposal 1a.
- A new Proposal 1b: Embed an inclusive approach to transport planning and delivery in all our activity and processes, will be developed.

Proposal 1a: Embed the Healthy Streets Approach in transport planning and delivery.

The Strategy will continue to place improving people's health and their experience of using streets at the heart of transport decision making. The Healthy Streets Approach¹¹ uses 31 metrics against 10 indicators to do this.

Positive impacts

- ✓ The metrics and indicators include those that would benefit older and disabled people, and children such as: Clean air, Everyone feels welcome, Easy to cross, Shade and shelter, Places to stop and rest, Not too noisy, People feel safe etc.
- ✓ The Healthy Streets Approach has been updated since the initial strategy was published in 2019. It now includes the indicator "Everyone feels welcome" rather than "Pedestrians from all walks of life". It states "Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the

¹¹ <https://www.healthystreets.com/what-is-healthy-streets>

whole community, particularly children, older people and disabled people are enjoying using this space”. This wording is more inclusive.

Potential negative impact

- It was noted that accessibility is not one of the indicators of the Healthy Streets Approach, which is a shortcoming of the Approach.

Actions taken by City Corporation

Accessibility is addressed in Outcome 4 in the Strategy. Furthermore, Proposal 1b will further support improving inclusivity (and accessibility) across all the Proposals.

Proposal 1b: Embed an inclusive approach to transport planning and delivery in all our activity and processes

This is a new Proposal that aims to ensure the City Corporation take an inclusive approach to the activities and processes required to deliver the Strategy. The Proposal’s ambitions will make clear the City of London Corporation’s commitment to diversity and inclusion in transport.

Positive impacts

- ✓ The new Proposal 1b provides a more rigorous emphasis on ‘inclusion’, and ‘reducing inequality between groups’. This will directly address inclusion and is positive inclusion to the Strategy.
- ✓ As with the Healthy Streets Approach, all Proposals should contribute to creating inclusive streets and transport.
- ✓ Improvements to the transport system leading to improved health and well-being can be expected to impact all people living, visiting and working in the City, with resulting reductions in inequality.
- ✓ The Proposal will show a commitment to advancing equality of opportunities across protected characteristics
- ✓ The Proposal will encourage the language and engagement delivering the Strategy to be more inclusive, for example, the Strategy will talk about people using wheelchairs, as well as, walking. This will recognise that inclusiveness goes beyond physical accessibility to include needs of other protected groups and reduce inequality between groups.
- ✓ The Proposal will support addressing challenges and barriers, including the need to eliminate discrimination based on gender and disability and to foster strong community relations.

Potential negative impact

- This Proposal overlaps with the “Outcome: The Square Mile is accessible to all” and it may be confusing to have two separate and similar topics separated by a wide gap in the document. All the accessibility Proposals follow on from Proposal 16, 17, 18 and 19.

Actions taken by City Corporation

The Strategy will recognise that accessibility is about making sure that barriers that may prevent people from travelling easily, comfortably and confidently to and around the Square Mile are removed. While inclusion is about going a step further and ensuring that everyone feels welcome and that their opinions are heard and contribute to planning, decisions and their futures. Having a separate Outcome relating to accessibility is imperative for delivering this Strategy.

Outcome: The Square Mile’s streets are great places to walk and spend time

This Outcome contains nine Proposals:

- Proposal 2: Put the needs of people walking first when designing and managing our streets
- Proposal 3: Complete the riverside walkway and improve walking connections between the riverside and the rest of the City
- Proposal 4: Enhance the Barbican high walks
- Proposal 5: Ensure new developments contribute to improving the experience of walking and spending time on the City’s streets
- Proposal 6: Promote and celebrate walking
- Proposal 7: Provide more public space and deliver world-class public realm
- Proposal 8: Incorporate more greenery into the City’s streets and public spaces
- Proposal 9: Reduce rainwater run-off on City streets and public realm
- Proposal 10: Incorporate protection from negative weather in the design of streets and the public realm

The City Corporation will change the Outcome wording to: “The Square Mile’s streets are great places to walk, wheel and spend time”. Furthermore all Proposals relating to walking, will updated accordingly to reflect this new wording.

Positive impacts

- ✓ By broadening this Outcome people wheeling or using mobility aids will be included and recognised within the Strategy with people walking. This also aligns with advice from disabled representative groups who recommend this use of language.

No negative impacts have been identified (arising from this change) at this time.

Proposal 2: Put the needs of people walking first when designing and managing our streets.

Walking and wheeling will continue to be prioritised within the Strategy to ensure people will rate the experience of walking in the Square Mile as pleasant.

There will be a number of changes to the Proposal to support improvements to:

- a. Pedestrian crossings:** Making streets easier to cross and giving people walking and wheeling greater priority.

Positive impacts

- ✓ This Proposal change will be particularly beneficial for older and disabled people, and children who need a safe, comfortable and quiet walking environment.
- ✓ Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.
- ✓ For older people measures are likely to provide an overall benefit. This is because the proportion of trips made by this age group by walking far outweighs the proportion made by bus or private car.
- ✓ All the above measures would be very beneficial to disabled and older pedestrians,
- ✓ Introducing 'green man authority' at appropriate locations – providing a default green man for people walking rather than a default green light for motor traffic. These Proposals are particularly beneficial for older and disabled people, and children.

Potential negative impacts

Further measures that could be considered for all signalised crossings to improve accessibility. Reviewing all crossings to ensure provision of:

- Countdown timers
- Audible signals
- Far side signals

- Rotating cones in working order
- Suitable tactile warning surfaces.
- Ensuring no ponding at dropped kerbs and that these kerbs are not excessively steep.

- b. **Continuous footways and courtesy crossings:** Making streets easier to cross and giving people on foot greater priority at the entrances to side streets.
- Providing courtesy crossings or continuous footways across all side
 - Street entrances
 - Installing raised tables at junctions
 - Installing raised tables and pedestrian refuge islands at existing informal crossings

Positive impacts

- ✓ All measures would be very beneficial to disabled and older pedestrians, people using shopping trolleys and baby buggies.

Further measures that could be considered include. Providing crossing opportunities every 100m distance as recommended in DfT Inclusive Mobility Guidance, 2021.¹² And ensuring dropped kerbs provided at all side road crossings.

No negative impacts have been identified (arising from this change) at this time.

Pedestrian Comfort Levels: The City Corporation have adopted TfL Comfort Level of B+ as a standard for City streets. Transport for London's Pedestrian Comfort Guidance recommends a minimum comfort level of B+. This provides enough space for people to feel comfortable when walking at a normal pace and for them to be able to choose where to walk.

Positive impacts

- ✓ The pedestrian environment is very comfortable at PCL A+ to A- with plenty of space for people to walk at the speed and the route that they choose.

Potential negative impact

- It should be noted that older and disabled people and children may not walk at what is considered a 'normal' pace which is not defined. Ideally a

¹² DfT, Inclusive Mobility: A Guide to Best Practice in Pedestrian and Transport Infrastructure
EQIA: City of London Transport Strategy

more ambitious target could be aimed for within the A range of A+, A and A-, which would be more inclusive.

Actions taken by the City Corporation

The expansion of “walking” to include people “wheeling” is more inclusive language and recognises that people have different experiences of and methods for travelling on City pavements. The initial EqIA made recommendations for pedestrian crossings to be delivered to a minimum standard, particularly as they assist with disabled people’s use of the crossing points. The proposed changes in the Proposal will suggest a minimum standard will apply to all new crossing points installed and where possible for upgrades through maintenance programme. The implementation of signals at crossing points will be in delivered in partnership with Transport for London.

The City Corporation do not propose to change the B+ standard, as in some places it is difficult to provide wider pavements due to space constraints and the historical layout of the City’s Streets. However, the will commit to widen pavements to a standard better than B+ where possible. In locations where this is not possible the will consider other space reallocation options and pedestrian priority measures.

Proposal 3: Improve riverside walkway and connections to City.

The City Corporation are not proposing any major changes to this Proposal, however, it will be updated to include further improvement ambitions. The City Corporation will work with TFL, landowners, developers and other partners to improve the connections and public realm between the riverside and the rest of the City by making it easier to cross Upper and Lower Thames Street.

Positive impacts

- ✓ New pedestrian crossings at street level and widening the walkway along the riverside will benefit particularly older and mobility impaired people.
- ✓ Current access to the riverside walkway is extremely limited along Upper and Lower Thames Streets due to the lack of accessible connections between the River and the rest of the City. Any improvements would be beneficial especially for some protected groups.

Potential negative impacts

- Integration of Blackfriars Pier, which is already accessible, with the rest of the City via a direct access street level pedestrian crossing would be beneficial, as it enables the further integration of accessible east-west

transport links, creating another transport option for City visitors with access needs.

- While enhancements to public realm spaces would be beneficial, these must continue to function as accessible pedestrian routes. Any ground floor leisure uses adjacent to the public realm 'open spaces' need to be carefully planned so as not to obstruct pedestrian routes.
- Restaurant tables, business signage and lighting can all have a negative effect on the accessibility of a walkway, particularly for those with mobility and sensory disabilities.

Actions taken by the City Corporation

The EQIA noted that current access to the Riverside Walkway is still limited along Upper and Lower Thames Streets, due to the lack of accessible connections. The Proposal reflects this and will urge TfL to improve these crossings.

Further information on managing restaurant tables, business signage and lighting etc. are taken into consideration in Outcome: The Square Mile is accessible to all. Proposal 17: Keep pavements free of obstructions in particular will continue to ensure that pavements and streets are free of obstructions.

