



Planning and Transportation Committee

Date: TUESDAY, 23 JULY 2024

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

Members:

Deputy Shравan Joshi (Chairman)	Antony Manchester
Graham Packham (Deputy Chairman)	Deputy Brian Mooney
Deputy Randall Anderson	Deputy Alastair Moss
Ian Bishop-Laggett	Eamonn Mullally
Michael Cassidy	Alderswoman Jennette Newman
Deputy Simon Duckworth	Deborah Oliver
Mary Durcan	Judith Pleasance
Deputy John Edwards	Deputy Henry Pollard
Anthony David Fitzpatrick	Alderman Simon Pryke
Deputy John Fletcher	Ian Seaton
Deputy Marianne Fredericks	Hugh Selka
Jaspreet Hodgson	Luis Felipe Tilleria
Amy Horscroft	Shailendra Kumar Kantilal Umrada
Alderman Robert Hughes-Penney	William Upton
Deputy Natasha Maria Cabrera Lloyd-Owen	Jacqui Webster
Deputy Charles Edward Lord	

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

NB: Certain matters for information have been marked * and will be taken without discussion, unless the Committee Clerk has been informed that a Member has questions or comments prior to the start of the meeting. These information items have been collated in a supplementary agenda pack and circulated separately.

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 16 May 2024.

For Decision
(Pages 9 - 24)

4. **WARDMOTE RESOLUTIONS**

a) To consider the following Resolution from the Ward of Aldersgate – 20 March 2024.

“This Wardmote resolves to request the Corporation of the City of London to fully implement its Considerate Lighting Charter in the Barbican+Golden Lane Neighbourhood immediately by:

- i) measuring the baseline levels of pollution from artificial light at night in Aldersgate and Cripplegate;
- ii) setting a target for reducing such light pollution within 12 months; and
- iii) adequately resourcing and running a pilot project, with community involvement, to achieve the target.”

b) To consider the following Resolution from the Ward of Bassishaw – 21 March 2024

“That the Corporation of London be asked to urgently expedite the review of restrictions at Bank Junction and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

- c) To consider the following Resolution from the Ward of Candlewick – 21 March 2024

“Since the introduction of restrictions on Black Cabs across Bank Junction, both businesses and residents have suffered, most especially those who are less physically able and visitors who travel into the City from one of the London airports. We therefore resolve that the Corporation of London be asked to urgently expedite the review of these restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

- d) To consider the following Resolution from the Ward of Cordwainer - 21 March 2024

“That the Corporation of London be asked to urgently expedite the review of Bank Junction restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

- e) To consider the following Resolutions from the Ward of Cripplegate - 2 November 2023 and 20 March 2024

i) “This Wardmote respectfully requests that the Corporation of London acknowledges the important role of the Barbican & Golden Lane Neighbourhood Forum in local plan-making and policy development by:

- a) Reflecting that role within the Corporation's ‘Statement of Community Involvement’.
- b) Reflecting that role within the text of the City Plan 2040, placing the Forum on a par with the non-statutory Business Improvement Districts in the City.

The Barbican & Golden Lane Neighbourhood Forum, under the Localism Act 2011, has statutory standing as a consultee in City planning policy and development control from the date of designation by the City, and not from the date of the Neighbourhood Plan. The City owes the Forum a statutory duty of cooperation from that same date.”

(ii) “The Wardmote resolves to request the Corporation of the City of London to fully implement its Considerate Lighting Charter in the Ward and surrounding neighbourhood by :-

- (i) Measuring the baseline levels of pollution from artificial light at night in Aldersgate and Cripplegate; and
- (ii) To set a target for reducing such light pollution within 12 months; and
- (iii) To adequately resource and run a pilot project, with community involvement, to achieve the target”.

- f) To consider the following Resolution from the Ward of Langbourn – 20 March 2024

“That the Corporation of London be asked to urgently expedite the review of the Bank Junction restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

- g) To consider the following Resolution from the Ward of Lime Street – 20 March 2024

“The Lime Street Wardmote resolved that:

“The City of London Corporation be asked to expedite the review these restrictions and that Licenced “Black Cabs” access to bank junction be restored 24/7 and 365 days of the year”.

- h) To consider the following Resolutions from the Ward of Tower – 20 March 2024

(i) “That the City Corporation be urged to recommend changes to the proposed City Plan 2040 before its submission to the Secretary of State to ensure that the area bounded by Minories, Aldgate High Street, Jewry Street, Crutched Friars, Coopers Row and the City’s southern boundary continues to be designated as an area for office-led development”

(ii) “This Wardmote resolves that the City Corporation be asked diligently to expedite its review of the traffic arrangements at Bank.”

- i) To consider the following Resolution from the Ward of Walbrook – 20 March 2024

“That the Corporation of London be asked to urgently expedite the review of these restrictions and that Black Cab access be restored to the Bank Junction 24/7 and 365 days per year”.

For Decision

5. *** OUTSTANDING ACTIONS**

Report of the Town Clerk.

For Information
(Pages 25 - 26)

6. **TRANSPORT STRATEGY - REVISED DRAFT AND CONSULTATION REPORT**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 27 - 282)

7. **TRANSPORT STRATEGY: 2023/24 ANNUAL REPORT AND DELIVERY PLAN
2024/25 - 2029/30 5-YEAR PERIOD**
Report of the Interim Executive Director, Environment.

For Discussion
(Pages 283 - 370)
8. **LIVERPOOL STREET AREA HEALTHY STREETS PLAN**
Report of the Interim Executive Director, Environment.

For Decision
(Pages 371 - 438)
9. **COOL STREETS AND GREENING - PROGRAMME UPDATE**
Report of the Interim Executive Director, Environment.

For Decision
(Pages 439 - 462)
10. **UPDATES TO THE STATEMENT OF COMMUNITY INVOLVEMENT APPENDICES
AND THE LOCAL DEVELOPMENT SCHEME**
Report of the Planning and Development Director.

For Decision
(Pages 463 - 496)
11. **BUSINESS AND PLANNING ACT 2020 AS AMENDED BY LEVELLING UP AND
REGENERATION ACT 2023: PERMANENT PAVEMENT LICENCE REGIME**
Report of the Port Health and Public Protection Director.

For Decision
(Pages 497 - 532)
12. **CIL ALLOCATION PROCESS AND POTENTIAL CIL RATES REVIEWS**
Report of the Executive Director, Environment and the Chamberlain.

For Decision
(Pages 533 - 544)
13. **RESCISSION OF CITY WALKWAY AT HILL HOUSE (LITTLE NEW STREET TO
WINE OFFICE COURT)**
Report of the Executive Director, Environment.

For Decision
(Pages 545 - 562)

14. **CITY FUND HIGHWAY DECLARATION, 60 ALDGATE HIGH STREET, LONDON, EC3N 1AL**
Report of the City Surveyor and Executive Director of Property.
For Decision
(Pages 563 - 568)
15. *** DISTRICT SURVEYORS ANNUAL REPORT 2023/24**
Report of the Planning & Development Director.
For Information
16. *** ENVIRONMENT DEPARTMENT HIGH-LEVEL BUSINESS PLAN 2023/24 PROGRESS REPORT (PERIOD 3, DECEMBER 2023-MARCH 2024)**
Report of the Planning and Development Director and City Operations Director.
For Information
17. *** RISK MANAGEMENT UPDATE REPORT**
Report of the Planning and Development Director and City Operations Director.
For Information
18. *** REVENUE OUTTURN 2023/24**
Report of Chamberlain, Planning and Development Director, City Operations Director, Chief of Staff (Environment) and City Surveyor.
For Information
19. *** PUBLIC LIFT & ESCALATOR REPORT**
Report of the City Surveyor.
For Information
20. *** TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 30 APRIL 2024**
For Information
21. *** TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 9 MAY 2024**
For Information

22. *** TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 11 JUNE 2024**
For Information
23. *** TO NOTE THE DRAFT MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 2 JULY 2024**
For Information
24. *** TO NOTE THE MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE MEETING HELD ON 14 MAY 2024**
For Information
25. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
26. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
27. **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

28. **NON-PUBLIC MINUTES**
- To agree the non-public minutes of the meeting held on 16 May 2024.
- For Decision**
(Pages 569 - 570)
29. *** DEBT ARREARS - ENVIRONMENT DEPARTMENT (P&T COMMITTEE)**
- Report of the Interim Executive Director, Environment.
- For Information**
30. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
31. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

PLANNING AND TRANSPORTATION COMMITTEE Thursday, 16 May 2024

Minutes of the meeting of the Planning and Transportation Committee held at Livery Hall - Guildhall on Thursday, 16 May 2024 at 9.00 am

Present

Members:

Deputy Shravan Joshi MBE (Chairman)
Graham Packham (Deputy Chairman)
Deputy Randall Anderson
Ian Bishop-Laggett
Michael Cassidy
Mary Durcan
Deputy John Edwards
Deputy Marianne Fredericks
Jaspreet Hodgson
Natasha Maria Cabrera Lloyd-Owen
Deputy Charles Edward Lord
Deborah Oliver
Deputy Henry Pollard
William Upton KC
Jacqui Webster

Officers:

Polly Dunn	-	Interim Assistant Town Clerk
Zoe Lewis	-	Town Clerk's Department
Fleur Francis	-	Comptroller and City Solicitor's Department
Bob Roberts	-	Interim Executive Director, Environment
Bruce McVean	-	Environment Department
Roy Gordon	-	Environment Department
Gillian Howard	-	Environment Department
Ian Hughes	-	Environment Department
Rob McNicol	-	Environment Department
Bruce McVean	-	Environment Department
Rachel Pye	-	Environment Department
Taluana Patricio	-	Environment Department
Gwyn Richards	-	Environment Department
Samantha Tharme	-	Environment Department
Peter Wilson	-	Environment Department

The Chairman welcomed everyone to the meeting. He stated this would be Bob Roberts' last meeting of the Planning & Transportation Committee before retiring. On behalf of the whole Committee, he thanked Bob for his stewardship of the department during his time as Interim Executive Director, Environment.

1. **APOLOGIES**

Apologies for absence were received from Deputy John Fletcher, Alderman Hughes-Penney, Eamonn Mullally, Deputy Brian Mooney, Alderwoman Jennette Newman, Judith Pleasance, Alderwoman Susan Pearson, Alderman Simon Pryke, Hugh Selka and Shailendra Umradia.

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

In relation to Agenda Item 7, William Upton stated he was a cyclist and taxi user.

In relation to item 16, Natasha Lloyd-Owen declared that London Wall West site was within view of her home. She stated she had not been on the Planning Applications Sub-Committee when the item was considered.

3. **MINUTES**

RESOLVED – That the public minutes of the previous meeting held on 30 April 2024, be approved as an accurate record.

4. **OUTSTANDING ACTIONS***

The Committee received a report of the Town Clerk, setting out a list of the outstanding actions.

A Member asked that the upcoming heritage training session be recorded. The Chairman asked that it also be uploaded to the file with previous training sessions and the link to the file be sent to Members.

A Member queried the amount and content of the base level training and asked Officers to benchmark the base level training against that of other Local Authorities. Another Member asked that external training also be considered. The Director of Planning and Development stated that training was broken down into an overview and then into topics e.g. thermal comfort. Officers could benchmark looking at the robustness of training and whether other Local Authorities used external or inhouse training and update the Committee.

RESOLVED - That Members of the Committee

1. Note the report;
2. Request Officers to record the heritage training session be recorded, upload it to the file containing previous training sessions and send the link to Members; and
3. Request Officers to benchmark the base level training and update the Committee.

5. **APPOINTMENTS TO THE CRIME AND DISORDER SCRUTINY COMMITTEE**

RESOLVED – That the Committee appoint Deputy Shravan Joshi and Graham Packham as Members of the Crime and Disorder Scrutiny Committee.

6. **BANK JUNCTION IMPROVEMENTS (ALL CHANGE AT BANK): TRAFFIC MIX AND TIMING REVIEW CONCLUSION**

The Committee considered a report of the Interim Executive Director of Environment which provided the Committee with information needed to make a recommendation to the Court on whether to pursue a change to the restrictions.

The Interim Director of Environment stated that the Court of Common Council had requested a review of traffic restrictions at Bank junction and the report delivered on that request. He stated that the data was mixed and the arguments were finally balanced. The Chairman suggested the Committee ask for clarifications and technical questions with debate taking place at the Court of Common Council meeting in order to avoid repetition.

In response to a Member's question about governance, the Interim Assistant Town Clerk advised that the Committee was required to choose one of the two options outlined in the Officer report to recommend to the Court of Common Council. The Court could then either choose to support the recommendation or not support it.

In response to a Member's suggestion that the Court of Common Council could consider a report with options, the Interim Assistant Town Clerk advised that this would not be in the spirit in which the Court had set out its standing orders and the way it had chosen to conduct debate. She added that with the Committee recommending an option, the merits of the other option would still be presented to Court and Members could support or not support the recommended option.

A number of Members spoke in support of having a debate at the Committee meeting and the Chairman therefore opened up the debate.

A Member commented that the report only included highway considerations in detail, although it briefly mentioned other relevant considerations and he stated this was a finely balanced matter. He commented that another consideration was the purpose of any transport mode and taxis assisted the business of the City. The Member stated that not being able to get taxis through the City inhibited business. He commented that the impact on finances and business should be considered and added that if weight had not been given to the financial considerations that Option Two had to be considered. An Officer stated that the report referenced equalities, mixed economic evidence which was largely anecdotal, the strength of feeling amongst taxi drivers and the wardmote so all these factors had been taken into account in reaching the Officer recommendation.

In response to a Member's question about an experimental traffic order, an Officer confirmed that the traffic order at Bank junction currently was a permanent traffic order and added that experimental traffic orders could only be in place for a maximum of 18 months.

A Member stated he had made a Freedom of Information request on the number of infringements of vehicles going through the junction. He stated that

some vehicles had gone through three times and one had gone through 61 times in the year. 151 vehicles had gone through the junction 675 times. He suggested that this could be limousines taking business people from the airport to offices. An Officer responded that it was a challenge to find the detail of the repeat offenders. There was no evidence to suggest it was limousine drivers. The one vehicle that had gone through over 60 times was a commercial vehicle. He stated that some people knowingly committed contraventions. There was also some evidence that some people committed a contravention repeatedly until they received a series of penalty charge notices (PCNs) and then they changed their behaviour.

A Member stated that the junction had been transformed and was now a much more pleasant environment to walk and cycle through. He stated that when taxis were going through the junction, there was much more congestion and therefore letting them back through would increase congestion again. The Member asked Officers if they could look at just opening the junction to taxis east-west with no turning in the junction. The Chairman stated that the scope of the motion at the Court of Common Council was not to specify which arms would be opened. The Chairman added that following the decision to be made at the Court of Common Council, subsequent decisions would then be the remit of the Streets and Walkways Sub-Committee and the Planning and Transportation Committee. An Officer confirmed that after the Court decision, Streets and Walkways would then determine whether all routes or some of them would be reopened as part of the modelling process and decision on the specific highways changes.

A Member commented on the positive transformation of Bank junction. She stated socioeconomic disadvantage had been included in the report but not explicitly. She stated that Wheels for Wellbeing had a proposal to clarify the substance of the equalities argument by allowing those with a blue badge to put that in the front of the taxi and not trigger the ANPR. An Officer stated this was currently not possible as there was not the technology to enable ANPRs to recognise blue badges. This could be looked at if the technology was available in the future.

In response to a question about the TfL taxi card, an Officer stated that there was a taxi card system in place that was administered by TfL* and was funded through the On Street Parking Reserve. Officers were unable to comment on how easy to use the system or how many people used the scheme as the scheme was administered by TfL but confirmed it did apply to black cabs and private hire vehicles. Officers had asked for data to understand how many taxi card journeys finished in the Bank area but had not received this. The Chairman asked Officers to request this data again.

*[*An Officer later advised that it was London Councils rather than TfL who administered the taxi card scheme.]*

The Member stated there would be a financial cost to not making a decision and seeking more information.

A Member asked about the status of representations received by Members of the Committee. The Chairman stated that representations were not treated in the same way as for planning applications and people could lobby Members on Court.

A Member commented on the aims of the project to transform Bank junction and stated that it was now much safer. She added that maintaining the quality of the space was essential to meet the needs of Destination City and the aim to attract more people into the City. She stated that removing the traffic from Bank Junction at the weekends would improve visitors' experience of visiting the City at the weekend. She commented that the Officer recommendation was not to change the current restrictions and stated the importance on not reversing change and undoing the street improvements that had been made in recent years.

The Member also stated that a representation from Wheels for Wellbeing suggested supporting Option One. She stated that the organisation represented people with disabilities and therefore the knowledge and insight was valuable. She suggested this should be provided to Court Members. The Interim Executive Director of Environment stated he would look into this.

The Member stated that she considered that a small increase in traffic would heighten the risk element.

The Member raised concern about the Court decision taken in 2022, with an amendment to the motion and a lack of debate. She stated that this had increased the costs in terms of other projects delayed. She asked Officers for the cost figure and details of the projects which had been delayed. An Officer stated he would not want to guesstimate the figure. Costs expended so far were however, included in the Officer report. There was an additional request agreed through due diligence and the normal governance process to deal with all the aspects Court asked to be looked at. So far, £277,000 had been spent, leaving £327,000 to get to the point where a change (if Court decided to implement the change) could be implemented. As experimental traffic orders were monitored for 18 months and there was public consultation during that time, it was likely that further funding would need to be sought to deliver this through the usual processes.

The Chairman commended Officers on the report which considered many factors. He stated that the economic impacts had not been considered in the same way as the highways impacts and these should be considered. He added that there had been conversations with individual businesses around Bank junction and some of their feedback had been included in the report. He commended Officers for the quality and pace of the work.

The Chairman stated that the pedestrian space at Bank junction had been well received by all users and he asked for clarification that any potential changes would be within what was already in place. An Officer stated that the decision related to the traffic mix and not the traffic design and therefore the junction would remain unchanged regardless of the decision made at Court.

The Chairman referred to the equalities reference in the report which mentioned specific groups having concerns but not necessarily enough of a concern to warrant a change in decision. He stated the importance of not excluding any groups. Members were informed that an equalities impact assessment had been undertaken. The report acknowledged there were benefits and disbenefits but Officers did not consider that any groups would be excluded as a result of changes.

A Member stated that there might be an indirect link between the inclusion of taxis and safety as there would be more traffic, turns, complexity and less crossing time for pedestrians.

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

Votes were cast as follows: IN FAVOUR – 8 votes
OPPOSED – 4 votes
There were 2 abstentions.

The recommendations were therefore carried.

RESOLVED - That Members of the Committee

1. Note the content of the report, which concludes the review of traffic and timing mix at Bank junction; and
2. Endorse the findings of the review and recommend to the Court of Common Council Option 1: - No change to current restrictions, with Bank junction continuing to operate as it currently does, i.e. bus and cycle only, 7am - 7pm, Monday – Friday, except for access to Cornhill from Princes Street.

7. **UTILITY INFRASTRUCTURE STRATEGY**

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

Members were informed that growth and prosperity was underpinned by, and relied upon, high quality utility infrastructure. The Strategy sought to bring together a holistic and co-ordinated approach to support and influence the operations of the utilities within the square mile.

Members were informed that consultation had taken place and a Member workshop had been held. There had also been positive engagement and response from the utility companies. The strategy had been updated following the consultation.

The Chairman stated the importance of having a forward plan in relation to utilities and stated the engagement with utility companies was welcomed.

A Member thanked Officers for highlighting the need to push for faster broadband coverage in the square mile for residents not living on the main

estates as many experienced poor internet connections and WiFi. She asked that this work continue.

RESOLVED - That following recent public consultation, Members recommend the final strategy to the Court of Common Council for adoption.

8. **INFRASTRUCTURE FUNDING STATEMENT CIL/S106 2022-23**

The Committee considered a report of the Planning and Development Director which presented the City's Community Infrastructure Levy (CIL) and Section 106 (S106) planning obligations infrastructure funding statement at the end of the financial year 2022/23. The report summarised the City's CIL and S106 balances, allocations and spend at the end of the financial year and updated the list of infrastructure projects or types of infrastructure the City would be wholly or partly funding by CIL. The CIL regulations require collecting authorities to produce an annual Infrastructure Funding Statement (IFS) for publication on the City's website.

RESOLVED - That Members of the Committee note the contents of the report and approve the infrastructure list at paragraph 19, repeated at section 4 of Appendix 1 of the Officer report, for publication on the City's web site.

9. **BUILDING CONTROL CHARGES REPORT 2023/24**

The Committee considered a report of the Interim Executive Director, Environment which advised Members of the findings of the Building Control's review into their previous fees and charges increases and recommended revised fees for 2024/25.

RESOLVED - That Members of the Committee

1. Approve Option 3 - Agree an hourly rate, based on cost recovery for chargeable works including work undertaken on behalf of the Building Safety Regulator based on a cost recovery rate, plus a 20% surcharge to reduce the accumulated Trading Statement deficit, over the next five years. The hourly rate will be £163. Charges for other Building Control activities to be based on cost recovery basis at £136. Work to assist the Building Safety Regulator will be charged at £170 per hour. Work to deal with a dangerous structure when the Corporation has to carry out works with their contractor, will be charged at £170 per hour; and
2. Agree a new "City of London Building Regulations Charges Scheme No 7: 2024".

10. **STONECUTTER COURT S278**

The Committee considered a report of the Interim Executive Director, Environment concerning the Section 278 (S278) Highways and public realm works required to integrate the new building at 1 Stonecutter Street into the surrounding public highway.

RESOLVED - That Members of the Committee agree to enter into an agreement under Section 38 (S38) of the Highways Act 1980 to dedicate areas of private land (by the steps at Harp Alley as shown on Appendix 2 of the Officer report) as public highway maintainable at public expense. The cost to

maintain the adopted area for 20 years has been included in the commuted maintenance sum as detailed in paragraph 4, and in Section 3 of the Officer report.

11. RECISSION OF CITY WALKWAY AT 125 LONDON WALL (ALBAN HIGHWALK)

The Committee considered a report of the Interim Executive Director, Environment which recommended the recission of part of the existing city walkway known as the Alban Highwalk City Walkway at 125 London Wall.

Members were informed that the recission was to enable the redevelopment of Alban Gate, 125 - 130 London Wall, London EC2 which was approved by the Planning Applications Sub-Committee on the 9 May 2024.

In response to a Member's question about whether the new walkway should be adopted in parallel, an Officer stated that this could not be done until the walkway had been laid out, had been inspected and met standards and that Members were being asked to give Officers the authority to do that once the inspection had been undertaken.

RESOLVED - That Members of the Committee

- a. Conditionally on the grant of planning permission (Registered No. 23/01115/FUL) for alterations at Alban Gate, 125 London Wall and the linked Section 106 Agreement having completed, resolve to vary the resolution of Court of Common Council made on 1st April 1993 to alter the city walkway known as Alban Highwalk City Walkway so as to exclude the area shown shaded pink on the City Walkway Variation Drawing number D6228D0702 Rev12 (Appendix 2B to this report) in accordance with the resolution set out in Appendix 2A to this report.
- b. Delegate to the City Operations Director authority to insert into the resolution an appropriate date for the coming into force of the resolution at (a) above.
- c. Conditionally on the grant of planning permission (Registered No. 23/01115/FUL) for alterations at Alban Gate, 125 London Wall and the linked Section 106 Agreement having completed, approve the use of non-standard materials in line with the existing Alban Highwalk City Walkway for the new city walkway to be declared by the resolution at (d) below.
- d. Delegate to the City Operations Director authority to make a resolution declaring the replacement walkway shown shaded green on Drawing Number D6228D0902 Rev I3 in Appendix 3 to be city walkway on being satisfied that the new walkway:
 - i. has been laid out or is otherwise suitable for a city walkway within the meaning of section 5 of the City of London (Various Powers) Act 1967,
 - ii. that access to it is available directly from a street or another way or place that is a city walkway, and

- iii. that it has been laid out or rendered suitable for a city walkway in accordance with one of the provisions specified in subsection (1) of section 6 of the City of London (Various Powers) Act 1967.

12. DRAFT AIR QUALITY STRATEGY 2025 TO 2030*

A Member asked a question about the addition of air pollution considerations to the developers' carbon options of refurbishment versus demolition/rebuild.

An Officer stated that this was a complex matter and that discussions were taking place between the air quality and planning policy teams about pathways and solutions. These would continue and Officers would report back to the Committee. She stated the Air Quality SPD would be refreshed and this could be taken forward as part of this work.

RESOLVED - To note the report.

13. PUBLIC LIFT & ESCALATOR REPORT*

The Committee received a report of the City Surveyor on the availability and performance of publicly accessible lifts and escalators monitored and maintained by City Surveyor's, in the reporting period 16 February 2024 to 1 May 2024.

RESOLVED – To note the report.

14. TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 13 FEBRUARY 2024*

The Committee received the public minutes of the meeting held on 13 February 2024.

RECEIVED.

15. TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 9 APRIL 2024*

The Committee received the public minutes of the meeting held on 9 April 2024.

Natasha Lloyd-Owen stated that she attended the meeting but was not on the list of attendees. An Officer stated the minutes would be amended accordingly.

MATTERS ARISING

The Inclusion Of Representations In Agenda Packs

A Member stated that there was a suggestion under Minute 8 that the approach taken to the inclusion of representations in agenda packs should be raised as a matter of policy at a meeting of the Grand Committee. She asked for clarity on the approach taken as well as the approach to be taken forward. She also asked which documents were required to be included by law and which were optional. She asked if all representations and environmental statements could be included.

The Deputy Chairman, who was in the Chair at the meeting on 9 April 2024 stated that the Officer summaries were useful and helped Members to navigate the documents. He suggested that if all responses were to be included, this should be in a separate pack.

The Chairman stated that for Planning Applications Sub-Committee after the 9 April meeting, Officers had included all representations.

The Director of Planning and Development stated that all representations could be included. He added that he could not commit to include the environmental statements as they were very large and this would be an onerous task.

The Legal Officer stated that there was not a legal position on which documents should be included other than the Officer report and a list of background papers i.e. papers relied on to a material extent to write the report. She stated that the papers included by Officers were beyond what they were required to include in law.

In response to a Member's comment about the organisation of representations, the Chairman commended Officers by organising the reports by topic matter.

In response to a Member's suggestion about publishing the documents and printing the minimum, the Chairman stated that this was outside the remit of the sub-committee.

A Member suggested that responses should be categorised. A member raised concern about categorising or prioritising representations. Another Member suggested that they be categorised into statutory consultee representations and other representations.

MOTION: - A motion was put and seconded that Members continue to have included with their planning papers, all the representations received from third parties including individuals and bodies such as Historic England.

A Member requested that representations from the same consultee be grouped together. Officers stated they would consider this approach.

The Chairman asked Members if they were content to vote on the principle, with Officers coming back with a solution to the organisation of representations.

The Sub-Committee proceeded to vote on the motion.

Votes were cast as follows: IN FAVOUR – 10 votes
OPPOSED – 3 votes
There was 1 abstention.

The motion was therefore carried.

[Jaspreet Hodgson, was not present for this item and therefore did not vote.]

Questions About The Work Of The Sub-Committee And AOB Items

The Member asked for clarification on the items which could be raised. She stated that Members should be able to raise items of concern at Planning Applications Sub-Committee meetings that did not relate to the specific planning application but instead related to the broader work of the Planning and Transportation Committee. The Member stated that when the number of grand committees were reduced and separate Planning Applications Sub-Committees were set up, she understood that any urgent items could be dealt with under AOB.

The Interim Assistant Town Clerk stated that the practice of having questions and AOB as agenda items was not a statutory requirement but was long-standing Corporation practice. The agenda items were explicitly for matters relating to the work of the sub-committee for Planning Applications Sub-Committee and matters relating to the work of the committee for the Planning and Transportation Committee. The terms of reference of the Planning Application Sub-Committee were expressly based around the determination of planning applications and therefore broader strategic questions and AOB should be raised at the Planning and Transportation Committee.

Members were informed that there were other forums for questions to be asked and Members were welcome to ask questions of Officers between meetings, questions could be asked at the Planning and Transportation Committee, the Chairman could be emailed with questions and if the matter was of interest to the wider committee, an answer could be facilitated and circulated. These options would ensure questions were answered in a timely manner. If Members wanted the answer in the public domain, they could seek an answer and then raise it at the next Planning and Transportation Committee so that it could be put on public record.

The Chairman stated that if there were policy matters that needed clarification in relation to a planning application, these would be valid questions to put at the Planning Applications Sub-Committee. He stated that Members could contact the Director of Planning and Development with questions between meetings.

In relation to answers being put in the public domain, a Member raised concern in relation to possible delays between receiving answers to questions and being able to raise the matter at the next Planning and Transportation Committee. She suggested Members should be able to ask a brief question at the next Planning Applications Sub-Committee meeting and this would aid openness and transparency.

A Member raised concern that the opportunity for asking questions had reduced when the number of Planning and Transportation Committees had been reduced to 4 per year as a result of separating the Planning and Transportation and Planning Applications Sub-Committee. She stated that if Members had questions answered by email, the responses should be placed on the website so they were in the public domain. The Chairman advised that 9 Planning and Transportation Committees had been held in the previous 12 months.

A Member stated that it was important not to try and turn the Planning Applications Sub-Committee into a Planning and Transportation Committee through increasing the scope of questions. He suggested that if there was a way to report on questions between meetings in an efficient way, this could be useful. He stated that the lift report was no longer timely and suggested it could be published on the website as a monthly report. The Chairman asked Officers to provide more regular lift reports.

RECEIVED.

16. TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 17 APRIL 2024*

Deborah Oliver stated that in relation to the declarations she and Steve Goodman made, they had been given dispensations to vote as well as speak and the minutes should be amended accordingly.

A Member stated that she had some amendments to the minutes to suggest. The Chairman stated these could be sent to the clerk and that the minutes would be submitted to the next Planning Applications Sub-Committee for approval.

Matters Arising

A Member asked for clarification on the point raised in relation to a climate emergency. She stated the motion in 2020 in relation to declaring a climate emergency failed, not because Members disagreed that there was a climate crisis but it was suggested that it was better to take action via the robust Climate Action Strategy rather than focus on a declaration. She raised concern that the comment made suggested that the Corporation did not consider there to be a climate emergency was an incorrect understanding of the motion.

The Chairman clarified that the Member was not suggesting an inaccuracy in the minutes and that this was being raised as a matter arising and the Member confirmed this was the case. The Chairman stated at the meeting where the motion was put, the City's fully funded time marked climate action plan was approved. He asked the Director of Planning and Development to clarify that this was still in place. The Director confirmed it was and the comment was a reflection of the Court of Common Council's decision not to declare a climate emergency.

RECEIVED.

17. TO NOTE THE MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE MEETING HELD ON 19 MARCH 2024*

The Committee received the public minutes of the meeting held on 19 March 2024.

RECEIVED.

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

Blackfriars Undercroft

A Member asked about the plans for Blackfriars Undercroft and the disused rifle range. He asked if Officers could work with the Sports Strategy Team and City Surveyors as the Sports Board was keen to allocate this space to an outside sporting facility. He added that the Sports Strategy team were locating areas as public exercise facilities. There was funding available for three years and this space could be available within a year. The Member stated that Thames Water wanted the space to be used. An Officer stated that work would take place with the Sports Strategy team.

Standing Orders

A Member asked a question about the standing orders. She stated that they were currently silent on time for debate and the time by which materials should be submitted in order to be taken into account by Members. She raised concern that representations for the meeting on 17 April 2024 had been submitted just before the meeting and she stated the lack of debate was not in line with the Nolan principles. She stated that the protocol should state that there would always be time for debate and she considered that it was inappropriate to have a motion to move straight to the vote at a quasi-judicial meeting. She asked if this could be looked at. The Member stated that other local authorities had a cut-off and whilst she welcomed the City being more generous, there was a need to consider if there should be a cut-off to enable Members to read the representations.

The Interim Assistant Town Clerk stated that under the Court of Common Council's Standing Order 37, Members could put a motion on moving to the vote and there were no exceptions made for Planning Applications Sub-Committees.

The Director of Planning and Development stated that late representations were provided to Members, however it was not helpful when they were submitted very late. He stated that at the meeting on 17 April 2024, the meeting was adjourned and Members were given time to read the late representations.

A Member stated that at the meeting, a majority of Members were in favour of moving to the vote. He considered that after 3.5 hours of consideration, he was in a position to vote. He stated he was in favour of a cut-off for representations of 24 hours before the meeting.

A Member stated the importance of debate in informing Members' decisions and the importance of public perception. She stated that holding meetings in the afternoon could help with any timing issues.

The Chairman stated that the timing of meetings had previously been considered and there had been agreement that the timing of meetings worked well.

A Member suggested that to manage the debate, there could be a limit of one contribution per Member.

The Chairman stated that the correct protocols had been followed and there had been a democratic decision by the Sub-Committee to move to the vote.

At this point, the Chairman sought approval from the Sub-Committee to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.

19. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman stated that he was pleased to announce that an appointment had been made to the position of Environment Director and a press release would be made shortly with further details.

The Chairman stated that the Planning Division has been shortlisted for 6 awards in the prestigious Planning Awards and Building London Planning Awards including National Planning Authority of the Year.

It had also been shortlisted for groundbreaking initiatives on:

- Free to visit inclusive public elevated areas in developments (A view for all)
- Carbon Options Planning Advice Note
- Suicide Prevention Planning Advice Note
- Thermal Comfort Guidelines

20. EXCLUSION OF THE PUBLIC

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 involved the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

21. NON-DOCKED MICROMOBILITY SCHEME STATEMENT OF INTENT

The Committee considered a non-public report of the Interim Executive Director, Environment concerning the Non-docked Micromobility Scheme Statement of Intent.

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

There were no non-public questions.

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

There was no urgent business to be considered in the non-public session.

The meeting ended at 11.10 am

Chairman

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

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PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
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 3 October 2023 21 November 2023 12 December 2023, 31 January 2024, 5 March 2024, 14 May 2024, 23 July 2024	<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: (23 July 2024): New Committee Members are provided with training on key aspects. A programme of wider Member training was implemented in 2023. A Heritage training took place on 17 May 2024. The session was recorded with a link to this session and previous training sessions, was sent to Members.</p>

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Agenda Item 6

Committee(s): Streets & Walkways sub-committee Planning & Transport Committee	Dated: 9 July 2024 23 July 2024
Subject: Transport Strategy – Revised Draft and Consultation Report	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	- Providing excellent services - Diverse Engaged Communities - Dynamic Economic Growth - Leading Sustainable Environment - Vibrant Thriving Destination - Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Bob Roberts, Interim Executive Director Environment	For Decision
Report author: Samantha Tharme, Head of Transport Strategy, Environment Department	

Summary

This report seeks approval to recommend the revised Transport Strategy to the Court of Common Council for adoption at Appendix 3.

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 autumn 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 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 was appropriate.

A first phase of engagement took place in early 2023, with analysis of any changing trends, helping inform changes and revisions to the Strategy. In October 2023, the Planning and Transportation Committee approved draft changes to the Strategy for consultation. Consultation then took place between November 2023 and January 2024.

This report sets out the responses received during the consultation period, in appendix 2. Feedback from that consultation is outlined in this report, concluding that no further significant changes to Strategy Outcomes and Proposals are recommended.

The Engagement Plan for the Strategy Review is attached as Appendix 1. This provides details of the different stages of engagement during the Strategy Review and who has been involved.

The Commonplace online consultation received responses from over 430 individuals, across the 13 elements of the consultation (some individuals made more than one contribution, totalling over 750 contributions).

In addition, more than 50 residents and visitors attended the local drop-in sessions. A further 26 stakeholders attended the Stakeholder Workshop, eight attended the City of London Access Group (CoLAG) workshop, business representatives and interest groups provided some very detailed individual comments and 1-1 meetings held. Adding these to the Commonplace contributions resulted in total, more than 800 contributions to the consultation were received.

13 organisations provide responses to the consultation. 11 of these expressed overall support for the focus of the Strategy and supported the changes. These included, City Property Association, City of London Business Improvement Districts, Members of the City of London Access Group (CoLAG), St Bartholomew's Hospital and NHS Trust and Transport for London (TfL).

Most key changes received overall majority support, and for the two that didn't the consultation response was closely split with only 1 or 2 percentage points difference. These were the proposal to include new forms of micromobility which is attracting a lot of attention and changes to the freight proposal to no longer provide a City Corporation funded consolidation centre. Comments received across all the changes are responded to in the Consultation Summary in detail.

There were general themes, the main positive feedback focused on our ambitions to reduce motor traffic, accompanied by endorsement enabling active and sustainable travel and movement, with an anticipated reduction in air pollution.

The majority thought that a strong focus on the prioritisation of people, rather than vehicles was also important, together with public realm and safety improvements for people who walk/wheel and cycle. Comments were received asking us to go further with changes that prioritise people walking and wheeling and not to undermine this with responding to minority needs.

There was support overall for removal of the 15mph mandatory speed limit from the Strategy, and agreement that a more targeted approach would be appropriate with some streets benefiting from advisory slower speeds to fit the nature and use of the streets. The wording in the Strategy has been updated to reflect the advisory targeted approach.

The most common theme in the negative feedback received was on a perceived failure to recognise a practical need for motor transport by some people due to age, mobility issues or circumstance, although these were in the minority compared to those supporting prioritisation of people walking and wheeling. This linked to the second theme relating to inequality as a result of restricted motor vehicle access. The third most frequent theme was a perceived failure to address inconsiderate and dangerous cycling, predominantly from City residents.

The largely positive response to consultation on the changes in the draft Transport Strategy means that no significant changes have been made. Changes to the Transport Strategy are shown as tracked changes in Appendix 3, these include:

- Including further wording to underline our commitment to working with TfL and neighbouring boroughs, on designing safer streets that are on or just beyond the City boundaries.
- Updates to promote the use of advanced driver assistance systems (ADAS) which includes telematics, intelligent speed assistance (ISA) etc, in place of solely ISA.
- Proposal 21 has been updated to include reference to crime against women and girls.
- Updates to relevant proposal and the Vehicle Infrastructure Plan to include consideration of mobility scooters in provision of EV charging.

The principles of the proposals will be embedded in future schemes and initiatives where some of the broader concerns about accessibility can be addressed on a case by case basis. We recognise that access for some who cannot walk or wheel, needs to be possible and will use the EQIA process to ensure essential needs are met.

Recommendation(s)

Members are asked to:

- Approve the changes to the Transport Strategy

Main Report

Background

1. 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 2024, in part due to the need to understand the impacts of the Covid-19 pandemic and to allow it to better align with the review of the City Plan.
2. The review has focussed on ensuring that the Strategy remains relevant and fit for purpose. This included understanding changes in how people are travelling and the pattern of travel post Covid-19 pandemic.
3. The Streets & 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.
4. In October 2023, the Planning & Transportation Committee approved draft changes to the Strategy for consultation.
5. The Engagement Plan for the Strategy Review is attached as Appendix 1. This provides details of the different stages of engagement and of who has been involved.

Transport Strategy Review consultation, November 2023 to January 2024

6. Using the Commonplace engagement platform, a seven-week consultation on the proposed changes to the Strategy ran from Thursday 16 November 2023 to Sunday 7 January 2024 (inclusive). The consultation was open to anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the City.
7. A stakeholder workshop was also held in late November as part of the consultation. This was attended by representatives from businesses, interest groups, neighbouring London boroughs and Transport for London (TfL).
8. Drop-in sessions were held in a number of public buildings (the Guildhall, libraries etc) throughout November and December 2023. These were attended mostly by residents. Officers also attended the City Residents' meeting in the Old Bailey in December 2023.

9. Earlier, pre-consultation engagement included joint workshops with the City Plan team, given the relationship between both documents. More details on the earlier engagement stages are included in Appendix 1 (Engagement Plan).
10. The Commonplace online consultation received responses from over 430 individuals, across the 13 elements of the consultation (some individuals made more than one contribution, totalling over 750 contributions).
11. In the workshops and on the Commonplace consultation platform we drew attention to the key changes, while also allowing people to review and feedback on the detailed changes to proposals. The Commonplace website allowed people to access the full draft text and proposed changes and comment directly on the changes under each outcome. Free text allowed people to provide additional comments.
12. In some instances respondents commented on proposals in the Strategy with no proposed changes. For completeness, we have included these comments in our analysis in the Summary consultation report.
13. This report summarises the consultation feedback and the response to this, with the consultation report provided in Appendix 2. The full final draft of the Transport Strategy is provided in Appendix 3. This includes tracked changes for any amendments made following the consultation to the draft that was approved by the Planning & Transportation Committee in October.
14. Note that responses received through the Commonplace platform are included as percentages with the number of respondents included in brackets. Consultation questions the detailed changes tend to receive low response rates.
15. The sections below cover feedback received on:
 - a. the overarching focus of the Strategy
 - b. the ' proposed changes under each of the ten Outcomes, including those highlighted as 'key changes' which received the most responses.

a. Focus of the Strategy

16. Other than changes to the cycling outcome to include other micromobility modes, changes to the overall approach and focus of the Strategy were limited. However, we still asked for feedback on the Transport Strategy continuing to focus on:
 - Prioritising the needs of people walking and wheeling, make streets more accessible and deliver high quality public realm
 - Making the most efficient and effective use of street space by reducing motor traffic, including the number of delivery and servicing vehicles

- Ensuring that no one is killed or seriously injured while travelling on our streets, including through measures to deliver safer streets and reduce speeds
 - Enabling more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant
 - Improving air quality and reduce noise, including by encouraging and enabling the switch to zero emission capable vehicles.
17. 58% (198) of consultation respondents agreed that the activity described above should remain the focus of the Strategy. 33% (113) of respondents disagreed..
18. The main positive feedback focused on our ambitions to reduce motor traffic, accompanied by endorsement for the ethos of enabling active and sustainable travel and movement, with an anticipated reduction in air pollution. A strong focus on the prioritisation of people, rather than vehicles was also mentioned, together with public realm and safety improvements for people who walk and/or cycle (creating a more pleasant, healthy and ‘people-based’ environment in which to move through and spend time in). Comments were received asking us to go further with changes that prioritise people walking and wheeling and not to undermine this with responding to minority needs.
19. The most significant theme in the negative feedback received was on a perceived failure to recognise a practical need for motor transport by some people due to age, mobility issues or circumstance. This linked strongly to the second theme relating to inequality as a result of restricted motor vehicle access. The third most frequent theme was a perceived failure to address inconsiderate and dangerous cycling, predominantly from City residents.

b. Feedback on the key changes

20. This section summarises the feedback received through the Commonplace website, responses from organisations and stakeholder workshops.

Vision and the addition of Proposal 1b: Embed inclusion in our approach to transport planning and delivery

21. The online consultation attracted responses from 384 people. More than half (53%, 203) agreed with revising the Vision and including Proposal 1b to take a more inclusive approach. 108 respondents (28%) disagreed.
22. The ethos of promoting greater inclusivity through revisions to the Vision (*Streets that inspire and delight, world class connections and a Square Mile that is inclusive and accessible to all*) and the new Proposal 1b (Embed inclusion in our approach to transport planning and delivery) was welcomed by a number of stakeholders who regarded this as an important and forward-thinking step. It was felt that Proposal 1b showed clear alignment with the ambitions and the promotion of equality.

23. Some comments related to concerns that the Transport Strategy's ambition to reduce motor traffic was not achievable or inclusive. Respondents noted concerns that street closures and restrictions have negative impacts on accessibility (and do not strengthen inclusivity), especially for disabled people and those who need motorised access.

24. Mitigating this impact will be covered in decisions through the EqlA process. Whilst recognising there may be negative impact for some people, the overall approach to reduce traffic while maintaining access creates a safer, more comfortable environment for people moving around and spending time in the City, including older and disabled people.

25. Following detailed comments and engagement, we have **updated** the introductory text for this section with context on:

- Our Inclusivity Action Plan and how we will develop our understanding of inclusivity
- How Proposal 1b will support corporate Equality, Diversity and Inclusion (EDI) objectives, the Corporate Plan other City Corporation Strategies and Policies

26. We have **updated** the wording of Proposal 1b and the Inclusion Principles to:

- Clarify accountability mechanisms for championing and monitoring progress
- Acknowledge the diversity of our communities and make reference to specific personal experiences
- Take the opportunity to name protected groups where possible, so that everyone recognises themselves in our Inclusion Principles and ambitions.
- Simplify the language and use plain English wherever possible
- Review the language in the Strategy to follow the Social Model of Disability
- Name all protected groups in the Proposal text, and take the opportunity to identify benefits to specific groups where appropriate
- Provide more references to Equity
- Provide definitions of terms, in a glossary.

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

27. For the key change flagged in this Outcome, almost 190 people (60% of 315 respondents) agreed with the proposal to extend 'walking' language to include 'walking and wheeling', 21% (66) disagreed. On the key change flagged in this Outcome, almost 60% (189) of 315 respondents to this question agreed with the proposal to extend 'walking' language to include 'walking and wheeling'. disagreed.

28. Given the importance of proposals in this outcome to delivering other strategy commitments we also asked questions on three key proposals:
- 65% (30) of respondents agreed with the proposal to reallocate more street space to people walking and wheeling, alongside the improvement of pedestrian routes (Proposal 2)
 - Public realm improvements, together with the renewal and rejuvenation of spaces proved a particularly popular proposal – welcomed by 75% (34) of respondents (Proposal 7)
 - Greening and tree planting – in the context of meeting the Climate Action Strategy ambition –received a positive response from 74% (33) of respondents (Proposal 8).
29. Further comments included support for concentrating tree planting and greening on streets where needed most for their cooling effect. Comments noted that the introduction of greening and small parks provides a significant boost to wellbeing.
30. Most negative comments received challenged the level of priority given to walking and wheeling, and expressed concern that there is a continued need for motor vehicles to move around city streets.
31. The priorities set out in the strategy that put those walking and wheeling first reflects the fact that these are the main ways that people travel around the City. This view, on the whole, was supported by consultation responses. We are making no further changes to proposals under this outcome.

Outcome 2: Street Space is used more efficiently and effectively

32. In the 'key changes' section, we asked for feedback on our approach to road user charging in the Strategy, removing the commitment to developing a road user charging mechanism specific to the City of London (a local 'congestion' charge), and instead committing to support the Mayor of London and Transport for London on the development of a new London wide charging system. 352 people responded to this question. 42% (148) were in agreement with the proposed change, compared to 40% (140) against.
33. Comments included support for a uniform charge across all central London, rather than having a separate road user charge in the Square Mile. However, some respondents supporting the principle felt that there was a lack of certainty regarding the Mayor's approach. Many of those disagreeing did not agree with any form of road user charging.
34. A collective response from the Business Improvement Districts (BIDs) was supportive of the approach to achieve change, including traffic reduction, through the Healthy Streets Plan approach, recommending working in partnership with them.
35. Traffic reduction measures are key to delivering the elements of the Strategy, including creating more space for walking and wheeling, greening and public

realm improvements. No further changes will be made to the proposals in this outcome.

Outcome 3: The Square Mile is accessible to all

36. To ensure inclusive engagement on the Strategy we held workshops with accessibility groups which elicited a lot of detailed comments. The majority of stakeholders that engaged in the Transport Strategy review acknowledged the importance of accessibility for all. Those who supported the changes to the Accessibility Outcome included City residents, employees of City businesses, members of the City of London Access Group (CoLAG), and the City Property Association (CPA).
37. 25 responses were received through the online consultation, attracting support for the proposed changes from 48% (12) respondents, with 40% (10) disagreeing.
38. Respondents, through the CoLAG workshop felt that the Strategy should prioritise access for disabled people through slowing traffic, including wheelchair buttons on pedestrian crossings and allowing more time for people to cross, and providing more places to stop and rest for disabled people. Comments also included the importance of improving wayfinding and ensuring lifts, escalators and pavements are well maintained.
39. Representation was made to include electric vehicle charging for mobility scooters within our plans, therefore proposal 30 (provision of Electric Vehicle infrastructure) has been **updated** to include wheelchairs / mobility scooters in the list of users to be considered in the Electric Vehicle Charging Action Plan.
40. There were no comments disagreeing with the Proposals within this Outcome, but there were comments strongly urging the City Corporation to do more to improve accessibility and consider the needs of disabled people.

Outcome 4: People using our streets and public spaces are safe and feel safe

41. Feedback in the 'key change' section, on removing the commitment to 15mph as a mandatory speed limit across the Square Mile, received mixed views. 45% (157) of respondents agreed with this while 39% (136) disagreed.
42. 191 comments were received that supported removing the commitment to a mandatory 15mph speed limit. Themes included that the 15mph limit was too slow (61), unnecessary (24) and that 20mph was sufficiently low already (23).
43. Comments disagreeing with the removal of 15mph speed limit, included stating that 15mph limits were necessary for improving safety (91), and further that there would be benefits for the environment (9).
44. A number of comments were made in workshops and through the detailed points in consultation responses, that have been addressed in the updates described below.

45. We have updated proposal 20 to note that we will explore the introduction of lower advisory speed limits on specific streets across the Square Mile where they would help support efforts to prioritise people walking and wheeling and reduce road danger. This approach will focus on creating low speed environments where appropriate, that are self-enforcing.
46. We have updated proposal 20 to include further wording to underline our commitment to working with TfL and neighbouring borough on safer streets that are on or just beyond the City boundaries, reflecting that TfL and other neighbouring London boroughs have a commitment to Vision Zero.
47. We have updated proposal 20 to promote the use of advanced driver assistance systems (ADAS) which includes telematics, intelligent speed assistance (ISA) etc, for our own fleet and suppliers, in place of solely ISA. This revision allows more flexibility in the type of system we support and promote.
48. We have updated proposal 21 to include reference to crime against women and girls, following representation on the importance of this.

Outcome 5: Improve the experience of riding cycles and scooters in the City

49. The proposed change to the cycling Outcome and Proposals to include micromobility (e.g. scooters and electric scooters) were included in the 'key change' section. This change was responded to by 386 people. 35% (135) people agreed with inclusion of scooters, their view was countered by 37% (143) who disagreed.
50. Support for this change was received from TfL, City of London BIDs and the CPA.
51. Detailed comments in support of this change were related to the following themes: support for the change but request to be more ambitious (21); promotes a practical alternative to motor vehicles (16); promoting inclusivity (12); and a need to segregate routes (4).
52. The 143 respondents who did not support the change commented on the following themes; danger posed by people riding cycles (52) and scooters (91), only providing for a minority group (14); and it representing anti motorist policy (12).
53. Much of the negative feedback was around the relationship between people riding scooters and cycles and other street users. We will continue to work on providing a network which addresses these issues where possible. Comments also reflected a view that tackling anti-social e-bike and scooter parking is essential, as well as regulation of scooters in future.
54. There were a number of comments raising concern on the changes to the delivery timetable for the cycle network, some sections of which are being implemented later than originally planned.

55. The new programme for delivery of cycle infrastructure is considered to best reflect funding available and feasibility to deliver changes within other major traffic management schemes. Some sections of routes have been delivered earlier than planned through pandemic response schemes being retained. There will be no changes to the programme on this basis.
56. We are committed to working with the City of London Police to address illegal behaviour of all street users, particularly where it impacts on road danger for others. Many comments also related to poor management of rental e-bikes, impacting safety and space. The Strategy already includes lobbying for regulation to allow us to manage operators better.

Outcome 6: The Square Mile's air and streets are cleaner and quieter

57. The proposal to remove the commitment to local Zero Emission Zones (ZEZ) covering parts of the City of London was included in the 'key change' section of the consultation. A total of 297 people responded, 37% (110) agreed with this change, 36% (107) disagreed.
58. Of those who agreed with the change, a number considered ZEZs a money-making scheme (15) and that providing a ZEZ in the City was unnecessary and unachievable (29).
59. Other respondents made positive comments (32 in total) that pursuing alternatives as now proposed is appropriate.
60. The combined BIDs response supported the changes to this outcome and welcomed the action to engage with SMEs to accelerate the transition to zero emission capable vehicles, but also called for an increase to charging infrastructure by the City to assist with this aim. London Cycling Campaign supported; and TfL noted the progress on reducing nitrogen oxides since the introduction of the ULEZ.
61. Concern was expressed that the reliance on the next generation of road user charging to control traffic levels and vehicle related pollution was at risk, as this was not a firm commitment from the London Mayor. Concern was also expressed about over reliance on electric vehicles.
62. Respondents had concerns that the removal of the ZEZ proposal failed to tackle air pollution and that we should pursue alternatives (63 comments).
63. Our EV Charging Infrastructure action plan will be updated in 2024 to reflect targets to 2030, therefore the future number is likely to increase. The EV charging infrastructure plan will also be updated to reflect a consideration of charging for larger vehicles, and awareness of innovative approaches where possible.
64. Proposal 30 has been **updated** to include consideration of mobility scooters in provision of EV charging.