Proposal 4: Improve Barbican high walks improving signage and the visibility of access points to make them easier to navigate.

No major changes are being proposed to this Proposal. The City Corporation will continue to maintain existing public lifts that provide access to the high walks and other walking routes. In addition, the Proposal will explore the potential to add new public and publicly accessible lifts where required through the development process.

Positive impacts

- ✓ The existing Barbican highwalks provide a welcome traffic free alternative to street level pedestrian thoroughfares, the use of which has benefits for all pedestrians, not just those with accessibility needs. However, the limitation of the highwalks is access – without easy access to lifts and clear, accessible signage information both at street level and available to potential visitors ahead of their arrival (via maps, websites etc) and well-maintained public lift access, the high walks are exclusionary. This Proposal's commitment to maintaining the existing lift access and seeking to add new lifts is therefore beneficial.

No negative impacts have been identified at this time.

Proposal 5: Ensuring new developments enhance walking routes and provide permeability through sites.

This Proposal will be updated, however the City Corporation are not proposing any major changes. Through the planning process the City will continue to work with developers and future occupiers to ensure all new developments provide world-class public realm and adequate space for people walking and wheeling, and contribute to improvements to surrounding streets and walking routes.

Positive impacts

- ✓ This Proposal is beneficial to wide range of walkers and wheelchair users, as reduce walking distances, improve sightlines and wayfinding through the City, will make the area more intuitive and easier to navigate.
- ✓ Signage should complement and assist use of new and existing walking routes.

No negative impacts have been identified at this time.

Proposal 6: Promoting and celebrating walking.

This Proposal will be updated to reflect new partnership working, however the City Corporation are not proposing any major changes to this Proposal.

Positive impacts

- Improvements to walking routes and promoting walking will be particularly beneficial for older and disabled people, and children who need a safe, comfortable and quiet walking environment.
- For older people measures are likely to provide an overall benefit. This is because the proportion of trips made by this age group by walking far outweighs the proportion made by bus or private car.
- All the above measures would be very beneficial to disabled and older pedestrians. Furthermore improving wayfinding through the City, will make the area more intuitive and easier to navigate.

Potential negative impacts

- Ensure organised walks and events are inclusive
- Legible London maps and signage need to take into account needs of visually impaired people with tactile signage and audio information provided. These should be at a range of height levels to allow use by wheelchair users, people of shorter stature and children.

Actions taken by the City Corporation

The EQIA noted that events, walks and signage should be inclusive. Proposal 1b will support best practice and take an inclusive approach to delivering services, public spaces and transport services, and the City Corporation will continue to work with their partners to achieve this.

Proposals 7-10

Proposal 7: Provide more public space and deliver world-class public realm

Proposal 8: Incorporate more greenery into the City's streets and public spaces

Proposal 9: Reduce rainwater run off on City streets and public realm

Proposal 10: Incorporate protection from negative weather in the design of streets and the public realm

These Proposals commit to providing more public space, incorporate more greenery into the City's streets and public spaces, and incorporate protection from negative weather in the design of streets and the public realm. They will be updated with changes to address and support new policies, such as:

- The Climate Action Strategy (CAS), adopted in 2020 sets out the City's commitments to achieve net zero by 2040 in the Square Mile
- The Biodiversity Action Plan 2021-2026 and the City Greening and Biodiversity project.
- Thermal Comfort Guidelines, a technical tool launched in 2022 that enhances the understanding of the microclimatic qualities of the City of London's public spaces

Positive impacts

- ✓ All these Proposals are beneficial for many protected groups. Access to public and green spaces are a health resource for disabled people for example increased wellbeing, providing opportunities for physical activity and opportunities to be socialise.
- ✓ Providing protection from negative weather will support disabled people for example at bus stops or rest points.

Potential negative impacts

- Public spaces need to be carefully designed to enhance experiences of visually and hearing-impaired people, and neurodivergent and autistic people, with quiet and sheltered areas provided alongside more socially open areas.
- High buildings and streets can create microclimates such as wind tunnels which can, even in non-negative weather, cause serious challenges for those walking or cycling, particularly disabled people.
- Mitigations that can be incorporated into the built environment to reduce the impact of these 'man-made' extremes should ensure proactive street treatment, such as de-icing, extends to pavements as well as roads during periods of extreme cold, contributing towards more accessible and navigable streets for all users

Actions taken by the City Corporation

Proposal 1b will support best practice and ensure an inclusive approach is embedded in all our Proposals and our transport planning and the design and delivery of projects to mitigate some of these impacts.

This will include:

- Using the principles of inclusive design and delivery to inform strategic decision-making and project prioritisation
- Developing robust, comprehensive and co-created Equality Impact Assessments (as per our Public Equality Duty in the Equalities Act 2010) for all projects and major policy decisions, publishing those Assessments in accessible formats, communicating the publication of these Assessments to a wider list of stakeholders and interested groups, and ensuring that the findings and recommended mitigations of all Assessments are materially incorporated into our policies and processes
- Using the City of London Street Accessibility Tool (CoLSAT; Proposal 16) to further improve the inclusivity and equity of our projects, particularly using the tool to improve design outcomes for people with disabilities
- Finally Proposal 1b will support best practice and take an inclusive approach to delivering services, public spaces and transport services, and the City Corporation will continue to work with their partners to achieve this.

Outcome: Street space is used more efficiently and effectively

This Outcome contains five Proposals. The City Corporation are proposing to make some major changes to this Outcome, notably to Proposal 11 and 15.

- Proposal 11: Take a proactive approach to reducing motor traffic

- Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy
- Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time
- Proposal 14: Make the best and most efficient use of the kerbside and car parks
- Proposal 15: Support and champion the 'Turning the Corner' campaign

Proposal 11: Take a proactive approach to reducing motor traffic

The City Corporation is proposing to make several changes to this Proposal:

- Remove the commitment to developing a charging mechanism for the City of London, which is considered unworkable in the absence of TfL and Mayor of London support for a wider London scheme.
- Commit to working with TfL on the development of future road user charging that achieves traffic reduction, particularly at peak times.
- Review our trajectory and progress against the traffic reduction target of 25% by 2030 and 50% by 2044 (against 2017 baseline) and update targets if required.
- Review the need for actions to ensure an adequate level of taxi provision in the context of lower numbers post-pandemic.
- Recognise the need to continue to monitor PHV numbers should they increase again.

Positive impacts

- ✓ Reduced motor traffic flows which is beneficial to many protected groups by providing a safer, quieter and less polluted environment.
- ✓ Reducing motor traffic overall by 25% by 2030 would have positive effects on overall congestion levels and air quality levels. It will create the additional capacity needed within the City's Street network to enable delivery of improved pedestrian experiences
- ✓ It is noted vehicles used by disabled people are recognised in the list of 'Essential traffic'.
- ✓ The majority of journeys in the City of London involve walking, either because they are completely walked or through a walking leg to access a public transport stop. Improving walking routes will significantly benefit those travelling with baby buggies, who may find it difficult to negotiate crowded and narrow footways. It will also benefit those walking with small children, enabling them to walk side-by-side more easily.
- ✓ It is noted that while some vehicle journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to the affected streets.

- ✓ Reducing traffic sets out principles to reduce road danger, These measures will beneficially impact older, disabled people, young people and BAME groups who are more likely to be victims in traffic collisions.

Potential negative impacts

- The Proposal changes may negatively affect people who are disabled or elderly, those who are pregnant, and parents with infants and/or young children who may find it more difficult to walk and may therefore prefer the use of door-to-door transport services.
 - For many people with accessibility requirements, vehicle access remains a necessary essential in order to maintain even a low level of personal mobility and independence. The City Corporation will need to consider how to continue to provide vehicular access for residents, people of all abilities and people with access requirements, such as heavy luggage or injuries and illness.
 - Ensuring that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up mobility impaired passengers, including older passengers with mobility impairments.
 - Some disabled people will require their own specialised, adapted modified transport rather than shared vehicles such as private taxis.
- Road user charge should have exemptions for those with special access needs requiring vehicles.

Actions taken by the City Corporation

The City Corporation will add some context within the Proposal to recognise that reducing motor traffic may negatively affect a proportion of people who are disabled, elderly, pregnant, parents with infants and/or young children or those who may find it more difficult to walk and therefore prefer the use of door-to-door transport services. It will acknowledge that for many people with accessibility requirements, vehicle access remains a necessary essential in order to maintain even a low level of personal mobility and independence. Thus it commit to ensure engagement and EQIAs are undertaken when considering road closures and traffic restrictions to explore how to continue to provide vehicular access for residents, businesses and people of all abilities and people with access requirements in more detail. Furthermore though proposal 1b the City Corporation will support best practice and take an inclusive approach to delivering services, public spaces and transport services, and the City Corporation will continue to work with their partners to achieve this.

Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy

No major changes are being proposed to this Proposal at this time and it will continue to support designing and managing the street network in accordance with the hierarchy to encourage drivers to use the right street for the right journey.

Positive impacts

- ✓ A hierarchy of streets and use of timed streets closure, restricts main traffic flow to a few key routes, allowing inner and majority of streets to have reduced motor traffic flows which is beneficial to many protected groups by providing a safer, quieter and less polluted environment.

No negative impacts have been identified at this time.

Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time

The City Corporation are not proposing any major changes to this Proposal, however, they are removing the completed commitments on temporary street closures and simplifying the description of approach. They will continue to support opening their streets to people walking, wheeling and cycling and will support Destination City and the work of the Business Improvement Districts (BIDs).