Outcome 7: Delivery and servicing needs are met more efficiently, and impacts are minimised

65. Feedback on the change to remove the commitment for the City of London Corporation to provide a consolidation centre, was flagged as a 'key change'. 25% (84) agreed with this proposed change while 27% (90) disagreed. The remainder neither agreed or disagreed.
66. Respondents, including the Port of London Authority (PLA), CPA and Network Rail, expressed support for more goods and services being delivered by cargo bike, rail and river. TfL supported the aim to increase the use of cargo bikes and encourage freight travel on foot for local deliveries.
67. Concerns were expressed around reducing our direct commitment to providing a consolidation centre, and the slow progress on providing last mile logistics hubs.
68. We are committed to reducing freight traffic on the City's streets and support the use and promotion of consolidated deliveries and consolidation centres. However, as consolidation centres are already satisfactorily provided by the market, there is no longer a need for the City Corporation to invest or develop its own consolidation operation.
69. We continue to promote and encourage consolidation as set out in the Strategy (Proposal 38). This includes encouraging occupiers of existing buildings to operate consolidated delivery, and voluntary area-based consolidation, being developed in partnership with the BIDs.
70. No changes will be made to the proposals in this outcome.

Outcome 8: Our street network is resilient to changing circumstances

71. Proposals to make streets more resilient received support. 10 of the 18 respondents agreed with the changes, compared to only three that disagreed. Five respondents were neither agreed or disagreed about changes to the proposals.
72. Positive comments included welcoming:
- the approach of embedding resilience within design
 - the acknowledgement of increasing issues with flooding, particularly in the context of continued development of ground space in the City
 - tree planting
 - increased drainage.
73. The only negative comment was challenging that we were over-prioritising climate polices at the expense of transport and other issues such as crime.
74. No changes will be made to the proposals in this outcome.

Outcome 9: Emerging technologies benefit the Square Mile

75. Feedback was received on the Proposals and proposed changes within the 'Emerging technologies benefit the Square Mile' Outcome. One of the proposals (Proposal 44) is being deleted and merged into the Proposal 43, as setting up an active board is a significant commitment and not considered the most productive approach to achieving the outcome.
76. 18 people responded to this online, with nine people and the CPA expressing support with the Proposal changes. Five people disagreed with the proposed changes.
77. The CPA expressed support for finding app-based solutions that would allow disabled passengers to use taxis in instances where traffic restrictions would otherwise prevent access. Comments from the CPA included welcoming and utilising future technology, including driverless vehicles for deliveries/freight consolidation, whilst recognising the need for effective management of electric and driverless vehicles.
78. Most of the negative comments raised were concerns about how this Outcome will manage the challenges, rather than opposition to the proposal.
79. Reflecting the need for effective management of driverless vehicles, the Strategy already states that we will ensure emerging technology will be adopted in line with delivering Healthy Streets. We have stipulated a number of requirements in proposal 43 to ensure that technology supports and does not undermine our core Vision and Aims.
80. Proposal 43 has been **updated** to reflect the need to accommodate every user where possible, adding those with sensory impairments, to expand the definition and attention to different requirements.

Outcome 10: The Square Mile benefits from better transport connections

81. Nine respondents agreed with the outlined approach while seven disagreed.
82. The PLA supported working with TfL and river boat operators to improve or intensify passenger services on the Thames. The CPA welcomed the aim to prioritise buses and expects this will improve journey reliability for their users.
83. CoLAG welcomed better transport connections, including river passenger transport, but stressed the need for them to be accessible and inclusive. CoLAG also noted the importance of bus stops and bus routes to the City, as this is the only fully accessible public transport at present.
84. No changes will be made to the proposals in this outcome.

Managing Traffic Movement and Access

85. We are proposing a framework for how we will manage traffic movement and access to enable delivery of the Transport Strategy (under Outcome 2: Street space is used more efficiently and effectively).

86. 11 people agreed with the approach, but this was exceeded by 13 people who disagreed with the approach.
87. Comments included that it is positive to see a street hierarchy in the Strategy; and it is important to prioritise those who walk and those who cycle.
88. Further comments were received that supported the proposed approach to traffic movement and access but encouraged us to go further. These included, that it is important to legalise private e-scooters; and that the approach should ensure signage clarifies where service vehicle access is allowed.
89. Negative comments were largely around access for different vehicle classes expressing concern that the approach affects access for Blue and Red badge holders and for taxis.
90. The Motorcycle Action Group (MAG) challenged the proposed approach on the basis that powered two wheelers were included within general traffic, and that they merit different consideration in that 'licenced PTWs are a part of the two wheeled transport continuum from bicycles to e-bikes and e-scooters and e-cargo bikes'.
91. We have **updated** the different types of traffic on the City's streets, to include an additional category, of L category vehicles, which includes powered two wheelers, mopeds, motorbikes. We consider that although vehicles in this classification are still private transport, there may be some circumstances where we wish to differentiate locally for the purposes of access.

Corporate & Strategic Implications

92. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes.

The Transport Strategy will help contribute to Flourishing Public Spaces and a Vibrant Thriving Destination and Provide Excellent Services by:

- Reducing motor traffic levels to enable space to be reallocated to walking and wheeling, cycling, greenery and public spaces
- Making streets safer and reducing the number of traffic related deaths and serious injuries
- Enabling people to walk, wheel and cycle and reducing the negative health impacts of transport
- Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together

Providing a Leading Sustainable Environment will be supported by actions in the Transport Strategy to:

- Improve air quality and reducing noise from motor traffic
- Ensure streets are well maintained and resilient to natural and man-made threats

Dynamic Economic Growth will be supported by:

- Enabling the City to continue to grow and accommodating the associated increase in demand for our limited street space
- Helping create a smarter City, that supports and enables innovative transport technology and other mobility solutions
- Advocating for improved local, national and international transport connections

Diverse Engaged Communities will be supported by:

- Ensuring that the City's streets and public spaces are places where no one is excluded or feels excluded
- Building trust with local communities through transparency, accountability and demonstrating how engagement has developed our processes and plans.

93. 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.

94. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risk CR21 – Air Quality.

95. 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.

96. The Strategy review has also considered how to best support the Destination City programme.

97. 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

98. We will continue to provide a costed 5-year Delivery Plan. This will be updated annually and reported to the Planning & Transportation Committee.

99. Approval for funding for projects within the Delivery Plan will be sought as necessary through the capital bidding process for funds from CIL, OSPR and other sources as appropriate.

100. Data collection, engagement and consultation costs associated with the review are funded through local risk budget and TfL - LIP funding.

Resource implications

101. Staff resource is required to deliver the Transport Strategy the Delivery Plan sets out the 5 year commitments for schemes and initiatives, programme dates and funding agreed for implementation. Monitoring of progress and the impact of delivery will be reported on an annual basis. Teams within the Environment department are in place to undertake this work.

Equalities implications

102. A full EQIA for the review has been carried out, the first stage report was included with committee report in October 2023. The second and final report is available as a background paper, as listed below.
103. The EqIA identified that the review of the Strategy had provided an opportunity to improve our approach with a broader group of people and to be more inclusive; particularly recognising that the new overarching Proposal 1b has brought in a number of improvements which are now explicit in the Strategy.
104. The report also noted that as the majority of journeys in the City of London involve walking, improving walking routes will significantly benefit those travelling with babies and small children, and disabled people or elderly people walking or wheeling who may find it difficult to negotiate crowded and narrow footways.
105. It recognised that reducing traffic sets out principles to reduce road danger, measures which will beneficially impact older, disabled people, young people and BAME groups who are more likely to be victims in traffic collisions (average across London rather than the City specifically, as these groups are under represented in the City at present).
106. The EqIA noted a number of positives for disabled people who are dependent on motor vehicles including that vehicles used by disabled people are recognised in the list of 'essential traffic', and that whilst some vehicle journeys may become more indirect due to restrictions on through traffic, any necessary access will be retained to those streets. It noted that any remaining concerns should be addressed by the commitments to community engagement and EQIAs which are undertaken when considering traffic restrictions.

Climate implications

107. 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

108. 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

109. The consultation results do not suggest that any significant changes to the proposed revisions to the Transport Strategy are necessary.
110. Levels of support for and numbers of responses to the proposed changes varied. However, the survey responses suggest that proposals are either supported by most respondents, or that levels of support are largely equally split between those that agree or disagree.
111. This is also reflected in the comments gathered online and through direct stakeholder engagement, through workshops and direct responses from City organisations, which include both positive and negative feedback.
112. It is recommended that Members agree the revisions to the Transport Strategy (Appendix 3).
113. The report is due to be considered by Planning & Transportation Committee on the 23 July 2024.

Appendices

- Appendix 1 – Engagement Report
- Appendix 2 – Summary of Consultation feedback
- Appendix 3 – Draft Transport Strategy (for approval)
- Appendix 4 - Addendum Report

Background Papers

- [City of London Transport Strategy](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 29 April 2021.](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 8 November 2022.](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 23 May 2023.](#)
- [Transport Strategy Review – Planning and Transportation Committee 3 October 2023](#)
- [Transport Strategy Equalities Impact Assessment – City of London Corporation May 2024.](#)

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City of London Transport Strategy Review Engagement Plan

Department of Environment

November 2022 – April 2024

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Executive Summary

In the period since November 2022 Streets & Walkways Committee, we have undertaken a comprehensive programme of engagement with stakeholders to inform the Transport Strategy Review. This report contains the outcomes of the two phases of engagement, which influenced the Second Edition of the Transport Strategy, 2019-2044 , subject to Committee reviews and approvals.

Phase 1a and Phase 1b

These phases included, but were not limited to, engagement with transport and logistics professionals, neighbouring local authorities, early career representatives, Equality, Diversity and Inclusion representatives, City businesses, senior and executive business leaders, hospitality and retail representatives, schools, residents, non-governmental organisations etc.

The following key themes emerged from a number of workshops, events and one to one meetings (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 consider the needs of disabled people, and those 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 for making the Square Mile a desirable destination
- Support for more, and improved walking infrastructure including wider pavements, priority of crossings and improved wayfinding
- Support for maintaining access for essential traffic to the Square Mile freight deliveries, personal 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 participants' 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 nearly 1000 responses were recorded.

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 feedback was incorporated into the draft changes to the Strategy Outcomes and Proposals, which were reviewed by Planning & Transportation Committee in October 2023 and approved for public consultation. .

Phase 2a

This Phase of engagement included the public consultation on the Proposed changes to the Strategy and further engagement on *Proposal 1b: Embed inclusion in our approach to transport planning and delivery*.

Utilising the online engagement platform, Commonplace, stakeholder workshops and public drop-in sessions, over 800 contributions from more than 400 participants were gathered in the seven-week consultation from 16 November 2023 to 7 January 2024. Respondents to the consultation included transport and logistics professionals and groups, neighbouring local authorities, early career representatives, Equality, Diversity and Inclusion representatives, residents, workers and visitors.

Corporation officers also hosted an “Accessibility in the City” event in partnership with City Belonging and Google to discuss accessibility issues in the City of London and gather feedback from businesses and residents. Further targeted engagement with the City of London Access Group, City Corporation Diversity Networks and interested stakeholders was undertaken up to April to inform Proposal 1b.

Key findings from the engagement activities highlight strong support for improving accessibility, fostering inclusivity, and enhancing the public realm. Specific recommendations include better infrastructure for walking and cycling, more natural open spaces, and considerations for the needs of disabled individuals in transport planning. The public consultation phase, facilitated through various platforms and events, demonstrated significant public interest and participation, with many

respondents emphasizing the importance of making City streets safer and more accessible.

Next steps involve incorporating additional feedback, and presenting the revised Transport Strategy Outcomes and Proposals to relevant committees, ensuring alignment with existing policies and strategies.

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 purpose of the Transport Strategy review is 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.

This plan 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 with the City Plan

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.

The City Plan Review has its own Engagement Plan, which sets out the key steps for engaging on the Plan the Statement of Community Involvement and a complementary Developer Engagement Guidance document. 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 includes pre-engagement during a similar period as the Transport Strategy Review. Opportunities to work together on engagement have been taken wherever possible, to minimise meetings and consultation fatigue.

Transport Strategy Review Engagement Objectives

The objectives of this Engagement Plan are to:

1. Identify and engage key stakeholders to understand their needs and priorities.
2. Build on existing relationships and establish new ones, noting that they will vary significantly according to level of engagement and interest.
3. Proactively engage unrepresented groups 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.
7. Ensure that communication and the engagement approach is transparent and inclusive.

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 (EqIA) Version 2.1 to use inclusive language and a wide range of engagement methods, and reasonable adjustments to engage with our communities.

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

- using accessible venues
- hosting hybrid workshops
- offering remuneration for some workshops
- providing aids or services (reasonable adjustments) at workshops and events

- allocating resources to the solicitation and recruitment process to help achieve representation across all protected characteristics
- offering clear written information and using various communication channels and materials – online, hardcopy, large print, presentations
- offering drop in sessions at local libraries or community centres
- offering one to one meetings for interested parties who may be uncomfortable in workshop settings or prefer to talk in private

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

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

Stakeholder Groups

Stakeholders with similar levels of interest and influence have been 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"> • Policy and Resources Committee • 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"> • Senior Leadership Board • Transport Strategy Board • 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 • City of London Police • Neighbouring boroughs
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"> • Business Improvement Districts (BIDs) • Business representative groups e.g., Heart of the City, Active City Network, City Property Association • City of London Access Group • City Resident Associations • National Health Service (NHS) • Trade representative groups, e.g., Licensed Taxi Drivers Association • Modal & special interest groups e.g., London Cycling Campaign, Living Streets, Transport for All
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 • City visitors / tourists



Detail of Information
Interest
Influence

Engagement activities

Inclusion and proportionality of engagement

In planning and delivering our engagement on the Transport Strategy Review, we have sought to involve the full cross-section of the communities that live, work 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 have sought to develop the deepest understanding of our communities' requirements and have ensured that our engagement and consultation activities follow an inclusive approach. 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, have the opportunity to input into the Strategy Review.

We have also sought to ensure venues are accessible and chosen to minimise travel requirements. Meetings were held at times that did not exclude those who may have caring responsibilities. A mixture of virtual and in-person meetings were available. Hybrid meetings have ensured that participants attending in-person and online are given equal opportunity to contribute. However, it was also imperative that we achieved 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, made up most responses in our engagement programme.

Engagement methods

Ongoing engagement took place with all stakeholders, with the public engaged at key points in the process. The engagement approach included regular meetings with internal project steering and working groups to report and discuss project progress. Streets and Walkways Sub-Committee has been the main forum for Member engagement and reviewed progress, steered the project, and advised officers on the review of the Strategy.

Key engagement activities included:

1. Updates for Members of the Streets and Walkways Committee and Planning and Transportation Committee.
2. Focus groups to bring together specific groups of stakeholders, some of whom could have been underrepresented in the wider survey. This approach

allowed the review to take a more focussed look at transport issues and aspects of the emerging strategy.

3. A public sentiment and behaviour survey to understand perceptions on transport and the public realm within the City, and compared 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 updates and gather feedback.
5. Social media 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.
7. Online consultation tool (website) to engage and consult the wider public.

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 to July 2023)
- Phase 1b – Transport Strategy drafting following pre-engagement and informed by Committee Review and approval (April 2023 to November 2023)
- Phase 2a (Consultation) – Stakeholder consultation on proposed changes to Transport Strategy (November to January 2023)
- Phase 2b – Transport Strategy final amendments, Committee review and approvals and Strategy adoption (February to October 2024)

Monitoring and evaluation of engagement

As part of the Transport Strategy engagement activity we evaluated:

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.

A detailed outline of the engagement is presented in Table 2 below, with the engagement activity at each phase of the Review. Further information on the outcomes of the Transport Strategy Engagement can be found in the Progress to Date section.

Table 2: Detailed engagement activity and target groups

Activity	Type and date of events	Target groups
<p><u>Committee updates:</u></p> <p>Updated members central to the delivery of the project.</p> <p>Approvals for consultation activity and changes to Transport Strategy</p>	<p>Phase 1 and Phase 2 engagement</p> <p>Streets & Walkways sub- committee – 8 November 2022</p> <p>Streets & Walkways sub-committee – 23 May 2023</p> <p>Streets & Walkways sub-committee – 9 July 2024</p> <p>Planning & Transportation Committee – 7 March 2023 (City Plan approval for consultation)</p> <p>Planning & Transportation Committee – 3 October 2023</p> <p>Planning & Transportation Committee – 23 July 2024</p> <p>Policy and Resources Committee – 26 September 2024</p> <p>Court of Common Council – 10 October 2024</p>	Decision makers
<p><u>Focus groups and roundtable workshops:</u></p> <p>Bringing stakeholders together to explore themes for discussion.</p> <p>Workshops provided an opportunity to gather feedback and allow stakeholders to hear from each other.</p>	<p>Phase 1 Preliminary engagement</p> <p>Transport Strategy only workshops in November – August 2023.</p> <ul style="list-style-type: none"> • 12 specific focus group and round table workshops 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>City Plan and Transport Strategy workshops invited residents, businesses, students 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 	<p>Primary Stakeholders</p> <p>Actively Interested Stakeholders</p>

	<ul style="list-style-type: none"> • Building in Culture (Destination City) • 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>Phase 2 Consultation</p> <p>Follow-up workshops were held with Industry professional stakeholders, CoLAG members and the ACN board.</p> <p>“Accessibility in the City” event on the 7 Dec 2023 delivered in partnership with Google, City Belonging and Framestore invited City Business to learn and discuss Accessibility barriers in the City of London, communicated the proposed changes to the Accessibility outcome of the Transport Strategy Review and gave participants the opportunity to feedback to officers on Proposals and Outcomes changes.</p>	
<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>Phase 1 Preliminary engagement</p> <p>SYSTRA public sentiment, behaviour and perceptions survey undertaken 28 November - 19 December 2022 targeting workers, residents and visitors to the City of London</p>	<p>Actively Interested Stakeholders</p> <p>Wider Public Engagement</p>
<p><u>Briefings and one to ones:</u></p>	<p>Phase 1 and Phase 2 engagement</p> <p>One to one meetings were held with stakeholders during both phases of engagement / consultation.</p>	<p>Project Advice & Scrutiny Actively Interested</p>

<p>Updated stakeholders central to the delivery of the project and project direction.</p> <p>Attended 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>Examples of one to ones include:</p> <ul style="list-style-type: none"> • Motorcycle Action Group (MAG) in November 2022 and December 2023 • London Cycling Campaign (LCC) in January 2023 • Transport for All in April 2023 • Port of London Authority (PLA) in April 2023 • London Councils in April 2023 • City Bridge Foundation in January 2024 • London E-scooter trial operational board January 2024 <p>One to one meetings invited stakeholder to submit consultation feedback on Proposals via email. More than eight organisations including the BIDs, the City Property Association and Transport for London responded to the Transport Strategy in this way.</p> <p>City Corporation Diversity Networks and Divisions with relevant overlap of Strategies were engaged on Proposal 1b: Embed inclusion in our approach to transport planning and delivery between December and April 2024.</p>	<p>Wider Public Engagement</p>
<p><u>Drop-in sessions:</u></p> <p>Viewing documents or speaking to officers in Guildhall were made possible during the consultation phase.</p> <p>These drop-in sessions were held jointly with City Plan team and were for residents and members.</p>	<p>Phase 2 Consultation</p> <p>12 locally hosted face-to-face drop-in sessions were held throughout November and December 2023. Furthermore, City Corporation officers also joined residents City Question Time and hosted an Accessibility event, which gave participants to give further opportunity for interested parties to gather information, pose questions and give feedback.</p> <p>Barbican Library - Silk St, Barbican, EC2Y 8DS</p> <ul style="list-style-type: none"> • Monday 13 November 11am-2pm • Tuesday 14 November 5pm-7pm • Saturday 25 November 11am-2pm <p>Artizan Library Community Centre - 1 Artizan St, E1 7AF</p>	<p>Primary Stakeholders Actively Interested Stakeholders Wider Public Engagement</p>

	<ul style="list-style-type: none"> Monday 20 November 5pm-7pm Tuesday 21 November 11am-2pm <p>Shoe Lane Library - Hill House, 1 Little New St, EC4A 3JR</p> <ul style="list-style-type: none"> Tuesday 14 November 4.30pm-6.30pm Wednesday 22 November 11am-2pm <p>London Centre - 3 Aldermanbury, EC2V 7HH</p> <ul style="list-style-type: none"> Thursday 23 November 1pm-5pm Tuesday 28 November 11am-2pm <p>Guildhall - North Wing, EC2V 7HH</p> <ul style="list-style-type: none"> Tuesday 5 December 11am-2pm Thursday 7 December 11am-2pm Tuesday 12 December 8am-6pm <p>City Question time - Old Bailey, EC4M 7AN</p> <ul style="list-style-type: none"> Tuesday 14 December <p>Accessibility in the City - 28 Chancery Lane, WC2A 1LB</p> <ul style="list-style-type: none"> Thursday 7 December, 8.30am-10am 	
<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>Phase 1 Preliminary engagement</p> <p>City Plan / Transport Strategy Workshops were advertised on the City Corporation website, City Plan commonplace website, City Corporation e-shot and Fleet Street Newsletter in May.</p> <p>Phase 2 consultation</p> <p>Transport Strategy consultation took a similar approach and the online consultation and drop-in sessions were advertised on:</p> <ul style="list-style-type: none"> Commonplace website City Corporation website City Corporation CoLNET (Internal) City Estates Newsletters 	<p>Primary Stakeholders</p> <p>Actively Interested</p> <p>Wider Public Engagement</p>

	<ul style="list-style-type: none"> • City Resident Newsletter • Dragon Café in the City Newsletter <p>Posters were placed in Local Libraries.</p>	
<p><u>Social Media and Press:</u> 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>Social media was used throughout both Phases, to advertise and raise awareness of the opportunity to engage and feed in views as required.</p> <p>Phase 1 Preliminary engagement</p> <p>ECF workshops were advertised on Social Media Platforms, such as LinkedIn, Eventbrite 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 2023, City AM, City Matters</p> <p>Phase 2 consultation</p> <p>Transport Strategy consultation, drop-ins and workshops were advertised on City Corporation LinkedIn, with further publicity in City Matters published Nov 2023.</p> <p>The consultation was further advertised on the Commonplace website and a social media campaign was run on the following channels including: Facebook and Instagram.</p>	<p>Actively Interested Stakeholders</p> <p>Public</p>

Progress to date

The following section summarises the engagement activity that has taken place over the Transport Strategy Review.

Phase 1: Preliminary engagement and Strategy development with stakeholders

This section covers the preliminary engagement with stakeholders and public took place between November 2022 to July 2023 (Phase 1a). Followed by engagement on the “proposed changes” to Outcomes and Proposals within Transport Strategy between April 2023 and November 2023 (Phase 1b).

Various engagement methods including stakeholder workshops, public drop-in sessions, surveys etc, were used to gather feedback from a wide and demographically diverse variety of workers, commuters, visitors, stakeholders, residents and others.

Focus groups with Engage Communicate and Facilitate

A two-stage focus group programme with Engage Communicate and Facilitate (ECF) 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 representatives
2. Professional and workplace Diversity Network representatives
3. Representatives from City businesses

These focus groups involved 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.
- 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:

1. Targeted focus groups with Senior and Executive Business Leaders and Early Careers Professionals.
2. One-to-one interviews with Disability, Equality and Inclusion representatives, hospitality representatives and retail representatives.
3. 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
 - engaging with diverse communities to understand their views
 - 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 unclear - the most disagreed with of all the positive statements listed in the survey.

70% 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

City Property Association event

On 28 February 2023, 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 workshop

A workshop was held on 27 June 2023 to offer City of London Access Group (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

During the summer of 2023, public engagement was undertaken to inform the development of the City Plan 2040 and the Transport Strategy Review.

Ten public events were held, split between those covering specific themes and those related to the City's seven Key Areas of Change. Below are some key themes that emerged relevant to the Transport Strategy:

- Support for more, and better infrastructure for people walking, using mobility aids and pushchairs/buggies. Suggestions were made to increase pavement widths,

improve wayfinding and crossings, ensure lifts are in working order, ensure dropped kerbs are present and that pavements are continuous and not obstructed.

- Support for more, and better cycle routes and cycle parking infrastructure. In addition to support for encouraging businesses to switch from motor vehicle deliveries to cleaner modes/cargo bikes.
- There was support for more natural, open spaces and public realm to relax and rest with requests for additional amenities including toilets, benches, drinking water and childcare facilities. Urban Greening and increasing climate resilience on our streets and in our public spaces was also discussed. Suggestions included introducing more diverse forms of planting and landscaping, providing more seating areas and dwelling spaces, and promoting the existing open spaces and parks, routes and events happening in the City (and improve connectivity between them).
- Discussions were held on using closure of streets to make public spaces and buildings more welcoming. Suggestions included removing cars from Cheapside with attendees noting that the City's relationship between cars and people is much better than it used to be. There were also expressions of interest for Bank Junction to be similar to Time Square.
- There was support for improving transport connections to the City. Attendees discussed Elizabeth line and made suggestions to improve nighttime transport.
- Support to improve safety and help people feel safe, including improving lighting, upgrading alleyways, activating the ground floor of buildings and hosting events and installations.

All the outcomes of engagement for the public events and the Commonplace engagement platform were reported to Planning and Transportation Committee by the City Plan team in November 2023.

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 (PLA), Transport for All, London

Cycling Campaign, Living Streets, City Bridge Foundation, Heart of the City, London Councils, and the Motorcycle Action Group (MAG).

Each of these stakeholders has provided detailed input specific to their area of expertise which has contributed to the ongoing development of the Transport Strategy.

Stakeholders who sent responses to the Phase 2 consultation via email included:

CoLAG members, the City of London BIDs (including EC BID, Culture Mile, Aldgate and Fleet Street Quarter), City Property Association, London Cycling Campaign, Port of London Authority, UK Coach Operators Association, London Borough of Islington, Transport for London, as well as members of the public.

Phase 2: Stakeholder consultation on proposed changes to Transport Strategy

This section covers the outcomes of the public consultation and further engagement on Proposal 1b: Embed inclusion in our approach to transport planning and delivery (Phase 1a).

Utilising the online Commonplace engagement platform, stakeholder workshops and public drop-in sessions, over 800 contributions from more than 400 participants were gathered. These participants included a wide and demographically diverse variety of industry professional stakeholders, workers, residents and others.

Commonplace online consultation

A seven-week online consultation on the recommended changes to the Transport Strategy Outcomes and Proposals ran from Thursday 16 November 2023 to Sunday 7 January 2024. The consultation invited anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the area to view and comment on the recommended changes. With the choice of providing comments by responding to the questions asked, and/or leaving comments as necessary.

The consultation received responses from over 433 individuals, across the 13 separate surveys (some individuals made more than one contribution). The 'Key Changes' section received the most responses, with the following topics providing the most popular responses:

- revising the Vision and including a new Proposal (Proposal 1b) to take a more inclusive approach section received 384 responses,
- proposed changes to the Cycling section received 386 responses,
- and proposed changes to the Road User Charging section received 352 responses

The changes to the Resilience outcome (18 responses), Innovation benefiting the Square Mile (18 responses) and Delivering the Strategy sections (17 responses) received the lowest number of responses.

The main positive feedback focused on reducing motor traffic, accompanied by endorsement for the ethos of enabling active / sustainable travel and movement, with an anticipated reduction in air pollution. A real focus/prioritisation on people, rather than vehicles, together with public realm and safety improvements for people who walk and/or cycle (creating a more pleasant, healthy and 'people-based' environment in which to move through and spend time in) were also mentioned.

Respondents noted a perceived failure to recognise a practical need for motor transport by some people due to age, mobility issues or circumstance. This linked strongly to the second theme of inequality as a result of restricted motor vehicle access. Responses highlighting a perceived failure to tackle dangerous behaviour by people cycling, were received predominantly from City residents.

In terms of demographics of respondents, the majority of consultation participants (61%) described themselves as a man. 27% described themselves as a woman, 7% preferred not to say and 5% identified as non-binary or another gender. The highest proportion of respondents were aged 55-64 (24%), followed by 45-54 (21%) and 65-74 (20%). 23% of consultation participants indicated a limitation of their day-to-day activities due to a physical or mental health condition or disability. Resident postcodes included SE (16%), N1 (11%) and EC (10%), with an income of over £100,000 the most common response for the household's approximate annual income. It is noted that these socioeconomic circumstances are not reflective of London as a whole and demonstrates that the kind of individuals that engaged with the consultation or have a vested interest in the City may not reflect all that visit or travel through it. Leisure visitors (54%), workers (32%) and business visitors (26%) were the three main connection types to the area.

Two social media campaigns on Facebook & Instagram were supported by Commonplace. The results are shown in

Table 3 and describe the following:

- Impressions: indicate the number of times your content is displayed.
- Landing Page Visits: indicate the number of people who visited the Commonplace website.

- Contributions: indicates the number of comments made on Commonplace website, as a result of the social media campaign.

Table 3: Commonplace social media campaign results

Social Media Campaigns	Impressions	Landing Page Visits	Contributions
28 November to the 11 December	1033075	7895	90
2 January to 7 January	208000	1838	32

Consultation drop-in sessions

12 locally hosted face-to-face drop-in sessions were held throughout November and December 2023 to engage residents, employees, students and visitors in the consultation. Drop-in sessions took place at the City of London Libraries, The City Centre and the Guildhall.

The timings and dates were chosen to coincide with other events, for example:

- Barbican Library consultation drop in on Saturday 25 November took place to coincide with “Rhyme Time” to try and engage with carers and parents.
- Shoe Lane Library consultation time on 22 November took place to coincide with “Rhyme time” and “Dragon Café in the City”.

City Corporation officers also joined “City Question Time” (230 people registered) to engage with residents.

Feedback from drop-in sessions was collated and used to supplement the Commonplace online consultation data.

A Transport Strategy Review Consultation Report will be presented to Streets & Walkways sub-committee on the 14 of May and Planning & Transportation Committee on the 16 May 2024.

Industry professional stakeholder follow-up workshop and one-to-one meetings

To collect feedback from a wide range of stakeholders – including those in the logistics industry, transport associations and professionals, a hybrid online/in-person workshop was held in late November 2023.

The workshop was attended by 26 representatives and Officers updated attendees on the progress made in reviewing the Strategy since the previous stakeholder engagement session in January 2023, giving them the opportunity to feed back the proposed changes. A further plenary session explored the views of attendees on Strategy delivery.

Feedback from drop-in sessions was collated and used to supplement the Commonplace online consultation data.

City of London Access Group follow-up workshops

Workshop was held to facilitate the consultation with CoLAG members on 16 November 2023 and gather feedback on changes to proposals. During the session, the proposed changes to the Transport Strategy were presented by City Corporation, whilst Transport for All facilitated and gathered feedback:

- It was agreed that the addition of the inclusivity proposal, Proposal 1b was a positive change. Members noted that that equity is mentioned and that this is very positive. They also welcomed proposals to improve disability awareness and an understanding that the requirements of different groups of disabled people vary and can at times be contradictory. Members stressed the importance of provide different options as people have different accessibility requirements and communication preferences for engagement. Members also touched on the importance of collecting qualitative data and reporting back to engaged stakeholders on results and monitoring.
- It was noted that the Strategy needs a more consistent use of language reflecting the social model of disability, i.e. “disabled people” instead of “people with disabilities”.
- Members requested further investigation into the use of Walking and Wheeling needed to be carried out before adoption.

- Noted that electric scooters are dangerous, frequently used on pavements, and cause obstruction.
- Concerns were raised around the Strategy's policy aspirations and the practical implementation of proposals.

CoLAG were further engaged on *Proposal 1b: Embed inclusion in our approach to transport planning and delivery* at a workshop on the 19 January 2024.

- Members highlighted support for several aspects of the proposal, including:
 - the idea of inclusion as a shared responsibility between the public and the City Corporation.
 - more robust and transparent Equality Impact Assessments (EQIAs)
 - additional training and improving disability awareness
 - having regard to the fact that equity is not the same as equality and that our approach will work aim to provide additional support to those who need it most
 - CoLSAT (City of London Street Accessibility Tool) and encouraging more people to use it
 - Adopting the social model of disability in language (e.g. disabled people, not people with disabilities)
- Members requested the City appoint an accountable officer for inclusion and/or accessibility to act as a main point of contact to champion accessibility and deal with related issues when they arise.
- Members noted transparency and accountability are both key to the delivery of the strategy and expressed support for ensuring there are appropriate communication channels with the right officers at the City Corporation.
- Members requested the Strategy focus on removing more than just physical barriers to inclusivity and accessibility (e.g. socio-economic barriers and perceptions).
- Members requested the Strategy to do more to influence better behaviours and support the City of London Police to improve safety and the feeling of safety.

- Members expressed a desire for an “operational plan” that would outline how compliance and monitoring of actions within this proposal are tracked and reported

Accessibility in the City event

Accessibility in the City event on the 7 Dec 2023, held in Partnership with Google, City Belonging, Framestore, Fieldfisher and others invited City Business to learn and discuss Accessibility barriers in the City, the proposed changes to the Transport Strategy and feedback to Officers on changes to the Strategy Proposals and Outcomes.

70 people from around 50 organisations registered to attend the event and main themes from the event highlighted the need to:

- promote a culture of inclusivity at work and in our policies
- continue to work together to improve street, transport and workplace accessibility to encourage behaviour change and equitable access to all
- encourage community participation and engagement

Further engagement on Proposal 1b

Internal City Corporation Divisions, Sections and Diversity Networks were engaged to review Proposal 1 in January and February 2024. Our Equal Opportunities Statement notes that *“The City Corporation’s vision is to build and support strong, sustainable and cohesive communities by ensuring our policies, processes and employment are inclusive”*. Thus it was important to engage with the Networks and Divisions where there was evident overlap of Equality Diversity and Inclusion ambitions and strategies.

Feedback was received from Chairs of the following:

- the Young Employees Network,
- the Carers and Parents Network,
- the City of London Ethnicity & Race Network,
- the Multi-Faith Staff Network,
- the Women’s Inclusive Network,
- the City Pride Network,
- and the Social Mobility Network,
- Equality Diversity and Inclusion Team,
- City Plan Team,
- Transportation and Public Realm Team,

All were supportive of the Proposal and its ambitions and noted the importance to align the Proposal with existing policies or strategies for coherence, identifying how inclusivity goals will be achieved, showing a holistic approach across the City Corporation.

Network Chairs noted a lack of “representation” of certain groups in our wording in this Proposal and though the original Strategy. There is strong support for the addition of more (clearly defined) protected characteristics groups.

Next Steps

Stakeholder engagement and feedback has been incorporated in the final draft changes to the Transport Strategy Outcomes and Proposals. These changes will be presented to the Streets & Walkways Sub-Committee and Planning & Transportation Committee in July 2024.

We will work with our partners and stakeholders to inform any further changes resulting from our Committees.

The Equality Impact Assessment will be reviewed in line with the proposed changes to the Strategy resulting from the public consultation in line with the Public Sector Equality Duty (PSED) and the Equality Act 2010

Appendix

Appendix 1: Engagement phases and main tasks

Appendix 2: List of stakeholders engaged in the Transport Strategy from 2022 to February 2024

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 Undertake thematic focus group workshops (first round) Prepare website and social media material as required	Project Advice and Scrutiny Actively Interested Stakeholders	November 2022 November 2022 June – September 2023	✓ ✓ ✓	✓ ✓

Purpose	Activity/Deliverables	Stakeholder Group	Dates	Transport Strategy	City Plan
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	Decision makers	May 2023	✓	
	Reporting Phase 1a engagement results and headline strategy amendments to Planning & Transportation Committee		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/January 2024	✓	
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/January 2024	✓	
Consultation with stakeholders on Draft Strategy, building on earlier engagement work.	Roundtable workshop session	Primary Stakeholders	November/January 2024	✓	

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 to Streets and Walkways Committee	Decision Makers	July 2024		
Committee Reporting	Reporting Phase 2a draft final Strategy to Planning & Transportation Committee	Decision Makers	July 2024		
Committee Reporting	Policy and Resources Committee	Decision Makers	September 2024		
Committee Reporting	Court of Common Council	Decision Makers	October 2024		
Development and publication	Revised Strategy published online	N/A	November 2024		

Appendix 2: List of stakeholders engaged in the Transport Strategy Review from November 2022 to April 2024.

City Corporation Departments, Divisions and Diversity Networks

City Bridge Foundation

Children and Community Services

City Corporation Carers and Parents Diversity Network

City Corporation City of London Ethnicity and Race Staff Network

City Corporation Disability, Ability and Wellbeing Network

City Corporation Equality, Diversity and Inclusion team

City Corporation Multi-Faith Staff Network

City Corporation Public Health

City Corporation Social Mobility Network

City Corporation Women's Inclusive Network

City Corporation Young Employees Network

City Corporation Highways Division

City of London Ethnicity & Race Network

City of London Police Enabling Network

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.

City Plan and Planning Division

Climate Action Strategy Team

Corporate Strategy and Performance Team

Destination City Team

Air Quality Team

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)

Public agencies and professional groups

Action Vision Zero

Brewery Logistics Group

City Bridge Trust
City Bridge Foundation
City Property Association (CPA)
City Youth Forum
City of London Access Group (CoLAG)
City of London Cycling Association
E-scooter trial operational board
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 (LCC)
London Travel Watch
Momentum Transport
Motorcycle Industry Association (MCIA)
Motorcycle Action Group (MAG)
Network Rail
Port of London Authority
Road Haulage Association
Royal National Institute of Blind People (RNIB)
Solace Women's Aid
Transport for All (TFA)
Transport for London
UK Coach Operators Association
United Cabbies Group

National Health Services

St Bartholomew's Hospital
NHS Green travel sub group

Business Improvement Districts

Cheapside Business Alliance

Chancery Lane Association/Primera
Aldgate Partnership
Eastern Cluster Partnership
Culture Mile Partnership
Fleet Street Quarter

City of London Schools

City of London Boys School
City of London School for Girls

Neighbouring Local Authorities

London Borough of Southwark
Camden Council
Hackney Council
London Borough of Islington
Westminster City Council
London Borough of Lambeth
London Borough of Tower Hamlets

Businesses*

Allen Overy
Brookfield Properties
McCann
British Land
Baker McKenzie
Spice Design
Brookfield Properties
Broadgate Estates
Momentum Consultancy
Nomura
Fieldfisher
Land Securities
John Lewis
Metro Bank
Freshfields
Dawai Capital Markets
Weightmans LLP
Pedal Me

Spice Design
Arcadis LLP
Royal Bank of Canada

[\[1\] *197 businesses invited to engage in the ECF workshops, furthermore a suite of businesses were invited to engage with the City Plan and Transport Strategy Workshops, approximately 1200 individuals were invited to the Accessibility event through the 'City Belonging' mailing list.](#)

City Residents Associations

Golden Lane Estate Residents Association
Barbican Association
Middlesex Street Estate Residents Association

Accessibility in the City (registered businesses and professionals)

AbilityNet
Aldgate Connect / Cheapside Business Alliance
Allen & Overy
Arup
Barbican centre
Bates Wells
BJSS
BNY Mellon
City Corporation
City of London Access Group
City of London Police
CMC Markets
De Montfort University
ERM - First Option
Fidelity
Fieldfisher LLP
Fleet Street Quarter
Google
Harshita Patel
Hays
Hiscox
Irwin Mitchell
Kennedys
LGIM
Mediorite

Mercer Limited
MS Amlin
MSF UK
Nanyang Technological University, Singapore
Natixis
Phoenix
Portfolio Career
RBC
Saffery
Schroders
SEAM Advisory
Slaughter and May
The Barbican
The Helen Hamlyn Centre for Design, RCA
The Lord Mayor's Appeal
The Phoenix Group
Transport For London
TT Group
Uptree
VINCENT BURKE COMMUNICATIONS
WCIT
Wells Fargo
We Swim
WSPUK

Please note the public consultation included additional responses from individuals who live, work, visit and study in the City of London.



City of London Transport Strategy Review Consultation Report

Department of Environment

July 2024

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Introduction to the Report

This report summarises feedback received during the public consultation on the City of London Corporation's Transport Strategy Review and the response to this feedback.

In some instances respondents commented on proposals in the Strategy with no proposed changes. For completeness, we have included these comments in our analysis and this report.

The analysis of responses has covered all methods of communication and engagement during the consultation period. This included correspondence from organisations, stakeholder workshops, one to one meetings and the online consultation through the Commonplace platform.

We have reviewed all comments, and several Outcomes and Proposals have been updated, providing further detail or clarity based on stakeholder feedback, however, no significant changes are considered necessary.

Consultation Methodology

Utilising the Commonplace engagement platform, a seven-week consultation on the proposed changes to the Strategy ran from Thursday 16 November 2023 to Sunday 7 January 2024 (inclusive). The consultation was open to anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the City. A stakeholder workshop was held in late November, this was attended by representatives from businesses, interest groups, neighbouring London boroughs and Transport for London (TfL) and St Bartholomew's Hospital, Barts Health NHS Trust

Drop-in sessions were held in a number of public buildings (the Guildhall, libraries etc) throughout November and December 2023. These were attended mostly by residents. Officers also attended the City Residents' meeting in the Old Bailey in December 2023.

Feedback from all of these sources are included in this report.

The Commonplace consultation received responses from over 400 individuals (some individuals made more than one contribution). The 'Key Changes' section received the most responses and in particular key changes relating to becoming more inclusive (384 responses), to the Cycling Outcome (386 responses) and to Road User Charging (352 responses). More details sections covering each outcome all received fewer than 60 responses, with Resilient Streets (18 responses), Innovation Benefiting the Square Mile (18 responses) and Delivering the Strategy sections (17 responses) receiving the fewest responses.

Organisations that responded through Commonplace :

- Action Vision Zero
- London Living Streets
- St Bartholomew's Hospital and NHS Trust
- United Cabbies Group
- UK Coach Operators Association

Organisations that responded direct in writing:

- City Property Association
- City of London Business Improvement Districts (BIDs gave a collective response, for “*Aldgate Connect BID, Cheapside Business Alliance, Culture Mile BID, EC BID, Fleet Street Quarter BID*”,)
- Members of the City of London Access Group (CoLAG), (with additional workshop)
- London Cycling Campaign
- Motorcycle Action Group
- Port of London Authority
- Transport for London (TfL)
- UK Coach Operators Association (and via Commonplace, see above)

In terms of demographics of respondents on the Commonplace platform, the majority of consultation participants (61%) described themselves as a man. 27% described themselves as a woman, 7% preferred not to say and 5% identified as non-binary or another gender. The highest proportion of respondents were 55-64 (24%), followed by 45-54 (21%) and 65-74 (20%). 23% of consultation participants indicated their day-to-day activities are limited due to a physical or mental health condition or disability. The most common postcodes for place of residence were SE (16%), N1 (11%) and EC (10%). An income of over £100,000 was the most common response for the household's approximate annual income. Leisure visitors (54%), workers (32%) and business visitors (26%) were the three main connection types to the area.

Commonplace's report on the consultation is available at www.cityoflondon.gov.uk/transportstrategy.

Focus of the Strategy

Other than changes to the cycling outcome to include other micromobility modes, changes to the overall approach and focus of the Strategy were limited. However, we still asked for feedback on the Transport Strategy continuing to focus on:

- Prioritising the needs of people walking and wheeling, make streets more accessible and deliver high quality public realm
- Making the most efficient and effective use of street space by reducing motor traffic, including the number of delivery and servicing vehicles
- Ensuring that no one is killed or seriously injured while travelling on our streets, including through measures to deliver safer streets and reduce speeds
- Enabling more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant
- Improving air quality and reduce noise, including by encouraging and enabling the switch to zero emission capable vehicles.

58% (198) of consultation respondents agreed that the activity described above should remain the focus of the Strategy. 33% (113) of respondents disagreed. 342 people responded to this question.

Expressions of support for the focus of the Strategy.

The main positive feedback focused on reducing motor traffic (33 comments), accompanied by applause for the ethos of enabling active/sustainable travel and movement (32), with an anticipated reduction in air pollution (30). A real focus/prioritisation on people, rather than vehicles, together with public realm (30) and safety improvements for people who walk and/or cycle (28) (creating a more pleasant, healthy and 'people-based' environment in which to move through and spend time in) were additionally mentioned. Improved safety (22) and health (15) also featured.

- **TfL** expressed support for the strategy overall, including commitment to Healthy Streets approach and delivery and the Vision Zero targets, which support the Mayor's Transport Strategy.
- The **CPA** commented supporting the overall ambition and asking us to go further with changes that prioritise people walking and wheeling and not to undermine this with responding to minority needs.
- The **City BIDs** noted support for overall approach and many of its proposals, supporting walking and wheeling remaining as the top priorities to be considered in designing and managing streets.

Expressions of opposition to the focus of the Strategy

The top theme focused on a perceived failure to recognise a practical need for motor transport (28 comments) by some people due to age, mobility issues or circumstance. This linked strongly to the second theme of inequality as a result of restricted motor access (22). The third most frequent theme was a perceived failure to address inconsiderate and poor cycling behaviour (21).

Vision and the addition of Proposal 1b: Embed inclusion in our approach to transport planning and delivery

The Transport Strategy seeks to make explicit the City Corporation's commitment to ensuring our streets and public spaces are welcoming and inclusive by introducing a new overarching Proposal. **Proposal 1b: Embed inclusion in our approach to transport planning and delivery.**

Proposal 1b will sit alongside Proposal 1a: Embed the Healthy Streets Approach and will inform the delivery of all other proposals. It will set out our method to considering all protected characteristics and socio-economic impacts when planning and making changes to our streets. It supports processes for inclusive engagement and consultation, inclusive design and for assessing the positive and negative impacts of projects (and services) we intend to implement through Equality Impact Assessments (EqIA) and the Public Sector Equality Duty (PSED). It also ensures we challenge and support ourselves and our delivery partners in developing best practice in regard to inclusive policy-making and design.

It was important that the Vision of the Transport Strategy be revised to reflect the addition of Proposal 1b and the emphasis on 'inclusiveness', which goes beyond accessibility. Hence, it was proposed that the Vision be updated to: *'Streets that inspire and delight, world-class connections and a Square Mile that is inclusive and accessible to all'*.

Key change - feedback on changing the Vision and the addition of Proposal 1b.

Feedback was received from a number of stakeholders in person at workshops, meetings, drop-in sessions and through written communication via email and the online consultation.

The ethos of promoting greater inclusivity through revisions to the Vision and the new Proposal 1b (Proposal 1b: Embed inclusion in our approach to transport planning and delivery) was welcomed by a number of stakeholders who regarded this as an important and forward-thinking step. It was felt that Proposal 1b showed clear alignment with the ambitions and the promotion of equality. Within this theme some gave praise that the Proposal seeks to ensure all voices are heard, showing commitment to remove barriers in the design stage and promote equity.

The online consultation attracted responses from 384 people. More than half (53%) agreed with revising the Vision and including Proposal 1b to take a more inclusive approach, 108 online respondents (28%) disagreed. Looking at demographic group

differences, respondents who cycle and women were higher than average in recording support for revising the Vision and increasing inclusivity.

Members of the **City of London Access Group**, members of the **City Property Association**, the **UK Coach Operators Association** and **St Bartholomew's Hospital, Barts Health NHS Trust** all supported the additional of Proposal 1b to the strategy. Online consultation respondents left 78 positive comments noting that they considered this proposal an important, positive and forward-thinking step to improve inclusivity and equity in the City. It was recognised that reducing traffic, street closures and implementing pedestrian priority streets can be a significant benefit to society and certain protected characteristic groups. Additional supportive feedback from the open drop-in sessions and workshops included:

- recognising the need to consider all members of society during service delivery
- encouraging EDI training for all City Corporation staff, and especially those who are involved with delivering the Transport Strategy

Engagement **with City Corporation Equality, Diversity and Inclusion officers** and leads of the **City Corporation Staff Diversity Networks** indicate they are supportive of the addition of Proposal 1b to the Strategy. These groups are:

- the Young Employees Network,
- the Carers and Parents Network,
- the City of London Ethnicity & Race Network,
- the Multi-Faith Staff Network,
- the Women's Inclusive Network
- the City Pride Network,
- and the Social Mobility Network

Consulting a wide diversity of voices and experiences has been key to informing Proposal 1b. It has shown there is strong support for the addition of Proposal 1b and a call for the City Corporation to be more specific regarding accessibility, safety and inclusivity objectives.

A number of respondents made requests for more inclusive language, requests for language to follow the Social Model of Disability, and requests to include further references and representation of protected characteristics and other groups in the Strategy.

Expressions of opposition to the proposed changes

108 online respondents (28%) disagreed with revising the Vision and including Proposal 1b to take a more inclusive approach.

Those who use private transport (Private transport' includes car drivers/passengers and powered 2 wheeler riders) were lower than average in terms of support for the proposal changes.

Comments from online consultation respondents related to concerns that the Transport Strategy's ambition to reduce motor traffic was not achievable or inclusive. Respondents noted concerns that street closures and restrictions have negative impacts on accessibility (and do not strengthen inclusivity), especially for disabled people and those who need motorised access.

Some respondents also felt that the change was an unnecessary revision and represented "vague terminology" and "box-ticking semantics".

Summary responses and changes.

The Strategy recognises that restrictions on motor traffic may negatively affect some disabled people, older people, pregnant people, those who care for infants and/or young children or those who may find it difficult to walk. It also acknowledges that for many people with accessibility requirements, vehicle access remains necessary to maintain even a low level of personal mobility and independence. The Proposals in Outcome 2 have already been updated to acknowledge this and we will ensure these requirements are considered through the Equalities Impact Assessment process (under Proposal 1b). Access to properties is retained within all our proposals, although it is recognised that restrictions may impact the route options to a location and make some journeys longer.

The measures on reducing traffic are core to the Transport Strategy and the City Corporation's commitment to increase active travel, improve air quality and improve health and wellbeing, as well as supporting Vision Zero, Climate Action Strategy and City Plan ambitions. Taking a proactive approach to reducing motor traffic, making the best and most efficient use of street space and continuing to improve accessibility are central to the delivery of the Transport Strategy. Mitigating the impact will be covered in decisions through the EqIA process. Whilst recognising some of the negative impact on those with protected characteristics, the overall approach to removal of traffic creates a safer more comfortable environment for people while moving around the City, including older and disabled people.

The concerns raised by respondents reinforce the need for Proposal 1b to assist with identifying and mitigating impacts. Proposal 1b makes explicit our commitment to taking an inclusive approach to all transport and public realm project delivery and policy-making.

As many of the opposition comments expressed concerns about decreasing accessibility and not considering the needs of disabled people, it is important to note that we have retained 'Outcome 3: The Square Mile is Accessible to all' and its constituent Proposals. These are dedicated to improving accessibility of our streets and reflect the priority to maintain our focus on removing barriers to travel in and around the Square Mile.

An Action Plan will be developed in collaboration with our stakeholders to review our ambitions and set out steps that can be implemented, and monitored against a timeline. This will meet our new commitments around being more transparent and accountable as we develop and implement the Transport Strategy. We will report on progress in the Transport Strategy Annual Report.

We have **updated** the introductory text with context on:

- Our Action Plan and how we will develop and grow our understanding of inclusivity
- How Proposal 1b will support corporate EDI objectives, Corporate Plan other City Corporation Strategies and Policies for coherence

We have **updated** the wording of Proposal 1b and Inclusion Principles to:

- Clarify accountability mechanisms for championing and monitoring progress
- Acknowledge the diversity of our communities and make reference to specific personal experiences
- Take the opportunity to name protected groups where possible, so everyone sees themselves in our ambitions in our Inclusion Principles.
- Simplify the language
- Review the language in the Strategy to follow the Social Model of Disability
- Name all protected groups in the Proposal text, and take the opportunity to identify benefits to specific groups where appropriate so everyone sees themselves in our ambitions
- Provide more references to Equity
- Provide definitions of terms, in a glossary.

We acknowledge our stakeholders' desires for more detail on training. This can be considered further during the development of the Action Plan. Corporate Plan objectives also identify staff and member training as necessary and will report on progress.

Proposal 1b has been well researched and modelled off guidance developed by the UN Secretariat for the Convention on the Rights of Persons with Disabilities, the Cities for All Global Campaign on Inclusive and Accessible Cities, and Oxford University's Inclusive Cities Framework and other national guidance, policies or strategies for coherence, the ambition is important to set to change culture and attitudes.

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

Walking is, and will remain, the main way that people travel around the Square Mile. We want people walking in the City to feel that their needs have been prioritised. By delivering this Strategy we will make the experience of walking on our streets a more enjoyable and rewarding experience – a great way to travel and to discover all that the City has to offer.

Fewer and cleaner motor vehicles will mean that streets are less dominated by traffic and easier to cross. People driving and riding in the City will recognise the Square Mile as a place where people on foot come first – they will travel slowly and be prepared to give way to people walking.

Respondents were asked to indicate their support or opposition to the proposed changes under Outcome 1 – outcome name, proposals 1-10. A summary of proposed changes to the text of Proposals 1 - 10 are listed below.

- Update the language to be more considerate and inclusive, for example we propose to adopt “walking and wheeling” across all of our proposals. Using ‘walking and wheeling’ together is advocated by Active Travel England, Wheels for Wellbeing, Transport for All, Sustrans, Mobility and Access Committee in Scotland and more, as it includes people who use mobility aids on our streets.
- Deliver new pedestrian priority routes going from east to west and north to south (Figure 5 shows future commitments to priority routes).
- Deliver new pedestrian priority routes through the Healthy Streets Plans and seek to make our streets safer, easier to cross, and more accessible in partnership with Transport for London. In places we will re-allocate more space to people walking in wheeling, from motor traffic, by widening pavements and reducing space for traffic.
- Refer to the ambitions of the City’s 2020 Climate Action Strategy (CAS) and Biodiversity Action Plan 2021-2026, which commit to implementing more greenery into the City’s streets and public spaces, including planting an additional 100 trees by 2025.
- Update and maintain Legible London maps and directional signs across the Square Mile, including reference to accessible routes and lifts where possible. We will explore the potential for additional wayfinding to support Destination City activity. Improve the experience of spending time on the City’s streets by identifying temporary and permanent opportunities to integrate exercise and play, planting and greening, art installations, and more seating for people.

Key change - feedback on a change of language to reference ‘wheeling’ to include people who use wheelchairs, mobility scooters and other wheeled mobility aids

On the key change flagged in this Outcome, almost 60% (189) of 315 respondents to this question agreed with the proposal to extend ‘walking’ language to include ‘walking and wheeling’. 21% (66) disagreed.

Looking at demographic differences, those who cycle and younger people were slightly more supportive of this proposed language change compared to other groups. Private transport users were less supportive than average.

Feedback on the Proposals and other proposed changes to the ‘Square Mile’s Streets are a great place to walk, wheel and spend time’ Outcome.

50 people responded to the general question on whether they supported changes to proposals within this Outcome with overall agreement at 54%, 32% disagreed.

All of the other questions asked in this outcome received positive feedback.

- 65% (30) of consultation participants agreed with the proposal to reallocate more street space to people walking and wheeling, alongside the improvement of pedestrian routes (Proposal 2)
- Public realm improvements, together with the renewal and rejuvenation of spaces proved a particularly popular proposal – welcomed by 75% (34) of consultation participants (Proposal 7)
- Greening and tree planting – in the context of meeting the Climate Action Strategy ambition – also proved a popular proposal, receiving a positive response by 74% (33) of consultation participants (Proposal 8).

Further comments included concentrating tree planting and greening on streets, as well as small parks where they are needed most for their cooling effect and significant boost to wellbeing.

Expressions of support for the proposed changes

27 people online and the organisations listed below expressed their support or agreed with the changes proposed to these Proposals within this Outcome:

- City of London Business Improvement Districts (BIDs)

- City Property Association (CPA)
- Port of London Authority (PLA)

Some of those respondents highlighted particular reasons for their support, including:

- The **CPA** welcomed the general approach and in particular pedestrian priority streets, upgrades to crossing points and connections to the riverside walking route, and creating accessible walking and wheeling routes across the City. They support temporary public space creation to demonstrate the benefits of long term schemes (such as the 'Lunchtime Streets' programme)
- The **PLA** welcomed the aim that a series of north-south and east-west routes will provide improved walking, wheeling, and cycling connections to key attractions, destinations and public spaces, including to link to the various bridges across the River Thames within the City as well as east-west along the Thames Path.

The online comments included:

- Positive proposals contributing to a healthy society, with improved living, air quality.
- Reducing motorised traffic.
- Promoting a walk, wheel and cycle ethos.
- A radical, forward-thinking set of ambitions in the context of a climate emergency.
- Retaining the original essence of the proposals whilst making them more inclusive.
- Providing an oasis of resting and relaxing space for residents, visitors and wildlife.

A number of outcome level comments included suggestions to further enhance the network of walking and wheeling routes and general quality of public realm, including working closely with BIDs and other local stakeholders to help deliver improvements.

Supportive comments on proposal with no proposed change

Further comments were made on proposals which had no proposed changes, stating support and encouraging us to deliver those actions and proposals. **TfL** supported improvements to pavement widening that should be advanced as far as possible, even if not able to achieve the desirable comfort levels (Pedestrian Comfort Level B+) (proposal 2). **LCC** requested further temporary link enhancements which could be delivered pending full enhancement of the cycle network (proposal 2).

LCC stated that access to the riverside could be improved immediately by re-opening the gate on Upper Thames St at Puddle Dock. With a crossing point this would be a key element in improving step-free access to the City of London School, as well as the riverfront. **CPA** also supported improvements to the riverside walking route, and in particular upgrades / improvements to the crossing points (proposal 3)

The **PLA** broadly supported proposal 3 but recommended that the City's own Riverside Strategy should be brought into the Transport Strategy, specifically referencing the importance of river safety in any enhancement works.

The City of London BIDs suggested proposal 6 should be expanded, recommending the use of public art should be considered to help wayfinding and compliment Legible London maps, with the Barbican explicitly mentioned as an appropriate location for this.

The **CPA** were keen to see more public space in the City. They note that traffic reductions over the last few years should provide the opportunity to free up and reallocate space once used for car parking and traffic and to create new and vibrant public spaces. They noted that they would like to see the City Corporation go further including pedestrianising City streets with low traffic volumes where appropriate (proposal 7).

Action Vision Zero stated that missing from this outcome was a vision for walking that is unique and personal to the City. Action Vision Zero commented that there was an opportunity for parts of the City to become car-free at the weekend.

Requests to improve littering and cleansing standards also came up in few comments.

Expressions of opposition to the proposed changes

United Cabbies Group (UCG) felt that the City Corporation was inappropriately prioritising people that wheel over those with disabilities/mobility issues who are unable to wheel.

16 online respondents did not support the changes within this Outcome. Some of their reasons were:

- Increasing space for active travel will increase congestion and air pollution.
- Prioritising people who walk over those who cycle.
- Decreasing public safety.
- Lack of access to taxis.

- Anti-motorist.

Most negative comments received were challenging the level of priority given to walking and wheeling, and expressing concern that there is a need for motor vehicles to move around city streets.

Summary responses and changes

The priorities set out in the strategy putting those walking and wheeling first, reflects the fact that walking and wheeling are the main way that people travel around the City. Access by vehicle to all locations is possible for those who cannot walk, however we accept that for some locations the journey may be made longer due to reallocation of street space or access restrictions.

The Strategy already commits to a programme of Healthy Streets minor schemes, which deliver improvements on walking routes, including those to the riverside. We will continue to work with TfL to provide pedestrian / walking and wheeling links to the Thames path.

Work with Destination City team and BIDs is intended to explore and maximise partnership opportunities. Detailed plans will be provided in the Transport Strategy 5yr Delivery Plan.

No changes will be made to proposals in this outcome.

Outcome 2: Street Space is used more efficiently and effectively

We want the use of the Square Mile's streets to better match the priorities of residents, workers and businesses. Street space will be used more efficiently, with more space and time provided for people walking, cycling and travelling by bus. General reductions in the number of motor vehicles will help reduce delays for the essential traffic that remains.

Some streets will be used in different ways at different times of the day. For example, by providing space for people to walk and relax during the day, while allowing deliveries overnight. Temporary closures of streets to motor vehicles will provide opportunities for cultural and community events or simply enjoying the City. The kerbside will also be used more dynamically and effectively, with commercial vehicles having priority access to parking and loading no longer causing an obstruction, particularly at the busiest times of day.

Respondents were asked to indicate their support or opposition to the proposals under Outcome 2 – Street Space is used more efficiently and effectively (proposals 11-15). A summary of proposed changes to the text of Proposals 11 - 15 are listed below.

- Update to make explicit that we will retain access to streets for essential traffic. We will also recognise that restrictions on motor traffic can result in longer journeys and may negatively affect a proportion of people who are disabled, and others who have mobility impairments. The extent of restrictions and types of vehicles excluded will be decided on a case-by-case basis, applying the approaches outlined for inclusivity, walking and wheeling and in accordance with the street hierarchy
- Complete and develop a number of Healthy Streets Plans by 2027 (shown in Figure 7 of the Transport Strategy) and commit to reviewing these every 10 years
- Remove the commitment to developing a road user charging mechanism specific to the City of London (like a local 'congestion' charge), and instead commit to support the Mayor of London and TfL on the development of a London wide charging mechanism
- Remove "Proposal 15: Support and champion the 'Turning the Corner' campaign" as these principles were incorporated into the revised Highway Code January 2022. Motor vehicles are now required to give way to people walking and cycling when turning left into a side street
- Commit to monitoring the numbers of private hire vehicles (PHVs) operating in the City and support TfL's approach to managing the number of PHVs operating in London to an appropriate level.

Key change - feedback on our approach to road user charging in the City

In the Key Questions section, we asked for feedback on our approach to road user charging as part of the Strategy. This involved removing the commitment to developing a road user charging mechanism specific to the City of London (a local ‘congestion’ charge), and instead committing to support the Mayor of London and Transport for London on the development of a London wide charging system. 352 people responded to this question, and the views on proposals for road user charging were split, with 42% in agreement, compared to almost 40% against.

Comparison of support across the demographic groups, showed those that walk and cycle being more supportive than average. Whereas private vehicle users and taxi/PHV drivers and passengers, along with those whose day-to-day activities were limited by a physical/mental health condition or disability showed lower than average support for this proposal.

When reviewing the comments for the key change, support for a uniform charge across all central London was welcomed, rather than having a separate road user charge in the Square Mile. However, some respondents felt that there was a lack of certainty that the Mayor’s proposal for this was likely to be delivered.

Feedback on the changes to Proposals within the ‘Street Space is used more efficiently and effectively’ Outcome

39 people responded to this question and there was mixed opinion on the proposed changes to the efficient use of street space Outcome. Just under half (49%) of consultation participants agreed with the Proposal changes, countered by 40% who disagreed with them.

Expressions of support for the proposed changes

19 people and the organisations listed below expressed their support for changes to proposals within this Outcome but made no specific requests for changes. Some of the online respondents highlighted particular reasons for their support, including:

- A genuine commitment to reprioritising street use
- Considering people before profits
- Making the city easier to walk in and around
- Monitoring the use of private hire vehicles

- An opportunity to tackle unlawful e-scooter/e-bike usage.

Other comments of support for continuing or enhancing the approach already set out in the Transport Strategy were made including, **City of London BIDs** supported the 10-year horizon for Healthy Streets Plans (HSPs) (proposal 11) but would welcome a 5-year interim review to ensure progress is on track. They requested that BIDs are consulted at the very early stages of design development to ensure that BID public realm strategies can align closely with HSPs.

The **PLA** supported the proposal to prepare a Healthy Streets Plan for the City Riverside Area by 2027 (proposal 11). The **City Bridge Foundation** made representation to seek support for traffic reduction on Tower Bridge, particularly for larger vehicles. (proposal 11).

Expressions of opposition to the proposed changes

15 people (39% of 39 respondents) disagreed with the changes to proposals in this outcome. When reviewing the detailed comments, it is likely that a number of those disagreeing with the proposed change to support the next generation of road user charging did not agree with any form of road user charging. Some of those opposing the change to the City's road user charging principle, were noting concern about the reduction in tools/mechanisms to deliver traffic reduction committed to in the City's own targets and felt that there was considerable uncertainty around a London wide scheme being delivered.

Many of the comments directed at changes in proposal 11 (key change) to road user charging were around the impact on businesses of any road user charging system. Others noted the view that these (systems) were 'only' additional taxation of motorists and money generating schemes.

Motorcycle Action Group (MAG) stated that the City Corporation's decision to classify powered two wheelers as 'general traffic' alongside cars is irrational and ultimately counterproductive to the City's aims (Approach to managing traffic and Access).

Other online respondents highlighted particular reasons for their opposition, including:

- Making London more restricted and less welcoming
- Restricting road access and individual movement
- Discriminating against car drivers and those who cannot walk/cycle long distances

- Black cab accessibility should not be restricted
- No consideration of motorcycles.

Summary Responses and Changes

Traffic reduction measures are core to delivering the benefits of the Strategy, including creating more space for walking and wheeling, greening and public realm improvements.

Changes to vehicles access and traffic reduction are key to achieving more and better space for walking and wheeling, as well as other outcomes. Access by vehicle to all locations is possible for those who cannot walk or wheel. We accept that for some, the journey may be made longer due to reallocation of street space or point access restrictions. We endeavour to find app-based solutions when available, to providing taxi access for disabled passengers through restrictions.

We consider that the next generation of road user charging will give the opportunity to explore more targeted approaches to road pricing and therefore traffic reduction. The revised proposal 11 includes the commitment to working with TfL to develop the next generation of road user charging. The next generation of charging should overcome some of the limitations of the congestion charge, being capable of being more sensitive to location, user type, and distance travelled.

Whilst the Mayor of London has not set a target date for a new road user charge scheme, he has initiated engagement and commenced discussion on options and objectives, which the City is participating in.

No further changes will be made to the proposals in this outcome.

We have **updated** the classification for powered two wheelers (PTWs) and others in DVLA class L1, in the text setting out how we approach **Managing Traffic Movement and Access**.

Outcome 3: The Square Mile is accessible to all

The City of London Corporation will continue to work towards ensuring everybody is able to travel easily, comfortably and confidently to and around the Square Mile. This includes supporting and championing accessibility improvements to Underground stations, offering opportunities for people to stop and rest, and continuing to remove obstacles to walking, wheeling and cycling.

The Strategy will continue to ensure pavements and crossings are not obstructed and are designed to be smooth, level and wide enough to avoid uncomfortable crowding wherever possible. The City of London Corporation will continue to work collaboratively with partners, residents, and stakeholders representing the needs of different street users when designing streets, and make spaces that are usable by everyone, regardless of age, ability and circumstance.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 3 – The Square Mile is accessible to all. A summary of proposed changes to the text of Proposals 16-19 are listed below.

- Remove the commitment to create a City of London Street Accessibility Standard, as we have now developed the City of London Street Accessibility Tool (CoLSAT). The tool enables street designers to easily identify how street features impact on the different needs of disabled people and identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets. We will apply CoLSAT to all projects on-street and in the public realm, and we will encourage developers and partners to use it during their own design and planning process.
- Update our commitments with reference to additional dockless bikes and scooter use in the Square Mile. Ensuring partnership working encourages safer and more inclusive behaviours, and ensures that people parking cycles and e-scooters do not cause obstruction on our pavements.
- Remove "Proposal 18: Keep pedestrian crossings clear of vehicles". This proposal is no longer considered necessary as existing legislation includes 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.
- Support accessibility improvements to London's wider public transport network, as improvements beyond the City's boundary are key to reducing extra travel time or longer routes. Furthermore, we acknowledge that barriers to travel include more than just lack of step free access, but also lack of accessible route planning information, poorly trained staff, absence of visible staff to help etc.

Feedback on the Proposals and proposed changes to the 'Accessible to All' Outcome

The majority of stakeholders that engaged in the Transport Strategy review acknowledged the importance of accessibility for all.

Stakeholders who supported the changes to the Accessibility Outcome included:

- City residents
- Employees of City businesses
- Members of the **City of London Access Group (CoLAG)**
- Members of the **City Property Association (CPA)**

25 responses were received from the online consultation, with support from 12 of the consultation participants (48%), but receiving disapproval from 10 (40%) respondents.

A lot of detailed comments were received through focussed workshops with CoLAG and some online respondents also left very detailed comments.

As this Outcome contained few changes, or changes that simply reflected updates following progress made, there were no questions in the Key Changes section for this Outcome.

Expressions of support for the proposals.

Stakeholders including the **CPA, COLAG** and other workshops stakeholders supported this outcome and its proposals and noted that accessibility should be a priority for the Strategy.

When we analysed the comments left by respondents in the online consultation, it was clear that respondents felt the Strategy should prioritise access for disabled people and improve accessibility through:

- Slowing traffic; 'managing' cycle behaviour; including wheelchair buttons on pedestrian crossings to allow more time for people to cross.
- Improving wayfinding and ensuring lifts and escalators are better maintained.
- Providing more places to stop and rest for disabled people.

Further comments encouraged us to:

- go further with provision for disabled people and ensure bridges and riverside connections are more accessible
- develop app based options to allow taxi access where essential
- ensure full engagement with disabled groups, including those with neuro diverse issues
- better provide for disabled electric mobility scooters;
- prioritise good maintenance to streets and pavements affecting disabled people, and
- better manage temporary obstacles such as e-bikes and scooters.

There was support from residents for the update to Proposal 17 to include more enforcement for e-scooters and e-bikes and remove obstructions to create safer streets. Other comments focussed on the impact that vehicles and cyclists jumping red lights have on visually impaired people feeling unsafe.

Several residents and online comments noted that more should be done to ensure pavements are well maintained and accessible including during construction work.

There was support from City residents and CoLAG for improving accessibility to stations and having accessible stations. However, a City resident noted that they felt that although the Elizabeth Line is step-free, the distances are too far to walk, making the station inaccessible to a lot of people.

CoLAG and other online comments reflected the view that the use of vehicles is essential for many wheelchair users.

Expressions of opposition to the proposed changes

10 online respondents disagreed with the changes. When reviewed in more detail, online respondents who expressed their opposition for Proposals within this Outcome did not indicate that their opposition was directly related to specific changes in Proposals 16-19. Instead, many of the comments received expressed concerns and strongly requested the City Corporation to do more to improve accessibility in the City and consider the needs of disabled people. Nearly all of these comments have already been considered or provided for within the Strategy.

United Cabbies Group (UCG) felt that the Strategy is overly focussed on being accessible to those on foot or wheeling at the detriment to those who need accessible public transport like publicly hired taxis.

Summary Responses and Changes

The **updated** introductory text for the Outcome will provide context around accessibility and respond to many of the comments made which have requested greater clarity and explanation, but changes to the proposals are not considered necessary.

Comment on the impact of access restrictions is included in Outcome 2 response above.

Proposal 30 (provision of Electric Vehicle infrastructure) will be **updated** to include wheelchairs / mobility scooters in the list of users to be considered in the Electric Vehicle Charging Action Plan.

Outcome 4: People using our streets and public spaces are safe and feel safe

No one should be prevented from choosing a particular mode of transport because of concerns for their personal safety. Delivering the Strategy will result in fewer motor vehicles on our streets and those vehicles will be moving at slower speeds. Collisions will occur less often and will not result in death or serious injury. Fewer, slower vehicles, together with high quality street lighting, will also mean that streets feel safer at all times of the day.

Motor vehicles themselves will be equipped with advanced sensors and better automatic safety features that will further reduce or eliminate human driving error. Security features will be sensitively incorporated into the streetscape and will incorporate features that help make streets more attractive places to walk and spend time. The Square Mile will continue to experience a low rate of crime and fear of crime, supported by

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 4 – People using our streets and public spaces are safe and feel safe, proposals 20-23. A summary of proposed changes to the text of Proposals 20-23 are listed below.

- Remove the commitment to seek a City-wide mandatory 15mph limit after this was turned down by the Department for Transport.
- Change the trajectory of our ambition to achieve zero fatal and serious injuries by 2040, with a new target of fewer than 20 deaths and serious injuries by 2030.
- Update priority locations for Safe Streets interventions based on revised collision and casualty data analysis.
- Update the proposal to include a Post Collision Response theme, including collision investigation, evaluation and post-crash victim care.
- Broaden the crime and fear of crime proposal to include anti-social behaviour, violence against women and girls, and serious violence, with a focus on the night-time economy.
- Update the street lighting proposal to reflect the completion of the street lighting upgrade and focus on the application of the Lighting Strategy when operating existing and installing new lighting.

Key change - feedback on the Proposal to remove the commitment to introduce a 15mph speed limit in the Square Mile

In the Key Questions section, the proposal received mixed views on *not* committing to a 15mph speed limit in the Square Mile. 157 respondents (45% of consultation participants) agreed with this while almost 136 (39% of respondents) disagreed.

191 comments were received that supported the proposal to remove the commitment to introduce 15mph limits. Themes of commentary included that the 15mph speed limit was too slow, (61 comments) unnecessary (24 comments) and that 20mph was sufficiently low (23 comments). Those responding to the key change question around the removal of 15 mph restriction, where 136 people disagreed, the comments mostly challenged the proposal to remove the commitment, stating that 15mph limits were necessary for improving safety (91 comments), with benefits for the environment (9 comments).

Looking at average scores for different demographics, residents and those whose day-to-day activities were limited by a physical/mental health condition or disability, were slightly more likely than average to agree with this change. However, there were lower than average levels of agreement with this change amongst other groups, namely those visiting the City for leisure and business purposes, those who walk and/or cycle, and younger people, under the age of 35. Comments in the survey reflected that people that cycle were less likely to support the proposal to remove the 15mph commitment as they felt that it would reduce the opportunity improve their safety on the City's streets.

Two stakeholder representatives (Living Streets, Action Vision Zero) and a number of online consultation respondents expressed the need to rethink the removal of 15mph from the Strategy, with clearer explanation of the rationale for this, they suggested it would be good to keep the ambition.

Feedback on the Proposals and proposed changes to the 'Safe Streets' Outcome

28 people responded and 17 (over 60%) agreed with the proposals and proposed changes regarding Safe Streets. 10 people (36%) disagreed with the changes.

Expressions of support for the proposed changes

The organisations listed below expressed their support for proposals within this outcome but made no specific suggestion of requests for changes:

- The **CPA** welcomed the Safe Systems approach, including designing for lower speeds, as the target for collision reduction is not yet met. Achieving Vision Zero is core to making walking, wheeling and cycling more inclusive.
- **TfL** noted its support for the outcome and welcomed joint efforts to eliminate all road deaths by 2041.
- **Barts Health NHS Trust** welcome and support continued action to develop streetscapes that induce lower speeds and give greater priority to enable safer and more comfortable flow for pedestrians and cyclists.

In the online consultation, 17 people (61% of consultation participants) agreed with the proposals and proposed changes regarding Safe Streets, suggesting that there is broad support for the changes made.

Comments made agreed with the priority to address serious collisions amongst people walking and cycling, which represent the greatest numbers in the collision and casualty data.

On-street policing and lighting is identified as a priority, in line with the Strategy.

Further comment themes included welcoming that the strategy includes an approach to make progress towards Vision Zero; and doing more to ensure people driving cars correctly give way to those who walk and/or cycle.

Referring to proposal 20, comments were received that recognised and welcomed the commitments made in the proposal to deliver junction improvements, but pointed out that these did not include locations outside of the Square Mile.

Expressions of opposition to the proposed changes

From the online consultation, 10 people disagreed with the changes to proposals, and a number of comments were received that challenged the proposed changes to the Safe Streets outcome. Some of the comments made supported the principles of road danger reduction but felt that proposed changes weakened this section of the Strategy, treating motor traffic fatal risk less seriously at the expense of more vulnerable users of the City's streets

Other themes of responses challenged the 'Safer Systems' approach overall, rather than the specific changes, describing it as unachievable due to the fallibility of humans, and dismissed the need to have slower speeds.

Summary responses and changes.

We have **updated** proposal 20 to note we will explore the introduction of lower advisory speed limits on specific streets across the Square Mile where they would help create lower speed environments, support efforts to prioritise people walking and wheeling and reduce road danger.

We have **updated** proposal 20 to include further wording to underline our commitment to working with TfL and neighbouring boroughs, on designing safer streets that are on or just beyond the City boundaries, reflecting that TfL and other neighbouring London boroughs have a commitment to Vision Zero.

We have **updated** proposal 20 to promote the use of advanced driver assistance systems (ADAS) which includes telematics, intelligent speed assistance (ISA) etc, for our own fleet and suppliers, in place of solely ISA.

We have **updated** proposal 21 to include reference to crime against women and girls.

We have **updated** proposal 22 to include a reference to 'cycle parking' in the statement to work with industry partners on hostile vehicle mitigation street furniture.

Outcome 5: Improve the experience of riding cycles and scooters in the City

Delivery of the Transport Strategy will mean more people choosing to cycle, and cycles being used for more types of journeys. We want the range of people choosing to cycle to match the diversity of people who live, work, study in and visit the City. Most people, whether they choose to cycle or not, will consider cycling to be a safe, easy and pleasant way to travel around the Square Mile. Reduced traffic, slower speeds and a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of concerns about safety. The cycle network will cater for all types of cycles, including cycles as mobility aids and cargo cycles. Different types of cycles will also be available for hire across the City, supporting more flexible cycling. A safer and calmer cycling experience will in turn encourage more considerate and appropriate cycling behaviour that reflects the priority given to people walking on the City's streets.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 5 – Improve the experience of riding cycles and scooters in the City, proposals 25-28. A summary of proposed changes to the text of Proposals 25-28 are listed below.

- Update the outcome and proposal to include scooters, as well as to treat scooters in the same way as cycles in our policies and projects (subject to them being made fully legal in future legislation by central Government).
- Revise our minimum design standard to reflect changes in deliverability, ensuring it remains in line with best practice in London outlined in Transport for London's Cycle Route Quality Criteria.
- Expand proposals to improve cycle hire in the City to reference e-scooter hire as well and provide more parking spaces for all dockless hire vehicles.

Key Change - feedback on the proposed change to the cycling Outcome and Proposals to include micromobility (e.g. Scooters, Electric Scooters)

This proposed change was responded to by 386 respondents in the Key Questions section. Around 135 (35%) of consultation participants agreed with this change to include scooters, their view was countered by a slightly higher number 143 (37%) who disagreed.

Younger people and those who cycle or walk scored higher than average levels of support for this change. City residents, private transport users and those whose day-to-day activities were limited by a physical/mental health condition or disability expressed lower than average support.

This outcome and the three proposals have had a substantial rewrite to reflect the changes in what vehicles and types of vehicles should be catered for under an umbrella term of 'micromobility'. This drew a lot of comments reflecting the amount of change, and that these were highlighted for respondents to comment on.

Support was received for the approach to accept scooters and e-bikes, by 135 people. Detailed comments in support of this proposal were on the following themes:

- Positive but be more ambitious (21)
- Promotes a practical alternative to motor vehicles (16)
- Promoting inclusivity (12)
- Need to segregate routes (4)
- Tackling scooter parking being necessary and regulating scooters (4)

Expressions of opposition to the proposed changes

From the online consultation 143 respondents did not support the change, and included comments on the following themes:

- Scooter behaviour (91)
- Cycle behaviour (52)
- Only provides for a minority group (14)
- Anti motorist (12)

- Cycle lanes underused (6)
- Scooter regulation need (6)

Feedback on the Proposals and proposed Changes to the ‘More People Choose to Cycle in the City’ Outcome

44 people responded online with 19 agreeing with the proposed changes (43%) and 17 disagreeing (39%).

Expressions of support for the proposed changes

The organisations listed below expressed their support for Proposals within this Outcome (in full or in part) but made no specific suggestion of requests for changes:

- **TfL**
- **City of London BIDs**
- The **CPA** welcomes the aim to improve the experience of cycling and scooting, in particular achieving a minimum service level, and improving key intersections with micromobility in mind.

Whilst most respondents felt that better regulation is essential, some concerns were raised by **LCC** that heavy handed regulation of e-bikes / scooters and rental schemes would be a step backwards, as the presence of these in the transport system is welcome.

Expressions of opposition to the proposed changes

Comments expressing opposition, to both the key change and other changes in this section, fell under two key areas, firstly the impact on space and safety for people walking and wheeling. Comments included that riding and parking of dockless bikes and scooters was having an impact on people walking around the city, feeling that space available on pavements has been badly affected by poor dockless e-bike parking. Opposition was received on safety grounds, with comments that that moving bikes and e-scooters are more of a threat as there is a new trend to cycle on pavements in some locations, around residents areas rather than busy streets in the office dominated space. Comments were also focussed on the lack of observance of traffic signals and zebra crossings by people cycling, making people feel unsafe, with this issue affecting disabled people more significantly.

A number of respondents felt that scooters and cycles are given a higher priority, including investment in infrastructure, than they need.

The second key theme that raised objections was that we should be doing more for people cycling. The changes to the delivery timetable where infrastructure is being completed later than first planned drew negative comment. Additionally a call to lobby TfL more strongly on the parts of the cycle network that are TLRN and need some changes to address cycle and pedestrian safety and to ensure we are aligning with MTS.

Summary response and changes.

Much of the negative feedback was around the relationship between people riding scooters and cycles and other street users. We will continue to work on providing a network which addresses these issues where possible. We are actively reviewing locations of high conflict, and will consider any physical changes possible.

We also work closely with the City of London Police to address illegal behaviour of all street users. Many comments also related to poor management of hire e-bikes, impacting safety and space, which we are working to resolve and lobbying for regulation to allow us to manage operators better.

The changes to the delivery timetable, where infrastructure is being completed later than first planned, drew negative comment; it should be noted that some sections of the cycle network have been delivered earlier than planned through pandemic response schemes being retained. The new programme for delivery of cycle infrastructure is considered to best reflect funding available and feasibility to deliver changes within other major traffic management or street reconfiguration schemes, such as St Paul's gyratory and the Rotunda, improvements will be delivered linked to timetable for major developments.

There are no further changes to the proposals in this outcome.

Outcome 6: The Square Mile's air and streets are cleaner and quieter

Delivery of the Transport Strategy will mean that by 2044, transport related local air pollution and carbon emissions will have been cut to virtually zero, and streets will be quieter more relaxing places. Together with wider action to reduce emissions from buildings and development, this will mean that the City enjoys some of the cleanest urban air in the world. There will be fewer motor vehicles and those remaining will be powered by electricity or other zero emission technologies.

Emerging automation technology will reduce speeds and avoid aggressive acceleration and braking, leading to less tyre and brake wear. New approaches to noise management will mean that street works cause less disturbance.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 6 – The Square Mile's air and streets are cleaner and quieter, proposals 29-37. A summary of proposed changes to the text of Proposals 29-37 are listed below:

- Remove the commitment to local Zero Emissions Zones (ZEZ) covering parts of the City of London.
- Remove the 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.
- Support the use of next generation road user charging to control traffic more sensitively according to location and time and to replace the congestion charge and ULEZ charge.
- Update our proposal to reference the work the Department for Transport (DfT) is doing on noise enforcement and our intention to use new powers if appropriate for city locations after the completion of a 'noise camera' trial.

Key change - feedback on the proposal to remove the commitment to a local Zero Emission Zone (ZEZ) covering parts of the City of London

This proposal was included in the Key Questions section of the consultation where a total of 297 people responded. The proposal received mixed views in relation to removing our commitment to provide a ZEZ. 110 people (37% of respondents) agreed with this change, while 107 people (36%) who disagreed.

Of those who agreed with the change, a number considered ZEZs a money-making scheme (15 comments online) and commented that providing a ZEZ in the City was unnecessary and unachievable (29 comments online). Other respondents made positive comments (32 in total) that pursuing alternatives as now proposed is appropriate.

In detailed comments, concern was expressed that the reliance on the next generation of road user charging to control traffic levels and vehicle related pollution was at risk as this was not a firm commitment from the Mayor. Concern was also expressed about over reliance on electric vehicles.

Respondents had concerns that the removal of the ZEZ proposal failed to tackle air pollution and that we should pursue alternatives (63 online comments).

Looking at the demographic differences, City of London residents and workers, rail users and older people (aged 55+) were slightly more supportive than average of this change to proposal. Those who cycle were less supportive than average.

Feedback on the Proposals and proposed changes to the ‘Cleaner and Quieter’ Outcome

29 people responded to this question, with 17 people (58% of consultation participants) agreeing with the proposed changes regarding the Square Mile’s air and streets being cleaner and quieter. However, nine people (31%) disagreed with these.

Expressions of support for the proposed changes

The organisations listed below expressed their support for Proposals within this Outcome but made no specific suggestion of requests for changes:

- **City of London Business Improvement Districts (BIDs)**
- **London Cycling Campaign (LCC)**

- **TfL** noted the progress on reducing nitrogen oxides since the introduction of the ULEZ.

The combined **BIDs** response supported this outcome and welcomed the action to engage with SMEs to accelerate the transition to zero emission capable vehicles, but also called for an increase to charging infrastructure by the City to assist with this aim.

Action Vision Zero expressed strong support for the noise camera trial, under proposal 34; and further in the online responses this proposal attracted a number of comments, indicating that tackling noisy vehicles is a priority and that a progressive approach should be adopted which could act as a model for neighbouring boroughs.

Of the 29 respondents to the overarching question on changes proposed to the outcome, 17 of these (58%) expressed their support. Online comments included:

- Excellent recommendations regarding noise enforcement and working with businesses to look at alternative delivery systems.
- Applause for removing the commitment to provide a ZEZ; including that air quality no longer needs improvement.
- The need to expand provision of electric charge points, including for larger vehicles in the future

Some other suggestions were made encouraging clarity and the need to go further, in providing for a wider range of vehicle types in future, vehicles over 7.5 tonne and coaches, and consideration of hydrogen as well as electric. There was also a request to ensure we clarify the targets in relation to national standards for air quality as these have changed since the publication of the 2019 Strategy.

Expressions of opposition to the proposed changes

Of the 29 respondents to the overarching question, nine expressed their opposition to the changes proposed for the Outcome. Comments were similar to those commenting on the key change noting a weakening of the Strategy with the removal of the ZEZ, with no compensatory action to achieve targets; concerns were expressed that this would result in failing to tackle air pollution and that we should pursue alternatives (63 online comments).

Further comments were made on:

- Data showing improvements to air quality are unreliable and over-played

- A misplaced confidence in electric vehicles.

Summary response and changes

In response to the challenges around weakening of the Strategy the robust data provided on ULEZ measures show that these have led to a significant improvement in air quality, with just 7% of the City exceeding the legal NO₂ limit of 40 µg/m³ in 2022, compared to 33% in 2019 when commitments to zero emission zones were made. Data on air quality is verified by TfL and the Department for Environment, Food and Rural Affairs (DEFRA).

With nitrous oxides having been reduced in the Square Mile, our priority will now be on introducing very localised emissions-restrictions in the remaining 'problem areas' where appropriate, and working on overall traffic reduction measures to achieve further improvement. PM₁₀ and PM_{2.5} require wider area approaches as are transboundary pollutants, being affected by weather and wider area pollution.

It is noted that the next generation of road user charging is still at an early stage of development, without certain dates to implement, however the Mayor of London has commenced engagement and we will support the development and delivery of this as it is an appropriate way to manage traffic on our streets.

We have based our EV infrastructure targets on forecast demand. Our EV Charging Infrastructure action plan will be updated in 2024 to reflect targets to 2030, therefore the future number is likely to increase. The EV charging infrastructure plan will also be updated to reflect a consideration of charging for larger vehicles, and awareness of innovative approaches where possible.

Proposal 30 has been **updated** to include consideration of mobility scooters in provision of EV charging.

Outcome 7: Delivery and servicing needs are met more efficiently, and impacts are minimised

Deliveries and servicing are an essential part of a thriving business district. Delivering the Transport Strategy will ensure these needs are met by fewer, quieter, safer and cleaner lorries and vans. Deliveries for buildings or areas of the City will be grouped together at consolidation centres, meaning fewer, fuller vehicles. The lorries and vans making these deliveries will use the return journey to transport waste and recycling. The Thames will also carry goods into the City as well as waste out, including the materials needed for construction projects. Logistics hubs within the City will enable deliveries to be made by cargo cycles and pedestrian porters. Cargo cycles will also be used for servicing businesses and buildings, with tools and parts securely stored at locations within the Square Mile. New technologies will help improve the routing of deliveries and make it easier to find a place to park or unload.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 7 – ‘Delivery and servicing needs are met more efficiently, and impacts are minimised’. A summary of proposed changes to the text of Proposals 38-39 are listed below.

- Remove the commitments to deliver five last mile logistics hubs by 2025, instead working with BIDs and neighbouring boroughs to identify suitable sites, including potential sites within the City.
- Remove the commitment to deliver a sustainable logistics consolidation centre by 2030. Instead, we will encourage consolidation through the planning process by requiring developments to consolidate vehicle deliveries and servicing trips as a condition of their planning application.
- Update our aim to establish a collaborative procurement programme for small and medium-sized businesses by 2022 to 2028 and work together with BIDs to trial collective delivery areas, where deliveries and servicing activities are consolidated into as few operators as possible.
- Promote the role of rail in reducing the number of freight vehicles in the City and across London and work with Network Rail to identify any opportunities for inward freight at railway stations in the City.

Key change - feedback on the proposal to remove the commitment for the City of London Corporation to provide a consolidation centre

This proposal was included in the Key Questions section of the consultation where a total of 334 people responded, and views to remove the commitment to introduce a consolidation centre were divided. 160 people (48% of respondents) felt that they were undecided in relation to this. 84 people (25%) agreed and 90 people (27%) disagreed with the change to this proposal.

From reviewing the comments and reasons given, there was some confusion in understanding the proposed change. We are removing a commitment to provide a City Corporation run/subsidised consolidation centre, not removing our commitment to support the use of consolidation centres and using initiatives to do so. Some comments evidently thought the latter. We expect that this has impacted responses, drawing more disagreement and negative comment. We also note that we had a high number of undecided responses to this question.

We are committed to reducing freight traffic on the City's streets, and support the use and promotion of consolidated deliveries and consolidation centres. However, as consolidation centres are provided by the market, there is not a need for the City Corporation to invest or develop its own consolidation operation. We continue to promote and encourage consolidation as set out in the proposal text. We will make sure the final text is clear.

Feedback on the Proposals and proposed changes to the 'More Efficient Freight and Servicing' Outcome

Proposals to improve efficiency in freight and servicing proved unpopular with 10 people (45% of consultation participants) disagreeing with the proposals, compared to nine (41%) in agreement.

Expressions of support for the proposed changes

The organisations listed below expressed their support for proposals within this Outcome and made no specific suggestion of requests for changes:

- The **PLA** supported the emphasis on the need to promote use of the Thames for light freight.
- The **CPA** noted the complex needs for freight and servicing and supported the City's pragmatic approach to reducing the number of freight vehicles.

- The **CPA** welcomed working with BIDs, occupiers, Network Rail and logistics providers – and that this will lead to more goods and services being delivered by cargo bike, rail and river. It was also noted that developing new technology and smart systems will assist in the achievement of this.
- **TfL** supported the aim to increase the use of cargo bikes and encourage freight travel on foot for local deliveries.

From the online consultation, a number of comments were received that supported the proposed changes to the Delivery and Servicing outcome. Comment themes included, that:

- The proposal was strengthening measures to reduce motorised road freight, and promote freight into London by rail
- Adding requirements for consolidated deliveries to planning consents is a positive move
- It was welcomed to prioritise reducing deliveries at night (between 11pm and 8am) given the disturbance and noise inflicted on residents.

Some comments from the stakeholder workshops, which support the principles but suggested potential improvements by:

- Providing increased access to loading bays/kerbside - deliveries are more efficient at higher speeds.
- Consideration of a pilot scheme to digitally record all highway traffic regulation orders and create, for example, bookable loading bays – potentially revolutionising servicing and its management in the City.

Expressions of opposition to the proposed changes

A number of comments in the consultation and through broader stakeholder engagement opposed the changes to proposals in the freight and servicing outcome. These were mainly relating to a reduction in the level of ambition, to the removal of the commitment to fund and deliver a freight consolidation centre, and further that the City Corporation was removing commitments and failing to replace them with new commitments.

Comments were received noting that not all deliveries can be consolidated, and that existing buildings would not be made to meet the same standards as new buildings through the planning decision process.

Summary response and changes.

As noted above there was some confusion over the intention of the change to providing a consolidation centre and similarly, regarding the change to reduce the number of last mile logistics hubs introduced directly by the City. Reading the detailed comments, a number of respondents had taken this to mean a removal of the support for the principle of hubs.

We remain committed to both concepts but are reducing the direct commitment by the city to provide a consolidation centre and last mile hubs. It is not considered necessary or good value for money for the City Corporation to provide something the market is already doing.

Supporting actions will still be delivered by the City and should assist in meeting the freight vehicle reduction target.

Refurbished buildings and existing buildings will be encouraged to operate consolidated delivery, some of this can be achieved through planning conditions. Voluntary area-based consolidation is being developed in partnership with two of the BIDs during 2024, and further opportunities will be sought.

We do recognise that not all deliveries will be able to shift to a consolidated delivery system, but that we should still aim to support changes where possible.

No changes will be made to the proposals in this outcome.

Outcome 8: Our street network is resilient to changing circumstances

Occasional disruption to people using our streets and transport networks is inevitable. This includes disruption caused by construction and streetworks, breakdowns and severe weather. By delivering the Strategy, we will ensure that these disruptions have as little impact on the ease and experience of travelling in the City as possible. Streets will be kept open to people walking and cycling during construction and streetworks. Long-term works that require streets to be closed to traffic will provide an opportunity for people to enjoy the benefits of a traffic-free environment, and to assess the potential for permanent change. When necessary, alternative routes will be made available for motor traffic on streets that are normally only used for access. The Square Mile will be prepared for the impacts of a changing climate or more extreme weather events; enabling people to comfortably use the City streets regardless of the weather.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 8 – Our street network is resilient to changing circumstances, proposals 40-42. A summary of proposed changes to the text of Proposals 40-42 are listed below:

- Revise our proposal on making the City's streets resilient to severe weather events to include commitments from the Climate Action Strategy and the Biodiversity Action Plan.
- We will install sustainable drainage where possible and appropriate on our streets to absorb rainwater runoff and provide more greening.
- We will plant more trees on City streets and gardens, with at least 100 new climate resilient street trees to be planted by 2025. These will provide shade and shelter and absorb carbon from the atmosphere.
- We will increase the amount of permeable street surfaces, where possible, to minimise rainwater runoff, which helps to mitigate flood risk in the City.

Feedback on the Proposals and proposed changes to the 'Resilient Streets' Outcome

The consultation response to the 'Resilience' outcome received more support than opposition.

Proposals to make streets more resilient received support, although many respondents were undecided. 10 of the 18 respondents agreed with the changes, compared to only three that disagreed. Five respondents neither agreed nor disagreed with the changes and enhancements to the outcome.

Since the 'Resilience' outcome contained few changes, and changes were to align with other City Corporation adopted strategies such as the Climate Action Strategy, we did not include anything in the Key Changes section, therefore those that responded to the 'Resilience' outcome would have included those with a particular interest on the topic.

Expressions of support for the proposed changes

Ten consultation respondents supported the changes to the Outcome.

Online comments included:

- Value of recognising resilience within design.
- The need to measure physical changes against cost and carbon impact.
- Welcoming the acknowledgement of increasing issues with flooding in the context of continued development of ground space.
- Welcoming tree planting.
- Welcoming increased drainage.

Comments expressing concerns related to this outcome or proposals.

LCC suggested that the City Corporation could learn from TfL through their initiatives to reduce road danger and local amenity as a consequence of road works and construction sites.

Feedback received through drop-in session engagement highlighted the importance of frequent and costed maintenance of any additional greening measures installed on City streets.

Expressions of opposition to the proposed changes

Only three respondents expressed opposition to the Outcome changes, and an online comment expressed that we were over-prioritising climate policies and modelling at the expense of transport and other issues such as crime. This point was not elaborated on any further.

Summary response and changes.

The City Corporation has signed up to deliver a reduction in carbon and to produce a more climate resilient public realm and street network, this is a corporate priority.

No changes will be made to the proposals in this outcome.

Outcome 9: Emerging technologies benefit the Square Mile

The advent of new transport technology innovations, such as autonomous vehicles (AVs) and new apps and services, promise to change the way our streets function and the way we choose to travel on them. Delivering the Strategy will ensure that transport innovations are seamlessly integrated into the fabric of the City and improve the experience of travelling and spending time on the Square Mile's streets. A proactive rather than reactive approach to policy making will ensure appropriate policy and legislation is in place while supporting and accelerating beneficial innovations. The City will be a test-bed for urban transport innovations and seen as a world leader in improving people's personal mobility and livelihoods through new technologies.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 9, proposals 43-45. A summary of proposed changes to the text of Proposals 43-45 are listed below:

- Remove the commitment to establish a Future Transport Programme and associated action plan and to lead on developing future technology in transport. Instead, our emphasis will be to engage with innovators and be open to opportunities to support and facilitate new innovations that are in line with our principles and objectives.
- Remove the commitment to establish a Future Transport Advisory Board, instead seeking more targeted additional expert advice as needed.

Feedback on the Proposals and proposed changes to the ‘Emerging technologies benefit the Square Mile’ Outcome

The consultation response to the ‘Emerging technologies benefit the Square Mile’ Outcome received more support than opposition. 18 people responded to this, with nine consultation participants agreeing with these Proposals and Outcome changes. Five people disagreed with them. Most of the negative comments raised were concerns about how this Outcome will manage the challenges, rather than strong opposition, these comments are set out below.

Since the ‘Emerging Technologies’ Outcome contained few significant changes, or changes that simply reflected updates following progress since the publication of the Strategy, we did not ask anything in the Key Changes section. Those respondents that commented in the ‘Emerging Technologies’ outcome are likely to have included those with a particular interest in the Outcome.

Expressions of support for the proposed changes

Nine of the 18 respondents and the **City Property Association (CPA)** expressed their support for changes to the Proposals within this Outcome:

Some of those respondents highlighted particular reasons for their support, including:

- **CPA** expressed support for finding app-based solutions that would allow disabled passengers to use taxis in instances where traffic restrictions would otherwise prevent access.

Support for the principle but with concerns around impact of changes to the proposal, were expressed in the following comments:

- **CPA** noted acknowledgement that over the coming years, great strides will be made in the availability of technology that can support the objectives of the Transport Strategy and Destination City. This includes, but is not limited to, driverless vehicles for deliveries/freight consolidation. Noted a need to reflect this in the proposed changes, with the City Corporation leading the way in the innovation and use of technologies that can support the City’s growth
- Risk of the City of London falling behind on technology in the absence of a future-focused team
- **LCC** suggested that regulation of dockless cycle and scooter schemes should not undermine their viability and the City Corporation should help to ensure this
- Improved management of electric and driverless vehicles is required
- Over-emphasising technology can lead to misplaced surveillance and control

- The proposals require further clarity on the use of ‘droids’.

Summary responses and changes

In response to the point ensuring improved management of electric and driverless vehicles, whilst this is expected to be regulated at a national level, the Strategy already states that we will ensure emerging technology will be adopted in line with delivering Healthy Streets, and have stipulated a number of requirements in proposal 43 to ensure that technology supports and does not undermine our core Vision and Aims.

Proposal 43 has been **updated** to reflect the need to accommodate every user where possible, adding those with sensory impairments.

The explanatory text for this proposal 43 contains some further detail on droids.

Outcome 10: The Square Mile benefits from better transport connections

Public transport will remain the main way that people travel to the Square Mile and continued investment will ensure that the City remains one of the most well-connected business districts in the world. Public transport will provide efficient and direct 24-hour connectivity to major local, regional, national, and international destinations. The building of new rail and underground connections will provide the additional capacity people need to get to the City quickly and comfortably from across Greater London and the UK.

Respondents were asked to indicate their support or opposition to the policies and actions under Outcome 10 'The Square Mile benefits from better transport connections', Proposals 46 - 51. A summary of proposed changes to the text of Proposals 46 - 51 are listed below:

- We committed to work with river service operators to encourage more affordable fares on river services to align with the remainder of the public transport network.
- We updated proposal 47 to reflect the opening of the Elizabeth Line and the extension of the Overground to Barking Riverside.
- We updated proposal 47 to include reference to support for rail freight and additional passenger services on the River Thames which now stretch to Essex and Kent.

Feedback on the Proposals and proposed changes to the ‘Better Transport Connections’ Outcome

The proposed approach to better transport connections attracted mixed feedback from the online consultation respondents. Nine people (36% of respondents) agreed with the outlined approach, but seven people (28% of respondents) disagreed with the approach, with a further nine people (36%) neither agreeing nor disagreeing. Only one question was asked of respondents under this outcome, as a result of few changes being made to the proposals, and no Key Changes.

Expressions of support for the proposed changes

Nine of the 25 respondents, along with the organisations listed below expressed their support for changes to Proposals, and existing proposals within this Outcome.

- **Port of London Authority (PLA)**
- **City Property Association (CPA)**
- **City of London Access Group (CoLAG)**

Some of those respondents highlighted particular reasons for their support, including:

- The **PLA** would encourage the City Corporation to work with TfL and river boat operators to improve or intensify passenger services on the Thames
- The **CPA** welcomes the aim to prioritise buses and expects this will improve journey reliability for their users
- **CoLAG** welcomes better transport connections, if they are accessible and inclusive, noting there is no use in having an accessible City if people with access requirements cannot get there. Furthermore, CoLAG noted the importance not to reduce bus stops and bus routes to the City, as this would have a negative impact on people who cannot walk very far.

From the online survey, positive comments included:

- Applauding the proposals
- Prioritising bus journey times – ideally accompanied by a review of parking arrangements on bus routes
- Providing more river services
- Linking trains to airports.

General expressions of concern

Comments were made raising concerns around the outcome and proposals as drafted, not specifically the changes to this proposal.

One comment was made on continuing airport expansion being inadvisable in the light of the climate emergency. It expressed a need for more detail regarding the rationale for this proposal (46) including the City Airport's capacity.

One comment was raised requesting the City Corporation fund feasibility studies on extension of the Waterloo & City Line to Liverpool Street and of the DLR to Farringdon or Euston, although noting that these are TfL services.

There was one online comment that river travel is not accessible.

With respect to the issue of the bus network and optimising bus services and routes, TfL noted that the Mayor's transport Strategy puts a key emphasis on bus travel to support the Healthy Streets approach and to provide an attractive whole journey experience that will facilitate mode shift away from the car. Therefore, stating that any proposal to optimise the number of buses travelling through the city or relocate bus priority space to other modes should be carefully considered in line with TfL's operational requirements and Healthy Streets policy.

On proposal (49) online consultation (six comments) also reflected concerns about the impact on buses, of changing bus routes, bus journey times for passengers, considering improvements on parking on bus routes, and doing more with traffic light sequences to benefit bus journey times.

Summary response and changes

Airport expansion is supported by the City Corporation in the context of allowing for appropriate growth in international travel while still bringing down CO2 emissions for that sector.

We regularly engage and work with TfL on projects that affect the City. In principle, the City would support improvements to the new connections through and to the City, resources do not currently allow the City to fund such a study, and any such study would more appropriately be carried out by TfL.

Accessibility improvements will be sought and delivered through the Riverside Healthy Streets Plan.

The revised text for proposal 49 includes a change to state we will optimise bus services rather than reduce those running through the City. This revision took into account comments the City received during the TfL consultation on removal of some services. We

agree that any changes or recommendations would be in consultation with TfL, and TfL's operational policy and the Healthy Streets Policy would be the framework for considering change.

No changes will be made to the proposals in this outcome.

Delivering the Strategy

The City of London Corporation will continue to champion the use of Healthy Streets Plans and other area strategies to coordinate and accelerate delivery on City of London streets. We will continue to monitor data around key targets, including on vehicular traffic reduction, road danger reduction, public perception, and others. We have amended targets where necessary, and added two new indicators to monitor progress on the Strategy.

Respondents were asked to indicate their support or opposition to the policies and actions under the section on Delivering the Strategy which includes performance indicators. A summary of the proposed changes to the text of Proposals 52-54 are listed below:

- We will change some of the key performance indicators we use to reflect new data collection methodologies
- We will add a key performance indicator and target for reducing carbon emissions from vehicle traffic in the City
- We will add a key performance indicator and target associated with the perceptions of City street accessibility for people of all ages and abilities.

Feedback on the Proposals and proposed changes to the ‘Delivering the Strategy’ Outcome

There was a balanced opinion in relation to the changes proposed in delivering the Strategy. Nine people (53%) of consultation participants agreed with these changes, this was closely countered by eight people (47%) in disagreement.

‘Delivering the Strategy’ did not contain any Key Changes. Most of the changes reflect updates. Two new performance indicators are included in the revised Strategy, one to cover users views of improvements in accessible streets, and to provide a more specific measure of contribution to carbon reduction from transport initiatives.