Positive impacts

- ✓ Reducing motor traffic to certain streets at certain times, will generally have positive effects on safety and air quality levels.
- ✓ As the majority of journeys in the City of London involve walking, either because they are completely walked or through a walking leg to access a public transport stop, streets temporarily closed to motor traffic flows will be beneficial to many protected groups by providing a safer, quieter and less polluted environment.
- ✓ It will create the additional capacity needed within the City's Street network to enable delivery of improved pedestrian experiences.

Potential negative impacts

- The Proposals may negatively affect a small proportion of those who are pregnant and parents with infants and/or young children who prefer the use of door-to-door transport services.

- For many people with accessibility requirements, vehicle access remains a necessary essential in order to maintain even a low level of personal mobility and independence.
- It is noted that while some vehicle journeys may become more indirect due to restrictions on through traffic, necessary access should be retained to the affected streets.
- Some disabled people will require their own specialised, adapted modified transport rather than shared vehicles such as private taxis.

Actions taken by the City Corporation

The City Corporation will add context within the Proposal to recognise that timed and temporary street closures may negatively affect a proportion of people who are disabled, elderly, pregnant, parents with infants and/or young children, or those who may find it more difficult to walk and therefore prefer the use of door-to-door transport services. Proposal 1b will support best practice and take an inclusive approach to delivering services, public spaces and transport services. Furthermore the extent of timed restrictions and types of vehicles excluded will be decided on a case-by-case basis, applying the approaches outlined in Proposal 1b and Proposal 12, and subject to modelling, impact assessments and consultation prior to implementation.

Proposal 14: Make the best and most efficient use of the kerbside and car parks

Making best use of kerbside space will ensure adequate on-street provision of short stay commercial parking, disabled bays, taxi ranks, loading bays and coach bays. The Proposal will stay largely similar, however, it will be updated to include reference to delivery through Healthy Streets Plans for some changes, as decisions on changes to loading or parking areas will need to be considered with reference to the impact and benefit for neighbouring streets. Furthermore it will be updated to included specific reference to off-street disabled space and provision of adequate off-street space, within context of identifying spare capacity for alternative uses. This was a negative impact identified in the initial EQIA that has now been addressed.

No further negative impacts have been identified (arising from this change) at this time.

Further recommendations are for the Proposal to consider provisions for pedestrians along the kerbside, providing seating and shelter every 50m distance as recommended in DfT Inclusive Mobility Guide¹³.

Proposal 15: Support and champion the Turning the Corner campaign

The City Corporation is proposing to remove this Proposal from the Strategy and include behaviour change and education under the Safer Behaviours element of “*Proposal 20 – Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero*”.

The City Corporation believe that progress has been made towards the achievement of the objectives of the ‘Turning the Corner’ campaign. The principles were incorporated into the revised Highway Code January 2022, with motor vehicles now required to give way to people walking and cycling when turning left into a side road. Furthermore, with the publication of the Highway Code, the British Cycling Turning the Corner campaign has now ceased, and the emphasis is on further communication and behavioural campaigns to raise awareness and embed the change in motorists’ behaviour.

No negative impacts to people with protected characteristics are anticipated as a result of deleting this Proposal and combining behaviour change and education with Proposal 20.

Outcome: The Square Mile is accessible to all

This Outcome contains four Proposals and the City Corporation are proposing to make major changes to this Outcome, notably to Proposal 16.

- Proposal 16: Develop and apply the City of London Street Accessibility Standard
- Proposal 17: Keep pavements free of obstructions
- Proposal 18: Keep pedestrian crossings clear of vehicles
- Proposal 19: Support and champion accessibility improvements to Underground stations

¹³ DfT, Inclusive Mobility: A Guide to Best Practice in Pedestrian and Transport Infrastructure

Proposal 16: Develop and apply the City of London Street Accessibility Standard

The City Corporation propose to change the title to “*Proposal 16: Make our streets accessible through ongoing improvements and by applying the City of London Street Accessibility Tool (CoLSAT)*”.

This change will reflect the progress made in this Proposal and the development of CoLSAT, which was created based on interviews with 34 disabled people in 12 different needs, and is currently in use by City Corporation officers.

The City Corporations proposes to:

- Commitment to apply CoLSAT on all projects and encourage developers to use it as part of their assessment processes.
- To continue to develop and improve the CoLSAT as appropriate, to ensure that it remains current to changes in legislation and continues to drive improvements in quality and performance.
- To establish and commit to an annual programme of improvements with a sustainable level of funding directed at improving accessibility on streets that are not otherwise covered by specific projects.
- To ensure that maintenance of the City’s streets addresses any issues that could impact disabled people. Ensure that our maintenance programme is sufficiently robust to provide good quality surfaces for our streets and pavements and public spaces.

Replacement of CoLSAS with CoLSAT, an accessibility tool that has already been developed is a positive change. The tool sets minimum and desired standards for the design of streets to ensure they provide an environment where all current and potential users feel welcome and safe and can travel comfortably and confidently.

Positive impacts

- ✓ All these changes are positive as the CoLSAT has already been developed and tested.
- ✓ Improvements to streets using COLSAT would be beneficial to a wide range of protected groups.
- ✓ Applying CoLSAT on all projects to identify opportunities to improve accessibility will be beneficial disabled people, people who are pregnant or people with buggies and small children.
- ✓ Continuing to engage disabled users of our streets and groups representing the needs of different street users to expand and improve CoLSAT, ensuring the tool and the data within it remains robust and adaptable to change.

- ✓ Delivering accessibility improvements at locations could contribute to pavements and crossings being level and wide enough to avoid uncomfortable crowding.
- ✓ Streets will be cleaner, quieter and less stressful places that offer more opportunities to stop and rest.
- ✓ Of all the Proposals, this one directly addresses the needs of many protected groups including older people, disabled people, women, especially pregnant women and those with baby buggies, shopping trolleys, and young children.

No negative impacts to people with protected characteristics are anticipated at this time.

Proposal 17: Keep pavements free of obstructions.

The City Corporation will continue to ensure that pavements and streets are free of obstructions. No major changes are being proposed to this Proposal, however, it will be updated with some new commitments to reference street design, the use of COLSAT and dockless bikes and scooter use.

Positive impacts

- ✓ This is key to accessibility and sets out clear policies and regulations to keep footways clear of A-boards, seating, people congregating outside bars, abandoned dockless bikes, unnecessary street furniture, temporary signage, electric vehicle charging points.

No negative impacts to people with protected characteristics are anticipated at this time.

Proposal 18: Keep pedestrian and cycle crossings clear of vehicles

The City Corporation is proposing to remove this Proposal from the Strategy.

No negative impacts to people with protected characteristics are anticipated as a result of deleting this Proposal.

Proposal 19: Support and champion accessibility improvements to Underground stations.

No major changes are being proposed to this Proposal at this time. The City Corporation is still committed to the support and champion accessibility improvements to Underground stations and we will work with TfL to prioritise this.

Positive impacts

- ✓ This will be highly beneficial to disabled people's groups, people who are pregnant, parents with infants in buggies and/or young children, people who have limited mobility and/or those who are travelling with luggage.

Potential negative impacts

- The PTAL rating does not factor into its calculations whether a train or underground station is accessible, nor does it factor in the crowding (including ability to board services) or ease of interchange, both factors which are of major significance to people with limited mobility needing to rely on public transport for their journey.

Actions taken by the City Corporation

The Proposal has been updated to recognise that physical barriers, such as step free access is only one of the many elements that need to be addressed when exploring the accessibility barriers that exist for people with disabilities.

Outcome: People using our streets and public spaces are safe and feel safe

This Outcome contains four Proposals. The City Corporation are proposing to make some major changes to this Outcome, notably to Proposal 20.

- Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero
- Proposal 21: Work with the City of London Police to reduce crime and fear of crime
- Proposal 22: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets
- Proposal 23: Improve the quality and functionality of street lighting

Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero.

The City Corporation remains committed to doing everything it can to make the streets of the Square Mile safe for everyone. They will continue working with key partners such as the City of London Police and TFL to keep people safe from harm. The City Corporation proposes multiple changes to this Proposal, which sets out principles to reduce road danger. These include:

- To Include reference to publication of a Vision Zero action plan for the City of London. This will supersede the expiry of the Road Danger Reduction Plan 2018-23 and propose an amendment to frequency of publication, 4 years after the transport strategy, with the new plan covering the period 2023-2028.
- Change to trajectory for achievement of zero people Killed or Seriously Injured (KSI) in 2040, with new targets for fewer deaths and serious injuries.
- Updating the priority locations for intervention based on revised collision and casualty data analysis. In addition to referencing the revised collision and casualty data analysis to highlight priorities and areas of focus, including TfL roads, motorcycles, buses and heavy good vehicles.
- Replacing the commitment to seek mandatory 15mph, as this has been rejected by Department for Transport and instead pursue the trial of advisory speed limits below 20mph based on the appropriate conditions of a street, on a case by case basis.

Positive impacts

- ✓ The Reasons for updating of Proposal 20 and removing ambition for 15mph, targets for 2018-2023, and priority locations, is clear and reasonable.
- ✓ These measures will beneficially impact older, disabled people, young people and BAME groups who are more likely to be victims or more severely injured in traffic collisions.

Potential negative impacts

All the following deletions within the strategy will have a negative impact on road safety, particularly impacting vulnerable road users.