Expressions of support for the proposed changes

Nine out of the 17 respondents agreed with the changes to this section of the Strategy.:

Some of those respondents highlighted particular reasons for their support, including:

- Prioritising those who walk and use public transport.
- Focusing on reducing the number of motor vehicles (instead of a switch to EV usage)

Expressions of opposition or concern to the proposed changes

Eight out of the 17 respondents disagreed with the changes proposed, with comments around whether the balance was right on prioritising different vehicles, cycles and walking/wheeling.

- Failing to consider the needs of disabled and less mobile people as an integral part of the Strategy.
- Failing to recognise that older people may not wish/be able to walk/cycle to and around the City of London.
- Worsening safety for those who are forced to walk.

London Cycling Campaign (LCC) challenged the removal of proposal 52 to use temporary interventions to trial and refine transport measures. LCC suggests that the proposal be reinstated, or an alternative similar proposal introduced.

Summary response and changes

Comments made in response to delivering the Strategy were repeated comments that had been made around access issues for disabled or less mobile people. As noted in response to Outcome 1, access restrictions on the street network and traffic reduction are key to achieving more and better space for walking and wheeling, and the Strategy sets out to prioritise space for these people. Access by vehicle to all locations is possible for those who cannot walk or wheel. We accept that for some, the journey may be made longer due to reallocation of street space or point access restrictions. We endeavour to find app-based solutions when one is available to providing taxi access for disabled passengers through restrictions.

Whilst we have amended proposal 52 to no longer use temporary interventions that are not cost effective, we will continue to trial traffic management measures where appropriate.

No changes will be made to the proposals in this outcome.

Managing Traffic Movement and Access

Respondents were asked to indicate their support or opposition to the proposed approach to Managing Traffic Movement & Access. We are proposing a framework for how we will manage traffic movement and access to enable delivery of the Transport Strategy (under Outcome 2: Street space is used more efficiently and effectively).

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. This supports Outcome 1 and 2.

- Walking and wheeling – is the main way that people travel around the City and will be prioritised accordingly, with more space and priority.
- Cycling – the City Corporation will seek to maximise the choice of safe & convenient routes for people cycling, where it does not conflict with the need to prioritise people walking. We will allow cycling on most streets.
- Scooters and e-scooters – scooters will be treated in the same way as cycles in terms of street space and access. Private e-scooters are not permitted to use public highway at present.
- Buses – the City Corporation will prioritise bus traffic, but this will be through traffic reduction rather than space allocation. Dedicated bus priority space may be needed for reallocation to pavement widening.
- Taxis – taxi access will be considered on a case-by-case basis, separately to other vehicles, with accessibility implications reviewed through a project's Equalities Impact Assessment (EqIA).
- Freight & Servicing – freight and servicing vehicles with a destination in the City are essential traffic and we will seek to maintain access where possible.
- General Traffic – all streets (except on pedestrianised or bus and/or cycles only sections) will continue to provide space for general traffic.

Feedback on the proposed approach to the 'Managing Traffic Movement and Access'

The proposed approach to 'Managing traffic movement and Access' attracted mixed feedback. 11 people (41% of respondents) agreed with the approach, but this was exceeded by 13 people (48%) who disagreed. This was a relatively small sample of respondents, with 27 in total, they provided 17 free text comments, both positive and negative.

Expressions of support for the proposed changes

From the online consultation, a number of comments were received that supported the proposed approach to traffic movement and access. Themes included, that:

- It was positive to see a street hierarchy included in the Strategy.
- It is important to prioritise those who walk and those who cycle.

Further comments were received that supported the proposed approach to traffic movement and access but encouraged us to go further. Comment themes included, that:

- It would be important to legalise private e-scooters as safe and efficient ways to move around
- The City should consider increasing the number of clean buses
- The approach should ensure signage clarifies where service vehicle access allowed
- The approach and Strategy is providing insufficient traffic calming and restrictions in high density residential areas such as the Barbican
- The City Corporation should consider free pedicabs circulating within the City.

Expressions of opposition to the proposed changes

There are negative comments relating to how the Transport Strategy prioritises some modes of travel, with a challenge received on the relative prioritisation of taxis that they should be given higher priority than other vehicles.

Comment themes included that the proposal was:

- Restricting blue/red badge accessibility
- Restricting taxi access

- Failing to address the need for black cab access.

Concerns on the impacts of the approach.

Comment themes included that the proposal was:

- Dictating travel mode choice, and punishing car/delivery drivers
- Displacing traffic into neighbouring boroughs
- Harming business/making the City less competitive/driving up consumer costs
- Causing the City of London to become less attractive

Motorcycle Action Group (MAG) challenged the proposed approach to traffic access and movement on the basis that powered two wheelers are included within general traffic, and that they merit different consideration in that ‘licenced PTWs are a part of the two wheeled transport continuum from bicycles to e-bikes and e-scooters and e-cargo bikes’.

Summary response and changes

The approach intentionally creates a framework for how we will manage different modes of transport in the City. There is no evidence that the approach will displace motor traffic into neighbouring boroughs. At the core of the Strategy is the approach to reduce motor vehicles as far as possible, whilst retaining essential access to allow businesses to continue, including finding alternative approaches to deliveries. Reducing traffic allows street space to be made more comfortable and attractive primarily for those walking and wheeling.

Traffic restrictions do apply to blue and red badge holders, however this does not prevent access to any location in the City, although it may make some journeys longer requiring alternative routes. Traffic restrictions do not stop access to disabled parking.

We will continue to work closely with TfL and lobby central government to achieve the changes to deliver further improvements in the City, including on buses and bike/scooter hire schemes. TfL have set targets for transition to all buses being hydrogen or electric. We are working with TfL and London Councils to provide a better framework for managing hire bike and scooter schemes.

We have **updated** the different types of traffic on the City's streets, to include an additional category, of L category vehicles, which includes powered two wheelers, mopeds, motorbikes, (see [DVLA definition](#)). We consider that although vehicles in this classification are still private transport, there may be some circumstances where we wish to differentiate locally for the purposes of access.

Conclusion

The analysis of consultation responses has covered all methods of communication during the consultation period. This included individual correspondence from organisations, stakeholder workshops, one to one meetings where appropriate and the online consultation through the 'Commonplace' platform.

Outcomes and Proposal have been updated following consultation on the draft changes to the Transport Strategy. These are:

- Proposal 1b
- Proposal 20
- Proposal 21
- Proposal 22
- Proposal 30
- Approach to Managing Traffic Movement and Access.

All changes to Outcome and Proposals made following feedback from this report can be viewed in the revised Transport Strategy.



City of London Transport Strategy

Second Edition

July 2024

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Foreword

To follow

Introduction

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. 1 in every 52 UK workers are employed in the City. It is home to 8,600 residents and a working population of over 614,000 people. Each year the City also welcomes over 10 million tourists, in addition to those visiting for business.

How people and goods travel to and around the City has a significant impact on the experience of living, working and 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, will be essential to ensuring the continued success of the City as a global centre for business and cultural destination.

As the highway authority for the Square Mile, the City of London Corporation (City Corporation) is responsible for the management of most streets within the City. 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.

This Transport 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. It details an ambitious approach to transport and the design and management of streets in response to the challenges arising from significant growth, fast-moving technological development and changing travel habits.

There is a projected increase of 66,000 jobs in the City up to 2040. To accommodate these, up to 1.2 million m² of new office floorspace is required. Much of this will be accommodated in the City Cluster, the area that is already home to most of the City's tall buildings. The residential population will also grow, with around a thousand more people living in the Square Mile by 2040. This growth will lead to more people travelling on the City's streets, and in particular more people walking and wheeling, 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.

This extra demand must be accommodated within a fixed amount of street space. The Square Mile's streets must enable the movement of people and vehicles to and through the City while also providing space for parking and loading. Our streets are also public spaces that provide workers, residents and visitors with places to meet, eat and drink, or just appreciate the unique character of the Square Mile. Attractive and safe public spaces, with seating and things to see and do, are a vital ingredient of a modern city.

The next 25 years will see major changes in transport technology. Vehicles will increasingly be connected and automated, and new mobility services will emerge.

New technology can present great opportunities for travel and transport, but also presents challenges over how these new advancements are managed and controlled. Automated vehicles, for example, may be able to use street space more efficiently and reduce collisions, but the availability of relatively cheap private transport could lead to more people choosing not to use public transport.

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. Fortunately, most people already travel to and around the Square Mile on foot, by cycle or public transport. 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.

Placeholder for Figure:

- *TfL road Network*

Travel and transport in the Square Mile

The City is one of the best-connected places in the world. 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, two Elizabeth Line stations (Figure 2) and a high density and frequency of bus services.

Large numbers of commuters also use stations near the City, including London Bridge and Waterloo. There are also river bus services which stop at Blackfriars Pier and at Tower Pier just outside the City.

Significant improvements have been made to public transport provision, particularly with the construction of the Elizabeth line which operates trains to the City at Farringdon and Liverpool Street/Moorgate. These new services began running in 2022.

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 (Transport for London, 2023). 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, the latest data from TfL suggests it is still broadly representative of current travel behaviour. Walking remains by far the main mode of travel within the City and a significant majority of people travelling to the City still do so by public transport and cycling.

In recent years investment in cycling infrastructure has resulted in an estimated quadrupling in the number of people cycling in the Square Mile. People cycling now make up over a quarter of vehicles and this figure can rise to over 50% on major streets during rush hour. In 2022, people cycling made up a greater proportion of traffic than cars and private hire vehicles on our streets. People walking and cycling now make up more than two-thirds of all observed travel activity on the City's streets (City of London Corporation, 2023).

Traffic in the City has changed significantly since the late 1990s, both in terms of total volume and overall composition. Traffic counts across the City show that overall motor traffic volumes have reduced by approximately 66% since 1999, with the greatest reduction being in the number of cars and taxis. The greatest observed reductions have coincided with key events such as the introduction of the Congestion Charge, the global recession, the introduction of Cycle Superhighways, and the Covid-19 pandemic.

Our 2022 traffic surveys counted 20% fewer motor vehicles, 2% more people cycling, and 35% fewer people walking and wheeling compared to 2019 pre-pandemic levels. From 2019 to 2022, there were fewer recorded motor vehicles across all types, including vans and lorries, taxis, cars and private hire vehicles, and motorcycles. We are seeing more varied working patterns, with changes to numbers during the week, especially during the traditional AM and PM 'peak hours'. Recent counts show that evening footfall has returned closer to previous levels more than daytime (City of London Corporation, 2023).

[Placeholder for Figure:](#)

- [City of London Rail and Tube Network](#)

[Placeholder for two new infographics:](#)

- [Mode share infographics](#)
- [How motor vehicle volumes have changed since 1999](#)

[\[The following text will go in a box\]](#)

How the Square Mile's streets have changed over the last 30 years

In common with cities around the world, the focus of transport planning and traffic management in the Square Mile during the 1960s, 70s and 80s was accommodating motor vehicles. Streets such as London Wall, Upper and Lower Thames Street and the Aldgate gyratory were rebuilt to maximise the flow of motor traffic. People walking were expected to cross these streets via bridges and subways. A thirty-mile network of walkways was planned, but never completed. Very few junctions had pedestrian crossings and pavement widths were kept to a minimum.

This approach began to change in the early 1990s, when the City Corporation approved an experiment to close Bank Junction to through movement and to retime traffic signals throughout the Square Mile. The proposals for Bank were part of a wider plan, 'Key to the future', which sought to reduce motor traffic in the centre of the City. These proposals took on an extra urgency following the IRA bombings of the Baltic Exchange and Bishopsgate in 1992 and 1993, leading to the introduction of a temporary 'Ring of Steel' in July 1993.

Around thirty years later the aspirations for Bank have been delivered, through the All Change at Bank project.

Officially known as the 'Traffic and Environment Zone', the Ring of Steel was made permanent in 1994. It significantly reduced the number of places where motor vehicles could enter the City, with many smaller streets closed to through traffic. This, together with carriageway narrowing and the installation of check points at the remaining access points, meant that fewer motor vehicles could enter the City. Motor traffic in the centre of the Square Mile fell by 30% as a result. Associated changes made key junctions outside the Ring of Steel more efficient by cutting out some of the movements, for example the Southwark Bridge/Queen Street/Upper Thames Street junction.

The Ring of Steel was extended in 1996 to incorporate Saint Paul's and Old Bailey and in 2000 to include Broadgate and a slight extension into Hackney. A further extension in 2003 brought the west of the City into the traffic management zone. Other functional changes through the 1990s and early 2000s, saw pedestrian crossings added to 10 junctions and the installation of dropped kerbs and pedestrian refuges.

The last 20 years has seen an increased focus on improving the quality of the Square Mile's streets as places to walk, cycle and spend time. Overall, around a third of the City's streets have been improved over this period. 99% of guard railing was removed through the 2000s and around 100 granite courtesy crossings installed at junctions. Two-way cycling began to be introduced on one-way streets in 2006,

with over 100 streets made two-way for people cycling by 2015. In partnership with Transport for London, two Cycle Superhighways and a Quietway through the City have been completed. These have helped make cycling safer and allow more people to choose this increasingly popular mode of transport.

Starting in 2003, the Street Scene Challenge matched money generated from on-street parking and penalty charges to contributions from developers and occupiers – funding the delivery of multiple small schemes to improve the public realm across the Square Mile, such as Devonshire Square and Mitre Square. This collaborative approach has also funded significant improvements to:

- The area south of Saint Paul's, including converting the coach park into a new garden (completed 2011)
- The Cheapside quarter, including wider pavements to make Cheapside a more attractive place to shop and spend time (completed 2012)
- Holborn Circus, with more public space and seating and improved pedestrian crossings (completed 2014)
- The removal of the gyratory at Aldgate, which has enabled the creation of Aldgate Square – one of the largest public spaces in the Square Mile (completed 2018)
- Widening pavements, improving pedestrian and cycle crossings and creating new public spaces as part of the London Wall Place development (completed 2018)
- Public realm improvements around new offices for Bloomberg (completed 2018) and Goldman Sachs (completed 2019)
- All Change at Bank, an ambitious change to improve safety for people walking and cycling through Bank Junction, banning general motor vehicle traffic through the junction was made permanent in 2019. Work to enhance the benefits of the scheme and totally transform the space for people walking, wheeling and cycling through the area is nearing completion in 2024, with pavement widening, new tree planting and landscaping.

[End of text box]

Understanding people's views of transport and streets in the Square Mile

The development of the Strategy has been informed by extensive engagement with the public and organisations with an interest in transport in the Square Mile.

Engagement on the 2019 Transport Strategy took place in February and March 2018, and included:

- City Streets survey: 1,949 people accessed this survey which included questions on perceptions of the City's streets, priorities for the use of streets and kerbside space, and ideas and suggestions for future street and transport improvements
- City Streets exhibition: A supporting exhibition was held at the City Centre on Basinghall Street. The exhibition took visitors through historic and recent changes to the City's streets and presented future challenges. More than 7,000 people visited the City Centre over the two-month period
- Stakeholder workshops: 77 representatives from City businesses, transport user groups and other organisations with an interest in transport in the Square Mile attended workshops to share their views on the transport challenges and opportunities.

Engagement on the review of the Transport Strategy was undertaken in two phases between November 2022 and April 2024. The first phase aimed to understand people's views and inform changes to the Outcomes and Proposals. The second phase engaged stakeholders and the public in a consultation on the proposed changes to the Transport Strategy.

- Stakeholder workshops, focus group events and one to one meetings: representatives from transport and logistics organisations, neighbouring local authorities, City businesses, City schools and more came together to share their perceptions and priorities for use of the City's streets, and give their views on the transport challenges and opportunities.
- Public perception survey: Between 28 November and 19 December 2022, a public survey of workers, residents, students and visitors was undertaken. It contained wide ranging questions about participants' 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 nearly 1,000 responses were recorded.

Public Consultation: Utilising the online Commonplace engagement platform, stakeholder workshops and public drop-in sessions over 800 contributions from more than 400 respondents were gathered in the seven-week consultation from the 16 November 2023 to 7 January 2024. A Strategy Board made up of City business representatives, representatives from the Greater London Authority and TfL, and transport experts also met in developing the first edition of the Strategy and during the review period for this second edition. This Board provided advice and acted as a sounding board for emerging proposals and response to the consultations. Supporting the delivery of the City of London Corporate Plan

The Transport Strategy is one of a suite of strategies that help to deliver the City Corporation's Corporate Plan.

The Plan sets six Outcomes:

- Dynamic Economic Growth
- Vibrant Thriving Destination
- Flourishing Public Spaces
- Leading Sustainable Environment
- Providing Excellent Services
- Diverse Engaged Communities

The Transport Strategy will help contribute to Flourishing Public Spaces and a Vibrant Thriving Destination by:

- Reducing motor traffic levels to enable space to be reallocated to walking and wheeling, cycling, greenery and public spaces
- Making streets safer and reducing the number of traffic related deaths and serious injuries
- Enabling people to walk, wheel and cycle and reducing the negative health impacts of transport
- Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together

Providing a Leading Sustainable Environment will be supported by actions in the Transport Strategy to:

- Improve air quality and reducing noise from motor traffic
- Ensure streets are well maintained and resilient to natural and man-made threats

Dynamic Economic Growth will be supported by:

- Enabling the City to continue to grow and accommodating the associated increase in demand for our limited street space
- Improving the quality of streets and transport connections to help attract talent and investment
- Helping create a smarter City, that supports and enables innovative transport technology and other mobility solutions
- Advocating for improved local, national and international transport connections

Diverse Engaged Communities will be supported by:

- Ensuring that the City's streets and public spaces are places where no one is excluded or feels excluded
- Developing and growing our understanding of inclusivity, especially how it relates to our streets and public spaces
- Working collaboratively with our partners and diverse communities to meaningfully apply our Principles of Inclusivity. These will promote equity and support the four pillars of sustainability (economic, social, environmental, and institutional).

- Encouraging community participation and engagement through ensuring a diversity of voices are heard;
- Building trust with local communities through transparency, accountability and demonstrating how engagement has developed our processes and plans.

Climate action strategy

The City of London Corporation has adopted a Climate Action Strategy which sets 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.

The City Corporation has committed to achieve net zero carbon emissions from our own operations by 2027; achieve net zero carbon emissions across our investments and supply chain by 2040; support the achievement of net zero for the Square Mile by 2040.

The Transport Strategy supports the Climate Action Strategy by 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. Actions and targets reflect the need to support Climate Action by reducing carbon emissions and by creating a more resilient street network and public realm through use of materials and planting more trees and greening across our schemes.

The Transport Strategy also supports the City of London Police Policing Plan, which seeks to keep those who live, work, and visit the city safe and feeling safe.

Destination City

Destination City is the City of London Corporation's growth strategy for the Square Mile as a world-leading business and leisure location. Launched in May 2022, the first phase of the Destination City programme focussed on delivering major events plus new and exciting seasonal arts and culture activity to enliven the City's streets and venues, encouraging audiences to experience this part of London in a new way.

Following a review in 2024, Destination City is currently in the transition to second phase to recast Destination City as a partnership approach. Destination City will continue to deliver a seven-day-a-week Square Mile that is a global magnet for businesses and residents, visitors, and workers alike.

Attracting new businesses and people to a dynamic and thriving City is vital for the Square Mile's future. Destination City supports a first-class culture and leisure offer that is a crucial part of growing our vibrant Square Mile to support London and the whole United Kingdom.

The Transport Strategy supports Destination City through making radical changes to the Square Mile's streets, with wider pavements, al-fresco dining, and first-class infrastructure for people walking and cycling. By using planning powers to create new inclusive public spaces and cultural experiences, our City roof gardens, terraces, and viewing galleries are already a magnet for visitors with the Sky Garden, at 20 Fenchurch Street, welcoming over 10 million visitors, by 2024.

The second phase of the Destination City programme is currently being established and it will bring many new opportunities for stronger collaboration. The Transport Strategy will continue to support the delivery of the Destination City programme.

Alignment with the City Plan 2040

The emerging City Plan 2040, sets out the planning policies that will guide future growth and decisions on planning applications for the next 20 years.

Transport plays a key role in enabling and accommodating development, and the way the City grows affects demand for travel and public space. Reflecting this interrelationship, relevant policies and proposals in the City Plan 2040 and this Strategy are aligned. In particular, several proposals support and respond to the significant change anticipated in the following 'Key Areas of Change' (Figure 3):

- Aldgate Tower and Portsoken: there is likely to be further commercial development, especially through the refurbishment or redevelopment of older buildings. The area will also experience increased tourism activity, in line with the continued increase in tourist numbers in London as a whole. Opportunities include the potential redevelopment of the Mansell Street estate
- Blackfriars: public realm enhancements are proposed along the Riverside walk, and the development of the Thames Tideway Tunnel will create a large new public space
- City Cluster: a number of significant tall buildings are under construction, with further tall buildings permitted but not yet commenced. The planned intensification of development in a relatively small geographic area will inevitably lead to a significant increase in footfall and put more pressure on public transport, streets, open spaces and services, therefore requiring better walking and cycling routes, enhanced public realm, and specialised approaches to freight and servicing
- Fleet Street and Ludgate: significant occupational change in major buildings is expected in the short to medium term as buildings in this area are under development. A new combined court and City of London Police headquarters is also being developed. Retail provision along Fleet Street is being considered, encouraging greater diversity of retail, culture and leisure and the extension into the evening and weekends.
- Pool of London: there is opportunity for renewal through development and public realm improvements that enhance heritage assets, such as Custom House; the churches of All Hallows by the Tower and St Magnus the Martyr; Adelaide House; Old Billingsgate Market and the quay, cranes and stairs on the riverside in front of Custom House. Although the area will retain its strategically significant office uses, there is significant potential to enhance the area for visitors, tourists, children and young people
- Liverpool Street: further development in the Liverpool Street area is anticipated following the completion of Elizabeth Line at Liverpool Street

station. Potential redevelopment of the railway station will initiate change in this area

- Smithfield and Barbican: a cultural quarter focused on the Barbican and the new London Museum (due to open in 2026); Smithfield Market, London's major wholesale meat market, is expected to relocate in the coming years.

Supporting the delivery of the Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) sets out the Mayor of London's policies and proposals to reshape transport in London by transforming the Capital's streets, improving public transport and creating opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport.

The three key themes of the MTS are:

- Healthy Streets and healthy people: Creating streets and street networks that encourage walking, cycling and public transport to reduce car dependency and the health problems it creates
- A good public transport experience: Enabling more people to travel by public transport, the most efficient way for people to travel over distances that are too long to walk or cycle
- New homes and jobs: Planning the City around walking, cycling and public transport use to unlock growth in new areas and ensure that London grows in a way that benefits everyone

Local Implementation Plan

The City Corporation, along with London's 32 boroughs, is required to produce a Local Implementation Plan (LIP) that details how we will support the delivery of the MTS. This Strategy, together with a separate LIP Delivery Plan, form the City of London Corporation's Local Implementation Plan. The LIP Delivery Plan is published alongside this Strategy and is available on our website. The LIP Delivery Plan provides more details of the alignment between our visions, aims, outcomes and proposals and the MTS. It also sets out the projects that will be funded in full or in part by contributions from TfL.

Placeholder for Figure:

- *Key Areas of Change*

Vision, aims and outcomes

Our vision

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

By delivering this vision we aim to...

Ensure the Square Mile is a healthy, attractive and easy place to live, work, learn and visit.

Support the development of the Square Mile as a vibrant commercial centre and cultural destination and protect and enhance its unique character and heritage.

To create a future where...

- The Square Mile's streets are great places to walk, wheel 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
- Improve the experience of riding cycles and scooters in the City The Square Mile's air and streets are cleaner and quieter
- Delivery and servicing are more efficient, 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

Proposals

Revised text changes are shown as tracked changes.

For each of the 10 Outcomes, this chapter outlines our ambitions, summarises the key issues and challenges and sets out the proposals for delivery.

The Healthy Streets Approach and Inclusivity

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.

Placeholder for updated infographic:

- *Updated Healthy Streets Indicators*



We recognise that some of the City's streets and public spaces are not as welcoming and inclusive to different groups of people and individuals as they should be. This is in part due to the historic nature of many City streets and 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 will put the lived experience of people using our streets and spaces at the heart of our decision-making and delivery.

This will ensure that the City's streets and public spaces are places where no one is excluded or feels excluded, regardless of their age, disability, gender identity or reassignment, being married or in a civil partnership, being pregnant or on maternity

leave, race or ethnicity, religion or belief, sex, sexual orientation or socio-economic background.

To achieve this it will be necessary to develop and grow our understanding of inclusivity, especially how it relates to our streets and public spaces. We will work collaboratively with our partners and diverse communities to promote equity and support the four pillars of sustainability (economic, social, environmental, and institutional) by meaningfully applying our inclusion principles.

[The following text will go in a box]

Our Inclusion principles

We have developed five inclusion principles to steer the development of our Inclusivity and Equity Action Plan and the delivery of this Transport Strategy. These principles have been developed in accordance with national and international best practice and guidance, listed in the references section.

These principles are our current best understanding of an inclusive approach to transport planning and delivery. They have informed our approach to ensuring everyone can safely and confidently access and travel around the City of London. They will hold us accountable as we continue to remove barriers that may exclude people from accessing all the opportunities the City has to offer.

- Improving our street network and supporting the improvement of London's public transport network to ensure everyone is able to experience the benefits of our policies and projects, 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 and 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 in our processes and plans.
- Developing shared, local stories of inclusion best practice and lessons learnt, showing how changes to our streets and our policies have improved people's lives; and promoting a culture of inclusivity.

[End of text box]

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 Design 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 Design 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

[The following text will go in a box]

Healthy Streets Design Check

The Healthy Streets Design Check is a tool for designers and engineers that uses 19 metrics to assess how a street performs against the 10 Healthy Streets Indicators. It can be used to assess an existing street, proposed changes to a street or a completed project.

Using the Healthy Streets Design Check helps ensure that the factors that influence people's experience of being on street are properly considered. It also allows for easy comparison of different design options to help inform decision making and make it easier for people to understand the relative benefits of different proposals during consultations.

An example of the results from a Healthy Streets Check demonstrating improvements against each Indicator is shown on the right.

Placeholder for updated infographic:

- *Healthy Streets Check*

[End of text box]

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

We know we need to do more and do better to create an equitable and inclusive City, and that this change needs to happen as soon as possible. To achieve this at pace, an Inclusivity and Equity Action Plan will be developed by 2025. This will outline the key actions and steps we will take to deliver this proposal, alongside a series of qualitative and quantitative metrics and measures to ensure transparency and accountability as we implement this Strategy.

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~~ and evidence-based Tests of Relevance and Equality Impact Assessments (as per our Public Sector Equality Duty in the Equalities Act 2010) for all projects and major policy decisions, striving to co-create these where ever possible, ~~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~~ Requiring our Inclusion Principles and the Healthy Streets Approach to ~~the principles of inclusion as to be considered in transport assessments and the design and delivery of associated improvements~~
- Making mandatory the inclusion of ~~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 community engagement and 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~~
- Developing internal guidance on what constitutes inclusive language and media, and how we publish and best communicate with our stakeholders and audiences, including ensuring all texts are accessible. ~~Using inclusive language and materials 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 and minority groups, among many others
- Ensuring staff involved in the delivery this Strategy and the Inclusivity and Equity Action Plan are formally trained in our Inclusion Principles ~~the principles of inclusivity~~, and have an understanding best practice and our responsibilities under the Equality Act 2010
- Engaging with the Mayor of London, the Greater London Authority, neighbouring boroughs, Transport for London, 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
- Building trust with local communities through transparency, accountability and demonstrating how engagement has driven change in our processes and plans
- Establishing effective feedback mechanisms and complaint procedures to address inclusivity concerns

[The following text will go in a box]

Our Corporate Equity, Equality, Diversity and Inclusion Objectives

In March 2024, we published Our Corporate Equality Objectives, which set out making systemic change through championing and advancing equity, equality, diversity and inclusion in everything we do.

Consideration of equity, equality, equality, diversity and inclusion is integral in the design, development, implementation and evaluation of our services in compliance with the Public Sector Equality Duty (and specifically Section 149 of the Equality Act 2010). Throughout the Strategy and we will look to take a community-centred approach, as set out in our Ethical Policy, to help us better understand the challenges our communities face and include them in our planning and decision-making processes.

The Transport Strategy will support the four City of London Corporation Equality Objectives:

- **Inclusive and Trustworthy Leadership.** This objective recognises the City Corporation has an inward and outward leadership role in advancing equity, equality, diversity, and inclusion (EEDI). It aligns to the Corporate Plan 2024-2029 and People Strategy 2024-2029.
- **Inclusive and Diverse Community.** This recognises it is essential to tackle unlawful discrimination, inequity and unfair bias and the need for systemic change.
- **Accessible and Excellent Services.** This aligns to the Corporate Plan outcome focussed on providing excellent services and our ambition to be world class.
- **Socio-Economic Diversity.** The focus is internal and external, including social mobility and social inclusion. It also aligns with aspirations in the Corporate Plan, People Strategy and our commitments through the Social Mobility Index.

[End of text box]

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

Walking and wheeling* are , and will remain, the main ways that people travel around the Square Mile. We want people walking and wheeling in the City to feel that their needs have been prioritised. By delivering this Strategy we will make the experience of walking and wheeling on our streets a more enjoyable and rewarding experience – a great way to travel and to discover all that the City has to offer.

Fewer, cleaner and quieter motor vehicles will mean that streets are less dominated by traffic and easier to cross. People driving and riding in the City will recognise the Square Mile as a place where people on foot come first – they will travel slowly and be prepared to give way to people walking and wheeling. Pavements will be wide enough to avoid feeling uncomfortably crowded, even during the hustle and bustle of the morning and evening commute. High quality public realm, more seating, greenery, public art and events will mean that streets are also great places to stop, rest and relax.

Our recent survey of nearly 1000 City workers, visitors, residents and students, found that 76% of respondents thought that the walking environment in the City is pleasant (SYSTRA, 2023).. Research indicates that the two biggest priorities for respondents to create streets that are accessible for all and make the City's streets a great place to walk (SYSTRA, 2023).The City's streets are busy with people walking at all times of the day, and between 7am and 11pm there are more people walking on our streets than travelling by any other mode (City of London Corporation, 2023).

65% of all travel movements in the Square Mile are made on foot and almost all of the 8,600 residents and 614,000 workers in the City will walk at least once during the day (City of London Corporation, 2018). These numbers will increase as the City grows, with potentially a further 104,000 people walking on our streets within the next 20 years, as suggested by employment projections including all employment sectors (City of London Corporation, 2024).

The completion of the Elizabeth line in 2022 has intensified the arrival of people into the City – with each Crossrail train capable of accommodating 1,500 passengers, and transports thousands of people into the City on a daily basis (Transport for London, 2023).

We will continue to prioritise improving the walking and wheeling environment in the City and enhancing people's experience and ease of getting around.

* References to people walking and wheeling include people using: mobility aids such as wheelchairs, rollators or mobility scooters designed for use on the pavement, and people with physical, sensory or cognitive impairments who are travelling on foot. It also includes people who are using buggies, strollers, prams and pushchairs.

Placeholder for updated infographic:

- % of journeys walked in the City of London

Placeholder for new infographic:

- Wheeling - A term encompassing use of wheelchairs, mobility scooters, pushchairs, scooters and other mobility or carrying aids.

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

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 walking and wheeling greater priority at the entrances to side streets
- Widening pavements to provide more space, 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.

[The following text will go in a box]

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.

[End of text box]

Key walking and wheeling routes

We will prioritise improvements to junctions and routes that are busiest 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 has included the completion of the streets around Moorgate and Liverpool Street Stations, Globe View along the river and changes to Bank Junction. Figure 5 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

Pedestrian priority streets

New pedestrian priority streets will be introduced across the Square Mile, with opportunities identified within Healthy Streets Plans (see proposal 12). We will 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.

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.

[The following text will go in a box]

Pedestrian priority streets

There are already 25 kilometres of streets in the Square Mile that, through various restrictions, limit access to motor vehicles to prioritise people walking and wheeling.

[End of text box]

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 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 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 person authority' at appropriate locations – providing a default green 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 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 driving and riding towards people walking and wheeling.

Placeholder for Figures:

- *Proposed walking improvements*
- *Potential locations for pedestrian priority*

Proposal 3: Enhance the riverside walkway and improve walking and wheeling connections between the riverside and the rest of the City

We will 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 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.

Wherever feasible, use the redevelopment of sites along the riverside to widen the walkway and 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

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 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 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

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

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

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

Exploring the potential for additional wayfinding, for example through on-street cues or apps.

- 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. 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.

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Legible London

City wide installation of Legible London signs was completed in 2019. Legible London maps and signs were developed by Transport for London to make it easier for people to walk around London. They provide a consistent approach to wayfinding, with over 2,000 signs and maps already installed across the Capital. Legible London maps are also provided in Underground stations, and at bus stops and cycle hire docking stations. The maps encourage people to walk or wheel by showing destinations that can be reached within 5 and 15 minutes.

[End of text box]

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

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.

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

We will work with BIDs and other partners to provide and maintain more 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) (City of London Corporation, 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.

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

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, trees and permeable surfaces in all schemes where space and conditions permit, 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

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 Strategy (City of London Corporation, 2020), 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 Guidelines (City of London Corporation, 2020).

Outcome 2: Street Space is used more efficiently and effectively

We want the use of the Square Mile's streets to better match the priorities of residents, workers and businesses. Street space will be used more efficiently, with more space and time provided for people walking, wheeling, cycling, scooting and travelling by bus. General reductions in the number of motor vehicles will help reduce delays for the essential traffic that remains.

Some streets will be used in different ways at different times of the day. For example, by providing space for people to walk and relax during the day, while allowing deliveries overnight. Temporary closures of streets to motor vehicles will provide opportunities for cultural and community events or simply enjoying the City. The kerbside will also be used more dynamically and effectively, with commercial vehicles having priority access to parking and loading no longer causing an obstruction, particularly at the busiest times of day.

Findings from our recent survey of nearly 1000 City workers, visitors, residents and students (SYSTRA, 2023) indicated that reducing motor traffic and making streets safer by reducing traffic were the joint fourth highest priorities (after accessible streets, making City streets great places to walk and getting more people cycling).

Since 1999 there has been a 66% reduction of motor traffic levels in the Square Mile, while the number of workers in the City has increased by at least 50%.^{xv} In 2022, 7am-7pm, 35% of motor vehicles in the Square Mile are cars (including private hire vehicles), 20% are taxis and 30% vans and goods vehicles.

Cycles and buses represent the most space efficient modes of vehicular transport. Based on average occupancy, they require 200m² and 250m² of street space respectively to move 100 people. The same number of people travelling in a car or taxi would need 760m².

[The following text will go in a box]

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 (EIQAs).

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/E-scooters

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 (subject to their legal status) 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 (EqIAs). 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.

L category vehicles.

L category vehicles, which includes powered two and three wheelers such as, mopeds and motorbikes. (including electric bikes that are not classed as electrically assisted pedal cycles) (see DVLA definition)

We consider that although vehicles in this classification are still private transport, there may be some circumstances where we wish to differentiate locally for the purposes of access.

General traffic

In most instances any restrictions or constraints on the use of streets will apply equally to private hire vehicles, freight and servicing 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.

[End of text box]

Note that above text will include mini infographics to make it more visual.

Placeholder for new infographic:

- City Streets Survey respondents prioritising street users

Proposal 11: Take a proactive approach to reducing motor traffic

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 ~~support~~ the Mayor of London and TfL on the development of new charging mechanisms.

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

1. We will continue to monitor numbers of private hire vehicles (PHVs) operating in the City and support TfL's approach to managing the number of PHVs operating in London to an appropriate level. 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 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 facilitate (proposal 43).

-

Placeholder for new infographic:

- *Essential Traffic Infographic*

[The following text will go in a box]

Road user charging

London was a global leader in road user charging when the Congestion Charge was introduced to central London in 2003. There was an immediate reduction in congestion of 30% and 15% less circulating traffic (Greater London Authority, 2018)

The Congestion Charge is now over 20 years old. Although it has had some alterations since it was introduced it remains a relatively simple system while the challenges facing central London have changed considerably.

A thriving weekend and night time economy now means that evening and weekend traffic levels (when the Congestion Charge is not in operation) are now similar to those on weekdays.

An updated road user charge, that could be varied according to patterns of demand, vehicle type or by distance travelled, would be more effective in reducing traffic levels and congestion in central London. A central London or London-wide approach, compared to a City specific charge, would be the most beneficial model. TfL has initiated engagement on future road user charging system and approach. We support developing this to help deliver the City's objectives including traffic reduction.

[End of text box]

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

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

~~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):~~

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 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. The identification of opportunities will be established through completing HSP Healthy Streets Plans s for the following areas (shown in Figure 7):

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~~2027.
- 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 EC 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 was completed and adopted in 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 was completed in 2024. Delivery of the recommendations will be in conjunction with developments in the area.

Placeholder for Figure:

- *Street Hierarchy*

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

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 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.

Placeholder for Figure:

- *Proposed Healthy Street Plans*

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

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 City-wide kerbside review by 2024, 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
- 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

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

Outcome 3: The Square Mile is accessible to all

Everybody must be able to travel easily, comfortably and confidently to and around the Square Mile. Delivering this Strategy will help remove obstacles to walking, wheeling, cycling, scooting and using public transport. Pavements and crossings will be smooth, 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. Changes to streets will be supported by new transport technologies that will emerge over the next 25 years, including new shared transport services. Advancements in transport innovations will help provide specialised and tailored accessibility support and an accessible public transport network will mean that people with limited mobility are no longer penalised by having to make longer or more expensive journeys.

13% of Londoners currently consider themselves to have a disability that impacts their day to day activities 'a little' or 'a lot' (Transport for London, 2024). This is expected to rise due to an aging population.. Almost every journey starts and ends with some amount of walking and wheeling, if only to the vehicle, station or stop. However, too often poor pavement surfaces, street clutter including dockless e-cycles and lack of dropped kerbs are known to create barriers and inequalities (Transport for All, 2023).

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 5.76 minutes slower for customers requiring step free access. It has been found that 12.5% of disabled people don't feel Transport for London provides a safe service (Transport for London, 2024) .

Findings from our recent survey of nearly 1000 City of London workers, visitors, residents and students (SYSTRA, 2023) ranked creating streets that are accessible to all as the most important Outcome of the Strategy. It also found disabled respondents were more likely than those without disabilities to disagree (44.4% vs 19.3%) with the statement that "our City streets are accessible for people of all ages and abilities". Workshop engagement with disability groups also noted the Strategy should better consider the needs of disabled people and others reliant on motorised transport.

Placeholder for updated infographic:

- *15.7% of Londoners consider themselves to have a disability that impacts their day to day activities 'a lot' or 'a little'. This is expected to rise (Transport for London, 2024).*

[The following text will go in a box]

City of London Street Accessibility Tool

City of London Street Accessibility Tool (COLSAT) (City of London Corporation, 2022) was created based on interviews with 34 disabled people in 12 different needs segments. The segmentation attempted to represent the full spectrum of disabled peoples' needs including:

- 5 segments representing people with mobility impairments,
- 4 covering people with sensory impairments and
- 3 covering neurodivergent people

It enables our street designers to easily identify how street features impact on the different needs of disabled people.

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

CoLSAT in practice

CoLSAT has been in regular use by officers in the City of London since its development and is applied to every design project, from simple individual crossing to major schemes. The Tool is used in conjunction with National Guidance, Road Safety Audits, Equality Impact Assessments and engagement to inform decision making.

When designing and delivering changes to our streets and public spaces CoLSAT highlights potential issues early, and allows City Corporation officers to have meaningful discussions with Stakeholders. Identify solutions, remove barriers and make design changes to improve standards of accessibility.

COLSAT's ease of use has allowed it to be happily adopted by officers already resulted in design changes. At The Bank Junction, for example:

- level surfaces and 25mm kerb upstands were abandoned in favour of 60mm kerb upstands,
- additional tactile paving was applied to fully delineate footway and carriageway on traffic tables,
- where possible, the spacing between security bollards was increased

Placeholder for new Infographic

- *CoLSAT was developed working with Urban Movement and Ross Atkin Associates and has won the "Transport Accessibility Award" at the CiTTi Awards and the "Best Practice in Diversity, Inclusivity and Accessibility Award" at the UK National Transport Awards. It is free to download from the City Corporation website and we are encouraging everyone to use it.*

[End of text box]

Proposal 16: Make the City's streets more accessible and apply the City of London Street Accessibility Tool

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 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

Proposal 17: Keep pavements free of obstructions

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 and wheeling route, including identifying opportunities to affix 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 temporary signage reduces 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

* Pavements and streets are used in lieu of the legal definition of public highway which includes all publicly adopted carriageway, pavements and City walkways. The Highways Act 1980 requires highways authorities to maintain free, unobstructed access along the highway (Section 130) and allows the City Corporation to restrict any furniture on its highway though section 115(E)(1)(b)(i) of the Act.

Deleted Proposal 18: Keep pedestrian crossings clear of vehicles

Proposal 19: Support and champion accessibility improvements to Underground stations

We will work with TfL to prioritise investment in accessibility improvements to Underground and DLR stations within the Square Mile. 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.

Placeholder for new infographic:

- *Step-free access to London Underground and DLR stations in the City of London*

Outcome 4: People using our streets and public spaces are safe and feel safe

No one should be prevented from choosing a particular mode of transport because of concerns for their personal safety. Delivering this Strategy will result in fewer motor vehicles on our streets and those vehicles will be moving at slower speeds. Collisions will occur less often and will not result in death or serious injury. Fewer, slower vehicles, together with high quality street lighting, will also mean that streets feel safer at all times of the day. Motor vehicles themselves will be equipped with advanced sensors and better automatic safety features that will further reduce or eliminate human driving error. Security features will be sensitively incorporated into the streetscape and will incorporate features that help make streets more attractive places to walk and spend time. The Square Mile will continue to experience a low rate of crime and fear of crime, supported by reductions in thefts of and from vehicles.

In 2022 , 59 people were reported killed or seriously injured in traffic collisions on the City's streets, including 27 while cycling, 17 while walking and wheeling and eight while riding a moped or motorcycle. Other than during the Covid-19 pandemic period when serious injury numbers reduced, the number of people reported killed and seriously injured in the Square Mile has, remained relatively consistent, fluctuating between 50 and 80 per year, since 2010 (City of London Corporation, 2024) Around eight out of 10 collisions in the Square Mile that result in a death or serious injury involve a motor vehicle (Transport for London, 2024).

The City is fortunate to experience low levels of crime and fear of crime, with 64% of people reporting that they feel safe from crime and terrorism. However, some groups experience crime and fear of crime more than others, particularly women and girls. For example from our recent survey, women were less likely to agree than men that City streets were well-lit at night (SYSTRA, 2023). We will continue to provide effective and proactive policing, well designed and maintained public spaces and proportionate security measures that ensure people are safe and feel safe.

[Placeholder for updated infographic:](#)

- [Collision Stats infographic](#)

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

Our commitment to the ambition of Vision Zero means we will seek to eliminate transport related deaths and serious injuries from the streets of the Square Mile by 2040.

Our interim target is that there are fewer than 20 deaths or serious injuries a year by 2030.

Measures to deliver Vision Zero and reduce road danger will be delivered across 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~~ ~~were~~ be published in the Vision Zero Action Plan which ~~is expected to be~~ ~~was~~ adopted in February 2024 (City of London Corporation, 2024). We will revisit review the plan later in 2023 and will be updated at least every five years to ensure that it remains appropriate and up to date.

Safe streets

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:

- 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.

There are further casualty hotspots on or near to the City boundary, which are the responsibility of neighbouring London boroughs. We will engage with these partners to encourage them to address these locations through remedial engineering measures to reduce risk to people travelling to and from the Square Mile.

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,
- 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:

- Identifying locations across the Square Mile where trials of innovative signage will help create lower speed environments and reduce road danger. This may include advisory lower speed limit signage on particular streets across the Square Mile where they would help create lower speed environments and reduce road danger.
- Using projects that deliver changes to the City's streets to help create a low speed environments,
- ~~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 [advanced driver intelligent speed assistance systems \(ADAS/ISA\)](#) 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.

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. [The City Corporation adheres to the highest gold standard of FORS \(Fleet Operator Recognition Scheme\) as well as CLoCS \(Construction Logistics and Community Safety\); and we will promote these standards to suppliers and partners,](#)
- Collaborating with partners to improve vehicle standards and maintenance and seek to support the development of a motorcycle fleet accreditation standard,
- 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 to inspect hundreds of 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.](#)

Safe behaviours

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.

Placeholder for Figure:

- *Safer Streets priority locations*

[The following text will go in a box]

Trial of Advanced Driver Assistance Systems (ADAS) on City Corporation fleet vehicles

In 2023, we undertook a trial of three different Advanced Driver Assistance Systems (ADAS) on vehicles within the City Corporation fleet. The trial intended to inform our understanding of which system would be most appropriate to use in the City's fleet to help improve safety, reduce fuel and CO₂ emissions and aid in the management and operation of the fleet. The trial included a form of intelligent speed assistance (ISA), a driver coaching and gamification tool and a telematics device.

The trial concluded that the driver coaching and gamification system was the one most appropriate for use in the City's fleet due to the fuel reduction, driver behavioural improvements and risk reduction demonstrated. We are seeking to expand the use of the technology across the City Corporation's fleet to multiply the benefits and cost saving potential.

[End of text box]

Proposal 21: Work with the City of London Police to reduce crime and fear of crime

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.

Collaboration between the City Corporation and City Police will address crime trends, hotspots and crowded places and identify opportunities to reduce crime, particularly against women and girls through changes to street design and management, enforcement and awareness campaigns.

Further measures to reduce 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
- Running campaigns with motorcycle and cycle groups to promote best practice locking and security measures
- 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

We will work with the City of London Police, developers and City businesses to review and where necessary enhance security measures. 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 disabled people
- Designed and installed to take account of access requirements for servicing

We will also work with industry partners to develop hostile vehicle mitigation standard benches, planters, [cycle parking](#) 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

The City Corporation has completed its up-grade of street lighting in accordance with the City of London Lighting Strategy (City of London Corporation, 2018). 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 delivered by transport and public realm projects and, through the planning process, developments:

- 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

Most of the vehicles on the City's streets will be cycles, with more people choosing to cycle and cycles being used for more types of journeys. We want the range of people choosing to cycle to match the diversity of people who live, work, study in and visit the City. Most people, whether they choose to cycle or not, will consider cycling to be a safe, easy and pleasant way to travel around the Square Mile. Reduced traffic, slower speeds and a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of concerns about safety. Over the lifetime of the Strategy we expect scooters and possibly other forms of 'micromobility' to be legalised for use on street, classified in a similar way to cycles. The cycle network will cater for all types of cycles and scooters, including cycles as mobility aids and cargo cycles. Different types of cycles will also be available for hire across the City, supporting more flexible cycling. A safer and calmer cycling experience will in turn encourage more considerate and appropriate cycling behaviour that reflects the priority given to people walking on the City's streets.

Our recent survey of almost 1000 residents, workers and visitors found that 36% of people consider the experience of cycling in the City to be pleasant (and 17% disagreed) We want this figure to be 75% by 2044. 33% of respondents agreed that it is safe to cycle in the City, but 18% disagreed (SYSTRA, 2023).

On average, 23 people each year have been seriously injured whilst cycling on our streets between November 2021 to November 2023 (Transport for London, 2024). We recognise that the current situation on many of our streets is also leading to perceived and real conflicts between people who cycle and other streets users, with negative interactions between people walking and cycling or using other forms of micromobility being raised as a significant issue in public consultations.

Despite these challenges, the number of people choosing to cycle or use other forms of micromobility in the Square Mile has grown significantly over the last 20 years. People cycling now make up nearly a third of all vehicular traffic during the daytime in the City, compared with less than 4% in 1999 (City of London Corporation, 2023) There is significant potential to further increase the number of people cycling. Analysis by TfL has found that up to 15,700 trips a day to the City that are currently made by motorised modes could potentially be cycled in part or full. Over two thirds of these trips are currently made by taxi or car (Transport for London, 2017)

[The following text will go in a box]

Micromobility refers to small vehicles that can be safely ridden alongside conventional pedal bicycles in cycle lanes. Micromobility includes fully active modes like cycling and scooting. It also includes partially active modes, for example electric bikes (e-bikes) and electric scooters (e-scooters) (Sustrans, 2019). Since 2020, a trial e-scooter rental scheme has been operational in the City, although it is still illegal to use privately-owned e-scooters or other powered transporters on public roads. Anything defined by DVLA as a cycle or permitted to use cycle lanes and other infrastructure will be included in our cycle network planning.

[End of text box]

Placeholder for new infographic:

- % of cycle user increase or definition of adaptive cycles, micromobility, e-scooters etc

Proposal 24: Improve the experience of riding cycles and scooters and prepare for future forms of ‘micromobility’

We will make the Square Mile a safe, attractive, and accessible place to ride cycles and scooters 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 [LTN 1/20](#) or 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 level 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 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.

The following parts of the core cycle network will be delivered:

- ~~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) 2 and C6 by 2035
- City Cluster to St Pauls via London Wall (in conjunction with planned network improvements at St Paul’s Gyratory) by 2035
- Monument Junction to C4 in partnership with TfL by 2030
- 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 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.

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, 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
- 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 when appropriate to review impacts on other street users and accelerate the delivery of the cycle network.
- ~~Learn from and~~ Work to incorporate design standards and guidance, such as the TfL Cycle Route Quality Criteria and DfT Technical Note 1/20. , 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.

Placeholder for figure:

- *Core cycling Network.*

Placeholder for new infographic:

- *Sentiment survey*

Proposal 25: Increase the amount, variety and quality of cycle and scooter parking and facilities in the City

We will conduct a City-wide cycle parking review and publish a Cycle and Scooter Parking Improvement Plan by 2025. 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.

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 promote 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 the development and planning 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.

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.

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, wheeling and cycling, particularly on pavements.

New Proposal 26: Support and celebrate micromobility in the City

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 led rides, working with businesses and heritage and cultural institutions to promote cycling
- 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.

Placeholder for new infographic:

- *What is Micromobility*

Deleted Proposal 27: Promote and celebrate cycling

Deleted Proposal 28: Improve cycle hire in the City

Outcome 6: The Square Mile's air and streets are cleaner and quieter

By 2044, transport related local air pollution and carbon emissions will have been cut to virtually zero and streets will be quieter more relaxing places. Together with wider action to reduce emissions from buildings and development, this will mean that the City enjoys some of the cleanest urban air in the world. There will be fewer motor vehicles and those remaining will be powered by electricity or other zero emission technologies. Emerging automation technology will reduce speeds and avoid aggressive acceleration and braking, leading to less tyre and brake wear. New approaches to noise management will mean that street works cause less disturbance.

Poor air quality has been linked to poor respiratory health. A recent report highlighted the health inequalities caused by poor air quality and its often disproportionate impacts on those with protected characteristics (Greater London Authority , 2023). Exposure to high concentrations of Nitrogen Dioxide (NO₂) can irritate the airways of the lungs, increasing the symptoms of those suffering from lung diseases. Fine particles (PM₁₀ and PM_{2.5}) can be carried deep into the lungs where they can cause inflammation and a worsening of heart and lung diseases (DEFRA, 2024).

In 2021, 93% of the Square Mile met its target, as set by the UK government, for NO₂, while PM₁₀ and PM_{2.5} levels were both below the target. The World Health Organization (WHO) recommended Air Quality Guidelines were revised in 2021 and are set well below the government targets (World Health Organisation, 2021). Current annual mean concentrations of NO₂, PM₁₀ AND PM_{2.5} within the Square Mile exceed these and the WHO recognises that there is no safe limit for these pollutants.

[Placeholder for Figure: City of London LAEI mean NO₂ concentrations 2025 projection map.](#)

(Greater London Authority, 2019)

In 2019, road transport was responsible for 22% of NO_x, 7% of PM₁₀ and 11% of PM_{2.5} in the Square Mile (Greater London Authority, 2019). Since the publication of our first Transport Strategy in 2019, data shows improvements in air quality at each of our roadside monitoring sites across the City. However, despite having achieved significant improvements over the last 5 years, current air quality monitoring still records exceedances of the annual mean AQO for NO₂ close to our busiest streets (City of London Corporation, 2024).

[Placeholder for Figure – NO₂ at Transport Strategy Air Quality Monitoring Sites](#)

Brake and tyre wear and tiny deposits of material from the road surface mean that motor vehicles will also continue to be a significant source of particulate matter even once the majority of vehicles are zero tailpipe emission capable.