- It is not clear why use of ISA as a requirement for any service procured by the City is no longer in the Strategy. Removal of commitment towards working for ISA requirements with TfL in taxis and private hire vehicles and with insurance companies for private vehicles is not clear.
- Removal of encouraging TfL to include safety-based performance measures instead of Timetable performance measures in bus contracts.
- Further attention needs to be paid to poor behaviour by delivery cyclists, especially those on electric bikes who are under time pressure to deliver and pose a danger to themselves and others, in particular to vulnerable pedestrians.

Actions taken by the City Corporation

The Proposal will look to review potential risks associated with new technologies such as quieter electric vehicles and how they will be identified and mitigated. It will also encourage better training for drivers and cyclists, including freight and bus drivers, joint working with the City Police on education and enforcement and include post collision learning, analysis and support. Targeting poor behaviour by cyclists, e-scooter riders etc. will also be addressed is addressed in the current Outcome: More people choose to cycle in the City, which will be updated to include Micromobility.

The removal of the reference to ensuring Intelligent Speed Assistance (ISA) is a requirement for City Corporation services, as well as for other taxi and private hire, other fleets and private cars. It is believed that requiring ISA would significantly limit the availability of providers for City Corporation contracts. It is also believed that TfL is not able to mandate the introduction of ISA in taxi and private hire vehicles, or within broader fleets due to the current lack of availability of this technology in commercial vehicles.

Removal of the action to encourage TfL to adopt bus safety-based performance measures. TfL has adopted a Safety Performance Index (SPI) that provides a way to benchmark performance across bus operators and to address issues relating to safety where it arises with an operator.

Proposals 21 & 22

Have been grouped together as they aim to reduce crime and provided suitable on-street security measures. The City Corporation are not proposing any major changes to these Proposals, however, they will be expanded to include supporting campaigns that reduce the fear of crime and include reference to the Safer City Partnership.

Potential negative impacts

- The measures proposed are targeted at vehicle and cycle theft. However, these need also to focus on assaults that disproportionately affect protected characteristic groups who are more likely to be victims of crime.

Actions taken by the City Corporation

EQIA recommended that the Proposal should add some information on assaults and violence that disproportionately affects some protected characteristic groups, who are more likely to be victims of crime. The Proposal has been updated to include the work undertaken with the Safer City Partnership, and references work they are doing on neighbourhood policing and anti-social behaviour.

Proposal 23: Improve the quality and functionality of street lighting

Although the City Corporation are not proposing any major changes to this Proposal, we recommend that they take the following points into consideration.

Potential negative impacts

- The current Proposal seeks to provide better lighting at junctions to reduce collisions. It should also explicitly seek to improve lighting in areas where some groups feel vulnerable such as quiet streets, corners and cul-de-sacs where women, disabled people, older and BAME people could feel at risk.
- Lighting should also be used to provide safe places to walk highlighting any footway hazards.

Outcome: More people choose to cycle in the City

The City Corporation are proposing to expand this Outcome to include scooters and other forms of micromobility. With all individual Proposals being updated accordingly to reflect this new inclusion. It currently includes five Proposals that will have major changes.

- Proposal 24: Apply a minimum cycling level of service to all streets
- Proposal 25: Increase the amount of cycle parking in the City
- Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City
- Proposal 27: Promote and celebrate cycling
- Proposal 28: Improve cycle hire in the City

Proposal 24: Apply a minimum cycling level of service to all streets

This Proposal will be renamed to *“Proposal 24: Improve the experience of riding cycles and scooters and prepare for future forms of micromobility”*

The City Corporation want to take a more inclusive approach in their definition of who they are designing cycling and micromobility interventions for (all ages, genders, etc). The Proposal will also take into consideration the changes to the new London Cycle Design Standards and update the comments to deliver cycle networks. Micromobility will need to be defined in the Strategy and is being proposed as: *“small vehicles which can be ridden safely in cycle lanes such as bikes, e-bikes and e-scooters”*, and which are legally permitted to be using City streets.

Positive impacts

- ✓ The City Corporation wanting to take a more inclusive approach in their definition of who they are designing cycling and micromobility interventions could have a positive impact for some disabled people who are able to use adapted cycles or micromobility.
- ✓ Improved facilities for cycling and encouraging cycling has a number of health and wellbeing benefits.
- ✓ The Proposal considers non-standard adapted cycles for disabled people.
- ✓ Rental e-scooters could encourage people to switch from car use to a rental e-scooter instead for their trip. Furthermore, they can be integrated with other modes of transport, such as public transport and rail so have the potential to discourage car usage and encourage sustainable transport journeys. As people of young and old age, and some disabilities are more vulnerable to poor air quality the benefits of improved air quality could be far greater on these protected groups.¹⁴

Potential negative impacts

- Speeding and irresponsible riding behaviours.
- Irresponsible parking leading to e-scooters and dockless cycles being abandoned and becoming street litter that could cause obstructions or injury.
- Risk of injury for those riding e-scooters.
- Noting the potentially dangerous impact of high speed and powerful electric cycles on the street environment, new forms of micromobility should be restricted to electrically assisted cycles with a maximum speed stated.

Actions taken by the City Corporation

The City Corporation developed an EQIA in 2021¹⁵, which supports and builds on Transport for London's electric scooter or e-scooter rental trial EQIA in London assessment. It examines how different groups of people with protected characteristics would or could be, disadvantaged or advantaged by the introduction of the e-scooter trial in the City of London.

¹⁴ Greater London Authority (2012). Air Quality in City of London: A Guide for Public Health professionals. https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf and World Health Organisation WHO (2018) Polluted Air Affects More than 90% of Children <https://unfccc.int/news/polluted-air-affects-more-than-90-of-children>

¹⁵ <https://tfl.gov.uk/corporate/publications-and-reports/equality-and-inclusion-publications> And <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-corporation-pan-london-escooter-trial-eqia.pdf>

The City Corporation recognises that adjustments need to be made to mitigate some of the issues identified with the introduction of e-scooter and coordinated monitoring, data collection and evaluation programme will allow TfL and the City Corporation to build a detailed understanding of the wider negative and positive impacts of the trial.

Mitigations that are still in place include ensuring that e-scooter and dockless cycle parking locations selected will minimise impacts. There are areas where e-scooter riders must travel slower or be restricted from entering entirely. Working with the City of London Police and e-scooter operators work to improve enforcement to further mitigate potential negative impacts. Furthermore the Proposal will be updated to include reference to the speeds of rental e-bikes and e-scooters and wherever possible to limit them to no greater than 15mph through the use of GPS-enabled speed limiters and geofencing systems.

Proposal 25: Increase the amount of cycle parking in the City

This Proposal will be renamed to “*Proposal 25 ; Increase the amount, variety and quality of cycle and scooter parking and facilities in the City*” and the following changes will be made to this Proposal:

- Incorporate existing “Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City” into revised Proposal 25.
- The Parking Delivery Plan will be expanded to incorporate dockless space and adapted/cargo cycle/scooter space and rental e-scooters.
- Include a commitment to undertake a review and report on the demand for micromobility parking and identify pavement and carriageway space available to accommodate micromobility parking that doesn’t negatively impact other street uses and users; include City Stations.
- Include actions to identify micromobility parking best practice and design to mitigate against cycle and scooter theft and vandalism.
- Review innovative parking solutions and designs that increase the space efficiency, security and safety.
- Support the ongoing development and review of TfL’s Dockless Bike Share Code of Practice for Operators in London.
- Ensure dockless hire scheme operators use zero emission capable or preferably non-motorised vehicles as part of their operations.
- Dockless cycle operators actively restrict their users from parking outside designated areas and quickly remove cycles that are not parked in these.

Positive Impacts

- ✓ Improved safety guidance and increased variety and quality of facilities for cycling, scooters, cargo bikes and encouraging cycling has a number of health and wellbeing benefits. Furthermore more sustainable transport journeys in

smaller vehicles could reduce Road Danger, and the benefits of improved air quality could benefit everyone.

- ✓ More enforcement on Scooters and dockless hire operators who are active in the City will need to ensure that hire vehicles and schemes are fully compliant with all local and national standards and legislation, especially concerning the construction and safety standards of vehicles.
- ✓ Better dockless cycle hire and e-scooter and associated infrastructure could reduce the obstruction on pavements or pedestrian crossings or posing less of a danger to street users.

Potential negative impacts

- Irresponsible parking behaviours leading to e-scooters and dockless cycles being abandoned and becoming street litter that could cause obstructions or injury.

Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City

Although this Proposal will be deleted its principles will be merged into revised Proposal 25.

“New Proposal 26: Support and celebrate micromobility in the City” will be developed.

It will include micromobility, and continue to promote and celebrate walking and cycling through partner activities such as conferences and festivals. Furthermore it will merged Old Proposal 27 within new Proposal 26 to include micromobility. The Proposal will improve accessibility and inclusion for many protected groups as the Proposal will continue to support:

- cycle logistics and the use of cycles as mobility aids by ensuring that all parts of this network are designed to be accessible to non-standard cycles, such as cargo cycles or adapted cycles.
- Encourage the provision of parking facilities that are suitable for nonstandard cycles, including providing off-street storage for cargo bikes and hand carts in developments that include ground floor retail and takeaway food outlets.

Positive impacts

- ✓ This is very positive and beneficially impacts many protected groups.
- ✓ It should also include hire of non-standard adapted cycles for disabled people.

No negative impacts to people with protected characteristics are anticipated at this time.

Proposal 27: Promote and celebrate cycling

This Proposal will be deleted and the Proposal text merged into New Proposal 26.

We do not anticipate any negative impacts to people with protected characteristics by deleting this Proposal and merging the text into Proposal 25.