In 2019, 17% of the Square Mile's CO₂ emissions were produced by motor vehicles. The carbon emissions from electric vehicles are dependent on the source of electricity. However, electric vehicles are far more efficient in fuel use/CO₂ output than combustion engines (European Environment Agency, 2016) An EU study based on expected performance in 2020 found that an electric car using electricity generated solely by an oil-fired power station would use only two-thirds of the energy of a petrol car travelling the same distance (European Commission, 2020). However, it should be noted that electric vehicles still contribute to non-exhaust emissions (which are produced by the wearing down of brakes, tyres, and road dust and can be detrimental to human health) so particulate matter must be minimised by an overall reduction of vehicle traffic (OECD, 2020).

The direct health impacts of noise pollution include sleep disturbance, stress, anxiety, high blood pressure, poor mental health and school performance, and cognitive impairment in children. Risk of cardiovascular disease increases significantly when noise levels exceed 60 decibels, as they often do on urban streets. Noise can also discourage people from walking, wheeling, cycling and spending time on streets (Greater London Authority, 2018).

Proposals relating to air quality directly support the City's Air Quality Strategy (City of London Corporation, 2019), which is undergoing review for the next period 2025 to 2030. The Air Quality Strategy addresses all sources of air pollution in the Square Mile, such as construction machinery, domestic and commercial heating, and commercial cooking. Work to monitor and manage cross boundary pollution is also included in the Strategy.

The Air Quality Strategy includes a full monitoring programme, some of which is directly related to anticipated changes resulting from Transport Strategy proposals. This will inform and quantify the actions and outcomes in the Transport Strategy.

Placeholder for Figure

- *City of London LAEI mean NO₂ concentrations 2025 projection map.*

Placeholder for updated infographic

- *Nox and PM_{2.5}*

Proposal 29: Support and deliver air quality improvements

Through supporting emission controls as part of a new approach to road user charging (proposal 11) and City specific measures, we aim for 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 Strategy, 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.

[The following text will go in a box]

Ultra Low Emission Zone

ULEZ is the world's first 24-hour Ultra-Low Emission Zone, implemented and managed by TfL. It launched in 2019, covering Central London (including the City), before being extended up to the North and South Circular in 2021 and all the way to the M25 in September 2023. The ULEZ aims to reduce the proportion of polluting vehicles on London's roads by setting emission-based standards. Those vehicles not meeting the standard set are charged a daily fee. Compliance with the ULEZ in central London has resulted in substantial improvement in Nitrogen Oxides.

In February 2023, for the inner London area, the Greater London Authority (GLA) reported that:

- 94.4% of vehicles seen driving within the inner London zone met ULEZ emissions standards
- The proportion of diesel cars on London's roads continues to decrease
- Pollution emissions have reduced drastically, with nitrous oxide (NO_x) emissions 26% lower and PM_{2.5} 19% lower in 2023 than in 2019 within the inner London ULEZ
- There has been an overall reduction in vehicles and traffic within the zone since its implementation

The Mayor of London has announced that he is not progressing a Central London zero emission zone (ZEX), and analysis shows that ULEZ has had a significant impact on air quality. Locally just 7% of the City monitoring points exceed the legal NO₂ limit of 40 µg/m³ in 2022, compared to 33% in 2019 before the ULEZ was introduced.

ULEZ has been successful in reducing NO_x and NO₂ and increasing the uptake of zero emission vehicles, however the remaining pollutants of concern (PM₁₀ and 2.5) tend to be transboundary and need broader measures; this, alongside the difficulty of implementing ZEXs that rely on penalty charge notices, means that a different approach is required to achieve further reductions in air pollution in the City. The opportunity to develop the next generation of road user charging to be smarter in tackling air pollution and traffic reduction will replace previous commitments to local zero emission zones. We will still consider emission-based restrictions if necessary after first aiming to reduce overall traffic volumes. 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. (Greater London Authority, 2023)

[End of text box]

Placeholder for Figure

- *ULEZ map*

Placeholder for updated infographic

- *ULEZ infographic*

Proposal 30: Install additional electric vehicle charging infrastructure

We will install additional publicly accessible electric vehicle (EV) charge points to support the transition to zero emission capable vehicles. 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 2030 as well as longer-term forecasts. In developing the plan we will consider the charging needs of:

- residents
- Blue Badge and Red Badge holders
- electric wheelchair/mobility scooter users
- taxis
- freight and servicing
- electric motorcycles and mopeds
- electric cycles and scooters

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.

[The following text will go in a box]

Existing electric vehicle charging provision

Fast charge points are currently available for visitors and residents in all City Corporation public car parks and in the Barbican residents' car park. We are ~~working in partnership~~ partnered with TfL to deliver a rapid charging hub for taxis in Baynard House car park, and installed ~~a single~~ taxi only rapid charge point on Noble Street.

[End of text box]

Proposal 31: Request an accelerated roll out of zero emission capable buses

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 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 2034.

Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles

We will work with the Government, TfL and manufacturers to 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 and business improvement districts (BIDs) 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

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.

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

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

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 in 2024 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

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

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

Deliveries and servicing are an essential part of a thriving business district. Delivering this Strategy will ensure these needs are met by fewer, quieter, safer and cleaner lorries and vans. Deliveries for buildings or areas of the City will be grouped together at consolidation centres, meaning fewer, fuller vehicles. The lorries and vans making these deliveries will use the return journey to transport waste and recycling. The Thames will also carry goods into the City as well as waste out, including the materials needed for construction projects. Logistics hubs within the City will enable deliveries to be made by cargo cycles and pedestrian porters. Cargo cycles will also be used for servicing businesses and buildings, with tools and parts securely stored at locations within the Square Mile. New technologies will help improve the routing of deliveries and make it easier to find a place to park or unload. We endorse and support any expansion of deliveries made to the City by rail or river.

During the day, freight and servicing vehicles make up 30% of motorised traffic in the Square Mile. This proportion increases to 39% between 7am and 10am, coinciding with the busiest times of day for walking and cycling.

Projections for 2025 indicate freight and servicing activities are still expected to contribute 14% of transport related NO_x and 27% of PM_{2.5} emissions in Central London (Greater London Authority, 2019).

Large goods vehicles make up only 4% of vehicles on the City's streets (City of London Corporation, 2023). However, 17% of collisions that result in someone being seriously injured involved a large goods vehicle, during the period November 2018 to November 2023 (Transport for London, 2024).

Placeholder for updated infographic

- *Freight % mode share*

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

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 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

An engagement exercise with City businesses will promote and encourage the use of 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.

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. We no longer plan to provide a City Corporation-managed consolidation centre as they are well provided by market operators. We will continue to promote and encourage consolidation through the planning system and working with partners.

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.

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.

- 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, such as the rail freight opportunity due to be trialed at London Waterloo station, [and parcel deliveries being trialled at London Liverpool Street Station.](#)

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. We will push for updated guidance to include stricter expectations for construction consolidation and on-site waste compaction, as well as reviewing 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 BIDs to trial the programme prior to 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.

[The following text will go in a box]

Freight consolidation

Freight consolidation involves routing deliveries to a business, building or area via a warehouse where they are grouped together prior to final delivery. This approach means that the final stage of delivery is made by fewer, fuller vehicles, significantly reducing the number of lorries and vans making deliveries.

Examples of consolidation include the Bristol and Bath Consolidation Centre, the London Borough Consolidation Centre and Regent Street Clipper Consolidation. The City Corporation already mandates the use of consolidation centres in planning consents, including 22 Bishopsgate and 1 Undershaft, to mitigate the impact of new development on City streets. Case studies have shown that freight consolidation can reduce the number of vehicle delivery trips by up to 80% (AXA, 2021). Enabling freight consolidation is critical to achieving our targets for reducing freight vehicles.

Placeholder for updated infographic

- *Consolidation infographic*

[End of text box]

Proposal 39: Develop a sustainable servicing programme

We will work with servicing businesses and facility and property managers to share good practice in relation to reducing motor vehicle trips. This will provide examples of how 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.

Outcome 8: Our street network is resilient to changing circumstances

It is inevitable that people using our streets and transport networks will experience occasional disruption. This includes disruption caused by construction and streetworks, breakdowns and severe weather. By delivering this Strategy we will ensure that these disruptions have as little impact on the ease and experience of travelling in the City as possible. Streets will be kept open to people walking and cycling during construction and streetworks. Long-term works that require streets to be closed to traffic will provide an opportunity for people to enjoy the benefits of a traffic-free environment, and to assess the potential for permanent change. When necessary, alternative routes will be made available for motor traffic on streets that are normally only used for access. The Square Mile will be prepared for the impacts of a changing climate or more extreme weather events; enabling people to comfortably use the City streets regardless of the weather.

In 2023/24 the City Corporation received over 10,000 applications for permits to work on the highway, approximately half of these are from utility companies, and half for street maintenance and improvements. 96% of these applications were approved. Since 2021, combining streetworks through collaborative working 'saved' 998 excavation days on City Streets.

Extreme weather events, including higher rainfall and temperatures, are increasing as a result of a changing climate (Buro Happold, 2020) The City Corporation is committed to increasing climate resilience through the work of the City's Climate Action Strategy (City of London Corporation, 2020). This includes building climate resilience into the design of City streets and public spaces.

Placeholder for updated infographic

Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption

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.

Placeholder for Figure:

- [Resilience Network map](#)

Proposal 41: Reduce the impact of construction and streetworks

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 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 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 (proposal 43).

We will work with the utilities sector to develop and adopt a Utilities Infrastructure Strategy 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.

Placeholder for Figure

- *Winter maintenance map – this figure is not referenced in the text*

Placeholder for updated infographic

- *Combining Streetworks infographics*

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

We will ensure principles of the City's Climate Action Strategy 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.
- 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 emergency planning for severe weather events, ensuring the street network, including pavements, and transport system remains open and functional during periods of extreme weather.

Placeholder for new infographic

- *Climate Action Strategy*

Outcome 9: Emerging technologies benefit the Square Mile

The advent of new transport technology innovations, such as autonomous vehicles (AVs) and new apps and services, promise to change the way our streets function and the way we choose to travel on them. Delivering this Strategy will ensure that transport innovations are seamlessly integrated into the fabric of the City and improve the experience of travelling and spending time on the Square Mile's streets.

We welcome innovative approaches and the potential for partnerships to develop them. We will consider opportunities for testing and supporting new opportunities that help deliver our objectives.

Further investment from central government in the UK was announced in 2023, including up to £150 million for Connected and Automated Mobility. The Automated Vehicles (AV) Act (UK Government, 2024) became law in May 2024 and is designed to deliver a comprehensive legal framework, for self-driving vehicles with safety and innovation at its core (Department for Transport, 2024). The Department for Transport suggests that self-driving vehicles could be on British roads by 2026.

Forecasts indicate that a quarter of global new vehicle sales in 2035 will be autonomous (Connected Places Catapult, 2020). Disruptive technologies, such as Uber, and dockless bikes, have already demonstrated their ability to rapidly change how people travel. They have also highlighted the potential negative impacts of these changes. While no one is certain of what the future holds the City must be ready to respond in a way that supports the successful implementation of this Strategy.

Placeholder for infographic

- *Autonomous vehicles*

Proposal 43: Support, enable and facilitate innovation in transport and the public realm

We will engage with industry, academia, government Catapults, local governments, and local and international partners to support, enable and facilitate transport innovation and technology trials across the City.

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.

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):

- 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
- Contribute to efforts to reduce motor vehicle volumes and mileage and not increase motor traffic volumes
- Ensure that all users are accommodated and that no street user is excluded
- Lead to an overall increase in vehicle occupancy and loading
- Help make our streets safer and not increase road danger, collision rates, collision severity, terrorism risk, or the need for additional policing or enforcement
- Reduce vehicle speeds and ensure vehicles travel at speeds appropriate to conditions and the City context
- Minimise obstructions to vehicles and people walking, and not permanently obstruct pavements or add clutter
- Improve the efficiency of kerbside use and not increase parking or loading space requirements
- Help spread travel demand, for both people and goods, more evenly across the day, such as outside morning, lunchtime and evening peaks and overnight
- Help make streets and the City's air cleaner and quieter by reducing transport related emissions and noise
- 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 using wheelchairs or mobility aids or with sensory impairments when innovations and technologies incorporate motor vehicles. Where possible, manage inclusion for those with sensory impairments.
 - 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

[The following text will go in a box]

Emerging transport technologies

Autonomous vehicles, also known as driverless cars or AVs, are vehicles equipped with sensors and on-board computers that allow them to effectively drive themselves. There are many levels of automation, from partial automation, which can include self-parking cars and adaptive cruise control, to full automation and a hands-off driving experience. The autonomous operation of motor vehicles on our streets could significantly reduce road danger and improve traffic flow.

Drones, also known as unmanned aerial vehicles or UAVs, are small flying vehicles which rely on remote-controlled piloting or fly using onboard sensors and GPS. The operation of drones in the City could improve delivery times of sensitive or high-value goods such as medical supplies and may aid in asset inspection, construction site monitoring, and emergency services activities.

Droids are small wheeled vehicles that are controlled by remote-controlled piloting or onboard sensors and GPS. The use of droids in the City could include couriering and deliveries.

Shared mobility services are transport services that share the use of a vehicle for personal travel, examples include ridesharing and pooled rides.

[End of text box]

Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile

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.
- 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

Public transport will remain the main way that people travel to the Square Mile and continued investment will ensure that the City remains one of the most well-connected business districts in the world. Over 96% of office floorspace in the City lies within a five-minute walk from a National Rail, Underground, Elizabeth Line or DLR station.

Public transport will provide efficient and direct 24-hour connectivity to major local, regional, national, and international destinations. The completion of the Elizabeth Line added new, accessible platforms at Moorgate/Liverpool Street and Farringdon and provides fast and direct connections within Central London and beyond to Heathrow Airport, Essex and Berkshire. TfL reported that at Liverpool Street, the line opening prompted a 150,000 increase in station movements (entries, exits and interchanges) per day in the midweek (Transport for London, 2023). With the opening of the Elizabeth Line in 2022, over 6.37 million people of working age can now access the City of London within a 1 hour's public transport journey (City of London Corporation, 2023). The opening of this new infrastructure, alongside the building of new rail and underground connections, including Crossrail 2, the northern line extension to Battersea Power Station and High Speed 2, and improvements to bus services in outer London through the Mayor of London's 'Superloop' services, will provide the additional capacity people need to get to the City quickly and comfortably from across Greater London and the UK. Expanded Night Tube and 24-hour bus networks will serve and grow the City's thriving cultural offer and night-time economy.

Although there have been adjustments in the travel to work patterns, forecasts indicate that 66,000 more jobs will be created in the Square Mile by 2040, and adequate public transport capacity is key to facilitating this (City of London Corporation, 2024). The Mayor and TfL are still committed to expanding the Capital's public transport networks to ensure the service meets the needs of the Capital in the longer-term future. We will work with TfL to support the delivery of these aspirations.

Placeholder for updated infographics

- *60 minute journey from the City*
- *96% of office floor space*

Proposal 46: Support and champion better national and international connections to the Square Mile

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

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.
- 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.
- Exploring the feasibility of Sunday operation of the Waterloo and City Line in the longer term, especially in light of the Destination City programme.
- Improvements to street level interchange between Fenchurch Street and Tower Hill, Tower Gateway and Aldgate stations, including wayfinding, as a longer-term aspiration.
- 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 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

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

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
- 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 projects

The key routes for bus priority measures are shown in Figure 14. Improvements to these routes will be delivered by 2030.

Placeholder for Figure

- Bus priority Network

Proposal 50: Support the Mayor of London in retaining locally-generated taxation

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

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

Projects and programmes

The major projects and programmes that will be delivered by the Transport Strategy are summarised below. Further details on the projects that will be delivered in the first three years will be set out in the Transport Strategy Delivery Plan. The Delivery Plan will be published on our website by the end of 2019 and then updated on an annual basis.

Managing delivery

Further details on the actions and programmes to deliver elements of this Strategy will be set out in a series of reviews and delivery plans, including:

- The Transport Strategy Delivery Plan, a rolling five -year delivery plan that will be updated on an annual basis
- Healthy Streets Plans, providing details of how we will manage the street network in areas of the City in accordance with our proposed Street Hierarchy (Proposal 12)
- A City-wide kerbside review to better understand and manage kerbside activities on our streets (Proposal 14)
- Inclusion Action Plan, that will outline the key actions and steps we will take to deliver Proposal 1b, alongside a series of qualitative and quantitative metrics and measures to keep us transparent and accountable as we implement this Strategy.
- Cargo Bike Action Plan. This document will set out barriers to the use of cargo bikes followed by actions to encourage the uptake of their use in the City. It will set out ambitious targets for cargo bike usage, and we will monitor numbers of bikes through bi-annual counts.
- Road Danger Reduction Action Plan, a five-year delivery plan for measures to achieve Vision Zero and implement the safe systems approach (Proposal 20)

We will continue to engage and consult with City residents, workers, businesses and other relevant street users and partner organisations as we develop and deliver this Strategy. Any projects that will lead to significant and permanent changes to the form or function of our street network will also undergo transport and traffic modelling. Impact assessments, including Environmental Impact Assessments and Equality Impact Assessments, will be conducted for all relevant projects and proposals. These will test options and ensure potential benefits are maximised and any potential negative impacts are identified and mitigated. Modelling and assessments will consider potential impacts beyond the Square Mile.

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

Proposal 53: Improve our monitoring of transport in the Square Mile

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.

Funding delivery

The delivery of this Transport Strategy will be funded from a range of sources, including:

Money received from TfL, including:

- LIP Corridors and Neighbourhoods – an annual allocation that contributes to projects identified in our LIP
- Liveable Neighbourhoods – funding for large projects that encourage walking, cycling and the use of public transport, allocated through a bidding process
- Strategic funding – funding for specific priorities or initiatives, such as cycling infrastructure, air quality improvements and bus priority
- The City Corporation’s on-street parking reserve – reinvesting revenue from parking charges and penalty charge notices
- Contributions from developers through the Community Infrastructure Levy, Section 106 and Section 278

The long-term nature of this Strategy means we have not scoped the full cost for all projects and programmes outlined above. However, a core principle will be to generate the necessary revenue/funding to make the delivery of this Strategy largely self-supporting.

Measuring and reporting progress

Progress on delivering this Strategy will be publicly reported to the City Corporation’s Planning and Transportation Committee on an annual basis from March 2020. Every two years we will publish a City Streets report which will include data on our targets set out in Table 2, the key performance indicators set out in Table 3, and analysis of traffic trends based on our vehicular and pedestrian traffic counts collected every two years.

The Transport Strategy evidence base is available on our website. This provides further details of the analysis that has informed the development of this Strategy.

City of London Key Targets

City of London Key Targets	Baseline	2030	2044
<ul style="list-style-type: none"> Reduction in all-day motor vehicle traffic volumes (24hr) 	185k	139k (-25%)	93k (-50%)
<ul style="list-style-type: none"> Proportion of people who strongly agree that their experience of walking in the City as pleasant 	28% (2022)	50%	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 (annual) 	61 - KSIs	20 KSIs	0 KSIs
<ul style="list-style-type: none"> Proportion of people who strongly agree that their experience of cycling in the City as pleasant 	10% (2022)	45%	75%
<ul style="list-style-type: none"> Increase in the number of people cycling (24hr) 	44k	66k (+50%)	88k (+100%)
<ul style="list-style-type: none"> Increase in the proportion of zero emission capable vehicles entering the City 	2022 baseline 30%	90%	100%
<ul style="list-style-type: none"> Reduction in all-day motorised freight vehicle volumes (24hr) 	39k	-15%	-30%
<ul style="list-style-type: none"> Reduction in peak-time motorised freight vehicle volumes 	18k	-50%	-90%
<ul style="list-style-type: none"> NEW: Reduction in carbon tonnes from transport on City streets 	2022 baseline	tbc	tbc
<ul style="list-style-type: none"> NEW: Disabled people who strongly agree that City streets as accessible for people of all ages and abilities' 	2024 baseline	Tbc	Tbc

Traffic KPIs measured across 15 locations.

KPIs are measured using Autumn traffic counts

Partnerships and leadership

We recognise that we cannot deliver this Strategy on our own and will work with a range of partners to achieve the vision, aims and outcomes for streets and transport in the Square Mile. This will include working in partnership with:

City residents and residents' associations

City businesses and institutions

The City of London Police

Business Improvement Districts (BIDs)The Mayor of London and TfL

London Councils and London's boroughs

Property developers and the construction industry

National rail and river service operators

Transport industry and representative bodies

Campaign organisations and special interest groups

Developers of new transport technologiesWe recognise that our unique position as a global financial district allows us to be particularly bold in our proposals for changing and improving streets and transport. Nevertheless, the lessons we will learn from delivering this Strategy may be insightful and relevant to London's boroughs and other cities and transport authorities. Likewise, we can learn from and be inspired by the experiences of others.

We will share our experiences and identify transferable best practice by:

Hosting and contributing to conferences, seminars and other events that highlight and discuss best practice

Networking and developing knowledge-sharing relationships with London's boroughs to capture lessons learnt from the development and delivery of this Strategy

Establishing and maintaining relationships with other cities, both in the UK and internationally, and participating in local, national and international networks

Sharing knowledge with relevant private sector, academic and third sector organisations

Proposal 54: Support change across London that is aligned with this Strategy

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.

Updating the Transport Strategy

This Strategy will be reviewed and updated every five years to ensure it reflects the priorities of City residents, workers and businesses, changing circumstances and developments in transport technology. Updates will be informed by in depth engagement and analysis of economic, social and transport trends, and will be subject to formal consultation prior to adoption.

Glossary

Accessible: easy to reach, enter and use

AV: an autonomous vehicle, also known as a self-driving vehicle, is capable of sensing its environment and operating without human involvement

BID: Business Improvement District

Blue Badge: the Blue Badge scheme helps disabled people park closer to their destination

Cargo bike: a bicycle with a large container attached, designed for transporting heavy loads, or passengers, including children

Climate action: refers to the efforts taken to reduce greenhouse gases and build resilience to adapt to climate change

Climate change: a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability over comparable time periods

Climate resilience: the ability to anticipate, prepare for and respond to hazardous events, trends or disturbances related to climate change

Congestion Charge: a daily charge to be paid by those who wish to drive a vehicle inside the Congestion Charge zone, which operates in Central London

Consolidation centre: a warehouse where lots of deliveries are sorted and grouped together prior to a single final delivery

DfT: Department for Transport

Droids: small wheeled vehicles that are controlled by remote-controlled piloting or onboard sensors and GPS

Drones: small flying vehicles which rely on remote-controlled piloting or fly using onboard sensors and GPS, also known as unmanned aerial vehicles or UAVs

Equality: ensuring every individual has an equal opportunity to make the most of their lives and talents. It is also the belief that no one should be excluded because of their protected characteristics.

Equity: whilst equality means each person is given the same resources or opportunities. Equity recognizes that each person has different circumstances and allocates the exact resources and opportunities needed to reach an equal outcome.

Equality Impact Assessments (EQIA): a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by policy and decision making within an organisation. It is also an opportunity to identify any positive impacts for a protected equality group in line with the three equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations) as per our Public Equality Duty in the Equalities Act 2010. Engaging and striving to co-creating EQIA and sharing these with interested groups, and ensuring that the findings and mitigations are materially incorporated into our policies and projects.

EV: electric vehicle

Freight consolidation: involves routing deliveries to a business, building or area via a warehouse, typically located further out of town

Freight: goods transported in bulk, usually by lorry, van, boat, train or aircraft

General Data Protection Regulation (GDPR): the Data Protection Act 2018 is the UK's implementation of the General Data Protection Regulation (GDPR). Under the Data Protection Act 2018, you have the right to find out what information the government and other organisations store about you

GLA: Greater London Authority

Healthy Streets Plans: is a set of proposals to redesign streets and manage access to make streets more accessible, engaging and safe places for people to walk, cycle and spend time in

Inclusive design: "Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society"

KSI: Killed or seriously injured (in a road traffic collision)

Last mile delivery: refers to the final leg of the delivery process. It usually begins at a transportation hub (such as a parcel sorting facility or regional hub) and ends at the final destination of the customer's home or business address

LEZ: the Low Emission Zone covers most of Greater London and is in operation 24 hours a day, every day of the year, and is in place to encourage the most polluting heavy diesel vehicles driving in London to become cleaner

Logistics: overall process of managing how resources are acquired, stored, and transported to their final destination

NO₂: one of a group of highly reactive gases known as oxides of nitrogen or nitrogen oxides (NO_x). NO₂ is used as the indicator for the larger group of nitrogen oxides

NO_x: a mixture of gases that are composed of nitrogen and oxygen

PM₁₀: inhalable particles, with diameters that are generally 10 micrometers (µm) and smaller

PM_{2.5}: fine inhalable particles, with diameters that are generally 2.5 micrometers (µm) and smaller

Protected characteristic: under the Equality Act 2010, the protected characteristics are: age, disability, gender identity or reassignment, marriage and civil partnership, pregnancy or maternity, race, religion or belief, sex and sexual orientation.

The public sector Equality Duty: comes from section 149 of the Equality Act 2010 and require public bodies to publish relevant, proportionate information showing compliance with the Equality Duty, and to set equality objectives

Red Badge: the City of London's Red Badge Scheme provides extra parking facilities within the City of London for City residents and workers with disabilities

Social Model of Disability: an approach that focuses on removing barriers that prevent a person from fully taking part in society.

SME: Small to medium enterprise

SuDS: Sustainable Drainage Systems, a range of sustainable measures for surface water management which reduce the amount, flow or rate of surface water discharge into sewers

Test of Relevance: the screening process of using the Test of Relevance template aims to assist in determining whether a full Equality Impact Assessment (EQIA) is required

Transport Assessments: an approach that helps identify the transport impacts of a new development and ensures planning applications show how the new development supports Vision Zero and the Healthy Streets Approach.

TfL: Transport for London

UAV: unmanned aerial vehicles, otherwise known as drones, are remote controlled pilotless aircraft, or small flying devices

ULEZ: the Ultra Low Emission Zone refers to a daily charge payable by vehicles that do not meet certain emissions standards and covers all London boroughs since August 2023

Walking and wheeling: throughout the Strategy references to people walking and wheeling include people using: mobility aids such as wheelchairs and rollators; 'invalid carriages' including mobility scooters designed for use on the footway, and people with physical, sensory or cognitive impairments who are travelling on foot. The term 'electric wheelchair' relates to wheeled mobility aids that are often referred to as 'powered wheelchairs'. It also includes people who are using buggies, strollers, prams and pushchairs.

Wheeling: a term encompassing use of wheelchairs, mobility scooters, pushchairs, scooters and other mobility or carrying aids

ZEC vehicle: zero emission capable vehicles should emit very small quantities of CO₂, and be capable of being operated with no (zero) exhaust emissions for a certain distance

ZEZ: zero emission zone

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United Nations, 2006. *United Nations Convention on the Rights of Persons with Disabilities*, https://www.un.org/disabilities/documents/convention/convention_accessible_pdf.pdf, s.l.: s.n.

University of Oxford, 2019. *Inclusive Cities: Framework*, https://www.compas.ox.ac.uk/wp-content/uploads/Inclusive_cities_framework_FINAL_web.pdf, s.l.: s.n.

World Health Organisation, 2021. *WHO global air quality guidelines: particulate matter (PM2.5 and PM10), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide*, <https://www.who.int/publications/i/item/9789240034228>, s.l.: s.n.

Our Inclusion principles and Proposal have modelled off guidance:

- UN Secretariat for the Convention on the Rights of Persons with Disabilities (United Nations, 2006)
- The Global Compact on Inclusive and Accessible Cities (Cities for All, 2019)
- Inclusive Cities Framework (University of Oxford, 2019)
- Transport for London's (2024), *Equity in Motion*, Issue 2.
- The Inclusive Transport Strategy: achieving equal access for disabled people (Department for Transport, 2018)
- Key Principles of Inclusive Street Design (Royal National Institute for the Blind, 2023)
- Department for Transport (2021), *Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* (Department for Transport, 2018)
- Corporate Plan 2024-2029 (City of London Corporation, 2024)
- Equality Act 2010: Guidance. (Government Equalities Office and Equality and Human Rights Commission, 2013)
- (Data Protection Act, 2018)

City Streets

Transport for a changing Square Mile



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City of London Transport Strategy
Map Pack
Proposed revisions
July 2024



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

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.