Proposal 28: Improve cycle hire in the City

This Proposal will be deleted. The Strategy will merge the existing Proposal 28 text into Proposal 25, please see revised Proposal 25.

We do not anticipate any negative impacts to people with protected characteristics by deleting this Proposal and merging the text into Proposal 25.

Outcome: The Square Mile's air and streets are cleaner and quieter

This Outcome contains nine Proposals and the City Corporation are proposing to make some changes to this Outcome, notably to Proposal 29.

- Proposal 29: Support and champion a central London Zero Emission Zone
- Proposal 30: Install additional electric vehicle charging infrastructure
- Proposal 31: Request an accelerated roll out of zero emission capable buses
- Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles
- Proposal 33: Make the City of London's own vehicle fleet zero emissions
- Proposal 34: Reduce the level of noise from motor vehicles
- Proposal 35: Reduce noise from streetworks
- Proposal 36: Encourage innovation in air quality improvements and noise reduction
- Proposal 37: Ensure street cleansing regimes support the provision of a world-class public realm

Proposal 29: Support and champion a central London Zero Emission Zone and low emission vehicles

The City Corporation will continue to support improved air quality and has proposed to make a number of changes to this Proposal to do this.

Firstly they intend to remove the commitment to local Zero Emissions Zones (ZEE) in the City of London and to continue to support wider emission controls for central London in line with the Mayor's Transport Strategy. They will support use of next generation road user charging to control traffic more sensitively than congestion charge and ULEZ (within Proposal 11 'Take a proactive approach to reducing motor traffic'). Furthermore they will target traffic reduction for high polluters where appropriate - if mechanism can be identified. Finally the Proposal has removed reference to supporting a ZEE covering central London within the next Mayoral term, given the indication by City Hall and TfL that the Mayor no longer intends to implement one.

Positive impacts

- ✓ This is very positive and beneficially impacts many protected groups who are most vulnerable to illness from traffic pollution.
- ✓ People of young and old age are more vulnerable to poor air quality. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel will benefit these age groups disproportionately through improved air quality.

Potential negative impacts

- While the range of electric vehicles is continuing to increase within the car market as a whole, there are limited electric or e-hybrid vehicles available to drivers seeking a Wheelchair Accessible Vehicle (WAV) via the Motability Scheme¹³. Disabled drivers therefore face additional challenges when seeking to access the cleaner vehicle technologies over and above the existing challenges faced by any vehicle owner who would be needing to maintain vehicle ownership and/or access within the ZEE zones.
- Further mitigations and transition periods that allow for this delayed access to new technologies should be proactively considered and future proofed into any Proposals for further consultation with respect to the ZEEs.

Actions taken by the City Corporation

Plans for a Central London ZEE by 2025 have at present been dropped by the Mayor of London, although TfL remains supportive of localised ZEE schemes in London boroughs. City Corporation have removed the commitment to local Zero Emissions Zone (ZEE) covering the City of London. Furthermore, through Proposal 1b the City Corporation will work with their partners and challenge proposed policies that do not support its corporate EDI objectives, or the Equality Act, for example, this could be done through the formal consultation process.

Proposal 30 Install additional electric vehicle charging infrastructure:

Although the City Corporation are not proposing any major changes to this Proposal, it will be updated to include a date for the next review of demand for EV charging infrastructure.

Positive impacts

- ✓ Improved air quality impacts many protected groups, especially those who are most vulnerable to illness from traffic pollution.

Potential negative impacts

- ✓ The City Corporation should consider the infrastructure charging needs of Blue Badge and Red Badge holders. Accessible charging infrastructure meeting current advisory standards should be provided.

Actions taken by the City Corporation

Best Practice for accessible charging infrastructure will be implemented as standard

Proposal 31: Request an accelerated roll out of zero emission capable buses

No major changes are being proposed to this Proposal other than updated targets. Improved air quality impacts many protected groups, especially those who are most vulnerable to illness from traffic pollution.

No negative impacts arising from this change have been identified at this time.

Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles

Since the adoption of the Climate Action Strategy there is a newly funded support through Heart of the City to support SMEs. Improved air quality impacts many protected groups, especially those who are most vulnerable to illness from traffic pollution.

No negative impacts arising from this change have been identified at this time.

Proposal 33: Make the City of London's own vehicle fleet zero emissions

No major changes are being proposed to this Proposal other than removing reference to ZEZ and encouraging more sustainable deliveries via cargo bikes or

smaller zero emission vehicles. Improved air quality impacts many protected groups, especially those who are most vulnerable to illness from traffic pollution.

No negative impacts to people with protected characteristics are anticipated at this time.

Proposals 34, 35, 36

- Proposal 34: Reduce the level of noise from motor vehicles
- Proposal 35: Reduce noise from streetworks
- Proposal 36: Encourage innovation in air quality improvements and noise reduction

These Proposals are grouped together as all aim to reduce unnecessary urban noise, creating a more comfortable and less intrusive audible environment creates a better environment for those who can use audible cues to orientate themselves within the urban environment and detect hazards.

Positive impacts

- ✓ This is very positive and beneficially impacts many protected groups.
- ✓ Elsewhere it is stated that any potential risks associated with new technologies such as quieter electric vehicles will be identified and mitigated.

No negative impacts to people with protected characteristics are anticipated at this time.

Proposal 37: Ensure Street cleansing regimes support the provision of a world-class public realm

No changes are being proposed to this Proposal and no negative impacts arising from this change have been identified at this time.

Positive impacts

- ✓ This is very positive and beneficially impacts many protected groups.
- ✓ Street cleansing should also include monitoring of surfaces, to identify and deal with uneven paving and cracks that disproportionately affect disabled people especially visually impaired and mobility impaired people.
- ✓ Wet pavements can be slippery. A specific action point to remove ponding along dropped kerbs would be particularly beneficial.

Outcome: Delivery and servicing needs are met more efficiently, and impacts are minimised

This Outcome contains two Proposals and the City Corporation are proposing make some changes, notably to Proposal 38.

- Proposal 38: Reduce the number of freight vehicles in the Square Mile
- Proposal 39: Develop a sustainable servicing programme

Proposal 38: Reduce the number of freight and service vehicles in the Square Mile

The City Corporation will continue to support improved air quality and reduce the number of freight vehicles in the Square Mile. Reducing the number of freight vehicles in the City remains a key commitment and is central to the achievement of other Outcomes and Proposals, including Vision Zero, clean and quiet streets and efficient use of street space.

The Proposal will be updated to remove the commitment to providing sustainable logistics consolidation centre, included new approaches such as allocating space on street for mobile distribution hubs, update commitments on target dates for volume of freight vehicles, included reference to promoting the role of rail to facilitate incoming freight to the City in light of Network Rail's Rail Freight Strategy and update the section on construction logistics plan, to ensure current best practice followed for advice/planning requirements on alternative travel and transport to development at sites in the City.

Positive impacts

- ✓ Using measures such as retiming deliveries, freight consolidation measures, last mile logistics hubs will reduce the impact of large delivery vehicles on vulnerable groups walking, cycling, being driven, or driving within the City.

No negative impacts to people with protected characteristics are anticipated at this time.

Proposal 39: Develop a sustainable servicing programme

The Proposal has been updated to remove the commitment to develop a Servicing Action plan, in favour of sharing current best practice and working with TfL to develop future guidance, and add a reference to working with BIDs to promote best practice.

Positive impacts

- ✓ Using measures such as retiming deliveries, freight consolidation measures, last mile logistics hubs will reduce the impact of large delivery vehicles on vulnerable groups walking, cycling, being driven, or driving within the City.

No negative impacts to people with protected characteristics are anticipated at this time.

Outcome: Our street network is resilient to changing circumstances

This Outcome contains three Proposals and the City Corporation are proposing make some changes, notably to Proposal 42 and 43.

- Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption
- Proposal 41: Reduce the impact of construction and streetworks
- Proposal 42: Make the street network resilient to severe weather events

Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption

No changes are being proposed to this Proposal and no negative impacts arising from this change have been identified at this time.

Positive impacts

- ✓ Appropriate management arrangements will ensure streets remain safe for all users, such as a clear demarcation of pedestrian space, lower speed limits and marshalling.

No negative impacts to people with protected characteristics are anticipated at this time.

Proposal 41: Reduce the impact of construction and streetworks

The City Corporation will continue to reduce the impact of construction and Street works on people using their Streets. Although no major changes are being proposed to this Proposal, we recommend that they take the following points into consideration.

Positive impacts

- ✓ It is noted the needs of people walking will be prioritised during streetworks and construction, with the aim of maintaining a comfortable and accessible walking route on both sides of the street, with space reallocated from general traffic as necessary. Accessible diversions must be provided if space constraints do not allow an acceptable level of temporary provision of a safe in-road direct option is not possible.

Potential negative impacts

However, it is noted that the following is not included:

- Existing 'best practice' principles developed through the City's Considerate Contractor Scheme over the last decade or more have not been incorporated and referenced in this Strategy. Through that initiative, the quality of site hoarding has improved significantly with emphasis being placed on maintaining a street environment that is as accessible as possible. Features of sites that follow the principles include:
 - boxed-in scaffolds (protecting from trips etc),
 - use of high contrast (yellow) markings to highlight unavoidable hazards (e.g. level changes, poles and posts),
 - high and low level viewing points through the hoardings where a 'inside the site' view is provided,
 - avoidance of harsh and distracting colours and patterns on hoardings.

Proposal 42: Make the street network resilient to severe weather events.

This Proposal will be revised to include commitments from CAS published in 2020, which embeds climate resilience into streets and the public realm, with key measures to include, Sustainable Drainage Systems (SuDS), tree planting and greening and permeable/flood resistant road surfaces wherever possible. Furthermore it will be updated and removed formal engagement with the London Climate Change Partnership Transport Adaptation Sector Group (TASG).

Positive impacts

- ✓ Protected groups such as disabled, mobility impaired people, women and small children are particularly affected by negative weather conditions so this will be a positive improvement.

Suggest further initiatives to address the needs of protected groups such as:

- Discussion with Transport for London to ensure bus stops are covered to provide shelter
- Sheltered seating areas along pedestrian routes (that also accommodate wheelchair users)
- Canopies along shop-fronts and covered walkways encouraged through the planning process
- Quickly addressing ponding at dropped kerbs at crossings, and generally along pedestrian routes;
- Proposed changes to the time-table are clear and reasonable.

No negative impacts have been identified (arising from this change) at this time.

Actions taken by the City Corporation

Proposal 1b will be used to guide an inclusive approach to delivering climate resilience into streets and the public realm spaces and transport services.

Outcome: Emerging transport technologies benefit the Square Mile

This Outcome contains three Proposals and the City Corporation are proposing make some changes, notably to Proposal 43, Proposal 44.

- Proposal 43: Establish a Future Transport Programme will be removed
- Proposal 44: Establish a Future Transport Advisory Board
- Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile

Proposal 43: Establish a Future Transport Programme

The City Corporation propose to make several changes to this Proposal. They will remove the commitment to a future action plan and reduce the commitment to drive forward future technology, we will continue to support and take up opportunities. The new emphasis will be to engage with relevant partners to support, enable, facilitate and deliver transport innovation and technology with projects focused on the same principles as previously:

- Enabling disabled passengers to hire and travel by taxis and private hire vehicles
- Ensuring kerbside space is used as efficiently
- Enhancing our data collection and processing capabilities,
- Exploring the use of GPS-enabled technologies and geofencing to aid the regulation

No negative impacts have been identified at this time, however, future transport innovations should be considered appropriate for trial and use in the City context if they support the delivery of Healthy Streets, Proposal 1b and adhere to other national standards.

Proposal 44: Establish a Future Transport Advisory Board

The definition and management of a Board is no longer considered to be the best approach to supporting delivery of Proposal 43. Future transport work and decisions will be informed through existing officer time, and through additional expert advice where needed.

Removal of this Proposal will not have an impact, so long as other significant transport measures are subject to a public advisory boards.

Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile.

This Proposal will continue to deliver transport innovation and technology trials across the City, including trials on (among others) technology assisting some protected groups.

The Proposal will be updated to reference changes in Proposals 25-28 around introducing and formalising regulatory powers for dockless cycles and e-scooters respectively.

The EqIA identified scope for a bolder statement concerning accessibility within proposed new transport innovations and services. However, no significant negative impacts to people with protected characteristics are anticipated at this time.

Outcome: The Square Mile benefits from better transport connections

This Outcome contains six Proposals and the City Corporation are proposing make some changes, notably to Proposal 47, 48 and 49.

- Proposal 46: Support and champion better national and international connections to the Square Mile
- Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region
- Proposal 48: Support the increased use of the Thames for passenger services
- Proposal 49: Review bus provision across the City
- Proposal 50: Support the Mayor of London in retaining locally-generated taxation

- Proposal 51: Encourage continued Government Investment in Major London transport Projects

For the purpose of the EIA we will review Proposals 46 and 47, and 50 and 51 together.

Proposal 46 & 47

- Proposal 46: Support and champion better national and international connections to the Square Mile
- Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region

The City Corporation are proposing to make no changes to Proposal 46 .

Proposal 47 update this Proposal in line with Climate Action Strategy, the opening of the Elizabeth Line and further ambitions for accessibility improvements. This will ensure the impact of all relevant transboundary (scope 3) travel is measured within CAS programme, recognising the commitment to net zero and progress that can be made on all travel emissions. Although there are changes expected to the national priorities on rail links that we currently support the City Corporation are not proposing any major changes to this Proposal, we recommend that they take the following points into consideration:

Positive impacts

- ✓ Improving air quality
- ✓ Accessibility improvements to rail and Underground stations in the Square Mile, as outlined in Proposal 19, including Liverpool Street Station
- ✓ Enhancing the coverage and frequency of 24-hour public transport services in central London, including increasing the number of lines operating night-tube services, enhancing the 24hour bus network, and improving night-time DLR and rail operations, including Crossrail. Any extensions to operating hours must take account of the need to avoid noise and other impacts on people living in, working in, studying in, and visiting the City

Potential negative impacts

- The importance of all new development of transport solutions maintaining and enhancing accessibility by being inclusive from the outset should be emphasised.

Actions taken by the City Corporation

Proposal 1b will support best practice and take an inclusive approach to delivering services, public spaces and transport services, and the City Corporation will continue to work with their partners to achieve this.

Proposal 48: Support the increased use of the Thames for passenger services

The City Are proposing some changes to this Proposal. Activities will include promotion of river services, enhancing walking routes to Blackfriars and Tower piers and improving overall pier efficiency and accessibility. There is a commitment to working with TfL and river service operators to encourage closer alignment of fares on river services and the remainder of the public transport network to improve accessibility and viability of river services as a transport mode.

Positive impacts

✓ This is very positive and beneficially impacts many protected groups.

No further negative impacts have been identified (arising from this change) at this time.

Proposal 49: Review bus provision across the City

This is a particularly important Proposal as the bus network is the most common transport method used by many protected groups, after walking. The importance of the bus network for providing accessible transport access around the City and as a transport connection to other parts of London is huge. Although the City Corporation are not proposing any major changes to this Proposal, we recommend that they take the following points into consideration.

Potential negative impacts

- However, bus routes terminating at dispersed locations without integrated interchanges and connections are increasingly common following recent TfL route reviews and are only serving to make journeys for disabled people increasingly onerous and inaccessible. How to address these measures with TfL would be useful to mitigate impact on protected groups.

Proposal 50 & 51

- Proposal 50: Support the Mayor of London in retaining locally-generated taxation
- Proposal 51: Encourage continued Government Investment in Major London transport Projects

These have been grouped together as they support the Mayor of London in retaining locally-generated taxation and investing in transport infrastructure. No Changes are being proposed to these Proposals.

Significant investment across Greater London is required to ensure the Capital remains an attractive place to live, work, study. Although the City Corporation are not proposing any major changes to this Proposal, we recommend that they take the following into consideration

Potential negative impacts

- Any investment in transport infrastructure should explicitly state and require to improve accessibility and inclusivity.

Through Proposal 1b will support best practice and take an inclusive approach to delivering our services and investing in programmes to deliver the Transport Strategy, in addition we will continue to work with and challenge our partners to improve accessibility and inclusivity.

Delivering the Strategy

This contains three Proposals and the City Corporation are not proposing to make any major changes to this Proposal at this time.

- Proposal 52: Use temporary interventions and trials to accelerate the pace of delivery
- Proposal 53: Improve our monitoring of transport in the Square Mile
- Proposal 54: Support change across London that is aligned with this Strategy

Proposal 52: Use temporary interventions and trials to accelerate the pace of delivery

The City Corporation are proposing to delete this Proposal and no negative impacts arising from this change have been identified at this time.

Proposal 53: Improve our monitoring of transport in the Square Mile

The City Corporation will continue to improve the quantity and quality of data they hold on transport in the City. In addition they propose to update the Proposal to include the following:

- Ensure data collection on people's view of the quality of the streets includes a sample of protected characteristics groups.
- New more specific measurement on progress against CAS carbon savings contribution to CAS targets.

Positive impacts

- ✓ The Proposal has been updated to include a focus on monitoring progress in tackling Key Targets which relate to promoting equality.

Other recommendations include adding specific monitoring of use by protected groups of transport methods and their experiences, including any barriers they may face. For example including in Table of Key Targets

- Number of people killed and seriously injured on our streets: *Target should explicitly monitor the groups most at risk - older, disabled, children and BAME groups*
- People using our streets and public spaces are safe and feel safe: Target should explicitly survey and monitor protected groups.

In addition the Strategy should confirm that the City Corporation will continue to ensure equality of opportunity and Outcome and minimising environment effects are at the forefront of decision making for their transport system, with all decisions taken in accordance with statutory equalities requirements.

Through Proposal 1b will support best practice and take an inclusive approach to monitoring the delivery of the Transport Strategy.

Proposal 54: Support change across London that is aligned with this Strategy

The City Corporation are not proposing any major changes to this Proposal and no negative impacts arising from this change have been identified at this time.

Partnerships and leadership

The need to work with a range of partners to achieve the vision, aims and Outcomes for streets and transport in the Square Mile is recognised. This will include working in partnership with (among others) campaign organisations and special interest groups.

Conclusion

Many of the Strategy Proposals are likely to have a positive impact on reducing inequalities. This is especially the case given travel patterns to the City of London (with the largest proportion of trips made by walking and public transport), and the very limited potential for any increase in car use (due to very limited road space and car parking).

Many of the Proposal Changes support measures that will primarily increase space for pedestrians. This will not only benefit those making trips entirely on foot but will

also benefit the large share of trips made by public transport, given the likely need to access public transport stops by walking. This will disproportionately benefit those groups who are more reliant on walking (such as those as 65+), as well as those who may find narrow and cluttered footways particularly difficult to negotiate (such as disabled people or people walking with prams).