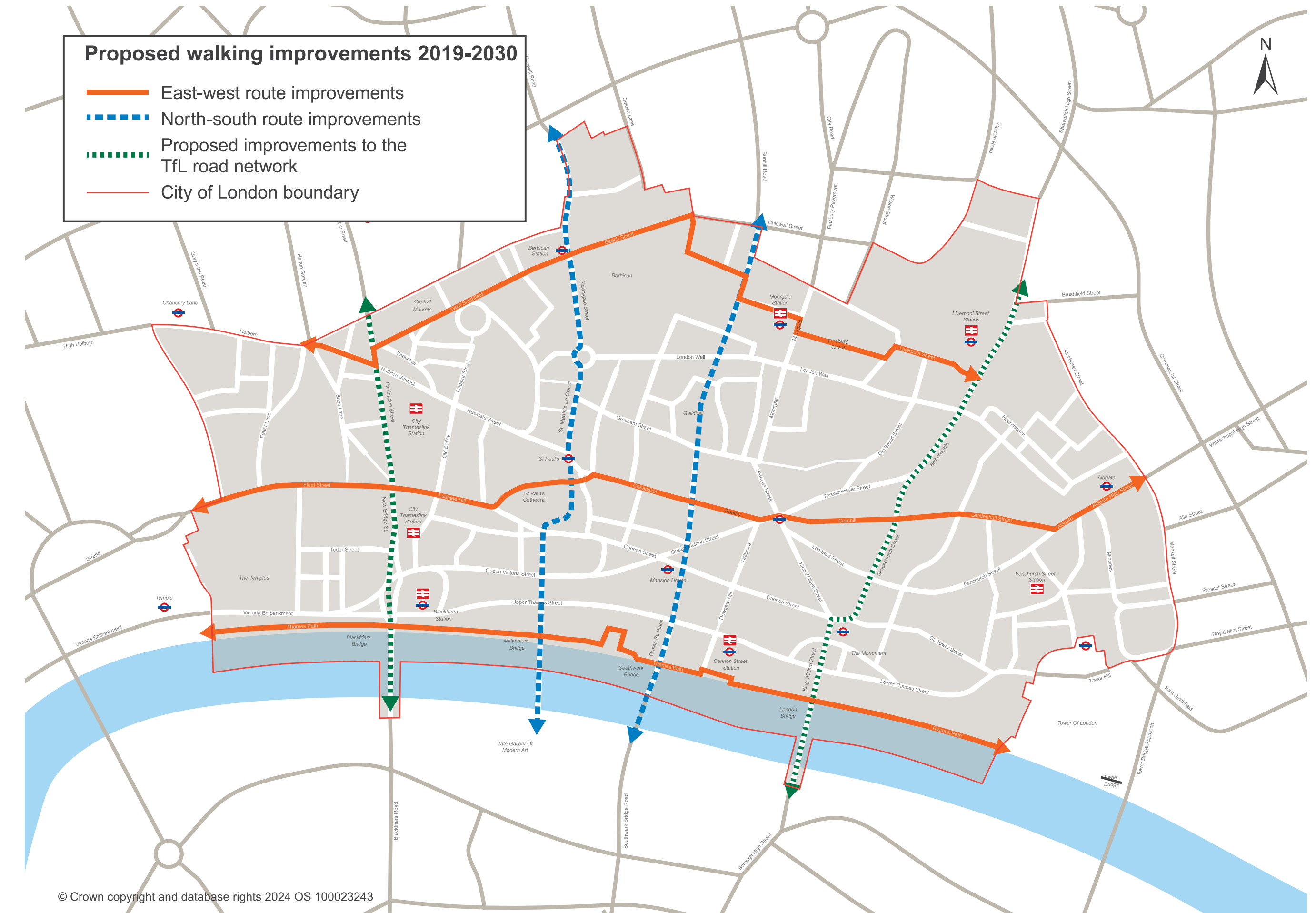


Figure 4: Proposed walking improvements 2019-2030

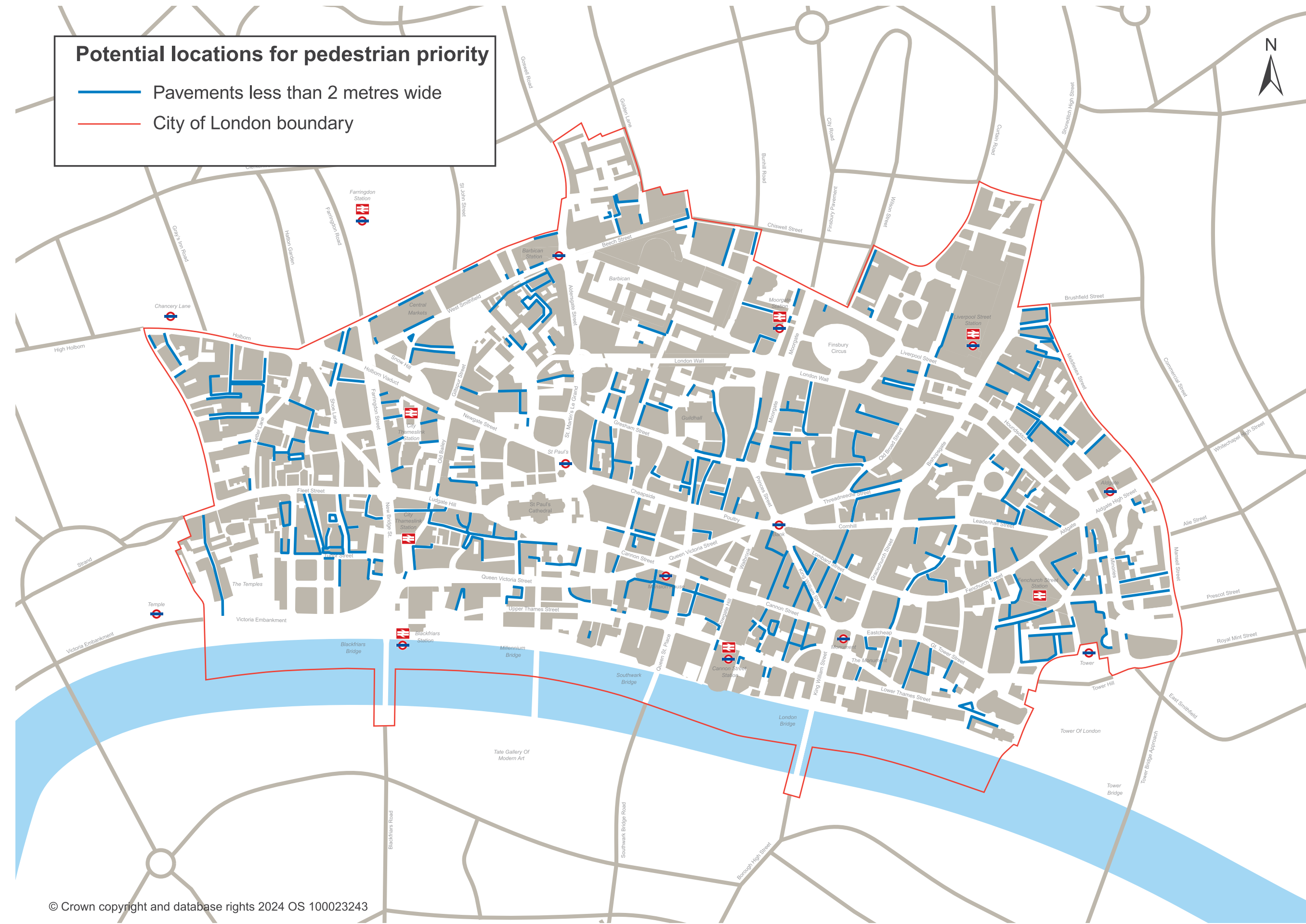


Figure 5: Potential locations for pedestrian priority

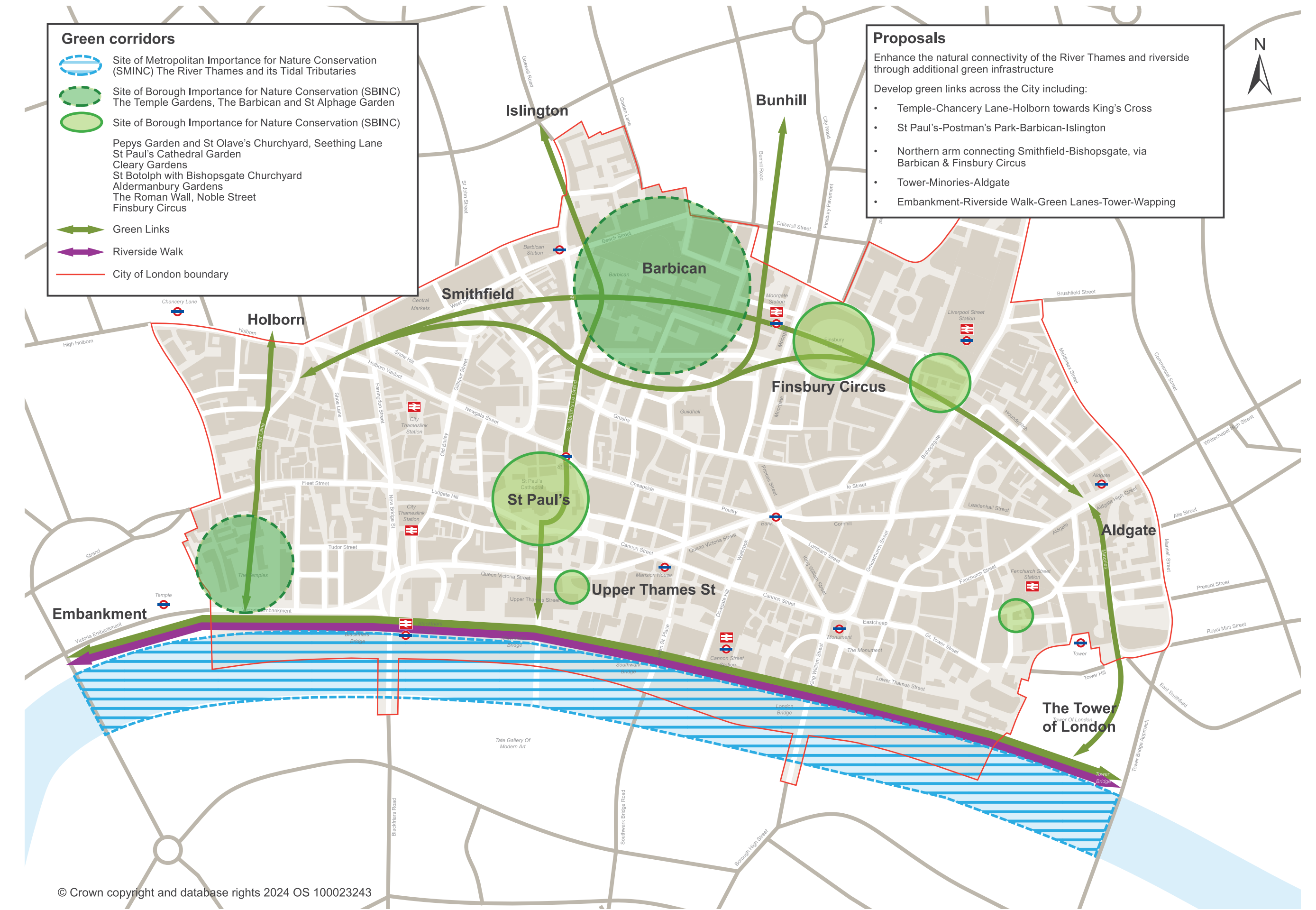


Figure 6: Green corridors

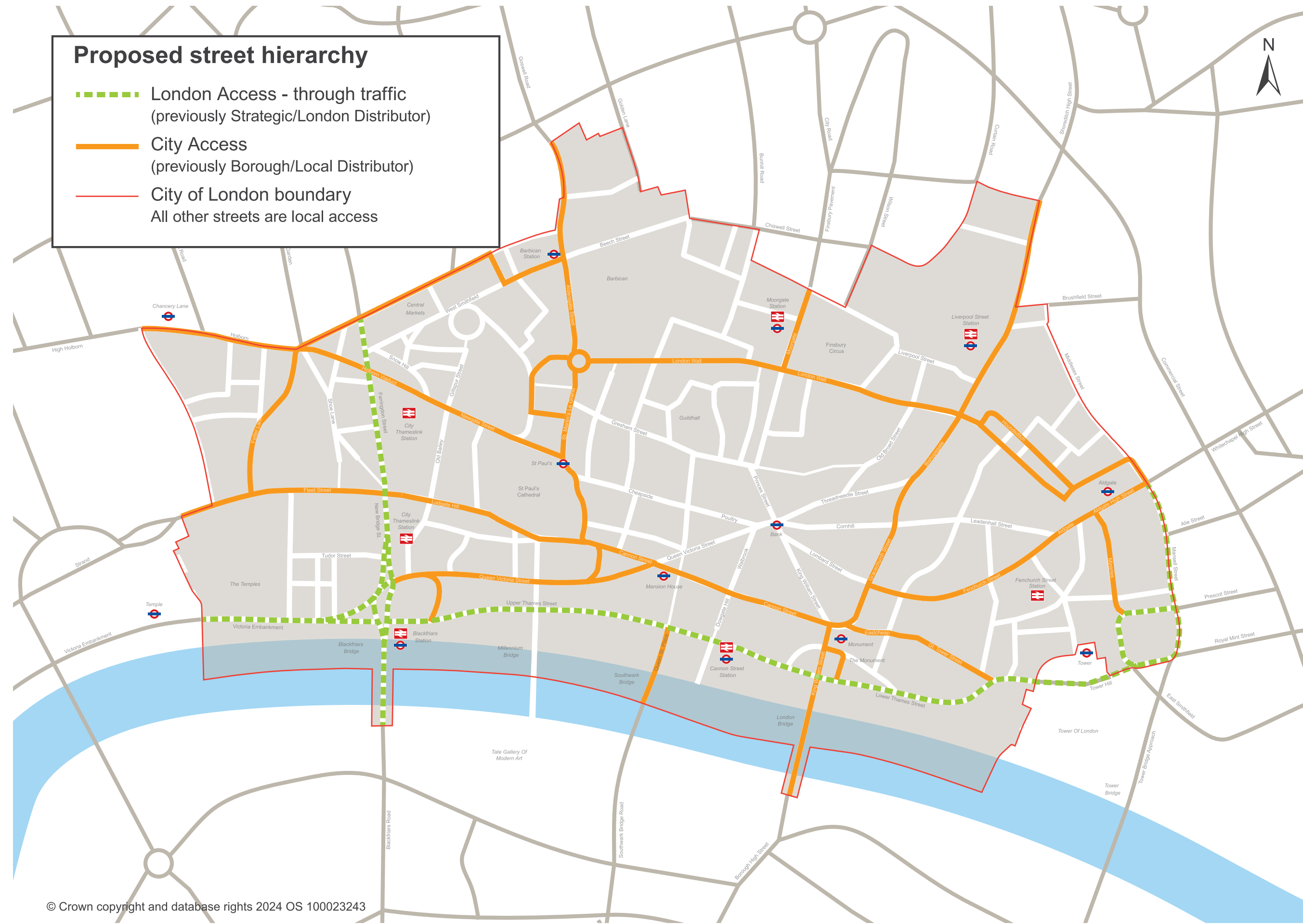


Figure 7: Proposed City of London street hierarchy

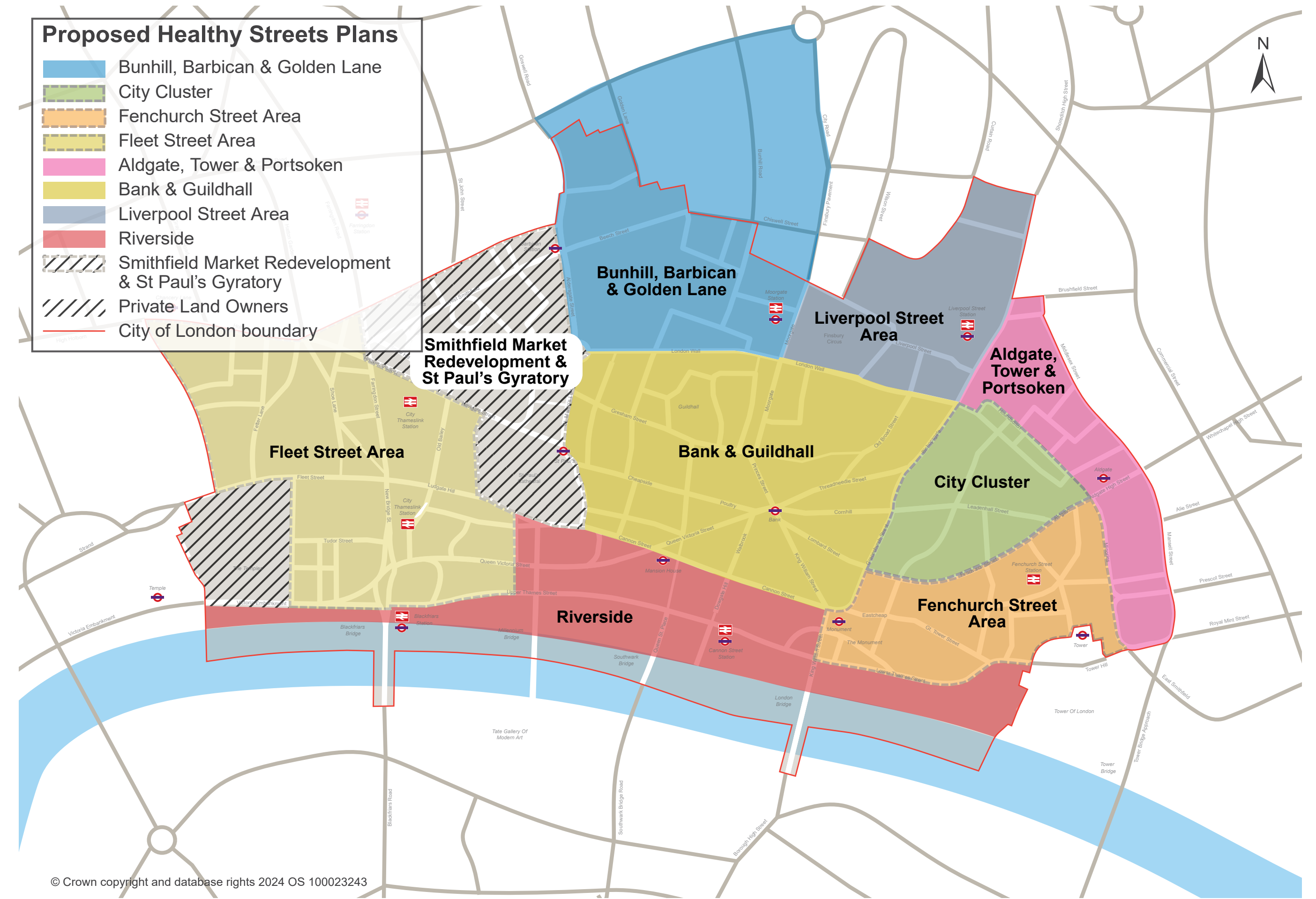


Figure 8: Proposed Healthy Streets Plans

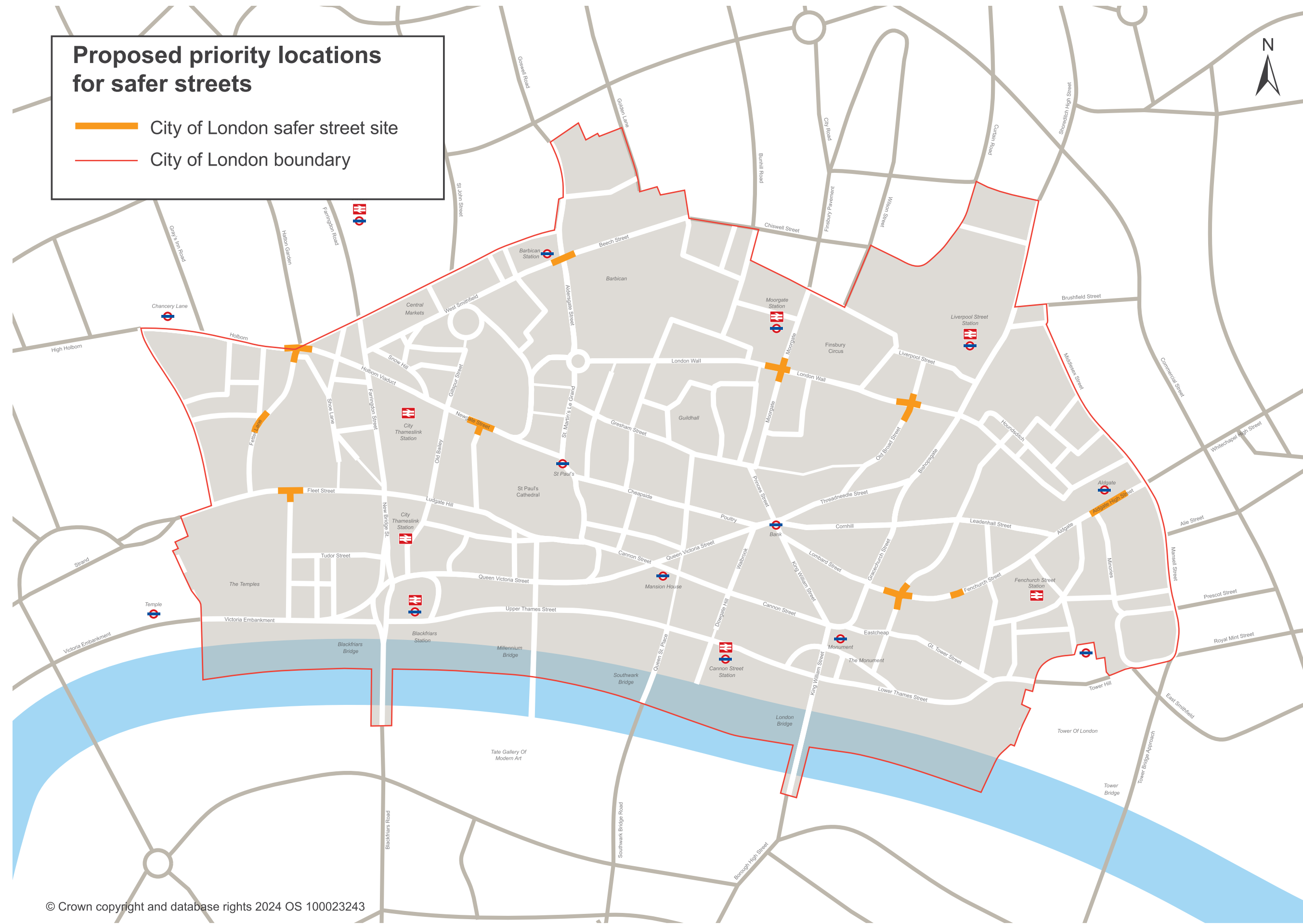


Figure 9: Proposed priority locations for safer streets

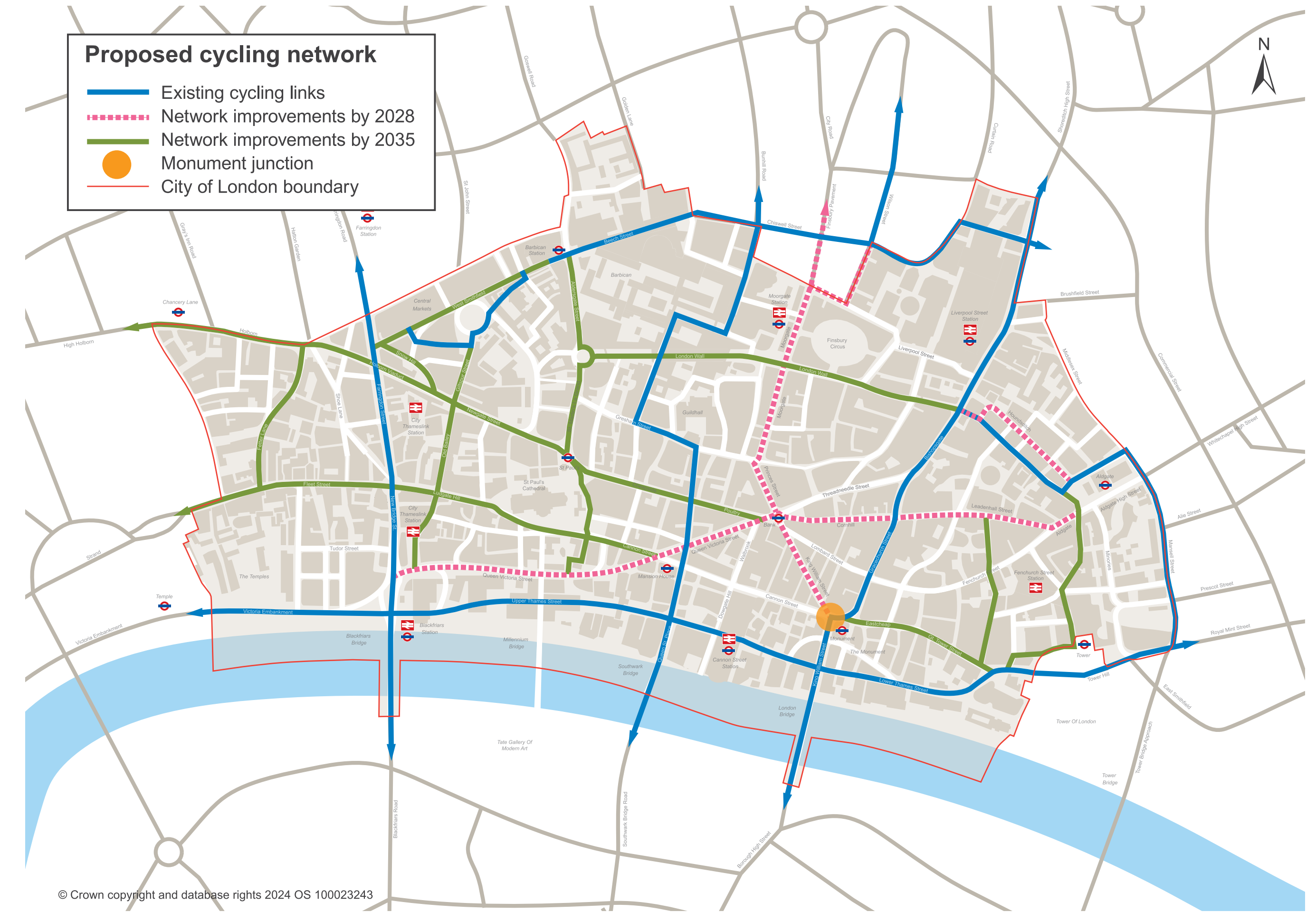


Figure 10: Proposed core cycling network and phasing

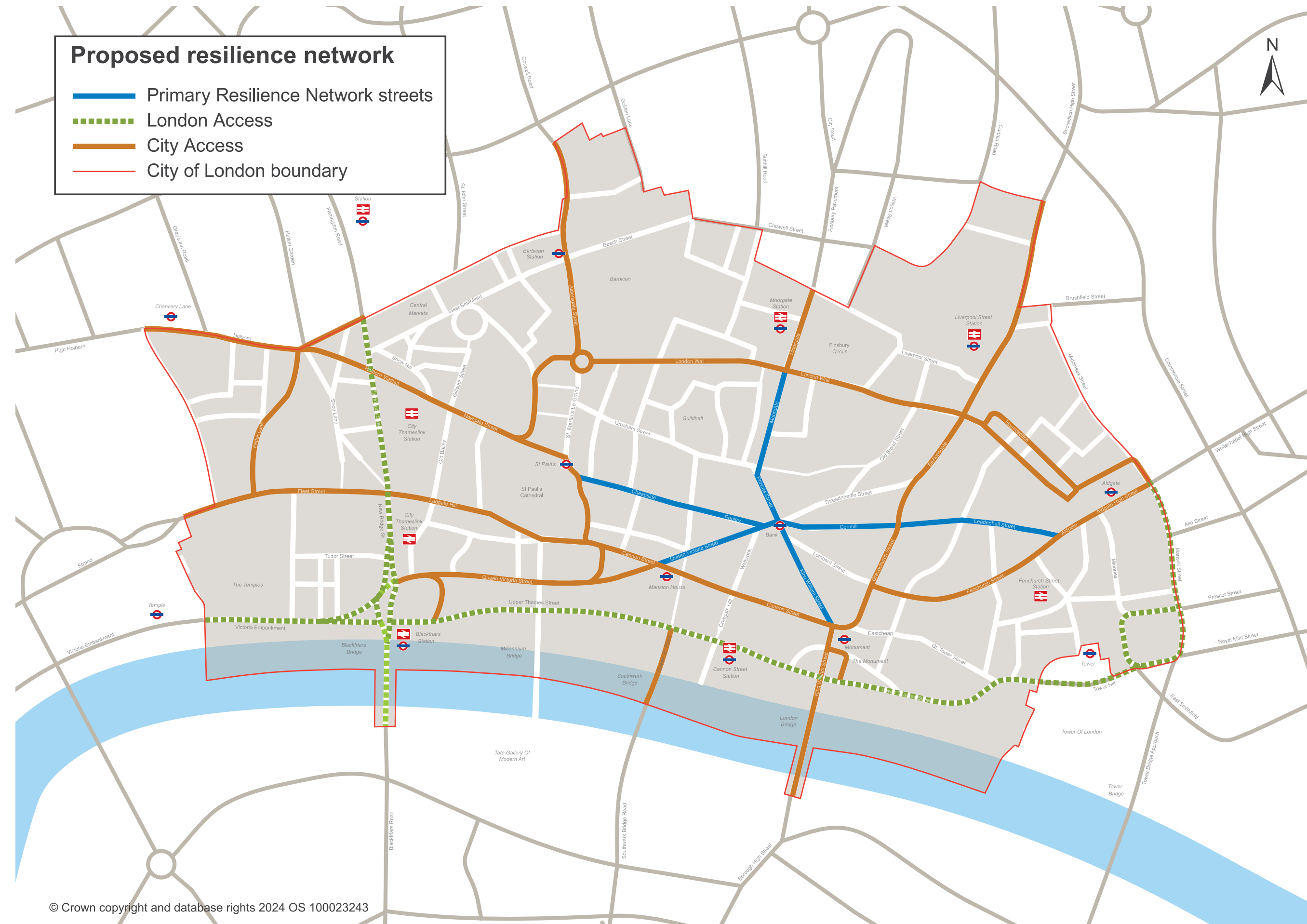


Figure 12: Proposed primary resilience network

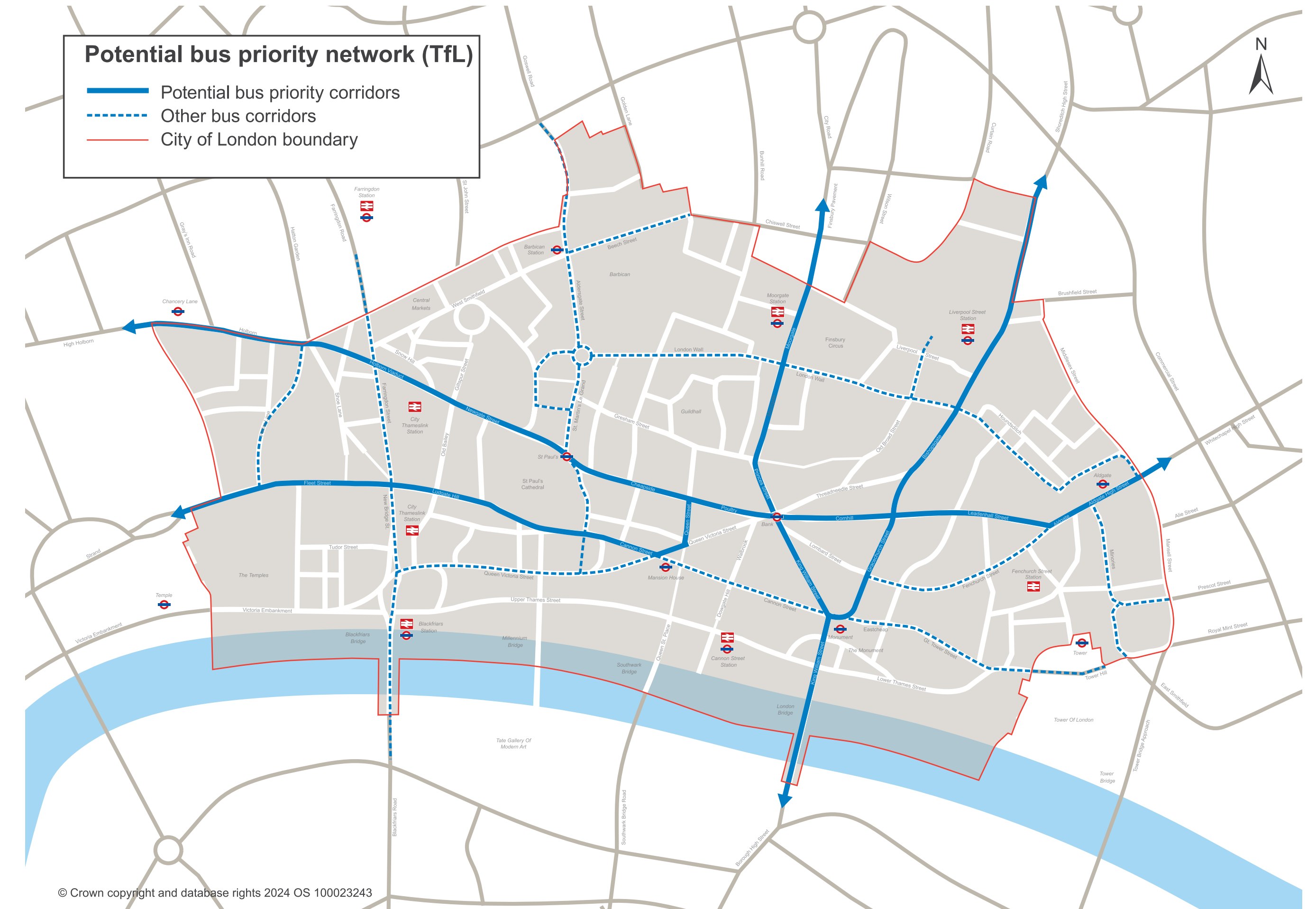


Figure 14: Potential priority bus network

Addendum report to Committee Report	
Committee: Planning & Transportation Committee	Date: 23 July 2024
Subject: Transport Strategy – Revised Draft and Consultation Report	Public

Introduction

At the Streets & Walkways Sub-Committee on Tuesday 9 July 2024, members requested changes to Appendix 3 – Draft Transport Strategy, Second Edition.

The requested changes are noted below. Page numbers refer to the draft Transport Strategy and not the Committee papers.

Recommendation(s)

Members of the Planning & Transportation Committee are asked to:

- Note the changes requested by the Streets & Walkways Sub Committee.
- Agree that, following further consideration of the proposed changes suggested by your Streets & Walkways Sub-Committee by Officers, the approval of any final amendments to the Draft Transport Strategy be delegated to the Town Clerk, in consultation with the Chairman and Deputy Chairman of Planning and Transportation Committee.

Streets and Walkways Sub (Planning and Transportation) Committee comments.

1. Check the visitor numbers in the Introduction text (page 7). It was suggested that visitor numbers are higher than 10 million, and closer to 20 million, with an aspiration for 22 million.
2. Changes are requested to the ‘Key walking and wheeling routes’ section of Proposal 2 (page 27). Routes should encourage people away from the main streets onto less heavily trafficked routes. For example, the preferred walking route from Blackfriars Bridge to Farringdon should be via the parallel quiet lanes, (Black Friars Lane, Ludgate Broadway, Old Bailey, etc.).
3. Changes are requested to add ‘exercise facilities’ and ‘play areas’ to the last paragraph of Proposal 3: Enhance the riverside walkway and improve walking and wheeling connections between the riverside and the rest of the City (page 30).
4. Changes are requested to add ‘exercise facilities’ and ‘play areas’ to the first paragraph of Proposal 4: Enhance the Barbican high walks (page 31).
5. Changes are requested to the first paragraph of Proposal 6: Promote and celebrate walking and wheeling (page 33). Mention should be made to efforts to produce 3D signage for podiums, elevated gardens and viewing galleries that are absent from 2D maps.
6. Changes are requested to Proposal 7: Keep pavements free of obstructions, on page 55. Change the wording on the first point, “*Not permitting A-boards on the*

public highway” and change to “ensuring A-boards do not cause danger to pedestrians on foot and wheeling”.

7. Changes are requested to Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero, under the current priority locations for investment (page 59 and 60). Consider the addition of junctions on Transport for London’s Road Network, such as Ludgate Circus.
8. Changes are requested to add the ‘Considerate Lighting Charter’ for operators of already existing commercial buildings across the Square Mile to Proposal 23: Install and operate street lighting in accordance with the Lighting Strategy (page 66).
9. Consider adding reference to the innovative work undertaken as part of the Considerate Contractor Streetworks Scheme (Street Works Innovation Award) under Outcome 9: Emerging technologies benefit the Square Mile (page 98).
10. Changes are requested to add further details to Proposal 43: Support, enable and facilitate innovation in transport and the public realm (page 99). Add specific mention to exploring and implementing app-based solutions to enable access for disabled people through certain restrictions.
11. Changes are requested to add further details to “Cargo Bike Action Plan” under Outcome 11: Delivering the Strategy (page 110). Mention should be made of refrigerated cargo bikes for the Food and Beverage industry and the involvement of our food safety inspectors.

Committee(s)	Dated:
Planning and Transportation Committee	23 July 2024
Subject: Transport Strategy: 2023/24 Annual Report and Delivery Plan 2024/25 – 2029/30 5-year period	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	- Providing excellent services - Diverse Engaged Communities - Dynamic Economic Growth - Leading Sustainable Environment - Vibrant Thriving Destination - Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	N
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: Bob Roberts, Interim Executive Director Environment	For Discussion
Report author: Samantha Tharme	

Summary

The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over 25 years, to 2044. The Transport Strategy is supported by a 5-year Delivery Plan. This is updated annually, with the current plan providing details of projects and activities to deliver the Strategy for the period 2024/25 – 2029/30.

This report summarises the Annual Report which details progress with delivering the Transport Strategy in 2023/24 and the Delivery Plan for 2024/25 – 2029/30. Both documents can be found in Appendices 1 and 2.

Many of the projects to deliver the Transport Strategy support delivery of the City Corporation’s Climate Action Strategy, including through tree planting and street greening. Projects also help mitigate the departmental road safety risk (ENV-CO-TR 001) and corporate risks relating to the Climate Action Strategy (Corporate Risk 30) and Air Quality (Corporate Risk 21).

Schemes delivered last year (2023/24) include:

- In July 2023, permanent traffic orders were implemented for King Street, Cheapside, King William Street and Old Broad Street/Threadneedle Street. The traffic restriction on Chancery Lane was an experimental traffic order and a decision to make this permanent was made in May 2024.
- Construction is complete on the scheme on King Street, with wider pavements and improved crossing facilities, with traffic one way northbound.

- The Bevis Marks Sustainable Drainage System (SuDS) scheme was completed in June 2023. Other completed schemes include the installation of the terracotta seating in partnership with the EC BID and further tree planting, with Jubilee Gardens relandscaping having started on site
- Healthy Streets minor schemes were delivered at 9 locations
- Public realm and walking improvements in the Mark Lane area were substantially completed in September 2023.
- An experimental cycle lane was introduced along the Bevis Marks corridor.
- 140 cycle parking spaces (for private bicycles) have been installed across the City

Work on education and road danger reduction engagement included:

- The City Police running 34 roadshow sessions which included the security marking of over 650 cycles to promote and improve cycle safety and security.
- The City Police undertook 592 arrests for road traffic offences (a change from 686 in 2022). Numbers of traffic offence reports (TORs) and fixed penalty notices (FPNs) increased to 2,980 (from 1,256 in 2022).

The Transport Strategy includes a set of key targets. These are reported on a bi-annual basis. We have now commenced data collection in alternate years in June, so 2023 data is included in a summary document in Appendix 3. There is no update to traffic related KPIs as these follow the Autumn survey rounds, to allow comparison over longer periods.

2023 saw encouraging trends in two datasets which are monitored annually. . There were 42 people seriously injured on the City's streets in 2023, which is the lowest number on record, apart from pandemic years; however 42 is still well above our Vision Zero ambition and underlines the importance of working towards this, to bring the figure down further. We have also seen significant reductions in levels of NO2 concentrations, with only two sites exceeding the annual mean air quality objective (AQO). This is a substantial improvement since 2019, when 15 sites exceeded the AQO.

The Delivery Plan for 2024/25 - 2029/30 is provided in Appendix 2. For 2024/25 TfL funding has returned to a predictable amount although approximately half of previous annual allocation (now around £450k). This supports the minor works programme and strategic initiatives. Funding for much of the Delivery Plan, and in particular major projects, is largely from the Community Infrastructure Levy (CIL), On Street Parking Reserve (OSPR) and Section 278 (S278) developer contributions.

Recommendation

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

Main Report

Background

1. The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over 25 years, to 2044.
2. Section 1 of this report provides an update on progress in delivering the Transport Strategy in 2023/24. Details for each project and scheme is set out in the Annual Report (Appendix 1).
3. The Transport Strategy is supported by a 5-year Delivery Plan. This provides details of current projects to deliver the Transport Strategy and is updated on an annual basis. Section 2 of this report highlights the main items in the Delivery Plan. The Delivery Plan for 2024/25 – 2029/30 is provided in Appendix 2.
4. We are currently reviewing the Transport Strategy, with the aim of an updated version being adopted in autumn 2024. In April 2021, the Streets & Walkways Sub-Committee agreed 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, with 2044 remaining the end year.
5. In October 2023, the Planning and Transportation Committee approved draft changes to the Strategy for consultation. Consultation then took place using an online consultation website called Commonplace, between November 2023 and January 2024.
6. The Commonplace online consultation received responses from over 430 individuals, across the 13 elements of the consultation (some individuals made more than one contribution, totalling over 750 contributions).
7. In addition, more than 50 residents and visitors attended local drop-in sessions. A further 26 stakeholders attended a Stakeholder Workshop, eight attended City of London Access Group (CoLAG) workshops, business representatives and interest groups provided some very detailed individual comments and 1-1 meetings were held with key stakeholders.
8. We have now finalised the proposed revisions to the Transport Strategy and are presenting the draft final version of the document to this Committee, alongside this report.

Section 1: Transport Strategy progress in 2023/24

9. This section summarises progress in 2023/24 for the projects and activities that are delivering the Transport Strategy. The full Annual Report is provided in Appendix 1.

Bank Junction

10. The All Change at Bank project has progressed well this year. Construction of the main junction area was completed by November 2023 in time for the Lord Mayor's Show. This included the significant widening of the pavement outside

of Mansion House and the narrowing of Mansion House Street to a lane in each direction.

11. The new traffic signal infrastructure was commissioned in November and all of the new traffic orders became operational during 2023.
12. The timings of restrictions and the mix of traffic has recently been reviewed and it has been decided (June 2024) to progress an experimental traffic order at Bank to allow taxi access during restricted times.

Moorgate Area

13. The project includes improvements to junctions, pavement widening and public realm enhancements on and around Moorgate Station. It is split into four complementary elements and includes the Section 278 works at 101 Moorgate that sits within the project area, which is part of the Crossrail integration works.

St Paul's Gyratory transformation

14. Design work and traffic modelling have continued to progress this year, along with engagement with the developer teams. The project is currently at detailed design stage for both the highway changes and the public space, which are programmed to complete design work in October 2024 and March 2025 respectively before construction commences in mid-2025.
15. The project will be delivered in two phases, with Phase 1 around 81 Newgate Street delivered in 2025-27, and Phase 2 around the Rotunda expected to be delivered beyond 2032.

Pedestrian Priority programme

16. In July 2023, permanent traffic orders were implemented for King Street, Cheapside, Old Jewry, King William Street and Old Broad Street/Threadneedle Street. The traffic restriction on Chancery Lane was an experimental traffic order and a decision to make this permanent was made in May 2024.
17. Construction is complete on the scheme on King Street, with wider pavements and improved crossing facilities, with traffic one way northbound.
18. On Old Broad Street and Threadneedle Street, a one-way for motorised traffic was made permanent. Designs for footway widening, contra-flow cycling and crossing improvements are ongoing.
19. On Old Jewry, it was agreed to start an experimental traffic order (ETO) to open the street southbound to motorised traffic. This commenced in early July 2024.

Liverpool Street Area

20. Work commenced on the Healthy Streets Plan in 2022/23 and it was approved by Streets and Walkways Sub-Committee in May 2024. The plan is presented to the July 2024 Planning and Transportation Committee, alongside this report.
21. It sets out requirements for the area associated with wider redevelopment proposals and opportunities in the area.

Fleet Street Area

22. Following data collection, concept design and engagement with stakeholders, a draft Healthy Streets Plan was produced. Public consultation on the plan was undertaken in spring 2023 and the plan was subsequently amended to take on board comments received. The Plan was then adopted by committees in November 2023.
23. Projects are to be taken forward as funding becomes available. A Fleet Street Area Working Group has been established to guide the delivery and met last in February 2024.

City Cluster Area

24. The Bevis Marks Sustainable Drainage System (SuDS) scheme was completed in June 2023. Other completed schemes include the installation of the terracotta seating in partnership with the EC BID and further tree planting, with Jubilee Gardens relandscaping having started on site.
25. Funding was agreed for the delivery plan to 2028, which included the development of designs to transform Leadenhall Street which will be delivered in phases to coordinate with development activity in the area.

Smithfield and Barbican Area.

26. The concept design and associated overarching strategies were completed in July 2022. At this point the programme was paused until decisions regarding the London Museum relocation and the markets consolidation programme were confirmed.
27. Following the approval of the planning application for the London Museum in April 2023, it was agreed to restart the public realm and transportation project, focussing on Area 1 around the London Museum. Good progress has been made, with the on-going stakeholder engagement and work on diversity and inclusion.
28. The London Museum Section 278 project was also initiated in February 2023. Since April 2023, work has been completed to solidify the scope of the S278 between the City Corporation and Museum of London.

Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan (HNP)

29. The Barbican Bunhill and Golden Lane Healthy Neighbourhood Plan is a series of traffic management and public realm interventions to reduce through traffic on some streets, improve local air quality and enhance the public realm. The plan is a joint project between the City Corporation and the London Borough of Islington.
30. The HNP will set out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy.
31. A joint public engagement consultation in partnership with Islington Council was completed in March 2023. A report on the engagement was presented to elected members in July 2023. Work to develop plans for further consultation has been undertaken over the last year including data collection and scenario testing.

Minor schemes and public realm programme

32. Over the course of 2023/24, a number of Healthy Streets minor schemes were delivered that included raised carriageways to improve accessibility, reduce road danger and give more priority to people walking and cycling in the City. Raised carriageways were introduced on:
- Tallis Street by Temple Avenue
 - Furnival Street by Holborn
 - Vine Street by India Street
 - Blackfriars Lane by Queen Victoria Street
 - St Mary At Hill by Eastcheap
 - an existing pedestrian crossing on Distaff Lane by Cannon Street
 - an existing pedestrian crossing on Queen Victoria Street by Peter's Hill
 - Garlick Hill by Cannon Street
 - Cullum Street by Fenchurch Street
33. Public realm and walking improvements in the Mark Lane area were substantially completed in September 2023. Works included wider pavements and measures to make walking easier and more convenient, alongside reinstating trees that had been removed to facilitate nearby development.
34. 2023/24 saw the delivery of a number of smaller Section 106 and Section 278 transport and public realm improvements associated with new developments.
35. Section 278 projects that have been initiated this year include:
- 65 Gresham Street – pedestrian priority improvements in Aldermanbury and other more minor changes around the development
 - 61-65 Holborn Viaduct – scope to be determined
 - Middlesex Street Estate Eastern Police Base – scope to be determined
 - Friary Court – potential creation of a new public space in Rangoon Street and other more minor changes around the development
 - Bevis Marks House – scope to be determined
 - 100 Leadenhall Street – scope to be determined
 - St Brides House – scope to be determined
 - 65 Fleet Street – improvements to Fleet Street, Whitefriars Street and Bouverie Street
 - 1 Golden Lane – improvements to Golden Lane and other more minor changes around the development
 - 100 New Bridge Street – scope to be determined
 - Seal House – improvements to the Riverside Walk and Swan Lane (not including Swan Lane Pier)
 - 14-21 Holborn Viaduct – scope to be determined
36. In 2023/24, progress involved engagement with the relevant developers, and further scheme updates will be reported to Committee individually.
37. A number of specific public realm improvements have been progressed this year, including:

- the Moor Lane project that will improve the walking environment and increase greenery, whilst accommodating the requirements of the new development at 21 Moorfields,
- climate resilience measures, walking and public realm improvements at the environs of Mansion House station,
- Salisbury Square public realm improvements, including enhanced public space and new east-west walking routes,
- parklets, with seating and planting areas introduced in 8 locations around the city,
- the Cool Streets and Greening Programme, with a four-phased approach including Sustainable Drainage System schemes, climate resilience measures, greening and biodiversity.

City cycle infrastructure

38. Good progress has been made in 2023/24 in expanding the City's cycle infrastructure, with progress towards Phase 1 of the City's cycle network, including Route 1 C1 to Monument via Bank and Route 2, Aldgate to Blackfriars via Bank.
39. An experimental cycle lane using wands for semi-protection was introduced along the Bevis Marks corridor (St Botolph Street to Bishopsgate) in April 2022. Following feedback, some minor modifications and monitoring, the scheme was made permanent in October 2023.
40. The cycle parking programme has now transitioned to the micromobility parking programme as it also includes the parking of rental e-scooters and cycle hire (dockless bikes).
41. This year, 140 cycle parking spaces (for private bicycles) have been installed across the City.

Road danger reduction – Safe streets

42. Of the schemes listed above, a number have a particular focus on road danger reduction to help contribute to the achievement of the City Corporation's Vision Zero ambition. These schemes include:
- All Change at Bank.
 - St Paul's Gyratory transformation
 - Pedestrian priority programme
 - Healthy Streets minor schemes
 - Liverpool Street and Fleet Street Healthy Streets Plans.

Road danger reduction education, events and campaigns

43. During 2023/24, we continued to collaborate with the City of London Police to deliver road danger reduction events and campaigns. These included:
- The City Police running 34 roadshow sessions which included the security marking of over 650 cycles to promote and improve cycle safety and security.
 - Collaboration on several road danger reduction events, hosting five 'Exchanging Places' events with our partners from Speedy Services,

FM Conway and the City of London BIDS to provide an interactive experience that allows cyclists to experience what it is like to be in a heavy goods vehicle (HGV) and see themselves from the perspective of a driver.

- Cycle training, with 51 people participating in Bikeability training and 19 people receiving specific cargo bike training.

44. The Roads Policing team 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 Roads Policing Unit has undergone significant recruitment and an increase in staff numbers over the last 18 months. This increased resourcing, as well as improved targeting through an intelligence-led approach accounts for the significant increase in engagement and enforcement activity, as follows:

- the City Police undertook 592 arrests for road traffic offences (a change from 686 in 2022). However, numbers of traffic offence reports (TORs) and fixed penalty notices (FPNs) increased to 2,980 (from 1,256 in 2022).
- In 2023, 429 arrests were made for 'driving or riding under the influence of drink or drugs', an increase of 21 from the previous year. 15 arrests were made for dangerous driving/riding (up from 12 in 2022), and a further six for 'driving/riding without due care'.
- 406 TORs or FPNs were issued for 'driver/rider distraction' (up from 130 in 2022), 331 for issues relating to insurance (from 312 in 2022), 486 for contraventions relating to 'signs and lines' e.g. red light contraventions (up significantly from 29 in 2022) and 342 for speeding (compared to 42 in 2022).

45. In February 2023, the Vision Zero action plan was approved by the Police Authority Board, following agreement by the Planning and Transportation Committee in November 2023. The final version of the Plan will be published in June 2024. The Plan includes a bold and ambitious set of actions that when delivered in combination, will lead to a reduction in risk on the City's streets.

46. Over the course of late 2023, we completed a trial into the use of advanced driver assistance systems in the City Corporation fleet. Three different systems were trialled on vehicles in the fleet; an intelligent speed assistance device that limits the vehicle speed to the prevailing speed limit, a driver coaching device that alerts and coaches drivers on how to improve driving behaviour, and a more basic telematics device that records information on the vehicle and driving style. We evaluated the different devices to understand their benefit and appropriateness and will be exploring funding options to potentially expand their use across more vehicles in the fleet.

Review of the City of London Transport Strategy

47. Over the course of 2023, we undertook a review of the City of London Transport Strategy.

48. Over last 18 months, we completed a comprehensive programme of engagement with stakeholders. Initial engagement included workshops, drop-

in sessions, focus groups and a City-wide survey, before a seven-week consultation on the proposed changes to the Transport Strategy ran from Thursday 16 November 2023 to Sunday 7 January 2024.

49. The review is now scheduled to be completed in autumn 2024, when the revised Transport Strategy is expected to be adopted and published.

Travel data and trends

50. The City of London Corporation has conducted a City-wide traffic survey roughly every two years since 1999 to better understand the levels and patterns of traffic in the City. Further detail is provided in the Annual Report Data Summary (Appendix 3).
51. Historically, all traffic data collected in the City has been recorded in the autumn. In order to build a picture of activity on City streets throughout the warmer months, in 2023, summer counts were undertaken, to assess seasonal fluctuations in the make up of traffic and pedestrians on our streets. The number of sites surveyed was increased to 31 in 2021, and 2023 acts as the ‘baseline year’ for the summer traffic counts.
52. In the future these will be undertaken every two years and in future annual reports we will report upon the variations in traffic levels compared to this baseline.
53. Data relating to collisions and casualties on the streets of the Square Mile is published by TfL each June for the previous calendar year. Encouragingly, 2023 figures show a significant reduction in the number of serious injuries, with a total of 42, compared to 59 in 2022. The figure of 42 is the lowest number on record in the City outside of a pandemic year, when there were 40 in 2021 and 41 in 2020.
54. This 29 per cent reduction in fatal and serious injuries suggests promising progress towards our Vision Zero goal, but with almost 200 people injured on our streets last year the figures underline the importance of the City Corporation and City Police committing to reducing road danger.

Table 1: Casualty data for the period 2018 to 2022

Year	Fatal	Serious	Slight	Total
2023	0	42	156	198
2022	0	59	144	203
2021	1	39	112	152
2020	0	41	87	128
2019	1	75	267	343

Progress against Transport Strategy key targets

55. The City of London Transport Strategy includes a set of key targets. These are tracked and reported against every two years. KPI data up to 2023 is included in Table 2, as follows.
56. Historically, all traffic data collected in the City has been recorded in the Autumn. To build a picture of activity on City streets throughout the warmer

months, in 2023, summer counts were undertaken, to assess seasonal fluctuations in the make up of traffic and pedestrians on our streets. It is for this reason that not all the KPIs included in the table below include an update for 2023.

Table 2 – Transport Strategy Key Targets summary and progress

Transport Strategy Key Targets	Units	2017 Baseline	2030 Target	2044 Target	2022 Update	2023 Update
Reduction in motor vehicle traffic (12hr daytime)	Motor vehicles	185k	139 (-25%)	93k (-50%)	137k (-26%)	-
Number of people killed and seriously injured on our streets (annual total)	Persons	54	<16	0	59	42
Reduction in motorised freight vehicle volumes (24hrs)	Freight vehicles	39k	33k (-15%)	27k (-30%)	34k (-14%)	-
Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	9k (-50%)	2k (-90%)	16k (-11%)	-
Number of km of pedestrian priority streets (km of pedestrian priority/pavement widening)	Kilometres/ percent of all streets	25km/25%	35km/35%	55km/55%	26.3km/26.3%	27.8km/28%
Increase in the number of people cycling	Cycles	44k	66k (+50%)	88k (+100%)	47k (+7%)	-
Proportion of zero emission capable vehicles entering the City	n/a	2022 baseline	90%	100%	2022 baseline (30%)	-
<i>@People rating experience of walking in the City as pleasant</i>	<i>n/a</i>	<i>10%</i>	<i>35%</i>	<i>75%</i>	<i>75%*</i>	<i>-**</i>
<i>People rating experience of cycling in the City as pleasant</i>	<i>n/a</i>	<i>4%</i>	<i>35%</i>	<i>75%</i>	<i>36%*</i>	<i>-**</i>

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

** Surveys of street users perceptions did not take place in 2023

City of London Air Quality Annual Status Report

57. 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. Air quality is identified as a Corporate Risk (CR21).

Nitrogen Dioxide

58. 24 NO₂ diffusion tubes were deployed in 2018 to measure the impacts of the City Corporation's Transport Strategy.

59. From 2020 onwards, NO₂ concentrations have remained steady, with some minor fluctuations across sites. While a number of these sites have been discontinued, of the 16 active sites, all were compliant with the annual mean air quality objective (AQO) in 2023 except for T3 (Seething Lane) and T21 (North Old Bailey). Both sites have continually exceeded the annual AQO since their inception. This is a vast improvement since 2019, when as many as 15 of these sites exceeded the AQO.

60. A further 22 diffusion tubes monitor NO₂ on and around Bank Junction. 2023 figures show a continued reduction in NO₂ at the junction since 2022. NO₂ concentrations are now almost half the level they were in 2017.

61. NO₂ is also measured by continuous analysers at two roadside sites, namely Walbrook Wharf (CTA), Beech Street (CT4) and one urban background site at The Aldgate School (CT3). 2023 results show NO₂ has decreased by 5µg/m at Beech Street since the previous year, however NO₂ levels are still up 17µg/m on 2020 levels, due to the combined impact of the traffic levels on Beech Street increasing back to pre-COVID-19 pandemic volumes and the allowance of all vehicles through the tunnel following the suspension of the Zero Emissions Street experiment in September 2021. Overall, there has been a rebound in concentrations since 2020, but not to the level of pre-2020 concentrations.

PM10 and PM2.5

62. PM10 is measured using continuous analysers at two roadside sites, namely Walbrook Wharf (CTA), Beech Street (CT4) and one urban background site at The Aldgate School (CT3). All PM10 monitoring sites have complied with the annual mean AQO for the past seven years. Within the seven-year period CT3 and CT4 have seen a similar reduction in concentration; 8.1 µg m⁻³ and 7.8 µg m⁻³, respectively. 2023 was the second year of monitoring completed at CTA, and first where data capture was above the annualisation threshold.

63. For the fifth consecutive year, all sites have met the Government annual average air quality limit for PM10 pollution (40 µg/m³) and the short-term objective of not exceeding 50µg/m³ on more than 35 days in the year. For the

second year running, all sites remain under the World Health Organisation 2005 guidelines ($20 \mu\text{g}/\text{m}^3$) for annual average concentration of PM10.

64. PM2.5 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. The two PM2.5 monitoring sites have complied with the annual mean AQO ($20 \mu\text{g m}^{-3}$ to be achieved by the 1st of January 2020) for the past seven years. Both sites present an overall decline between 2017 and 2023.

Section 2: Transport Strategy Delivery Plan 2024/25 – 2029/30

65. The 2024/25 – 2029/30 Delivery Plan is provided in Appendix 2.
66. Overall, the delivery plan for the next five years is similar to the 2023/24 Delivery Plan as many projects and activities are developed and delivered over several years. Some smaller schemes are delivered under rolling programmes (such as Healthy Streets Minor Schemes) which will continue into the next plan period.
67. The Delivery Plan is structured on both an area and programme basis. It commences by setting out the proposed Major Projects and City Cluster programmes, before explaining changes over the next five years to the Liverpool Street, Fleet Street and Smithfield and Barbican areas as part of Healthy Streets Plans and other associated work.
68. Lastly, the Delivery Plan covers Minor Schemes, Cycling Infrastructure, Public Realm and the Strategic Transportation Programme and plans for the period 2024/25 – 2029/30.
69. Key highlights from these programmes are listed below:
- The All Change at Bank project will continue to simplify the junction creating new areas of public realm with seating and greening.
 - Phase 1 of the St Paul's Gyrotory project will partially remove the gyrotory system and deliver significant benefits for people walking, wheeling and cycling, along with transformational public realm improvements in the form of a new public square (Greyfriars Square).
 - The City Cluster Area Programme will continue with Pedestrian Priority street improvements, the Wellbeing and Climate Change Resilience Programme and events as part of the activation and engagement programme.
 - London Wall Corridor Study which is considering options for the corridor to be delivered in combination with Section 278 projects, schemes will also aim to address collision issues at two junctions with Moorgate and Broad Street.
 - New schemes will be delivered as part of the Healthy Streets Minor works programme.
 - A number of minor Section 106 / Section 278 transport improvements around development sites in line with the Transport Strategy.
 - Partnership programme as Zero Emission Network under Mayors Air Quality Fund to include rental cargo bikes and last mile hubs (across City of London and four neighbour boroughs). Working with residents and BIDs.
 - Accessibility Tool (CoLSAT) update and relaunch to of design tool for improving accessibility on city streets and to disseminate more widely.

Corporate & Strategic Implications

Strategic implications

70. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes:

- Providing Excellent Services
- Diverse Engaged Communities
- Dynamic Economic Growth
- Leading Sustainable Environment
- Vibrant Thriving Destination
- Flourishing Public Spaces.

71. 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.

72. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risk CR21 – Air Quality.

73. 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.

74. 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.

75. 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

76. 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.

77. Approval for funding for projects within the Delivery Plan will be sought as necessary through the annual capital bidding process for funds from CIL, OSPR and other sources as appropriate. Section 106 developer funding through planning agreements are ring fenced by purpose, and in most cases by location, approvals as required will be from Resource Allocation Sub-Committee.

78. Data collection, engagement and consultation costs associated with the review are funded through local risk budget and TfL - LIP funding.

Resource implications

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

Equalities implications

80. A full Integrated Impact assessment including Equalities Impact Assessment (EQIA) was undertaken for the development of the Transport Strategy. We commissioned a full EqIA which informed the review of the Transport strategy. EQIAs are undertaken for all relevant projects that support the Transport Strategy.

Climate implications

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

Security implications

82. 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

83. This report summarises progress with delivering the Transport Strategy in 2023/24 and sets out the Delivery Plan for 2024/25 – 2029/30.

84. During the 2023/24 financial year we made good progress on a wide range of projects that contribute to making the Square Mile's streets and public spaces more attractive, accessible places for people to walk, cycle and spend time.

85. Highlights included construction work commencing on the All Change at Bank project, design work and engagement on the St Paul's Gyatory scheme, completion of Pedestrian Priority schemes, progress with the City's cycle infrastructure and various road danger reduction initiatives.

86. Progress on individual schemes and delivery dates are reported in the Annual Report in Appendix 1. The Delivery Plan for 2024/25 - 2029/30 is provided in Appendix 2.

Appendices

- Appendix 1: Transport Strategy Annual Report 2023/24
- Appendix 2: Transport Strategy Delivery Plan 2024/25 - 2029/30
- Appendix 3: Transport Strategy City Streets Data Summary Report

Background Papers

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

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Policy and Projects Annual Report

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Schemes and Projects Progress

Major Projects

All Change at Bank

Scheme includes elements that widen pavements, utilising carriageway space freed up from the removal of traffic during the daytime. New public realm space includes tree planting and other greening.

- Project start: 2013/14
- Project end date: 2024/25
- Total budget: £6,800,000 (including risk)

The All Change at Bank project has progressed well this year.

Construction of the main junction area was completed by November 2023, in time for the Lord Mayor's show. This included the significant widening of the pavement outside Mansion House, and the narrowing of Mansion House Street to one lane in each direction.

The new traffic signals were commissioned in November and all of the new traffic orders became operational during 2023. Work continued on widening the pavements on Queen Victoria Street, outside the Magistrates Court. New rain gardens were installed and three new trees were planted by the end of March 2024.

Work continues on Threadneedle Street to widen pavements outside the Bank of England and install a cycle lane. Completion is planned for the end of June 2024.

Some final elements of tree planting on Threadneedle Street will take place in Autumn 2024. Subject to funding, we will improve accessibility to the raised seating area outside the Royal Exchange, with additional seating.

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

Moorgate Area

Improvements to junctions, pavement widening and public realm enhancements on and around Moorgate Station.

- Project start: 2019/20
- Project end date: 2026
- Total budget: £6,000,000 (+ further S106/CIL/OSPR to be agreed)

The project is split into four complementary elements, including Section 278 works at 101 Moorgate, which is part of the Crossrail integration works. The four project elements are:

1. the Ropemaker Street/Moorgate junction;
2. Moorgate between Ropemaker Street and London Wall;

3. the London Wall/Moorgate junction; and,
4. Moorfields north.

The design for improvements to the Ropemaker Street/Moorgate junction has been approved by TfL and is awaiting approval from the London Borough of Islington.

A concept proposal for the Moorgate corridor between Ropemaker Street and London Wall has been developed and includes wider pavements, improvements for people who cycle and a new pedestrian crossing close to the Finsbury Circus junction, which will be introduced as part of the 101 Moorgate Section 278 works scheduled for autumn 2024.

Design options for improving the Moorgate/London Wall junction have been developed and will now be further developed as part of the London Wall corridor study.

A concept design has been approved for Moorfields north and will be progressed further subject to a successful funding bid.

St Paul's Gyrotory transformation

Creating additional public space - Greyfriars Square - through the partial removal of St Paul's gyrotory system and the Museum of London roundabout. New and enhanced public realm and cycle improvements.

- Project start: 2013/14
- Project end: 2027 (phase 1)
- Total budget: £15-17,000,000 (Phase 1)

This project will partially remove the gyrotory system between St Paul's Underground station and the old Museum of London roundabout (the Rotunda). One-way streets on Newgate Street and St. Martin's le Grande will be made two-way for traffic with significantly enhanced cycle infrastructure. This enables the creation of a new public space, to be named Greyfriars Square, located to the west of the redeveloped 81 Newgate Street.

Design work and traffic modelling have continued to progress this year, along with engagement with the relevant developers. The project is currently at detailed design stage for both the highway changes and the public space. Design work will complete in October 2024 and March 2025, respectively before construction commences in mid-2025. The project will be delivered in two phases, with Phase 1 around 81 Newgate Street delivered in 2025-27. Phase 2 around the Rotunda will be delivered alongside the redevelopment of the old Museum of London site which received planning permission in April 2024. The timetable for phase 2 is currently unconfirmed.

Liverpool Street Area Healthy Streets Plan

The Healthy Streets Plan is a framework to identify opportunities for improvements to the streets and spaces, and particularly the pedestrian environment, associated with developments in the area.

- Project start: 2022/23
- Project end date: Healthy Streets Plan 2023/24; completed.

- Implementation: to be determined
- Total budget: tbc

Work commenced on the Healthy Streets Plan in 2022/23 and it was approved by Streets and Walkways Sub-Committee in May 2024, and is due to go to Planning and Transportation Committee in July 2024. It sets out requirements for the area associated with wider redevelopment proposals and opportunities in the area. Most of the Elizabeth Line implementation works were completed in 2020/21 and all remaining work will be taken forward with wider area plans.

Fleet Street Area Healthy Streets Plan

High level framework for public realm improvements and traffic management in the Fleet Street area. This will identify opportunities to improve the streets and spaces, particularly the environment for people walking and wheeling.

- Project start: 2020/21
- Project end date: Healthy Streets Plan 2023/24
- Implementation: 2024/25 – 2034
- Total budget: £250,000 (for the plan)

Following data collection, concept design and engagement with stakeholders, a draft Plan was produced. The Plan identified a series of potential improvements across the area. Public consultation on this plan took place in spring 2023. The plan was then amended to take on board comments received, where possible, and adopted by Streets and Walkways and Policy and Procurement Sub-Committees in November 2023.

Projects within the plan are to be taken forward as funding becomes available. A Fleet Street Area Working Group was established in February 2024. A funding bid for the Fleet Street Corridor has been made as the key priority project for the area.

Pedestrian Priority Programme

The pedestrian priority programme includes a series of street improvements to give more priority and space to people walking and wheeling, including traffic access restrictions, pavement widening and complimentary public realm enhancements.

- Start date: 2021/22
- End date: 2024/25
- Total budget: £6,000,000

Measures are tested using experimental traffic orders (ETOs) to monitor their benefits, effectiveness and impacts, before deciding whether and how to make the changes permanent. In July 2023, permanent traffic orders were implemented on King Street, Cheapside, Old Jewry, King William Street and Old Broad Street/Threadneedle Street. The traffic restriction on Chancery Lane is currently an experimental traffic order and a decision to make this permanent was made in May 2024. This year we have:

- **King Street** – completed works to widen pavements and improve crossings with general traffic made one-way northbound.

- **Cheapside** –introduced a new ETO in November 2023 to allow access for taxis at the restriction near Bread Street. Public realm measures entered design stage and are being progressed alongside other enhancements in the area.
- **Old Jewry** – decided to introduce an ETO to open the street to southbound motorised traffic – commenced early July 2024. Public realm enhancements on hold.
- **King William Street** – agreed design, funding and scheduled works on major project to widen pavements, plant trees and improve crossings at side roads. Construction due to commence in July 2024 for approximately 18 months.
- **Old Broad Street / Threadneedle Street** – made permanent the one-way traffic order and progressed designs for pavement widening, contra-flow cycling and crossing improvements.

City Cluster Area

Delivery of the City Cluster Vision and Healthy Streets Plan including pedestrian priority and improvements on St Mary Axe and Leadenhall Street.

- Start Date: 2019/20
- End Date: 2031/32
- Total budget: £25,000,000

The Healthy Streets Plan for this area was adopted in 2021, which built upon the approved City Cluster Vision (2019).

Since adoption, numerous projects have been built or are underway. This includes the completion of Bevis Marks sustainable drainage scheme (SuDS), the installation of the terracotta seating in partnership with the EC BID, tree planting, and the start of relandscaping works at Jubilee Gardens. Section 278 works at 40 Leadenhall Street have included new tree planting, cycle parking and seating, and widened pavements on Leadenhall Street and Fenchurch Street.

Funding was agreed for a delivery plan to 2028, which included starting the development of healthy street designs for Leadenhall Street. Construction will be phased to coordinate with nearby developments. A number of projects entered the design stage, including Creechurch Lane, St Andrew's Undershaft and Lloyd's Avenue.

An established City Cluster Programme Board provides strategic direction for the programme. The Board met three times in 2023/24.

Smithfield and Barbican Area

Smithfield Public Realm and Transportation project

Implementation of public realm and transport measures to support Destination City, the London Museum and future transformation of the Smithfield Market.

- Start date: 2019/20
- End Date: Mid 2030s
- Total budget: £12,000,000

The concept design and associated overarching strategies were completed in July 2022. The programme paused until the planning application was approved for the London Museum in April 2023. After this, work has focussed on the public realm and transportation project around the London Museum.

Good progress has been made, with the on-going stakeholder engagement and work on diversity and inclusion. This includes *The Seats at the Table* installation and associated events being delivered during the London Festival of Architecture in June 2023. Discussions around the lighting on West Smithfield has also progressed well.

The London Museum Section 278 project was also initiated in February 2023 with the scope of the S278 between the City Corporation and Museum of London now clarified and agreed. Surveys were carried out to understand foot and vehicle traffic in the area following Covid 19 restrictions, and to quality assure data collected pre-pandemic (2019). City officers, Museum staff and contractors meet regularly to align plans with the Museum's construction and the S278 project.

Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan

The Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan is a series of traffic management and public realm interventions to reduce through traffic on some streets, improve local air quality and enhance the public realm in the three wards. The plan is a joint endeavour between the City Corporation and the London Borough of Islington.

The Healthy Neighbourhood Plan (HNP) will provide a framework for improvements to streets and the public realm in the area.

- Start Date: 2023/24
- End Date: 2025/26
- Total budget: £250,000

The HNP will set out an integrated approach to improving the public realm and managing traffic, delivering the Transport Strategy at a local level. The project area expanded to work jointly with Islington Council to take a whole-neighbourhood approach. Developing the plan will include testing the feasibility of proposals for traffic management changes, which will determine the space available for improvements to the streets and public realm. The emerging proposals will reflect the aspirations of residents and other local stakeholders and identify opportunities arising from development. The project funding does not include the delivery of projects within the Plan.

A joint public engagement consultation in partnership with Islington Council was completed in March 2023. A report on the engagement was presented to elected members in July 2023. Work to develop plans for further consultation has been undertaken over the last year including data collection and scenario testing. It is anticipated public consultation on the draft plan will take place later in 2024.

Minor schemes

Healthy Streets minor schemes

Small scale interventions at targeted locations to reduce road danger, improve accessibility, enhance the walking and cycling experience, and/or deliver bus priority.

- Start date: Annual rolling programme
- Total budget: £325,000 per annum

Projects delivered in 2023/24 to create more accessible pavements, make crossing side-roads quicker, easier and safer, included introducing nine raised carriageways on:

- Tallis Street by Temple Avenue
- Furnival Street by Holborn
- Vine Street by India Street
- Blackfriars Lane by Queen Victoria Street
- St Mary At Hill by Eastcheap
- Existing pedestrian crossing on Distaff Lane by Cannon Street
- Existing pedestrian crossing on Queen Victoria Street by Peter's Hill
- Garlick Hill by Cannon Street
- Cullum Street by Fenchurch Street

Mark Lane area

Public realm and walking improvements in the Mark Lane area, with associated changes to traffic management. Improvements are concentrated in New London Street and Mark Lane.

- Start date: 2020/21
- End date: 2023/24
- Total budget: £650,000

Works were substantially completed in September 2023, including wider pavements and measures to make walking easier and more convenient, alongside reinstating trees that had been removed to facilitate nearby development. The project scope was widened to incorporate wider transport considerations and were reported as part of a separate undertaking. Remaining works underway include:

- Relocating pay and display parking from a section of Mark Lane to Pepys Street following the widening of some footway.
- Installation of seating and opportunities for additional tree planting in the area.

Minor Section 106/Section 278 transport and public realm improvements around development sites

Smaller scale public realm and transport works associated with new developments.

- Start date – ongoing programme
- End date – ongoing programme

- Total budget – no overall budget, budgets for individual projects vary.

This programme incorporates smaller scale transport and public realm improvements arising from developments. The programme is fully developer funded. The City implements Section 278 projects because of the complex nature of our streets' ancient construction and due to overlapping timeframes of multiple developments in a dense area.

Section 278 projects that have been initiated this year include:

- 65 Gresham Street – pedestrian priority improvements in Aldermanbury and other more minor changes around the development
- 61-65 Holborn Viaduct – scope to be determined
- Middlesex Street Estate Eastern Police Base – scope to be determined
- Friary Court – potential creation of a new public space in Rangoon Street and other more minor changes around the development
- Bevis Marks House – scope to be determined
- 100 Leadenhall Street – scope to be determined
- St Brides House – scope to be determined
- 65 Fleet Street – improvements to Fleet Street, Whitefriars Street and Bouverie Street
- 1 Golden Lane – improvements to Golden Lane and other more minor changes around the development
- 100 New Bridge Street – scope to be determined
- Seal House – improvements to the Riverside Walk and Swan Lane (not including Swan Lane Pier)
- 14-21 Holborn Viaduct – scope to be determined

In 2023/24, progress involved engagement with the relevant developers, and further scheme updates will be reported to Committee individually. Projects are at an early stage of design and will include paving, accessibility, public realm and walking improvements. Those Section 278 schemes which did complete in 2023/24 have been summarised individually in this report.

Cycling Programme

City Cycle Network Phase 1

Route 1 Cycleway 1 to Monument via Bank & Route 2: Aldgate to Blackfriars via Bank

- Start date: 2019/20
- End date: 2027/28
- Total budget: £2,000,000 - 4,000,000

Route 1 will be mostly delivered through other schemes such as the Moorgate Crossrail scheme, and King William Street pedestrian priority scheme. The remaining section of the route, South Place (not currently covered by other projects) will be designed and delivered by 2026/27.

For Route 2 (Aldgate to Blackfriars via Bank, including improvements at Mansion House Station junction), preliminary designs progressed through review with TfL, who

is funding/sponsoring the scheme. Updated designs are now awaiting initial design approval and funding confirmation from TfL to progress to public consultation. We plan to seek Committee approval to progress and consult in September 2024.

Bevis Marks cycle lanes

Semi-protected cycle lanes

- Start date: 2022/23
- End date: 2023/24
- Total budget: £30,000

An experimental cycle lane using wands for semi-protection was introduced along the Bevis Marks corridor (St Botolph Street to Bishopsgate) in April 2022. Following feedback and a review of monitoring, some minor modifications were made. The scheme was made permanent in October 2023.

Micromobility Parking

- Start date: Annually
- End date: On-going
- Total budget: Variable but approx. £50,000 per annum

Formerly the cycle parking programme, the micromobility parking programme now includes design and management of parking for rental e-scooters and cycles (dockless bikes).

This year, 140 cycle parking spaces (for private bicycles) have been installed across the City. A shorter length cycle rack has been installed to prevent excessive overhanging of cycles. The old, longer design, for example, could be used by three or four cycles each significantly overhanging the stand, reducing pedestrian comfort or creating on-street hazards. The new design should minimise pavement obstruction and improve accessibility for people walking and wheeling.

In April 2024, 6 new rental e-scooter & cycle hire parking bays were installed and 2 new parking bays are due to be installed imminently. A further 3 parking bays, the installation has been delayed due to other highway works but all are expected to be completed by early 2025.

A kerbside review identified over 75 potential new e-scooter & cycle hire locations. This was mapped against rental operators' high demand hotspots to create a prioritised parking delivery programme. This programme is expected to be completed by 2026.

Transport for London (TfL) has allocated a total budget of £600,000 for 2024/25 to support e-scooter and cycle hire parking for participating local authorities in the e-scooter trial. A funding bid application of £125,000 is planned, which would install up to 26 new parking bays.

Public Realm Programme

1 – 2 Broadgate Area

Public realm improvements to accommodate new walking desire lines and increased footfall.

- Start Date: 2020/21
- End Date: 2025/26
- Total budget: £900,000

The Section 256 land exchange was taken to statutory consultation and no objections were received. The developer is now progressing a Technical Approval for the parts of the new building that will oversail the highway. Works are on schedule to start in Summer 2025.

Moor Lane

Public realm improvements including greening

- Start date: 2021/22
- End date: 2025/26
- Total budget (£): £2,968,680

This project will improve the walking environment and increase greenery in Moor Lane, whilst accommodating the requirements of the new development at 21 Moorfields.

Largely complete in April 2024, the eastern pavement now features new trees and a series of bollards to protect 21 Moorfields. It is funded through a Section 278 agreement with the developer.

The design for the western footway, including the 'gateways' at either end of the street is being considered as part of the Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan.

This will give greater clarity about possible traffic changes, and any opportunities that may arise from it for public realm design.

A collaborative working group is expected to start meeting in late 2024 to restart the project and take forward new designs.

100 Minorities

Public realm enhancements

- Start date: 2017/18
- End date: tbc
- Total budget: £1,100,000 – £1,300,000

Construction is being scheduled following completion of designs for Phase 1 Section 278, which includes repaving and highway improvements around the building.

Phase 2 includes the creation of a new public space. Detailed designs have been approved by Committees, but the project has been paused due to the sale of an adjacent property.

Mansion House Station Environs

Climate resilience measures, walking and public realm improvements. The scope includes Little Trinity Lane and Garlick Hill South.

- Start date: 2019/20
- End date: 2024/25
- Total budget: £840,000

Design work has progressed for climate resilience measures, to help prevent flash-flooding and maintain a healthy water table, including SuDS and rain gardens. Designs include public realm improvements along routes to the station. Consultation completed in early 2024, and public realm and climate resilience works are due to commence in September 2024.

Funding for the raised carriageway is no longer available and so this element of the project has been paused, pending funding confirmation.

Salisbury Square public realm improvements

Enhanced public space in Salisbury Square, new east-west walking routes between Dorset Rise and Whitefriars Street; pavement / carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill.

- Start date: 2026/27
- End date: 2028/29
- Total budget: £5,000,000 – £6,000,000

This design work has progressed, the project team has been established and initial Healthy Streets Check, Accessibility and Equalities Impact Assessments have been completed.

Public Realm Design Toolkit

Design guidance and technical advice for the public realm.

- Start date: 2020/21
- End Date: 2023/24, completed.
- Total budget: £100,000

As part of the climate action strategy, the toolkit was updated to reflect best practice. Based on a review of the embodied carbon in the City's current palette of materials, the new toolkit looks to support officers in reducing embodied carbon and boosting climate resilience of the public realm and street furniture. The document was approved by committee in Nov 2023.

Parklets

Seating and planting areas introduced in eight locations around the city.

- Start date: 2020/21
- End date: Autum 2024/25
- Total budget: £480,500

With City parklets installed, a review is underway to assess the long-term viability of each location. Adjustments to some locations were made due to local constraints,

temporary loss of street space (due to nearby construction sites) or in response to monitoring of their use.

The parklets have been well received by local stakeholders, City visitors and Business Improvement Districts with external funding for maintenance secured for some sites. The following sites have been taken forward as projects to deliver permanent improvements including pavement widening, seating and greening, these include: Creechurch Lane, Temple Avenue and Coleman Street. The future of the remaining installations is currently being assessed by officers, with the aim of presenting a proposal for a way forward in Autumn 2024.

Cool Streets and Greening Programme

Series of projects to mitigate urban heat island effect, provide shade and enhance greenery in support of Climate Action Strategy.

- Start date: 2020
- End date: 2026
- Total budget: £6,800,000

The programme has been divided into four phases as follows:

- Phase 1: Pilot projects. Most of these are complete or under construction, including raingardens at Bevis Marks and climate resilient planting on the riverside. Learning from these will inform our strategic approach going forward.
- Phase 2: Incorporation of climate resilience measures into projects. Designs are largely complete, and construction is underway or planned across a number of sites including Jubilee Gardens, Bank and Little Trinity Lane.
- Phase 3: City Greening and Biodiversity. This phase includes tree planting, relandscaping and replanting. 50 trees have been planted to date, with more to follow next planting season. Designs have been approved to relandscape Moorgate/London Wall junction and Finsbury Circus West Arm (to start on site in 2024). 17 sites are being replanted in 2023 and 2024.
- Phase 4: Sustainable Drainage System schemes (SuDS): Detailed designs have been developed for five SuDS projects, including Ludgate Broadway, Lloyds Avenue, Bread Street and Knight rider Court. Works are expected to start in autumn 2024.

Wood Street Police Station

Public realm improvements, including creation of a new public space in Wood Street.

- Start Date: 2022/23
- End Date: TBC
- Total budget: £1,200,000

This Section 278 project was initiated in May 2022 and is currently paused awaiting confirmation from the developer as to whether the planning application will be varied.

Cursitor Street

The western end of Cursitor Street has been improved for walking, wheeling and cycling. The area was already permanently closed to motor traffic and new areas of planting were installed along the centre of the street. A new street tree, additional cycle parking and seating have also been introduced.

- Start date: 2022/23
- End date: 2023/24
- Total budget (£): £358,942

2-6 Cannon Street S278

Public realm improvements in collaboration with a neighbouring development site.

- Start date: 2021/22
- End date: 2023/24
- Total budget (£): £1.17m

This project has delivered a range of improvements to Distaff Lane and surrounding green spaces. The developer of the 2-6 Cannon Street site created a new, publicly-accessible garden within their site. A raised table was introduced on Distaff Lane to connect the new garden with the small square adjacent to the Guild Church of St Nicholas Cole Abbey.

This small square has also been improved with the introduction of new planting and seating, along with repaved footways along Distaff Lane.

St Paul's External Lighting

Replacement of the aging external lighting to St Paul's Cathedral, with more recent technology, which will allow a cheaper, more sustainable approach. St Paul's Cathedral is one of the most famous and iconic landmarks in the City, and the project aims to bring it back into the City and London's skyline after dark. This new architectural lighting is also looking to enhance the quality of the evening environment that will encourage people to dwell and spend more time in the area.

- Start date: 2013
- End date: 2026/2027
- Funding sources: S106, External sponsorship, City Fund
- Total cost: £2.115M

From the Thames to Eternity

From the Thames to Eternity is a temporary stone re-use project using 58 granite stones removed from 19th Century Thames river wall at Victoria Embankment. These huge one tonne stones were placed at seven sites across the City of London, from the River Thames up to Smithfield Market to create places to sit or for use as a street performance place. The project aims to stimulate discussion about reuse, material lifespan and cultural heritage, at a time when we can make a significant contribution to a more sustainable built environment.

Information boards made of reclaimed wood provide maps and background information about the project, as well as a link to the City website. The stones are

due to remain in place until they are permanently relocated in forthcoming public realm projects in the City.

- Start date: 2023/4
- End date: ongoing

Enhancing Cheapside Programme

Public realm and highways improvements to enhance Cheapside, the City's 'high street'. The programme will focus on the area along the length of Cheapside (between New Change and Bank), Bow Churchyard and at the Cheapside Bus Gate (east of Bread Street). The programme aims to deliver enhancements to complement existing projects developed in the area by decluttering and rationalising the street furniture along Cheapside; more greening and low maintenance planting, improved pedestrian movement through a change of road layout, enhanced lighting and wayfinding, as well as new seating supporting activation and events.

- Start date: 2023/4
- End date: 2026/27
- Funding Source: CIL funding, OSPR
- Total estimated cost: £1m

Greening Cheapside – Sunken Garden (Phase 2)

This project aims to transform the site into a greener, more accessible, biodiverse, environmentally resilient garden where people feel welcome and safe and want to dwell. The proposed design is based on key principles of retaining existing historic trees and root systems, improving accessibility and visibility across the garden as well as celebrating the sunken garden's history.

The project will do this by creating:

- A sense of community – A space designed for visitors, workers and residents to enjoy, which is both environmentally conscious and where people dwell and socialise through the provision of increased seating capacity.
- Enhanced visibility - improved lines of sight and introduction of high quality LED lighting across the site to enhance feeling of safety.
- Accessibility - a step-free access across the site, with accessible seating.
- Sustainability - maximising environmental benefits while minimising carbon impact. Climate resilient planting and sustainable drainage features will be incorporated and materials locally sourced, including re-using granite stones from the Thames River Wall.
- Versatility - layout design and provision of electrical points to accommodate social, cultural and business activation initiatives by local occupiers to support the City's post-pandemic recovery efforts.
- A Celebration of the site's history - through an historic interpretation of the design elements. The layout will include gentle variation in levels to echo the historic sunken garden. Purbeck stone will be used to reflect the stone in St Paul's Cathedral courtyard, celebrates the connection between Cheapside and St Paul's.

- Start date: 2020
- End date: July 2024
- Funding Source: Cheapside Business Alliance, C. Hoare & Co., The Golden Bottle Trust, S106 and the City's Climate Action Programme – "Cool Streets and Greening"
- Total budget: £530,000

Strategic Transport Projects

Review of the City of London Transport Strategy

A review is underway of the 25-year City of London Transport Strategy. Adopted unanimously by the Court of Common Council in May 2019, the Strategy included a commitment to undertake a review every three years. The review is now scheduled to be completed in autumn 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.

Over last 18 months, we have undertaken a comprehensive programme of engagement with stakeholders. Initial engagement included workshops, drop-in sessions, focus groups and a City-wide survey, before a seven-week consultation on the proposed changes to the Transport Strategy ran from Thursday 16 November 2023 to Sunday 7 January 2024.

We are currently finalising the changes to the Strategy based on feedback gathered through consultation and engagement. We will publish the final strategy in autumn 2024.

Future Transport Programme

- Start Date: 2019/20
- End Date: Ongoing
- Total Budget: officer time only

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 now provided by two different operators: Lime and TIER. We are working on providing additional parking space for e-scooters and dockless cycles to reduce inappropriate parking. Through liaison with operators we aim to encourage better behaviour by riders, particularly minimising nuisance and obstructive parking.

Since the trial began, more than one-million trips have been taken across the 10 participating boroughs and the City. The trial of rental e-scooters is expected to run to Spring 2026.

City of London Street Accessibility Tool

The City of London Street Accessibility Tool (CoLSAT) won the "Best Practice in Diversity, Inclusivity and Accessibility Award" at the National Transport Awards 2023 and the "Transport Accessibility Award" at the CiTTi Awards in Nov 2023.

"The Transport Accessibility Award category includes projects or initiatives that can demonstrate improved access to urban transport services and networks for the

elderly, people with disabilities or those with learning difficulties. Entries must highlight innovation, engagement and collaboration with impairment groups and other stakeholders, and the extent to which these have resulted in making transport in urban environments more inclusive for all users." It also featured in the May 2023 edition of City Transport & Traffic Innovation Magazine.

Further work to extend the tool to include people who use a cycle as their primary mobility aid has been completed. In addition, we have improved quality and confidence scores for mobility scooter users, and delivered training to City Corporation members and officers.

Sustainable logistics centre

Feasibility and scheme development for potential co-location of major suppliers including waste collection and courier services.

- Start Date: 2020/21
- End Date: 2024/25
- Total budget: £50,000

Following a feasibility study in 2022, it is no longer recommended that the City Corporation provide or subsidise a freight consolidation centre, but instead to focus on supporting activities to promote and mandate consolidation. The study concluded that the private sector already provides consolidation services, and the best use of City resources is in supporting them to find appropriate sites.

We are drafting a consolidation guide for developers, building tenants and facilities management companies. This provides hints and tips on how to establish a consolidation regime and will be published later in 2024.

Last mile delivery hubs

Delivery of last mile logistics hubs in underutilised City Corporation assets

- Start date: 2019/20
- End date: 2024/25
- Total budget: officer time only

The City Corporation no longer commits to providing 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, TfL, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary.

Discussions continue with City Surveyors to identify potential City Corporation assets. For example, a feasibility study is being undertaken to assess Walbrook Wharf's suitability for river freight. Work is also in progress to consider suitability of City assets, such as car parks, for other interested delivery providers.

Kerbside Review

Comprehensive review of on-street parking and loading activity

- Start Date: 2022/23
- End Date: 2024/25

- Total budget: £100,000

As outlined in the City's Transport Strategy, the Kerbside Review will look at the efficiency of all vehicle spaces on City streets.

Progress has been made on the Disabled Parking Review. In July 2023, we conducted the Red Badge Holder Survey to gain insights into the parking experiences of Red Badge holders. The primary objectives were to assess the availability and accessibility of disabled parking, identify barriers faced by Red Badge holders, and gather suggestions for improving parking in the City of London. Recommendations will be incorporated into the wider disabled parking review and will be made towards the end of 2024.

Electric Vehicle (EV) Infrastructure Action Plan

Action plan to ensure adequate provision of EV charging infrastructure

- Start date: 2019/20
- End date: 2025/26
- Total budget: n/a

In addition to the existing Baynard House EV charge point hub (six rapid (50kw) charge points), in Summer 2023, 50 electric vehicle charging points were upgraded across five of the Square Mile's car parks, delivering reliability and convenience.

The Electric Vehicle Infrastructure Action Plan will be updated in 2024, to reflect projected requirements up to and including 2030.

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

Zero Emissions Network (ZEN)

In partnership with the London Boroughs of Hackney, Newham, Tower Hamlets, and City of Westminster, The City Corporation has joined the Zero Emissions Network (ZEN), funded by the Mayor's Air Quality Fund (MAQF4).

- Start date: 2024/25
- End date: 2026/27
- Total budget: £884,000, and officer time

Across the four boroughs and the City, the overall aim of the ZEN is to decarbonise local transport. Over 3 years the network will deliver:

- a network of cargo bike share hubs for public use, building on the existing network in Hackney;
- discounts and offers available to local residents or businesses that sign up, including but not limited to: free bike servicing, free trials of cargo bike courier deliveries, cycle training and free cargo bike trials for one week for local businesses seeking to decarbonise their operations, or residents switching to more sustainable travel modes);
- events that promote air quality improvements or active travel;

- 24 grants to workplaces for cargo bikes and e-bikes across the partner boroughs, and;
- micro logistics hub pilots.

Road Danger Reduction Activity

Vision Zero action plan

In February 2023, the Vision Zero action plan was approved by the Police Authority Board, following agreement by the Planning and Transportation Committee in November 2023. The final version of the plan will be published in June 2024. The Plan includes a bold and ambitious set of actions that when delivered in combination, will lead to a reduction in risk on the City's streets. The plan will help to prevent more deaths and serious injuries and the suffering and heartbreak that results.

Trialling Advanced Driver Assistance Systems in the City's Corporation Fleet

Over the course of late 2023, we completed a trial into the use of advanced driver assistance systems in the City Corporation fleet. Three different systems were trialled on vehicles in the fleet: first, an intelligent speed assistance device that limits the vehicle speed to the prevailing speed limit; second, a driver coaching device that alerts and coaches drivers on how to improve driving behaviour, and; third, a more basic telematics device that records information on the vehicle and driving style. We evaluated the different devices to understand their benefit and appropriateness and will be exploring funding options to potentially expand their use across more vehicles in the fleet.

Research into illegal behaviour at junctions

In March 2024, we commissioned a research project to help develop our understanding of illegal behaviour at junctions in the Square Mile. The research intends to inform our understanding of risk and conflict resulting from illegal road user behaviour from people cycling and scooting at junctions in the Square Mile. Once complete in Summer 2024, it will help us understand the extent and impacts of illegal behaviours. For example, to what extent it leads to conflict with other road users and how it compares across different modes of travel.

Police partnership work on events and campaigns

During 2023/2024, we have continued to collaborate with the City Police to run a variety of road danger reduction events and campaigns. To promote and improve cycle safety and security, the City Police ran 34 workshop sessions and security marked over 650 cycles.

We collaborated on several road danger reduction events, hosting five 'Exchanging Places' events with our partners from Speedy Services, FM Conway and the City of London BIDS. These provide an experience of what it is like to be in a heavy goods vehicle (HGV) and the driver's perspective. The activity aims to improve awareness and ensure people cycle cautiously around large vehicles.

51 people were trained to Bikeability standard during 2023/24 (28 to Level 1, 17 to Level 2 and 6 to Level 3). 19 people received cargo bike training to help encourage the safe use of cargo bikes for short distance freight trips in the City.

Roads policing and enforcement

In 2023, the City Police Road Policing Unit continued to engage with and educate people on the City's streets, whilst targeting unsafe and illegal road-user behaviour where appropriate. The unit has undergone significant recruitment and increased staff numbers over the last 18 months. This increased resourcing, as well as improved targeting through an intelligence-led approach accounts for the increase in engagement and enforcement activity shown in the numbers below.

City of London Police Traffic Enforcement Activity	2023	2022
Arrests	592	686
<ul style="list-style-type: none"> • Driving or riding under the influence of drink or drugs arrests 	429	21
<ul style="list-style-type: none"> • Dangerous driving/riding arrests 	15	12
Traffic Offence Reports and Fixed Penalty Notices (TORs/FPNs)	2,980	1,256
<ul style="list-style-type: none"> • Driver/rider distraction 	406	130
<ul style="list-style-type: none"> • Signs and lines e.g. red light contraventions 	486	29
<ul style="list-style-type: none"> • Speeding 	342	42
<ul style="list-style-type: none"> • MOT certification 	371	234
Notices of intended prosecution (NIPs) from safety camera captures	8,496	13,226

Fixed Penalty Notices (FPN) - A fixed penalty notice is issued by the police for less serious traffic offences. You can be fined up to £200 and get penalty points on your licence if you get a fixed penalty notice.

Notice of intended prosecution (NIP) - A Notice of Intended Prosecution (NIP), also known as a Section 1 warning, is a warning issued under Section 1 of the Road Traffic (Offenders) Act 1988. It is a warning that a driver may be prosecuted for a certain offence/offence.

Traffic Offence Reports (TOR) – A traffic offence report (TOR) is issued by police for minor traffic offences, where the officer considers that further action is appropriate. The matter should be reported by way of an electronic Traffic Offence Report. TOR will normally be disposed of in line with guidelines recommended by the National Police Chiefs Council (NPCC). Disposal options include diversionary course, fixed penalty or prosecution depending on the seriousness and recommended guidelines.

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City of London Transport Strategy Delivery Plan 2024/25 – 2029/30

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Introduction

This Delivery Plan for the [City of London Transport Strategy](#) covers the 5-year period from 2024/25 to 2029/30. It sets out the main projects and initiatives that are delivering the proposals within the Transport Strategy. A short summary of each project is provided, which includes dates, funding source, full project budget, where known, and an indication of which of the Transport Strategy proposals the project delivers against (see <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf> for the Proposals).

The Strategy is currently under review, with a revised strategy expected to be adopted in autumn 2024. In November 2022, the Streets & Walkways Sub-Committee agreed that the Transport Strategy Vision, Aims and Outcomes are still relevant and fit for purpose. They agreed an update, rather than a wholesale revision of the Transport Strategy was appropriate. While not yet formally adopted, this delivery plan has been prepared with due consideration to the emerging draft Transport Strategy 2024.

Glossary

Funding sources abbreviations.

OSPR – On-Street Parking Reserve

CAS - Climate Action Strategy (City Corporation funds)
CoL – City Corporation funds (not specified here, see individual projects)
S106 – Section 106 developer funding through planning agreements
S278 – Section 278 developer funded highway scheme
CIL – Community Infrastructure Levy
TfL – Transport for London

Major Projects Programme

All Change at Bank

Providing more space for people walking and enhancing the public realm around Bank junction. Changes will simplify the junction creating new areas of public realm with seating and greening. The timings of restrictions and the mix of traffic has recently been reviewed and it has been decided (June 2024) to progress an experimental traffic order at Bank to allow taxi access during restricted times. This will be developed over the coming year with a view to implement an experiment in Spring 2025. This is a separate piece of work to the physical changes that have taken place.

Start date: 2013/14

End date: 2024/25

Funding source: OSPR, S106, TfL

Total cost: £6,800,000

Delivery of proposals 1, 2, 7, 11, 12, 20, 24

St Paul's Gyrotory transformation

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

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

Start date: 2013/14

End date: 2026/27

Funding source: CIL, OSPR, S278

Total cost: £15,000,000 - 17,000,000

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

Start date: 2026/27

End date: 2030/31

Funding source: S278

Total cost: £9,000,000 – £12,000,000

Delivery of proposals 1, 2, 7, 8, 11, 12, 20, 24

London Wall corridor

Programme of work to explore potential changes along the length of London Wall, including developer funded projects and (subject to funding) additional City Corporation funded improvements. This will include looking at the junctions of London Wall / Moorgate, and London Wall / Old Broad Street to address collisions as they are in the top 10 highest on City streets. Feasibility work progressing in 2024 to provide options, followed by funding bid to commence design work.

Start date: 2024/25

End date: 2029/30

Funding source: S278, CIL, OSPR

Total cost: TBC

Delivery of proposals 1, 2, 7, 8, 11, 12, 20, 24

Pedestrian Priority Streets Programme

Series of street improvements to give more space and priority to people walking in locations of high demand. Schemes include traffic access restrictions, pavement widening and associated public realm improvements.

The programme focuses on six priority locations:

1. King Street - cycling, pavement widening and accessibility improvements, including on-street seating, reconfigured crossings and raised tables to aid crossing the street facilitated by making the street one-way for motorised traffic with contra-flow for cycling. Complete in 2023.
2. King William Street – significant enhancements to the public realm between Monument and Bank. Works include the widening of pavements, new raised tables to aid crossing the street and side roads, new trees, seating and a fully reconstructed carriageway. Under construction July 2024 to end 2025.
3. Cheapside – reduced through-traffic to improve street ambience, ease of crossing and safety; pavement widening, new planting and seating in space gained. Traffic filter permits through access to buses and cycles. Taxis permitted on an experimental basis since November 2023. Scheme in design.
4. Old Jewry – improvements on hold while awaiting the outcome of a traffic experiment to allow motorised traffic southbound with contra-flow cycling northbound. Experimental traffic order to start early July 2024.
5. Old Broad Street and Threadneedle Street – pavement widening and accessibility improvements, including seating, reconfigured crossings and raised tables to aid crossing the street following change of Old Broad Street to one-way working for motorised traffic with contra-flow cycling. Scheme in design.
6. Chancery Lane – traffic reduction to enhance pedestrian safety and amenity through weekday traffic restriction, except for taxis and property access (parking or loading). Permanent traffic order approved to come into force by August 2024.

Start date: 2021/22

End date: 2025/26

Funding source: CoL – OSPR

Total cost: £6,150,000 + £2M additional funding for King William Street

Delivery of proposals 1, 2, 16, 20

Cool Streets and Greening Programme

A City-wide programme aiming to embed nature-based adaptation to climate change, including tree planting, re-landscaping, new green spaces, resilient planting and sustainable drainage systems. Includes monitoring of impacts to inform Climate Action Strategy. Programme consists of dedicated projects such as replanting at St Anne and St Agnes Churchyard; re-landscaping near the London Wall/Moorgate junction and St Peter Westcheap, and design contributions to other projects including Bank, Finsbury Circus western arm and Little Trinity Lane.

Start date: 2020/21

End date: 2025/26

Funding source: CoL – OSPR

Total cost: £6,800,000

Delivery of proposals 1 and 7

Fleet Street Transformation

This project will transform Fleet Street for people walking, wheeling and cycling. Better connecting Fleet Street to surrounding routes, it will also create a more vibrant and attractive place to spend time.

It will look to provide wider pavements, on-street greenery and seating, and improved crossings and accessibility.

Start date: 2024/25

End date: 2029/30

Funding source: CIL, S278, other

Total cost: £9,000,000 - 11,000,000

Delivery of proposals 1, 2, 7, 8, 11, 12, 20, 24

City Cluster Area Programme

The City Cluster Area is the densest area of tall buildings and office floorspace in central London. The forecast for future office demand shows that considerable further growth is anticipated, despite experiencing a slow down immediately following the Covid-19 pandemic. To better accommodate this growth and create a safer, more attractive place for people, a Healthy Streets Plan and public realm vision were completed in 2021. These set the framework for future schemes and opportunities as described below.

City Cluster projects include a series of street and public realm improvements to give more priority to people walking, including traffic management restrictions and pavement widening, as well as improved public spaces and greening. They are the Leadenhall Street transformation, Creechurch Lane improvements and the relandscaping of Jubilee Gardens and St Andrew Undershaft churchyard. Much of the work will be delivered in partnership with the EC BID.

Start date: 2021/22

End Date: 2026/27 Phase 2, 2032/33 Phase 3

Funding source: S278, S106, CIL, other sources

Total cost: £25,000,000 + (Phase 3 subject to funding approval)

Delivery of proposals 1, 2, 11, 12, 13, 20, 24, 25, 29, 38

Liverpool Street Area programme

A Key Area of Change in the City Plan 2040, the programme incorporates Liverpool Street, Broadgate and Liverpool Street Station. Previous projects helped to accommodate the new Elizabeth Line station, which opened in 2022, changing the movements of people through the area. Further significant development is both underway and planned for this area, including at Liverpool Street Station. Some work has been delivered in previous years to accommodate the new Elizabeth Line station opening and a Healthy Streets Plan will set out future requirements and opportunities for the whole area, as outlined below:

Liverpool Street Healthy Streets Plan

Development of a Healthy Streets plan which will set out an integrated approach to improving the public realm and managing traffic in the area. This will support delivery of the Transport Strategy and make the most of opportunities created by new developments in the Liverpool Street area.

Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.

Start date: 2022/23

End date: 2024/25

Funding source: COL / Officer time

Total cost: £15,000 (delivery of plan only)

Liverpool Street Crossrail Integration

Further improvements to the public realm, and in particular the walking environment, around the new Liverpool Street Elizabeth Line station entrances. The first phase was completed in 2021/22. The programme of further work will be incorporated within the Healthy Streets Plan.

Start date: 2025/26

End date: 2027/28

Funding source: S106

Total cost: £1,400,000 (and further to be confirmed)

Delivery of proposals 1, 2, 7, 12, 20, 47

1 – 2 Broadgate

Public realm improvements to accommodate new walking desire lines and increased footfall associated with the development of 1-2 Broadgate.

Start date: 2020/21

End date: 2025/26

Funding source: S278

Total cost: £900,000

Delivery of proposals 2, 5, 7

Moorgate area

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

Start date: 2019/20

End date: 2026/27

Funding source: S278, OSPR CIL S106

Total cost: £6,000,000+ (of which £3.09m is currently approved. Remainder subject to further funding bid)

Delivery of proposals 1, 2, 7, 20, 47

Fleet Street Area Programme

The neighbourhoods bordering Fleet Street and Ludgate Hill are undergoing significant development with more planned. The area incorporates the Fleet Street and Ludgate Key Area of Change identified in the emerging City Plan 2040 and the Fleet Street Quarter BID.

Fleet Street Area Healthy Streets Plan

A Healthy Streets plan was approved in November 2023 setting out an integrated approach to the public realm and traffic management to deliver the Transport Strategy. The plan exploits opportunities created through new developments in the Fleet Street area.

Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.

The Fleet Street Area Working Group was established in February 2024 to help guide the projects from the Healthy Streets Plan. The priority project is the Fleet Street Transformation which aims to start in 2024. Other projects include improvements to the courts and lanes off Fleet Street and the landscaping of Temple Avenue (south).

Start date: 2020/21

End date: 2030/31

Funding source: S278, CIL, S106, external sources

Total cost: £10m - £20m

Delivery of proposals 1, 2, 11, 12, 20, 38

Salisbury Square public realm improvements

Public realm improvements linked to the development of a police headquarters, a law court building and commercial floorspace around the square. They include enlarging and enhancing Salisbury Square's public space; creating new east-west walking routes between Dorset Rise and Whitefriars Street, and; pavement / carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill.

Start date: 2022/23

End date: 2025/26

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

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

Smithfield and Barbican Area Programme

The Smithfield and Barbican programme covers the Barbican and Golden Lane area, the City's largest residential area. The cultural offer in the Barbican also attracts substantial numbers of visitors each year. The Smithfield area will see significant change with the opening of the Farringdon Elizabeth Line station entrances, the Meat Market's relocation, and the arrival of the Museum of London.

West Smithfield Public Realm and Transportation measures / London Museum S278 project

This project incorporates the development of the Smithfield Healthy Streets Plan and aims to provide a welcoming public realm and streetscape for all. The project will be delivered in phases to align with key projects in the area as follows:

- A first phase will support the Museum's relocation to West Smithfield. This will align with the Museum of London build-programme, including initial works around the General Market building ready for its opening in mid-2026. Followed by S278 works around the Poultry Market, from mid-2026, in time for the full Museum opening in 2028. To manage the design and construction cost-effectively, and minimise disruption, the S278 projects and City of London-led projects will be delivered in parallel.
- A second phase will support the Meat Market's transformation following its proposed relocation to Barking Riverside. This incorporates the Smithfield section of the Barbican & Smithfield Healthy Streets Plan. The Meat Market is forecast to be operational at Smithfield until 2028. Design will begin on the S278 once any proposed redevelopment of the site is known.

Start date: 2019/20

End date: Phase 1 2026/27. Phase 2 post 2030

Funding source: CoL, S106 OSPR, S278, CIL

Total cost: £12,000,000 Public Realm; £3-7m S278 project.

Delivery of proposals 2, 7, 12

Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan

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

Start date: 2020/21

End date: 2026/27

Funding source: OSPR

Total cost: £141,000

Delivery of proposals 2, 7, 12

Moor Lane public realm enhancements

Public realm enhancements on Moor Lane to provide greening and an improved walking environment, including wider pavements. The works to the east pavement on Moor Lane were substantially completed in February 2024, with west pavement works due to be delivered in 2025/26.

Start date: 2021/22

End date: 2025/26

Funding source: S106, S278, CoL - CAS

Total cost: £2,970,000

Delivery of proposals 2, 5, 7

Healthy Streets Plans

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.

Start date: 2024/25

End date: 2026/27

Funding source: S106

Fenchurch Street area

This includes the area around Fenchurch Street Station and proposed upgrade, extends to include area south to the Thames, and includes Eastcheap and Monument junction.

Start date: 2024/25

End date: 2025/26

Funding source: S106

Bank and Cheapside area

Covers the area from reconfigured St Paul's gyratory to Bishopsgate in the east.

Start date: 2025/26

End date 2026/27

Funding source: TBC

Riverside area

Addressing links to the Thames path, south of Upper and Lower Thames Street.

Start date: 2025/26

End date 2026/27

Funding source: TBC

Minor Schemes Programme

This programme includes a number of minor schemes to address relatively small areas or issues, that, when combined, deliver significant change to the City streets. These schemes include addressing road danger issues, making streets accessible to all, and small scale S278 schemes directly associated with new developments.

Healthy Streets minor schemes

Small scale interventions at targeted locations to reduce road danger, improve accessibility, enhance the walking and cycling experience, and/or deliver bus priority. This mainly includes raised carriageways at junctions and pedestrian crossings, carriageway narrowing and other accessibility measures. Identified schemes are:

- Moor Lane by Silk Street – raised existing zebra crossing (delivery deferred from 2023/24 to enable co-ordination with other projects)
- Silk Street by Milton Street – Raised existing zebra crossing (delivery deferred from 2023/24 to enable co-ordination with other projects)
- New Fetter Lane/Fetter Lane and Breams Building – raised carriageway include an existing zebra crossing (delivery deferred from 2023/24 to enable co-ordination with other projects)
- Coleman Street by Basinghall Avenue – raised carriageway with a footway build-out to accommodate additional cycle parking (design only this financial year, delivery to be deferred until 2025/26)
- Noble Street by Gresham Street – raised carriageway with a footway build-out to accommodate additional cycle parking
- Staining Lane by Gresham Street – raised carriageway with footway build-out to accommodate additional cycle parking
- St Dunstan Hill by Great Tower Street – raised carriageway.
- Abchurch Lane by Lombard Street – raised carriageway
- Bread Street by Queen Victoria Street - raised carriageway
- Shoe Lane by Charterhouse Street – raised carriageway with footway build-out to accommodate additional cycle parking

Start date: 2024/25

End date: 2028/29

Funding source: TfL – LIP

Total cost: £325,000 (for 2024/25)

Delivery of proposals 1, 2, 16, 20

Section 106 / Section 278 transport and public realm improvements around development sites

Section 278 projects associated with developments were initiated in 2023/24 for numerous sites. Each will be developed and implemented over the period of this plan. The timescale for implementation will vary depending on developer agreement, and the impact of any other works in the specific area. Schemes in progress include:

- 65 Gresham Street – pedestrian priority improvements in Aldermanbury and other more minor changes around the development
- 61-65 Holborn Viaduct – scope to be determined
- Middlesex Street Estate Eastern Police Base – scope to be determined
- Friary Court – potential creation of a new public space in Rangoon Street and other more minor changes around the development
- Bevis Marks House – scope to be determined
- 100 Leadenhall Street – scope to be determined
- St Brides House – scope to be determined
- 65 Fleet Street – improvements to Fleet Street, Whitefriars Street and Bouverie Street
- 1 Golden Lane – improvements to Golden Lane and other more minor changes around the development
- 100 New Bridge Street – scope to be determined
- Seal House – improvements to the Riverside Walk and Swan Lane (not including Swan Lane Pier)
- 14-21 Holborn Viaduct – scope to be determined

Further projects will be added as S278s are agreed for new developments.

Start date: 2023/24

End date: 2029/30

Funding source: S106 / S278

Total cost: TBC

Accessible crossings

Audit of streets and programme of minor works to address accessibility issues for locations not within other schemes and projects. Using the City of London Street Accessibility Tool (CoLSAT) to identify locations where dropped kerbs are needed, or where there are incorrect or missing tactiles, pavement obstructions and any other features which impact the accessibility of our streets. Work will be delivered through the Healthy Streets minor schemes programme.

Start date: 2023/24

End date: 2024/25

Funding source: TfL – LIP

Total cost: £15,000

Delivery of proposals 1, 2, 11, 16

Cycling Infrastructure Programme

The Transport Strategy includes proposals to further develop the cycle network of safe and comfortable routes across the City. These routes tie in with the London-wide cycle network and are delivered in partnership with TfL. The programme also provides parking for cycles, 'dockless' e-bikes and e-scooters. Design focuses on improving cycle security and reducing the impact on other people using pavements.

City Cycle Network Phase 1

Development and delivery of improvements to:

- Route 1: Wilson Street (Cycleway 1) to Monument via Bank
- Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)

Start date: 2019/20

End date: 2027/28

Funding sources: TfL

Total cost: £2,000,0000 - £4,000,000 (allocation not confirmed)

Delivery of proposals 1, 11, 12, 20, 24

City Cycle Network Phase 2

Development and delivery of improvements to:

- Route 3: Duke's Place to St Paul's Gyratory
- Route 4: Bank to Holborn

Start date: 2023/24

End date: 2034/35 (Route 3), 2029/30 (Route 4)

Funding sources: TfL

Total cost: TBC

Delivery of proposals 1, 11, 12, 20, 24

Moorgate

Installation of protected, northbound cycle lane between junction with Lothbury/Gresham Street and Moorgate.

Start date: 2025/26

End date: 2025/26

Funding sources: TfL

Total cost: £35,000

Delivery of proposals 1, 11, 12, 20, 24

Micromobility Parking

Rolling programme to provide new and improved parking for private cycles and dedicated parking bays for dockless cycles and e-scooters in suitable locations. 75 sites identified for delivery in 2024/25.

Start date: 2020/21

End date: 2028/29

Funding sources: CoL, LIP, Dockless operators

Total cost: £119,000 (for 2023/24 – 2024/25)

Delivery of proposal 40

Public Realm Programme

This programme includes a series of public realm improvements, mostly associated with new development. It delivers high quality materials and continuity of style around the City. It is rolling out elements of the Climate Action Strategy through tree planting, greening, Sustainable Drainage Systems, climate resilient materials and planting, across all projects as a new standard. The non-exhaustive projects below include some current highlights.

100 Minorities public realm enhancements

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

Start date: 2019/20

End date: TBC

Funding sources: S106, S278,

Total cost: £650,000,000 - £850,000

Middlesex Street (Petticoat Lane Market)

Public realm improvements to support a rejuvenated market and to give additional priority to people walking.

Start date: 2020/21

End date: 2024/25

Funding sources: S106, CAS

Total cost: £900,000

Delivery of proposals 2, 6, 13

Parklets

Temporary seating and planting areas at a number of locations around the City. These will be monitored and reviewed to recommend whether to make them permanent.

Start date: 2020/21

End date: 2024/25

Funding sources: OSPR

Total cost: £480,500

Delivery of proposals 1, 7

St Paul's External Lighting

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

Start date: 2013

End date: 2026/2027

Funding sources: S106, External sponsorship, City Fund

Total cost: £2.075M

Delivery of proposal 7

Strategic Transport Projects

Strategic Transport projects are initiatives or activities that help deliver the Transport Strategy. They include feasibility work, analysis and studies that inform the efficient and effective working of the section as a whole or specific teams within it. Strategic Transport also initiate new areas of work before embedding them as business-as-usual. For example, the delivery of Electric Vehicle Infrastructure, which was novel and is becoming standardised.

Collision analysis and mitigation

A review of the ten locations with the highest collision and personal injury rates and initial feasibility work to consider deliverability and priority for improvements.

Junction	Location	Status
1.	London Wall / Moorgate	Being investigated as part of the London Wall Corridor Study, see Major Projects section. Options expected late 2024. Delivery 2025 onwards, subject to funding.
2.	London Wall / Old Broad Street	
3.	Holborn Circus	Feasibility work anticipated to commence later in 2024 subject to funding.
4.	Aldersgate Street / Long Lane (Outside Barbican Station)	
5.	Aldgate High Street (Outside Aldgate Station)	Feasibility work anticipated to commence later in 2024, subject to funding.
6.	Newgate Street / Warwick Lane	
7.	Fleet Street / Bouverie Street	Included in Fleet Street Healthy Streets Plan area, and currently being considered in detail by Fleet Street Quarter BID for design and funding.
8.	Fenchurch Street / Lime Street	Scheme developed, plan to incorporate as part of nearby S278 agreements.
9.	Fetter Lane / New Fetter Lane	Scheme developed. Implementation programmed for autumn/winter 2024.
10.	Fenchurch Street / Mincing Lane	Interim scheme developed. Delivery expected in 2025. Further measures covered by the Fenchurch Street Healthy Streets plan area.

An additional funding bid has been submitted for feasibility work, detailed design and delivery of an additional site (Ludgate Hill/Old Bailey), as part of the same package. This site was selected following a Healthy Streets Minor Scheme investigation, finding that this site had a high collision record and that there is a good potential scheme available.

Start date: 2023/24

End date: 2026/27

Funding sources: OSPR / LIP / S278 / Local Risk

Total cost: £10-15m

Delivery of proposal 20

City of London Street Accessibility Tool (CoLSAT)

Further work to extend the tool to include people who use a cycle as their primary mobility aid has been completed. We have improved quality / confidence scores for mobility scooter users and delivered training to City Corporation members and officers. We have also made some changes to the Tool to ensure it complies with the Microsoft guidelines on accessible Excel sheets.

We aim to launch the updated COLSAT in 2024, with the aim to encourage our partners and other third parties to use the tool to improve accessibility of their streets and public spaces. Start date: 2023/24

End date: 2024/25

Funding sources: City funds and officer time

Total cost: £5,000

Delivery of proposals 1, 2, 11, 16

Sustainable Servicing Programme

Policy and guidance working with TfL, to develop guidance for operators. We aim to promote a shift to cargo bikes for service operators, such as lift mechanics and electricians; and provide other ancillary facilities such as secure storage. The overall aim is to reduce the amount of motor vehicles used for this activity.

Start date: 2023/24

End date: 2024/25

Funding sources: CoL

Total cost: Officer time

Delivery of proposal 39

Shared use review for walking and cycling areas

Review of locations and principles where people walking and cycling share the same space to consider whether any changes are needed.

Start date: 2024/25

End date: 2025/26

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 1, 2, 20, 24

Zero Emissions Network (ZEN)

In partnership with the London Boroughs of Hackney, Newham, Tower Hamlets, and City of Westminster, the City Corporation has joined the Zero Emissions Network (ZEN), funded by the Mayor's Air Quality Fund (MAQF4). Across the four boroughs and the City, the overall aim of the ZEN is to decarbonise local transport. Over 3 years the programme will deliver, a network of cargo bike share hubs for public use

residents and businesses; grants to businesses for cargo bikes and e-bikes, and events that promote air quality improvements or active travel.

- Start date: 2024/25
- End date: 2026/27
- Total budget: £884,000, and officer time

Last mile delivery hubs

Work with neighbouring boroughs and TfL to identify opportunities and find suitable locations for delivery hubs.

Start date: 2019/20

End date: 2024/25

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 2, 11, 32, 38, 39

Kerbside Review

Comprehensive review of on-street parking and loading activity with recommendations for changes where appropriate. Including development of a kerbside strategy.

Start date: 2022/23

End date: 2024/25

Funding sources: LIP

Total cost: £100,000

Delivery of proposals 11, 14

EV Infrastructure Action Plan

Following an assessment of demand for new charging infrastructure up to five locations for new charging points will be put to market in 2023/24 and 2024/25.

Start date: 2019/20

End date: 2024/25

Funding sources: DfT; CoL; private sector.

Total cost: TBC

Primary delivery proposal: 30

Access for disabled people travelling by taxi and private hire

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

Start date: 2023/24

End date: 2025/26

Funding sources: CoL

Total cost: £10,000

Primary delivery proposal: 16

Events and Campaigns

This section describes the series of events that support Destination City and the BIDs, helping to provide more amenity and enjoyment on our streets. Campaigns are aimed at further education and engagement to improve behaviour, particularly around road danger and anti-social behaviour. These campaigns are developed and delivered in partnership with the City of London Police and some wider national and London campaigns with TfL and neighbouring boroughs.

Road Danger Reduction Campaigns

Opportunities to align with national campaigns, along with locally targeted behaviour change and community engagement activity to reduce road danger. This will be delivered in partnership with the City Police.

Start date: 2019/20

End date: Ongoing

Funding sources: TfL – LIP

Total cost: £25,000 (for 24/25)

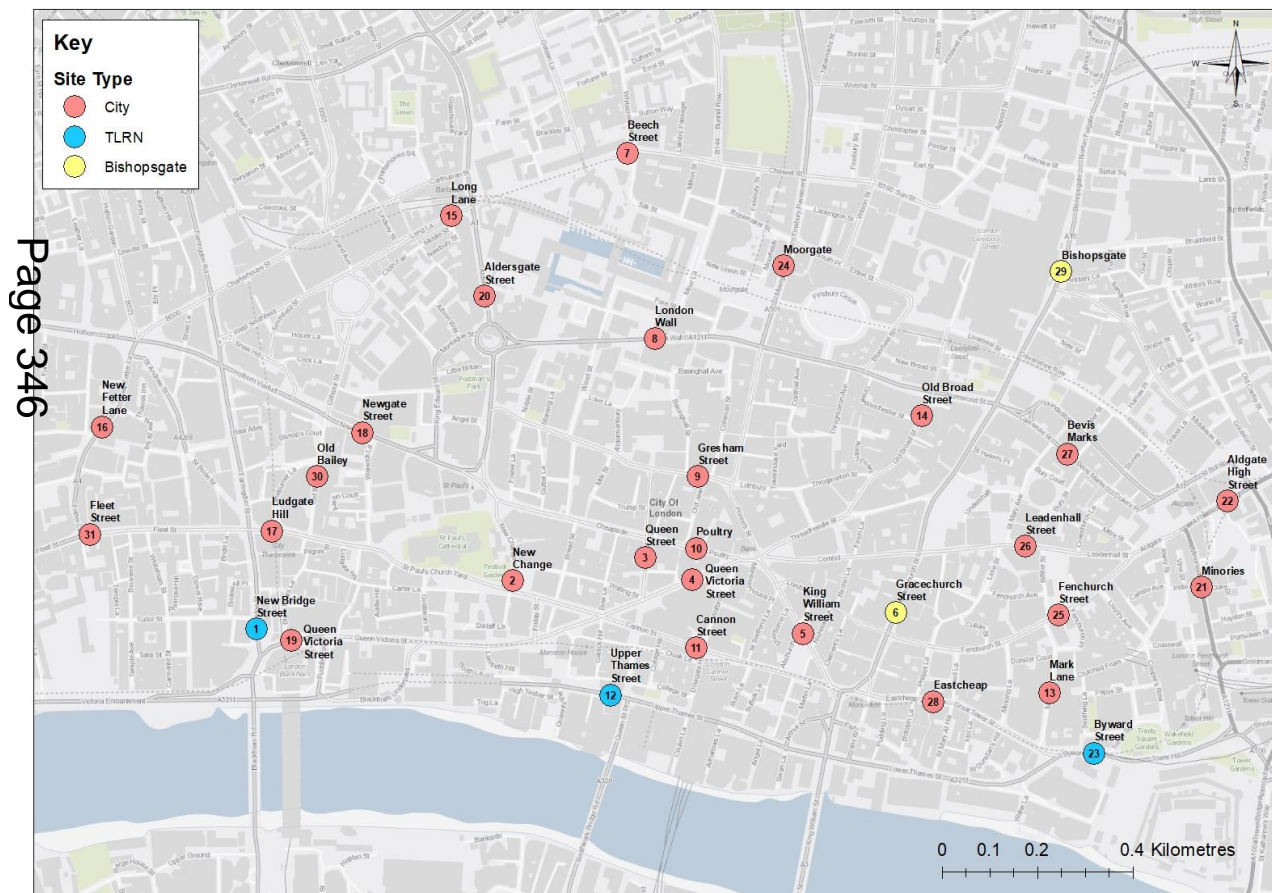
Primary delivery of proposals: 6, 13, 20, 21, 34.

City Streets 2024 Summary Report



Traffic and pedestrian count data

The City of London 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 specifically collect data on the volumes and types of modes using the City's streets. The survey was expanded in 2016 from 12 to 24 hours in length and in 2017 to include data collection on pedestrian footfall in the City as well as vehicle activity. These always took place in the Autumn, but we have recently expanded our surveys to include Summer counts as well, to be taken every two years across all modes and all 31 sites. The following slides (pages 4-9) represent the new Summer data, with historic Autumn counts, presented on pages 10-16.



The most recent Autumn traffic survey was conducted on 23rd November 2022 at 31 sites across the City, 30 of which are currently used in reporting. The distribution of sites has been selected to ensure a representative spread of types and locations in the City are sampled as part of the survey. This included:

- 3 sites on the Transport for London Road Network (TLRN)
- 2 sites on the Bishopsgate/ Gracechurch Street Corridor
- 26 sites on Local and City Access streets

All traffic data collected includes both local and through traffic.

Data is collected on a variety of different modes of travel. A detailed summary of mode classes can be found in Table 1 on page 3.

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

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1 Counted mode classifications

Summer 2023 surveys

Historically, all traffic data collected in the City has been recorded in the Autumn. In order to build a picture of activity on City streets throughout the warmer months, in 2023, summer counts were undertaken, to assess seasonal fluctuations in the make up of traffic and pedestrians on our streets. The number of sites surveyed was increased to 31 in 2021, and 2023 acts as the 'baseline year' for the summer traffic counts. In the future these will be undertaken every two years.

2023 summer counts indicated, over the 24-hour count period across our 31 sites a total of:

- 304,959 **motor vehicles** were counted
- 122,976 **people cycling** and scooting were counted
- 72,784 **freight vehicles** (vans and lorries) were counted
- 717,712 **people walking and wheeling*** were counted

Motor vehicles

Of the 253,920 motor vehicles counted across the 31 sites, 282,192 of these were considered to be private motor vehicles, which includes all cars and private hire vehicles (PHVs), taxis, freight vehicles like vans and lorries, and motorcycles, but excludes buses and coaches.

Vans and lorries alone made up 24% of total motorised traffic, which rose to 32% between 5:00 and 7:00, which is why the Transport Strategy commits to reducing motorised freight traffic by 15% by 2030.

Cars and PHVs made up 45% of all motorised vehicles, followed by taxis which made up 17%, and finally buses and coaches which made up 7% of motor vehicle traffic.

*References to people walking and wheeling include people using mobility aids such as wheelchairs, rollators or mobility scooters designed for use on the pavement, and people with physical, sensory or cognitive impairments who are travelling on foot. It also includes people who are using buggies, strollers, prams and pushchairs.

Summer 2023 surveys

Cycles and scooters

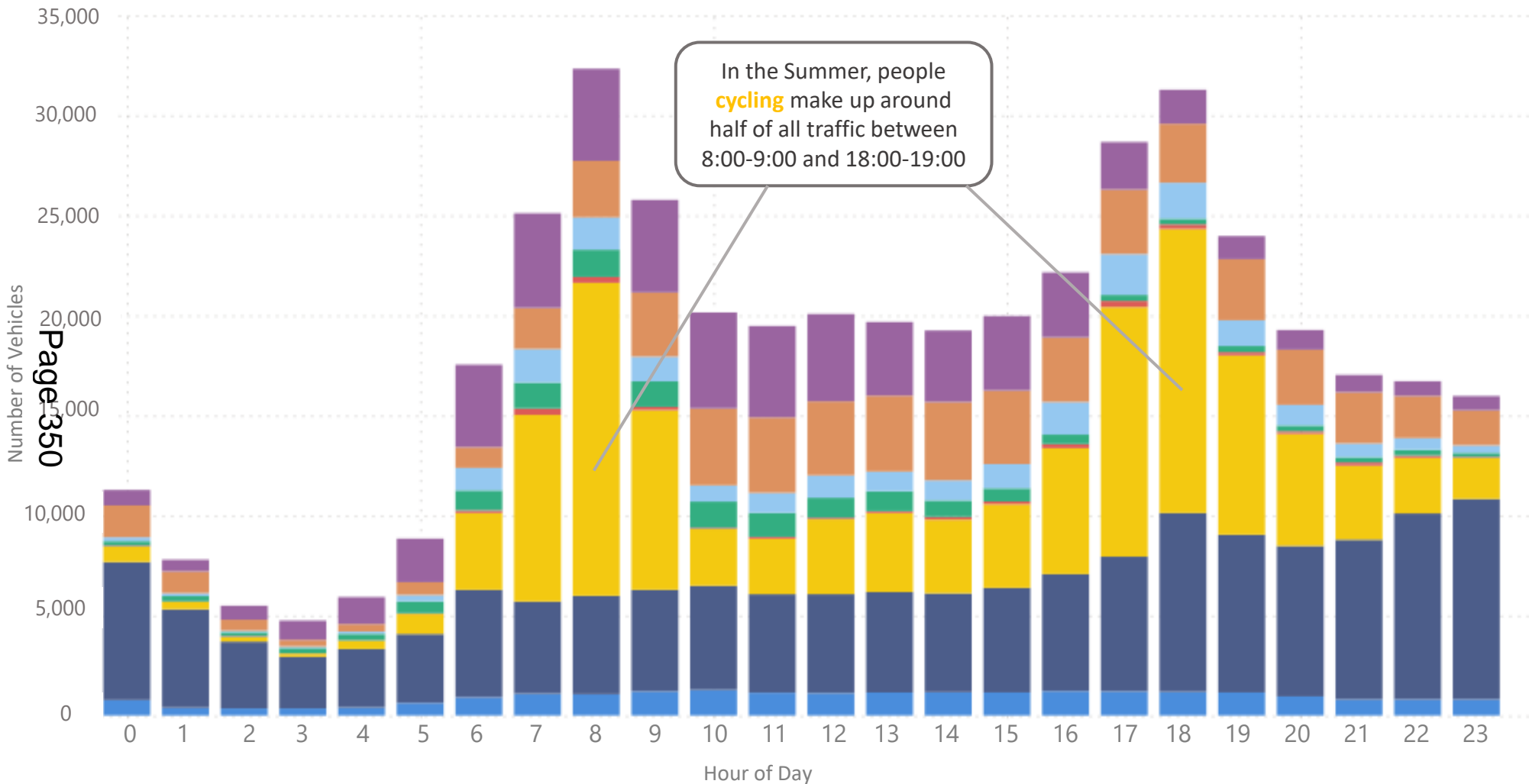
In the summer, people cycling made up a great proportion of on-street traffic. Numbers of cyclists observed were highest in the morning and evening peaks. Between 8:00 and 9:00 they made up 49% of all on-street traffic, and between 18:00 and 19:00 in the evening, they made up over 47% of all traffic, while cars and PHVs only made up 16% of overall traffic during the same morning and evening peak periods respectively. In the Summer months, across the day cycles and scooters make up on average 28% of traffic.