There are a number of Proposal Changes that will support the City Corporation's adoption of the Climate Action Strategy which set out how the organisation will achieve net zero, build climate resilience and champion sustainable growth, both in the UK and globally, over the next two decades. Vulnerable people are also like to benefit disproportionately from co-benefits associated with a transition to net zero carbon emissions, such as air pollution, furthermore people with disabilities and long-term health conditions may be more likely to be vulnerable to the impacts of climate change, such as heat waves and extreme weather events, due to a combination of health issues and lower average incomes. So many of these considerations within Proposals will be positive.

Given the above and the limited space that is generally available on streets in the City, and the ambition to reduce traffic there may be some impacts on other modes. There will also be some impacts on car travel, primarily through more indirect routes, but this will be mitigated by allowing for access and drop-offs. However, the addition of Proposal 1b will ensure the City Corporation take an inclusive approach to all project delivery and policy-making that supports and achieves the delivery of the Transport Strategy.

Recommendations

1. Further commitment to advancing equality of opportunities across protected characteristics and foster strong community relations, embedded in the strategic framework of the Strategy, referenced directly in the Outcomes underpinning the Vision.
2. Further focused consultation with disabled and other protected characteristic groups to work out ways to mitigate any negative impacts and enhance positive impacts of Strategy Proposals.
3. The Strategy should include a strong focus on monitoring progress in tackling Key Targets which relate to promoting equality. There should be a robust monitoring and evaluation framework to measure and annually report on performance.
4. Effective monitoring of air, traffic levels, active travel, and impact of car reduction Proposals on those disabled people who require a car for travel and

cannot use other forms of transport. Targets should explicitly survey and monitor protected groups.

5. The Strategy should confirm that the City Corporation will continue to ensure equality of opportunity and ensuring all decisions are taken in accordance with statutory equalities requirements.
6. Use of more inclusive language within the Strategy.

Next Steps

This EQIA is part of the development of the Strategy to ensure it continues to reflect the priorities of City residents, workers and businesses, changing circumstances and developments in transport technology.

The Strategy development will continue to :

- Align with the review of the City Plan
- Allow time for travel and work patterns to settle post Covid-19
- Allow for further engagement and consultation

The impacts identified and recommendations identified in this report will inform the further development of Strategy Proposals ahead of City Corporation Committee approvals and public consultation expected to take place at the end of the year.

The Transport Strategy Review Engagement Plan will:

1. Identify internal and external stakeholders and understand their needs and priorities.
2. Build on existing relationships and establish and maintain new relationships. Noting that the relationships will vary significantly according to level of engagement and interest.
3. Proactively engage to ensure that the review of the Strategy is informed by a wide range of stakeholders, including the public, and reflects the needs of City workers, residents, businesses, students and visitors.
4. Build support for the Transport Strategy by clearly setting out the challenges for transport in the City and involving stakeholders in the development of solutions to these challenges.
5. Keep all stakeholders engaged and informed on the Transport Strategy review at a level that meets their expectations. A clear hierarchy of communication between stakeholder groups will ensure that groups closer to the project are engaged and kept informed ahead of the wider groups.
6. Ensure there are no surprises for any stakeholder at any stage through clear and regular communication of messages in an appropriate format.

The engagement will include a range of stakeholders including the stakeholders below:

- Transport for London
- Greater London Authority
- City of London Police
- Neighbouring boroughs
- Modal & special interest groups e.g. London Cycling Campaign, Living Streets
- Trade representative groups, e.g. Licensed Taxi Drivers Association
- Business representative groups and networks, e.g. Heart of the City, Active City Network
- NHS and Emergency Service Partners
- City Property Association
- Business Improvement Districts
- City of London Access Group
- City workers, residents, visitors

A separate EQIA will be undertaken for the Consultation and CAE will review the planned public consultation engagement process to be undertaken by the City Corporation. CAE have recommended this also includes focussed engagement with protected groups and that the Strategy reflect changing demographic of the City population with respect to protected groups.

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Agenda Item 7

Committee(s): Planning & Transportation	Dated: 03/10/2023
Subject: London Councils London Parking and Traffic Enforcement Penalty Charges Consultation	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1,2,3,4,9,11,12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£N/A
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Interim Executive Director Environment	For Decision
Report author: Samantha Tharme Environment Department	

Summary

London Councils (LC) acting on behalf of all London Local Authorities is currently consulting on changes to the London Parking and Traffic Enforcement Penalty Charges for on-street parking.

We have the opportunity to respond to their consultation, which covers changes to the charges that are imposed in response to parking contraventions on street, bus lane and moving traffic offences, additional on-street parking fees, discounted rates and surcharges.

We recommend responding to the consultation stating that we agree that the penalty charge notice (PCN) for parking charges should increase to bring the Higher Level Penalty in line with the charge on the Transport for London Road Network (TLRN), i.e. an increase from £130 to £160.

By putting in place a more significant financial deterrent, the increase in the PCN amount would help the City of London Corporation combat dangerous and inconsiderate parking as well as moving traffic contraventions across the Square Mile.

The current lower level of PCN does not impose a sufficient financial deterrent and so there are currently motorists parking in the Square Mile and choosing to pay the £130 PCN (reduce to £65 if paid within 14 days), rather than paying the higher amount to legitimately park for the day.

The higher charge would help to deter non-compliance from motorists in the City, in turn reducing road danger, making better, more efficient use of the kerbside, improving air quality and reducing congestion.

The closing date for the consultation is 23 October 2023.

Recommendation(s)

Members of the Planning & Transportation Committee are asked to:

- Approve the proposed response to the consultation on proposed on changes to the London Parking and Traffic Enforcement Penalty Charges, set out in paragraph 29 a - h.

Main Report

Background

1. London Councils (LC) acting on behalf of all London Local Authorities is currently consulting on changes to the London Parking and Traffic Enforcement Penalty Charge Notices (hereafter PCNs). The consultation covers changes to the charges that are imposed in response to parking contraventions, bus lane and moving traffic offences, additional parking fees, discounted rates and surcharges.
2. London Councils' Transport and Environment Committee sets parking and traffic penalty charges on roads in London boroughs for:
 - breaking parking rules
 - breaking bus lane rules
 - breaking moving traffic rules such as:
 - driving the wrong way down a one-way street
 - turning left or right into a road that you are not allowed to turn into
 - stopping in a yellow box junction when you are not allowed to.
 - fees for clamping a vehicle
 - fees for removing a vehicle
 - fees for storing a vehicle in a vehicle pound
 - fees for scrapping a vehicle stored for too long
 - discount rate for early payment of a penalty charge
 - surcharge rate which is an extra payment for an unpaid penalty charge
3. Parking, bus lane and moving traffic penalty charges have not increased since 2011 and many penalty charge notices (PCNs) have not changed since 2007. The number of people getting penalty charges across London has increased by 50% since 2011. In the Square Mile, PCNs issued for on-street parking contraventions have increased but, due to increased compliance, we have seen a reduction in PCNs issued for moving traffic contraventions, particularly around Bank Junction.

4. London Councils, along with the City Corporation and other London boroughs are concerned that penalty charges are not sufficiently high to stop drivers breaking parking and traffic rules. Since 2010, penalty charges on borough roads have not increased in the same way as rising prices in the UK.
5. Transport for London (TfL) has the same responsibility as London boroughs for setting penalty charges on its own roads. In 2022, Transport for London increased parking, bus lane and moving traffic penalty charges on the roads they manage. TfL's penalty charges increased from £130 to £160.
6. One of the best ways to achieve the City Corporation's Transport Strategy goals is by getting more drivers to follow the parking and traffic rules, to reduce road danger, improve the environment for walking and wheeling and to reduce emissions for better air quality and less carbon.

Bands and Levels for Parking Charges

7. Since 2011, there have been two bands for penalty charges: Band A, and Band B, depending on the area of London where the parking rules are broken. There are also Higher Level and Lower Level penalty charges, depending on which type of parking rules are broken.
8. Band A penalty charges are higher and cover areas where there is more demand for parking. This includes the City of London. Band A penalty charges are £130 for Higher Level and £80 for Lower Level.
9. Band B penalty charges are lower and usually apply in outer London areas, where there is less demand for parking. Outer London boroughs increasingly issue Band A penalty charges, as Band B penalty charges did not sufficiently deter contraventions.
10. Higher and Lower Level penalty charges were introduced in 2007. Higher Level penalty charges are issued when a person parks:
 - somewhere they are not allowed, such as double and single yellow lines
 - in a parking bay that is only allowed for some vehicles or permit holders
11. Lower Level penalty charges are issued when a person parks:
 - where they are allowed to park but have not followed the rules.
 - for example, when drivers stay too long in a pay and display bay.

Additional Parking Fees

12. London boroughs can take additional action to clamp or remove vehicles that are breaking the parking rules. Clamping does not happen very often across London, and in the City of London we do not clamp vehicles, as this is not a cost-effective method to deter contraventions. Vehicles are only removed in the City if the vehicle is abandoned or is required to be relocated to facilitate an event in the Square Mile. Abandoned vehicle removal and storage are chargeable to the registered keeper.

13. Storage fees may have to be paid if vehicles are not collected from a vehicle pound after 24 hours.
14. A vehicle may be scrapped if it has not been collected after a long time.
15. The additional fees for parking have not changed.
 - The clamping fee is currently £70
 - The removal fee is currently £200
 - The daily storage fee is currently £40
 - The scrapping fee is currently £70
 - Drivers will also have to pay the penalty charge.

Bus lane and moving traffic contraventions

16. Currently, the penalty charge for breaking bus lane and moving traffic rules is £130.
17. This is the same as Band A Higher Level penalty charges for parking.
18. Bus lane and moving traffic penalty charges are set at this level because if drivers do not follow the rules:
 - it can be dangerous
 - it can affect traffic flow
 - it can affect air quality
19. Since 2022, bus lane and moving traffic penalty charges have been set at £160 on Transport for London roads.
20. A fifty per cent discount is offered in all charges if paid within fourteen or twenty-one days, depending on the contravention. The majority of charges are paid within this period.
21. A Charge Certificate is a legal notice issued by a London borough if you have not paid a penalty charge. This is called a surcharge and increases the penalty by 50%.
22. This report sets out the implications for the proposals in the context of the City's own Corporate priorities, Climate Action Strategy and Transport Strategy.
23. The immediate changes proposed are in line with our own corporate priorities. Reducing motor traffic contraventions in the Square Mile enables more effective and efficient use of limited street space, reduces transport related carbon emissions, improves air quality and reduces road danger.

Proposed changes to penalty charge notices

24. There has been no increase in 12 years and no real increase in compliance, with some companies factoring PCNs into their running costs which increases congestion, pollution and road danger.

25. Based on the City of London's emissions-based parking charging structure, whereby motorists are charged varying rates to park based on their vehicle type, it is currently cheaper to receive a PCN than to pay to park all day in an on-street parking bay in the City. Some motorists have worked this out and choose to pay a penalty charge each day as a method of payment, leading to reduced compliance and an increase in parking contraventions.
26. Furthermore, there is inconsistency in the application of penalty charge notices in the City and across all London boroughs. For example, if a motorist were to park on the red lines on Fenchurch Street, they would receive a £160 PCN from TfL. If the same motorist were to park on City Corporation double yellow lines in Fenchurch Street, they would receive a £130 PCN from the City Corporation. This disparity in charge is neither fair nor consistent, as the contravention represents the same obstruction on the same street.
27. The contract cost for removals for special events, e.g. Lord Mayor's Show, London Marathon, etc. is £250. The statutory cost paid by the motorist is £200 so the operation runs at a minor loss, although the deterrent effect of the removal does play an important role in preventing contraventions.

Consultation questions and proposed response

28. The consultation includes a number of questions relating to reviewing and harmonising the charge levels, bands and amounts for parking, bus lane and moving traffic offences, as well as additional fees, early payment discounts and surcharges.
29. The following questions are included in the consultation, and beneath each one is our suggested response:
 - a. Do you think London should only have one penalty band?
 - Yes, we are of the view that London should only have one penalty band, across inner and outer London. This would simplify the charging regime, allowing for one penalty regardless of the location of the offence, making it easier to understand for motorists. This is almost already the case as more and more outer London boroughs have increased their charges to Band A.
 - a) How would it affect you if there was only one penalty band across all of London?
 - It does not directly affect the City of London (which is covered entirely by Band A). However, as explained above, a single penalty band would make the rules more easy to understand for motorists, reducing confusion of those receiving higher PCNs in the City than in other parts of London.
 - b) Should the difference between Higher and Lower Level penalty charges be more than fifty pounds?
 - The difference between Higher and Lower-Level penalty charges should be maintained at £50, in order to avoid further changes and complexity in the PCN regime.

- c) To make sure people follow the parking rules, should the penalty charges:
- Stay the same
 - Increase in the same way as the rising prices in the UK
 - Increase in the same or similar way as TfL
 - Increase by a different amount
- We believe that the penalty charge notice for parking charges should increase to bring the Higher Level penalty in line with the charge on the Transport for London Road Network (TLRN), i.e. an increase from £130 to £160. It is important that there is a consistent level of parking charge between the TLRN and City of London Corporation streets, as the difference is often not recognised or understood by most motorists.
 - The City of London is experiencing an increase in motorists who park in a payment bay without payment and deliberately receive and pay a PCN, as it is cheaper than paying to park all day, therefore we welcome the introduction of an increased PCN to deter those motorists. The City of London Corporation is also currently considering approaches to deal with this issue on an individual basis.
- d) How would it affect you if penalty charges for parking were to increase?
- The increase in the penalty charge notice amount would help the City Corporation combat dangerous and inconsiderate parking across the Square Mile, through a more significant financial deterrent. Currently, this does not exist as the PCN level is not sufficiently high, particularly for higher earning City workers or clients.
- e) What do you think about the current additional parking fees?
- The fees should stay the same
 - The fees should increase in the same way as the rising prices in the UK
 - The fees should be different amounts
- The City of London does not clamp vehicles and so does not have a view on the change to additional parking charges relating to clamping.
 - For vehicle removals, we would welcome an increase in the charge from £200 to £250, to bring the charge in line with the current removal costs that are borne by the City Corporation, where at present a minor loss is being carried by the City.
- f) A bus lane penalty charge is £130. A moving traffic penalty charge is £130. Do you think they should be the same?
- We are of the view that the bus lane penalty charge and moving traffic penalty charge should be the same, and that they should also be increased from the current £130 to the higher figure of £160, in line with the suggested Higher Level parking charge.
- g) Do you think that the discount rate for early payment should stay at 50%?
- We believe that the discount rate should remain at 50%.

- h) Do you think that the Charge Certificate surcharge should stay at 50%?
 - o We believe that the Charge Certificate surcharge should remain at 50%.

Operational and Financial Implications

- 30. The continued non-compliance with parking restrictions due to the low levels of costs associated with receiving a PCN means that some companies factor in PCNs as part of their operating costs. The City has proactively met with several companies and trade organisations to try to reduce PCN levels and improve compliance, and increased charges would be a further incentive for change.
- 31. There are several locations in the Square Mile, most notably at Bank junction, where we enforce moving traffic contraventions to improve the safety of people walking and cycling, which has added benefits in reducing congestion and improving air quality. Increased charging levels for these contraventions should drive up compliance reducing the number of PCNs issued over time.
- 32. Considering on-street enforcement operations alone, i.e. officers on street issuing PCNs to vehicles, then the cost to administer elements of the service (e.g. removals) is not self-financing, with the shortfall being made up by the rest of the service on-street parking income.

Timescales

- 33. A decision will be made at London Councils Transport and Environment Committee (TEC) on 7 December 2023 on whether to increase PCN levels and associated charges (e.g. removals, storage, etc).
- 34. If the decision is made to increase the PCN level, then the Mayor of London and SoS will be informed. and could potentially veto within 6 weeks of decision. The Mayor of London is not anticipated to veto the decision, due to the potential to harmonise the levels of PCN with TfL's own road network. London Councils has asked the SoS each year, for the last five years whether they would veto a proposed increase and the answer has been 'yes'. In January 2022, the SoS allowed Transport for London (TfL) to increase their PCNs from £130 to £160, so there is reason to believe that the SoS will not object on this occasion.
- 35. If the increase is accepted then it is likely the increase would be applied from 1st April 2024 to allow for system, signage and stationery changes where needed.

Corporate & Strategic Implications

Strategic implications

- 36. Reducing parking and traffic contraventions in the Square Mile enables more effective and efficient use of limited street space, reduces transport related carbon emissions, improves air quality and reduces road danger. Traffic reduction supports delivery of Corporate Plan Outcome 9: We are digitally and

physically well-connected and responsive, and supports delivery of the Transport Strategy; Climate Action Strategy and the Air Quality Strategy.

Financial implications

37. If London Councils Transport and Environment Committee (TEC) decide to proceed with a change to PCN fees following this consultation period, the City Corporation will then assess financial implications as a result of the change. An increase in fines should result in a reduction in the number of infringements, and PCN revenue is used to fund the enforcement system. Any surplus is ring fenced for car park and public transport and highway improvements. This is reported annually to committee.

Resource implications

38. Other than the changes above, there are no staff resource implications to this change as the core systems and personnel required to deliver the service would not change, simply the PCN levels and other charges.

Legal implications

39. The Comptroller and City Solicitor provides the legal advice for London Councils and have already been consulted in relation to this consultation.

Risk implications

40. Reducing parking and traffic contraventions in the Square Mile helps mitigate Corporate Risks CR21 – Air Quality, CR30 – Climate Action, and Departmental risk ENV-CO-TR 001 – Road Safety.

Equalities implications

41. TfL undertook an EqlA on the proposed increase in penalty charges. The summary of the decision and equality considerations is listed as a background paper. Appendix B to that paper is the full EqlA. This identified positive and negative impacts on people with protected characteristics.

Climate implications

42. Reducing motor traffic supports delivery of the Climate Action Strategy by reducing carbon emissions and potentially enabling street space to be reallocated to walking, cycling and climate resilience measures.

Security implications

43. None

Conclusion

44. We agree that the penalty charge notice for parking and other traffic offences should increase to bring the Higher Level penalty in line with the charge on the Transport for London Road Network (TLRN), i.e. an increase from £130 to £160.
45. The increase in the penalty charge notice amount would help the City Corporation combat dangerous and inconsiderate parking across the Square Mile, through putting in place a more significant financial deterrent.
46. Subject to Committee approval we will submit a response to the consultation as outlined in Paragraph 29 a - h to London Councils.

Appendices

None

Background Papers

- London Councils London Parking and Traffic Enforcement Penalty Charges Consultation ([London Parking and Traffic Enforcement Penalty Charges Consultation | London Councils](#))
- Mayor of London, London Assembly: [MD2913 TfL Proposal to increase Penalty Charge Levels on the TLRN | London City Hall](#) including EqIA.

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