Figure 2 on page 6 shows traffic volumes by mode and time of day across a 24-hour period, where surges can be seen in the numbers of people cycling during the morning and evening peaks. Averaged across a 24-hour period, there were 33% more cycles recorded on our streets in the Summer of 2023 than in the Autumn of the previous year as shown in Figure 4 on page 8.

Walking and wheeling

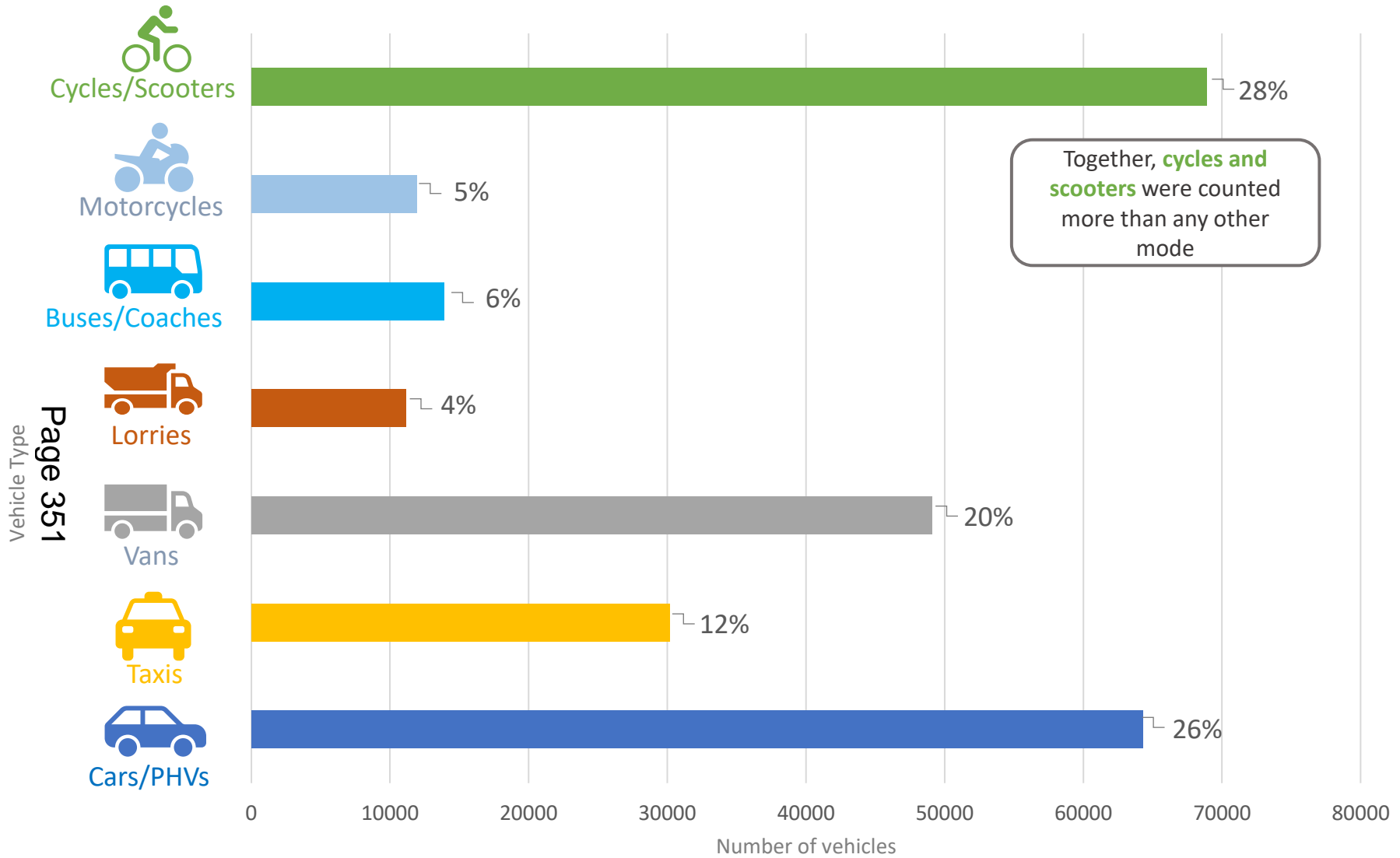
Figure 5 on page 9 shows the breakdown of the counts of people walking and wheeling by hour across 24-hours in the Autumn of 2022 and the Summer of 2023. Whilst there were more people counted in the Summer of 2023 walking or wheeling, the difference between pedestrian numbers in the Summer and Autumn was negligible.

● Buses and Coaches
 ● Cars and PHVs
 ● Cycles
 ● E-scooters
 ● Lorries
 ● Motorcycles and Mopeds
 ● Taxis
 ● Vans



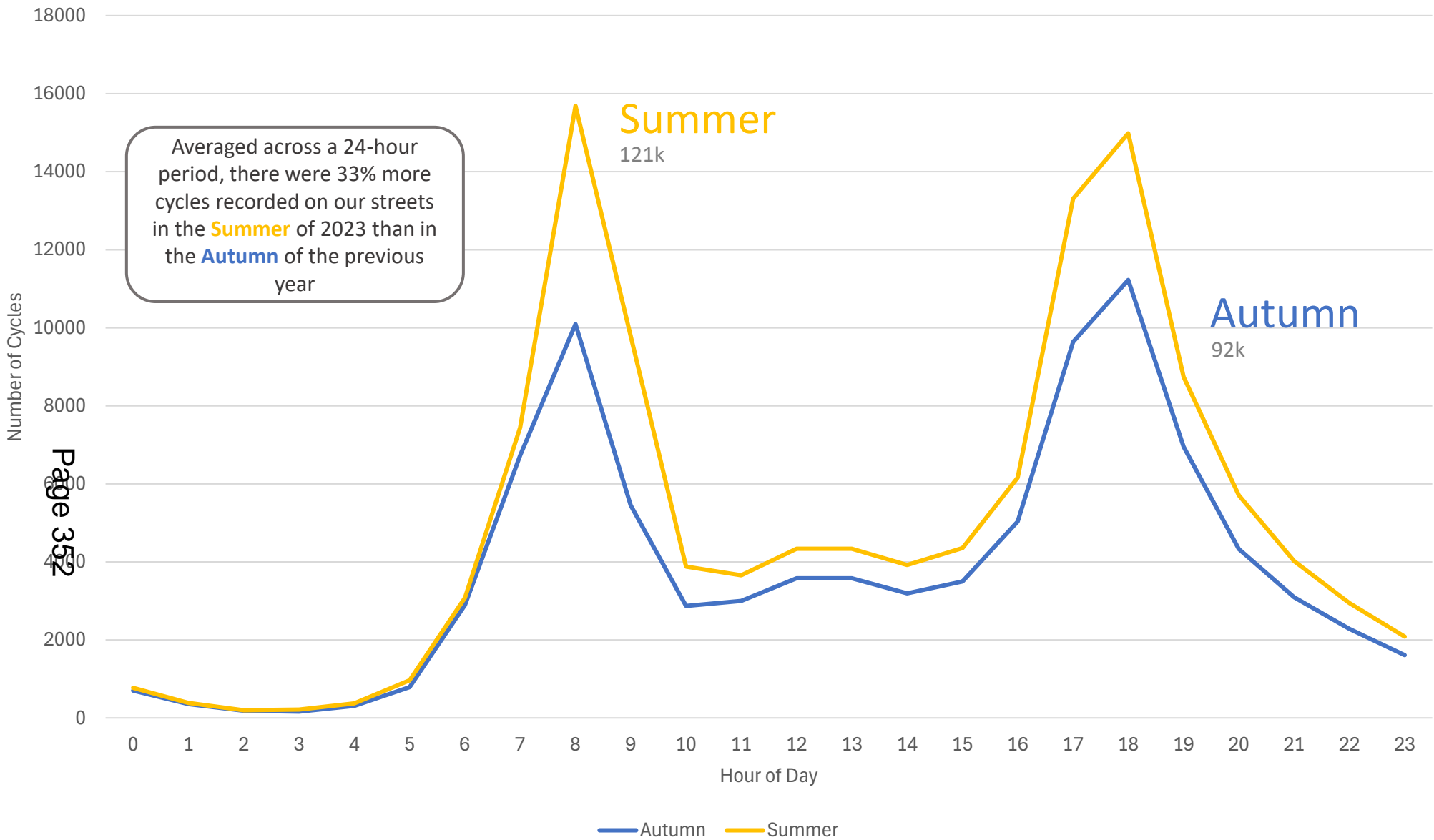
2 Traffic volumes by mode and hour of day in 2023

(31 locations, 2023, Summer counts, 24-hour period) 6



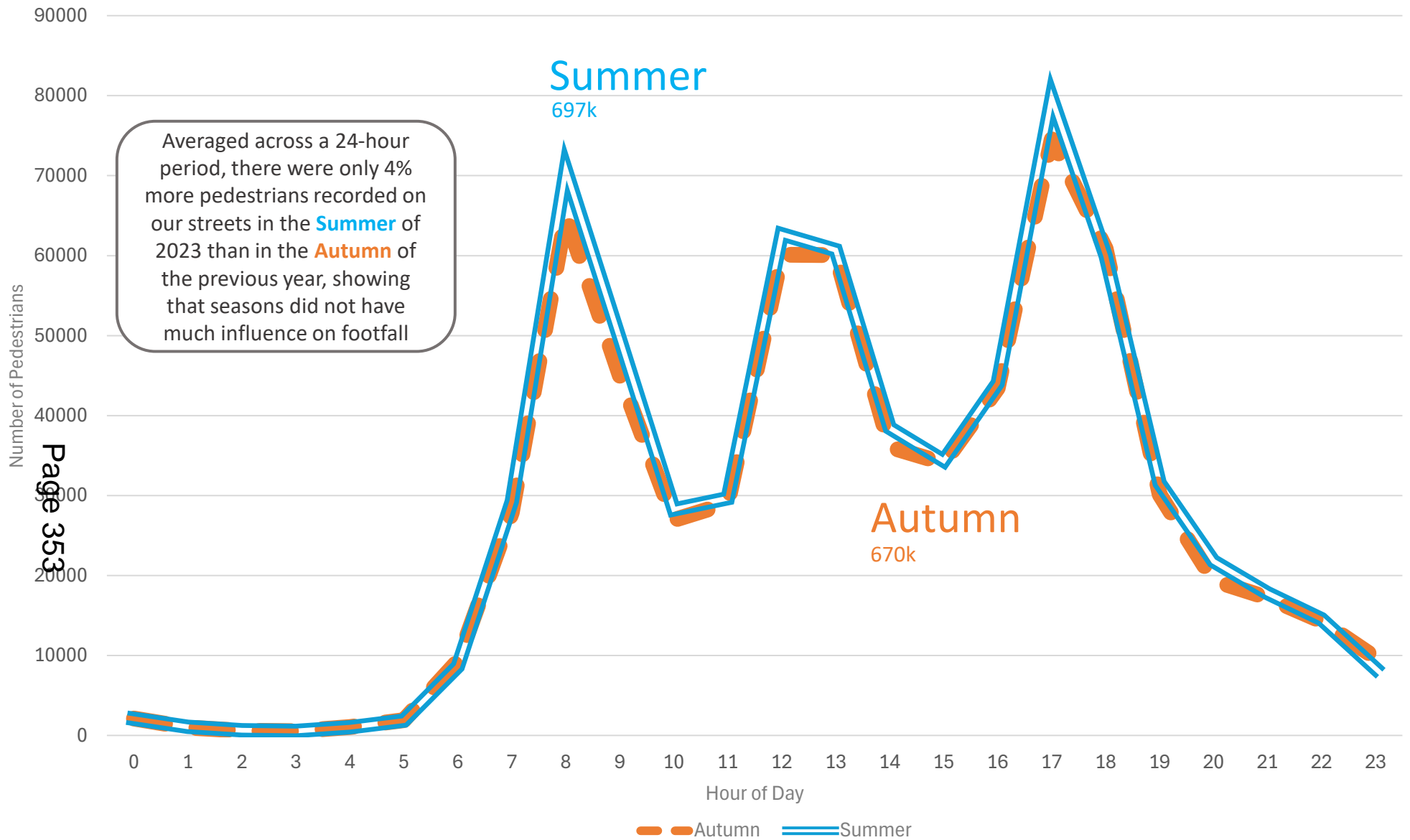
3 Daytime traffic mode share in Summer 2023

(31 locations, 2023, Summer counts, 07:00-19:00, excludes pedestrians)



4 Comparing cycle volumes by mode and hour of day in Summer and Autumn

(31 locations, Autumn 2022 and Summer 2023, 24-hour period)



5 Comparing pedestrian volumes by mode and hour of day in Summer and Autumn

(30 locations, Autumn 2022 and Summer 2023, 24-hour period)

Long-term trends, 1999-2022

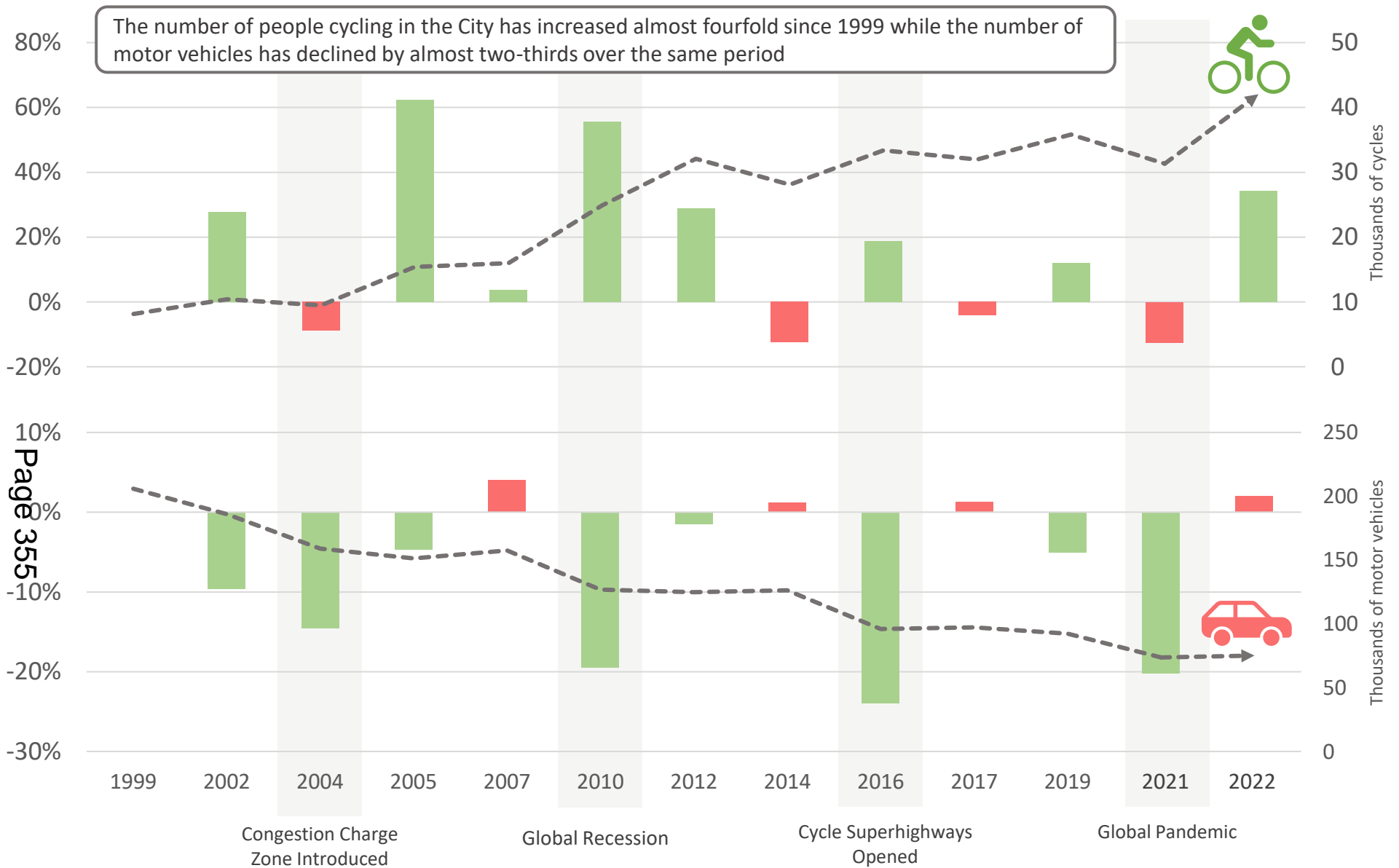
Figure 6 on page 11 shows long-term trends of the numbers of motor vehicles and people cycling during a 12-hour (7am – 7pm) period at a subset of 12 sites across the City from 1999-2022.

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 Zone in 2003, the Global Recession in 2008-09, the introduction of Transport for London's Cycle Superhighways in the City in 2015-16 and most recently the COVID-19 Pandemic in 2020-22. In contrast the number of cycles counted has increased nearly four-fold since 1999. Most of this increase took place between 1999 and 2012.

Most of the changes observed in the numbers of motor vehicles and people cycling are in alignment with City of London Transport Strategy policies and targets to reduce the number of motor vehicles and increase the number of people cycling. Data collected for 2022 continued a positive trend for cycling volumes but found the number of motor vehicles counted on our streets had decreased from 2021. Progress against the Transport Strategy's key targets is summarised below:

- Page 354
- The number of motor vehicles counted over a 24-hour period has decreased 26% since 2017, exceeding our 2030 target of a 25% reduction
 - 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
 - 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
 - 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

A full list of the City of London Transport Strategy's key targets can be found in Table 10 on page 25. Please note that the survey method for some figures (denoted in italics) was revised in 2022 so these figures are not directly comparable to original targets.



6 Long term trends in motor vehicle and cycle volumes

(12 locations, 1999-2022, 7:00-19:00, Autumn counts)

Autumn 2022 surveys

Figure 7 on page 13 shows the change in the numbers of daytime motor vehicles and cycles counted in our 2019, 2021, and 2022 surveys.

In 2022, over the 24-hour count period across 30 sites a total of:

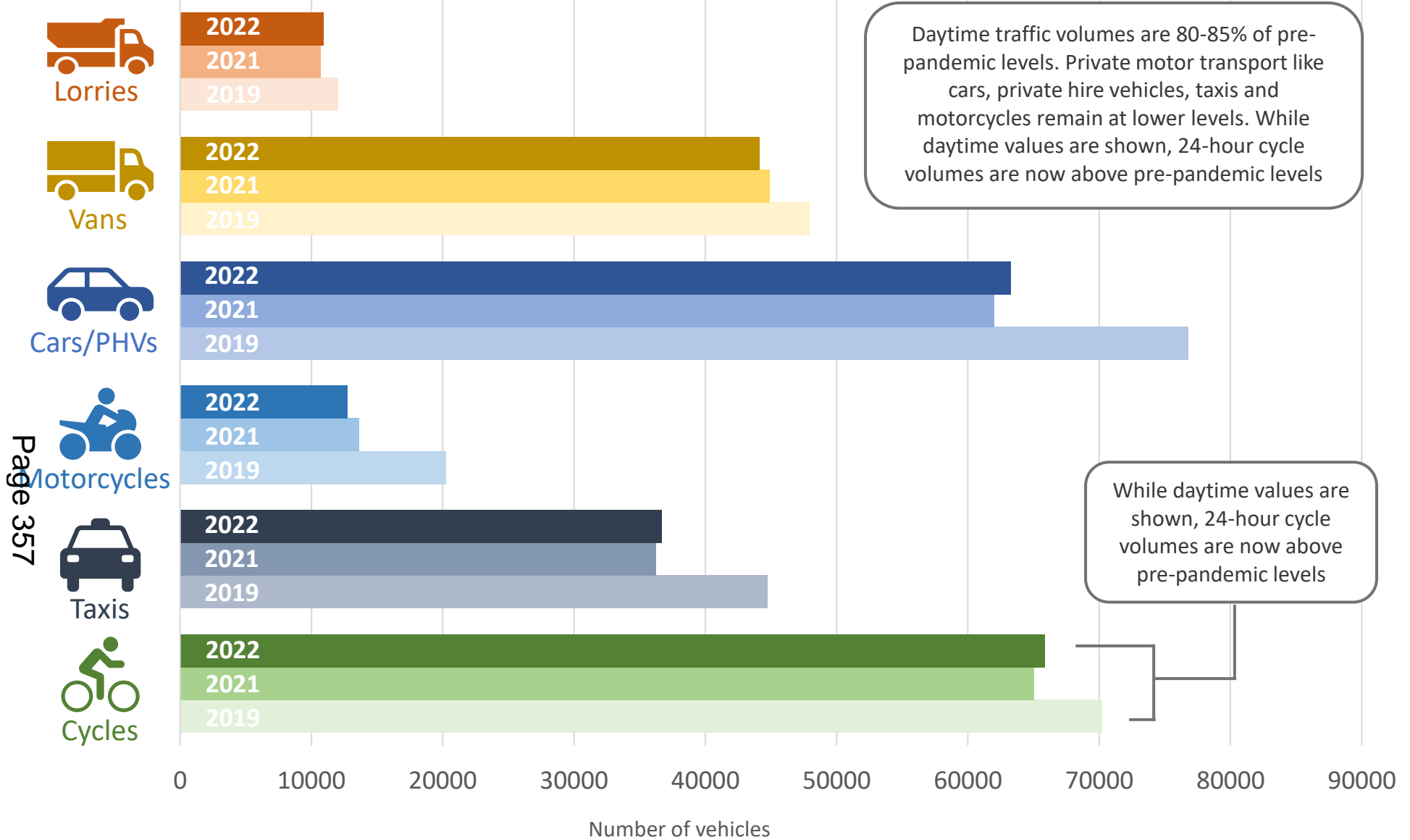
- 299,454 motor vehicles were counted, a 20% decrease from 2019 pre-pandemic levels
- 88,827 people cycling were counted, a 2% increase from 2019 pre-pandemic levels
- 670,146 people walking were counted, a 35% decrease from 2019 pre-pandemic levels

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. More in-depth stats are available in from data.gov.uk.

Figure 8 on page 14 shows the proportions of vehicles on City streets in 2019, 2021 and 2022. In 2022, people cycling made up a greater proportion of counted traffic than cars and private hire vehicles (27% and 26% respectively).

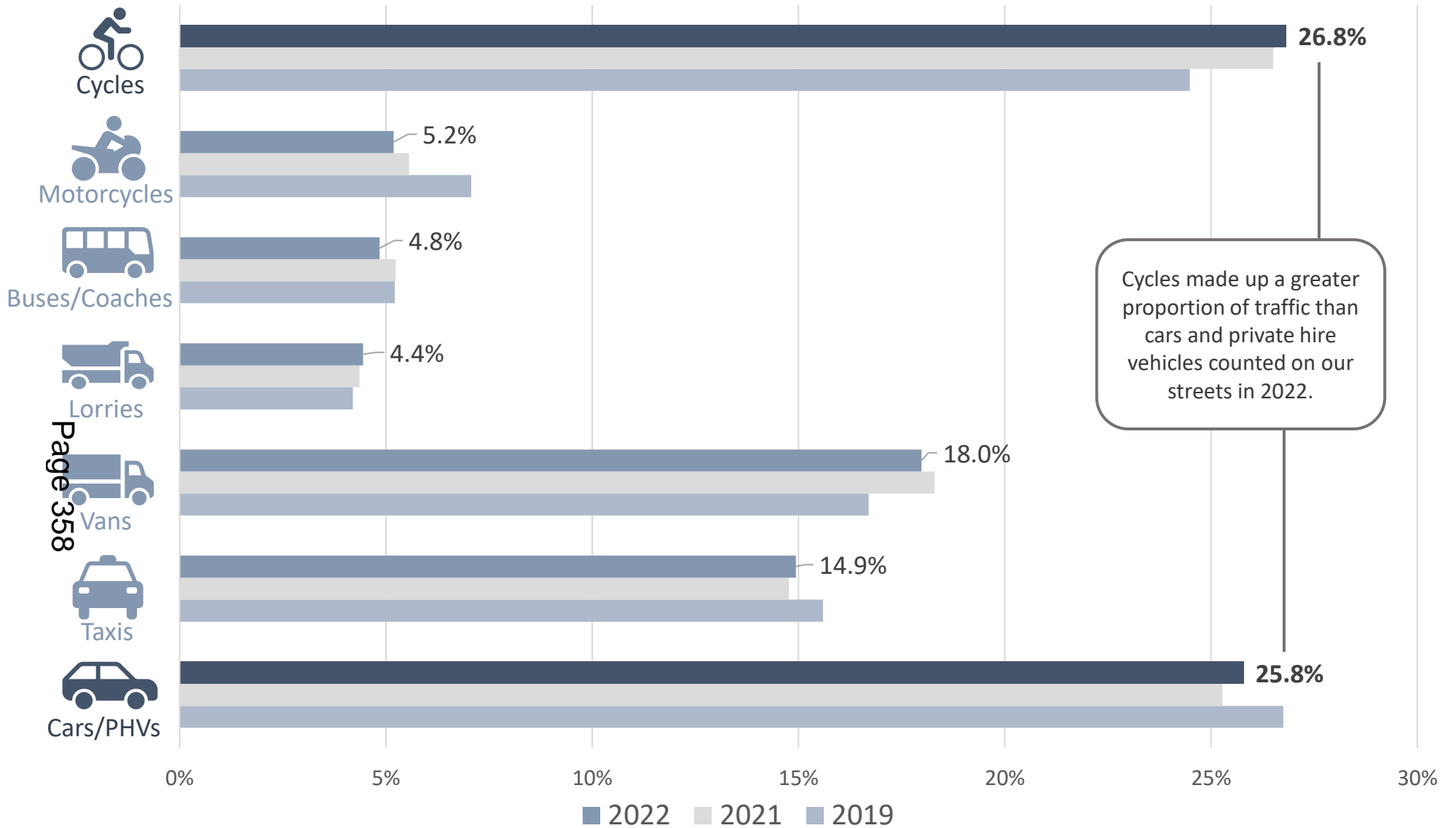
Figure 9 on page 15 shows the breakdown of counted vehicles and people walking by hour across the entire 24-hour count period in our 2022 traffic count. A third of all vehicle and people counted in the 24-hour survey were observed in just four hours between 8:00-10:00 and 17:00-19:00. Across the day, the number of people counted walking and cycling make up more than two-thirds of all counted traffic. Motor traffic volumes appear to plateau from around 10:00 and remain at a relatively consistent level throughout the day.

Figure 10 on page 16 shows the breakdown of the counts of people walking by hour across 24-hours in 2019 count and our most recent 2022 count. The number of people counted in November 2022 was at 65% of 2019 pre-pandemic levels. Between 9:00 and 10:00 there were 50% fewer people counted in 2022 than in 2019. Evening footfall has recovered better than daytime footfall and is at approximately two-thirds of 2019 pre-pandemic levels. Overall, count data suggests that a greater proportion of walking occurs outside of peak periods when comparing 2022 and 2019 pre-pandemic count data.



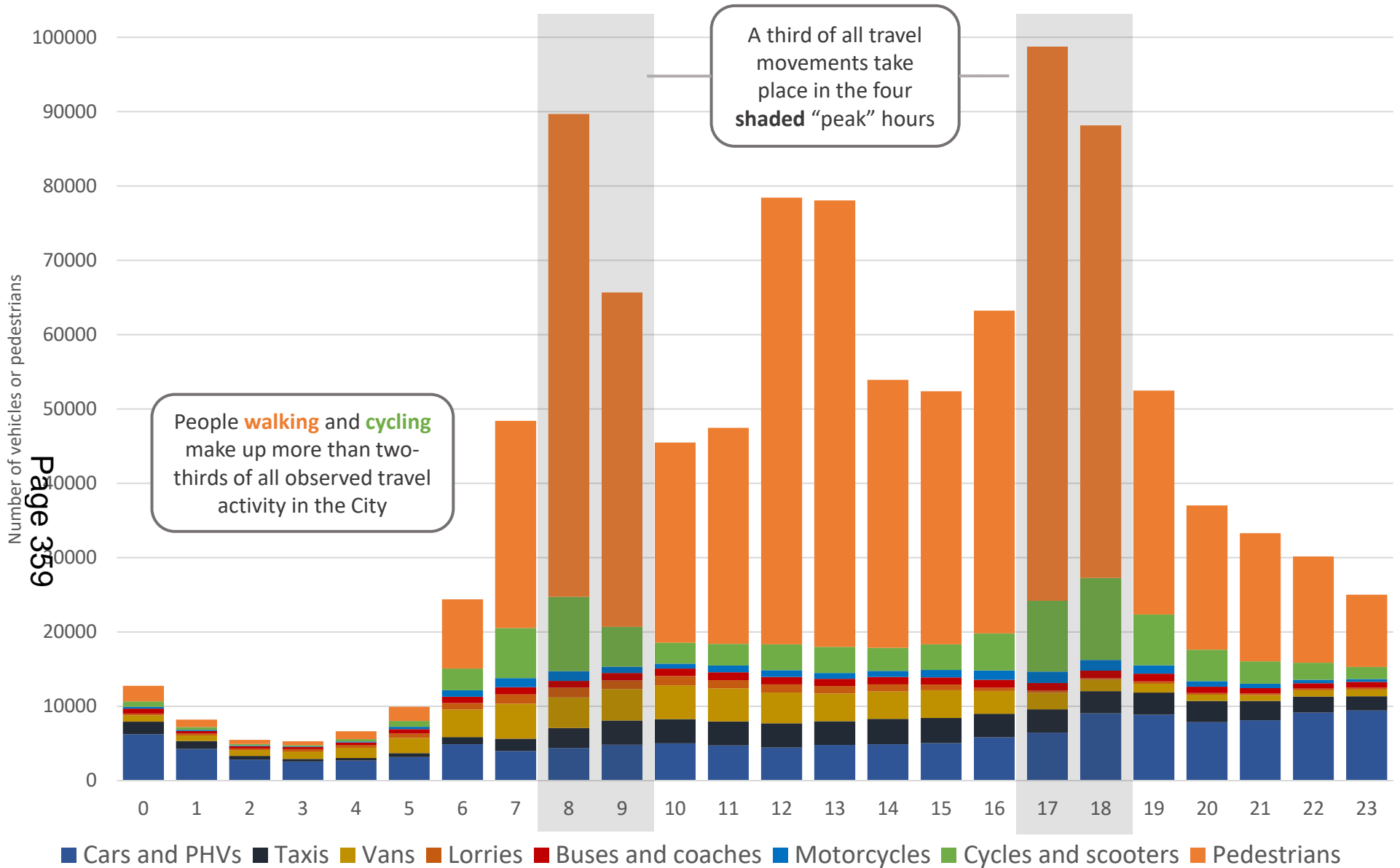
7 Changes in daytime traffic volumes from 2019 to 2022

(30 locations, 2019-2022, 7:00-19:00, Autumn counts)



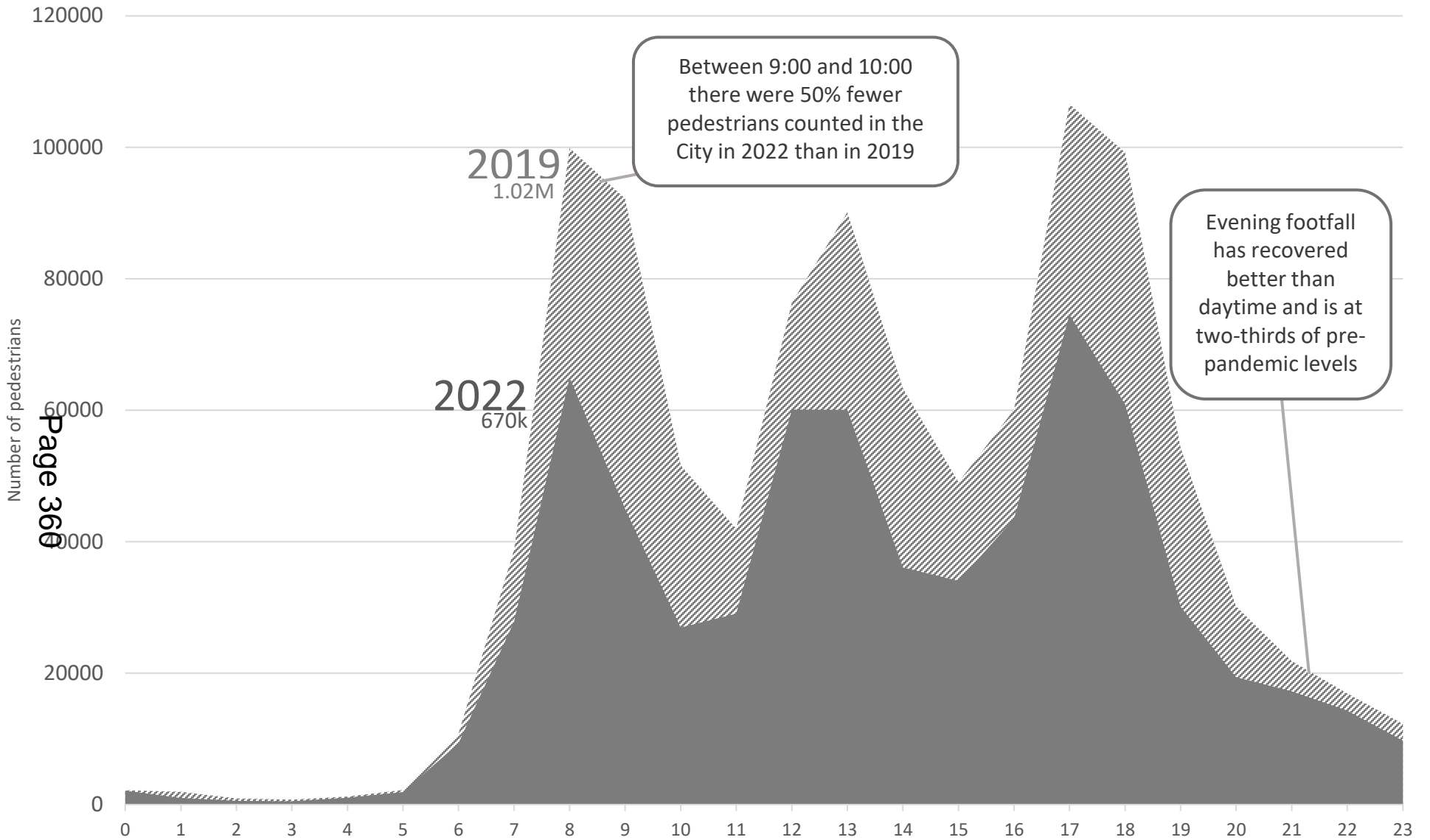
8 Changes in daytime traffic mode share from 2019 to 2022

(30 locations, 2019-2022, 7:00-19:00, Autumn counts) 14



9 Traffic volumes by mode and hour of day in 2022, 24 hour

(30 locations, 2022, Autumn counts, across 24 hours) 15



10 Pedestrian volumes by mode and hour of day in 2022

(30 locations, 2022, Autumn counts, across 24 hours)

Road Collisions and Casualties

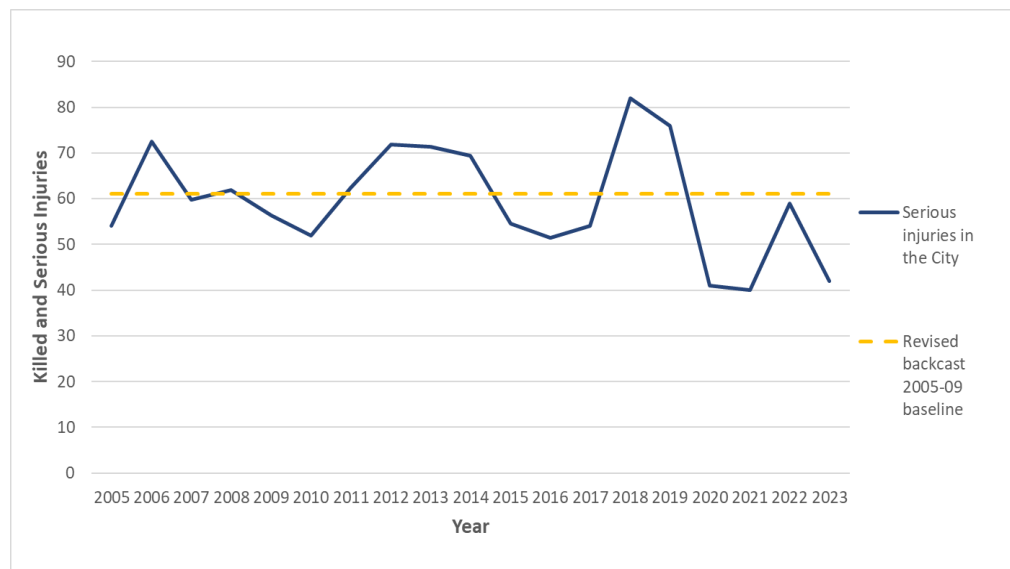
Data relating to collisions and casualties on the streets of the Square Mile is published by Transport for London each June for the previous calendar year. In 2023, the number of serious injuries caused by road collisions in the City fell to 42, a reduction of 29% on the previous year, when 59 serious injuries (and zero fatalities) were recorded in the Square Mile. The 2023 figures represent a small increase on 2020 and 2021, where 41 and 39 serious injuries were recorded respectively, and in 2021, there was also a person tragically killed on the City's streets. However, set against the backdrop of increasing levels of travel in the City, and a return to work post-Covid-19 the figures represent a significant reduction in risk in the City's streets and the lowest level of injury ever outside of a pandemic year.

Despite the encouraging progress towards Vision Zero, the data shows that as well as the 42 people seriously injured, a further 156 people experienced slight injuries last year. These figures underline the importance of the City Corporation and City Police's Vision Zero ambition and the need to deliver further action to reduce road danger.

Across the whole of Greater London, the number of people killed and seriously injured in 2023 fell by 6%. However, it should be noted that vulnerable road users remain the most at risk of injury, with 80% of all fatalities and seriously injured being people either cycling, walking or riding a motorcycle.

In 2023, most of our neighbouring boroughs saw numbers of people killed or seriously injured fall, including Camden (-3%), Islington (-12%), Hackney (-14%), Tower Hamlets (-7%), and Westminster (-2%). Meanwhile, Kensington and Chelsea and Southwark saw numbers increase by 9% and 17% respectively.

The casualty figures for the City represent relatively smaller numbers when compared to other boroughs. People cycling were the most commonly injured in 2023 (44%), followed by people walking (36%).



Air Quality: NO2

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. Air quality is also identified as a Corporate Risk (CR21). A summary is included here, taken from 'City of London Air Quality Annual Status Report for 2023' which will be published on the City's website once DEFRA approval given.

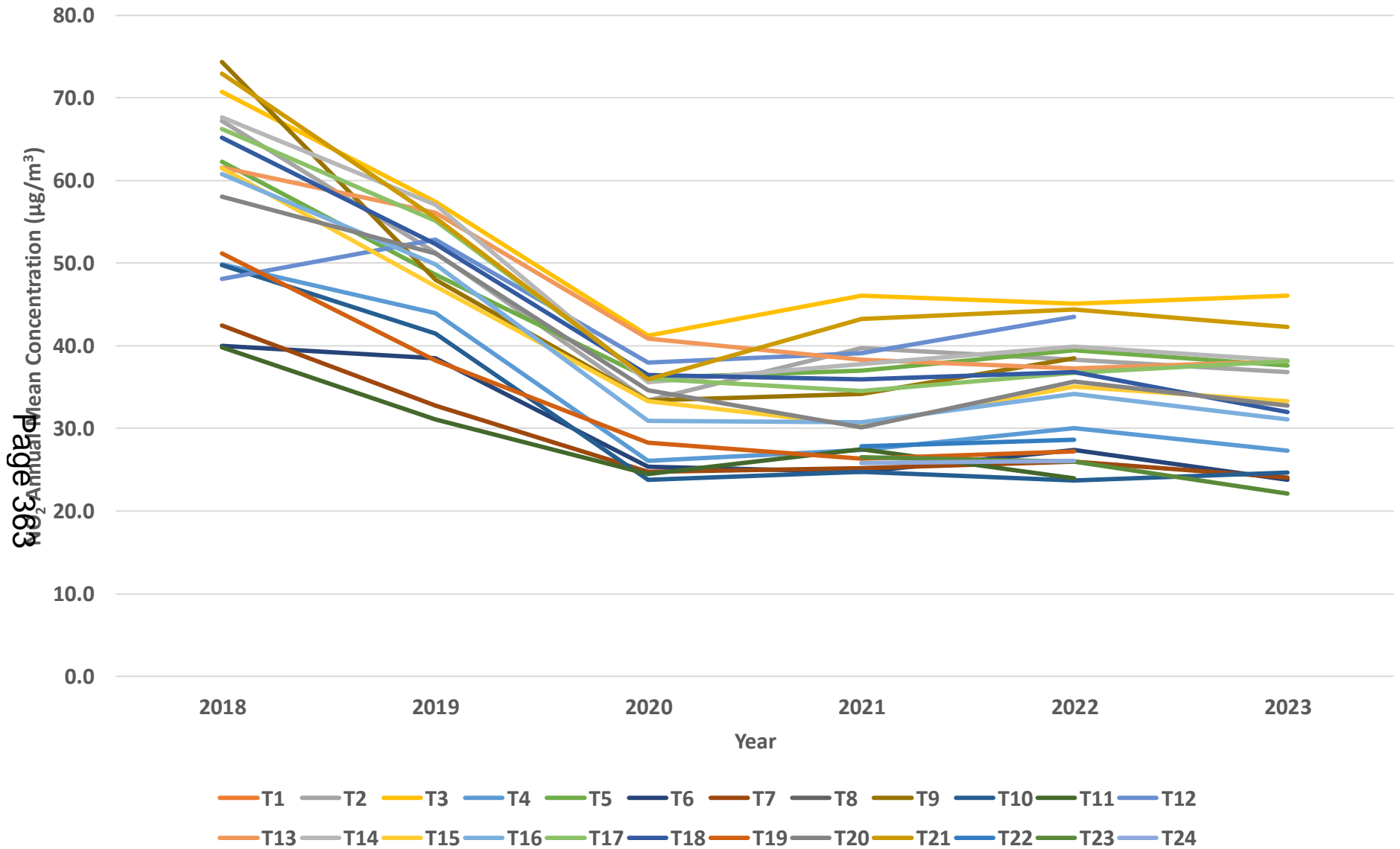
24 NO₂ diffusion tubes were deployed in 2018 to measure the impacts of the CoL Transport Strategy, which was adopted in May 2019. Annual mean NO₂ across all **Transport Strategy diffusion tube sites**, which represent roadside locations across the breadth of the Square Mile is shown in the chart on page 17. From 2020 onwards, NO₂ concentrations have remained steady, with some minor fluctuations across sites. While a number of these sites have been discontinued, of the 16 active sites, all were compliant with the annual mean air quality objective (AQO) in 2023 except for T3 (Seething Lane) and T21 (North Old Bailey). Both sites have continually exceeded the annual AQO since their inception. This is a vast improvement since 2019, when as many as 15 of these sites exceeded the AQO.

A further **22 diffusion tubes monitor NO₂ on and around Bank Junction**. In experimental scheme to improve safety for people walking and cycling through Bank Junction, banning general motor vehicle traffic through the junction, has been made permanent in 2019. Further enhancements to the area have included planting, pavement widening and traffic changes on surrounding streets to make the area more pleasant and safe for people walking, wheeling and cycling. The chart on page 21 indicates the average annual mean NO₂ around the Bank area measured using diffusion tubes.

NO₂ is also measured **by continuous analysers at two roadside sites**, namely Walbrook Wharf (CTA), Beech Street (CT4) and one urban background site at The Aldgate School (CT3). 2023 results show NO₂ has decreased by 5µg/m at Beech Street since the previous year, however NO₂ levels are still up 17µg/m on 2020 levels, due to the combined impact of the traffic levels on Beech Street increasing back to pre-COVID-19 pandemic volumes and the allowance of all vehicles through the tunnel following the suspension of the Zero Emissions Street experiment in September 2021. Overall, there has been a rebound in concentrations since 2020, but not to the level of pre-2020 concentrations. Meanwhile, a minor decrease of 1µg/m³ was recorded at the Aldgate School, which has now been within annual limit for 7 consecutive years. The results are shown on the chart on page 20.

Page 36

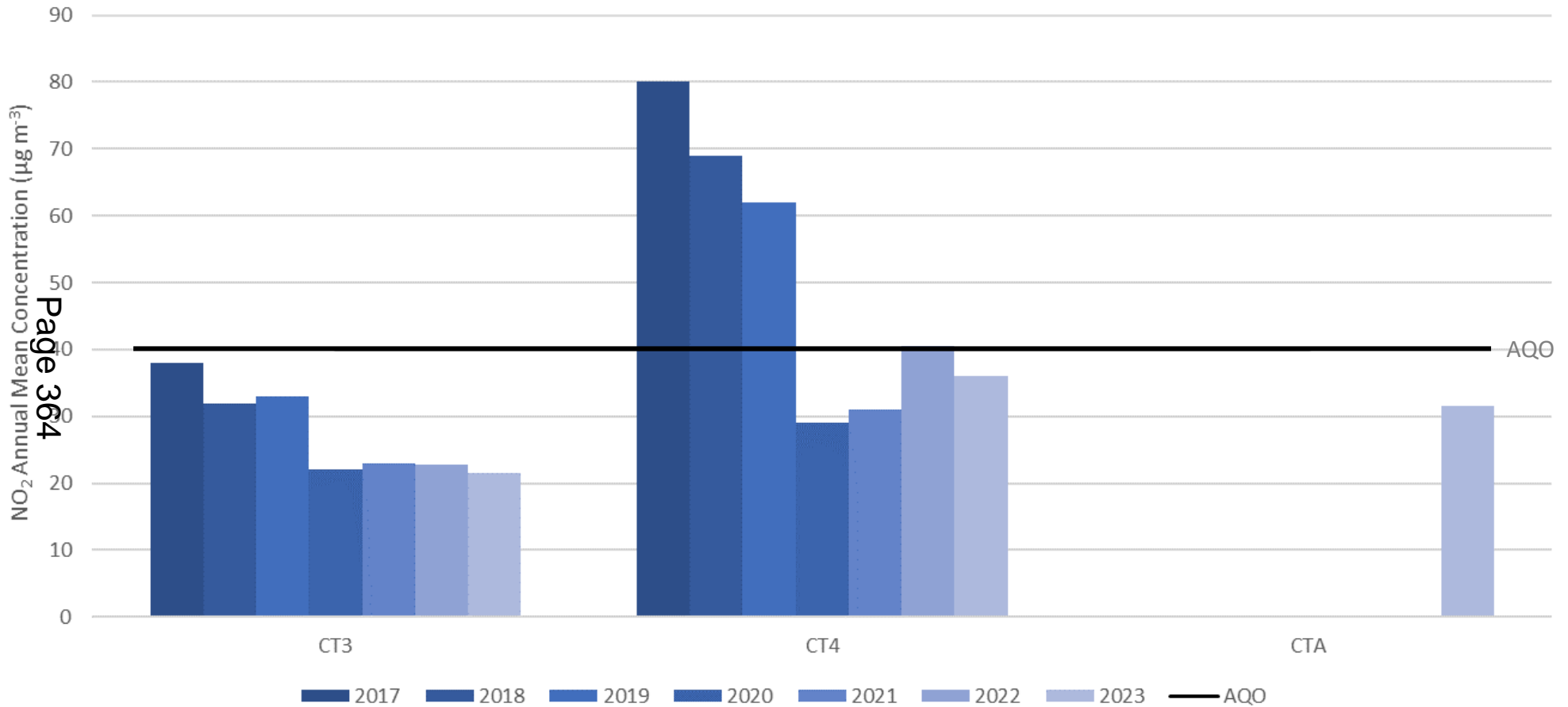
Annual Mean NO₂ Concentration



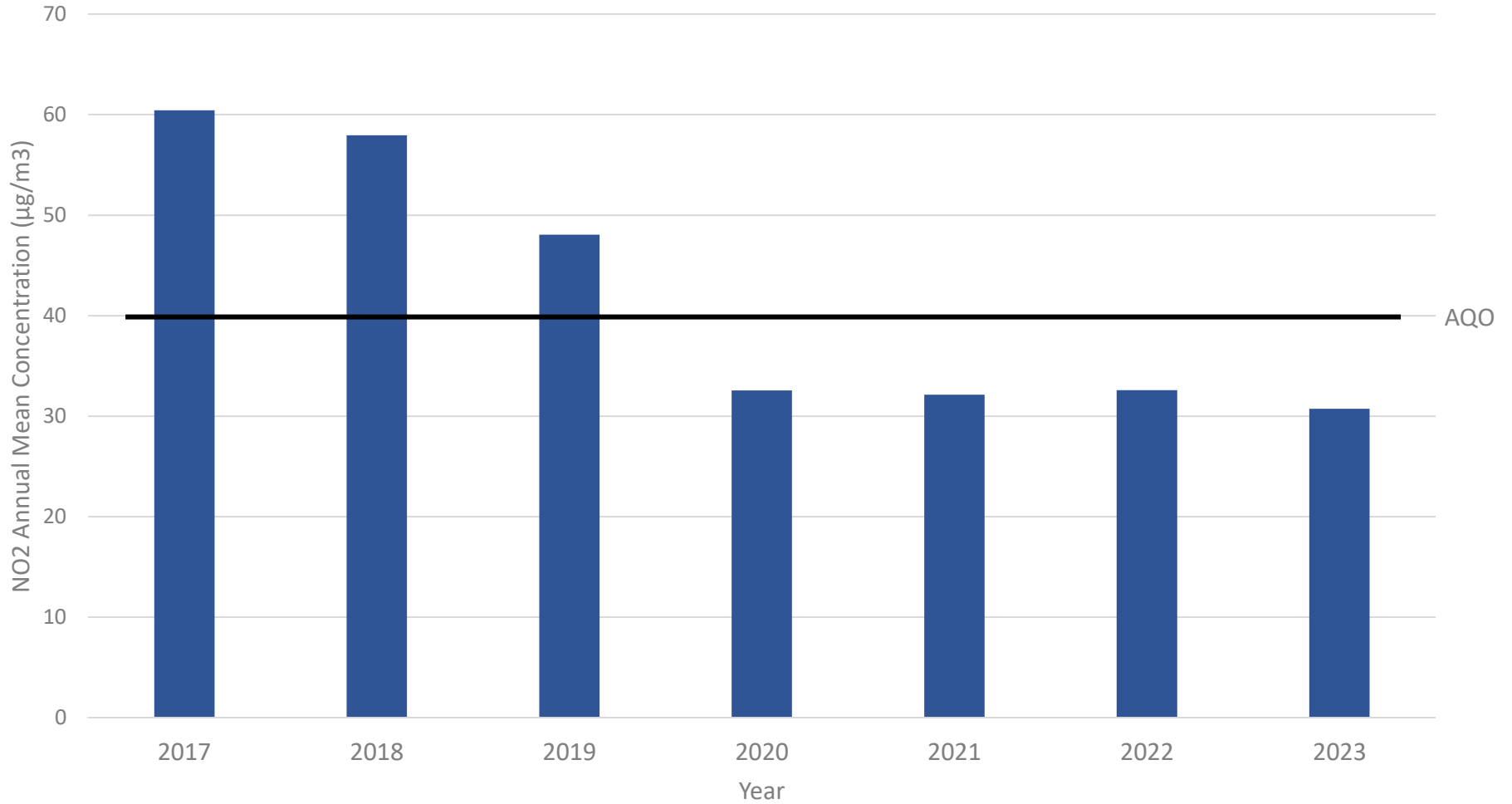
11 Annual mean concentration: NO₂

(Transport Strategy NO₂ Diffusion Tubes, 24 Sites)

CT3	Aldgate School
CT4	Beech Street
CTA	Walbrook Wharf



12 Annual mean concentration: NO2



13 Annual mean concentration: NO2 around Bank Junction

(Bank Junction NO2 Diffusion Tubes – 22 locations averaged)

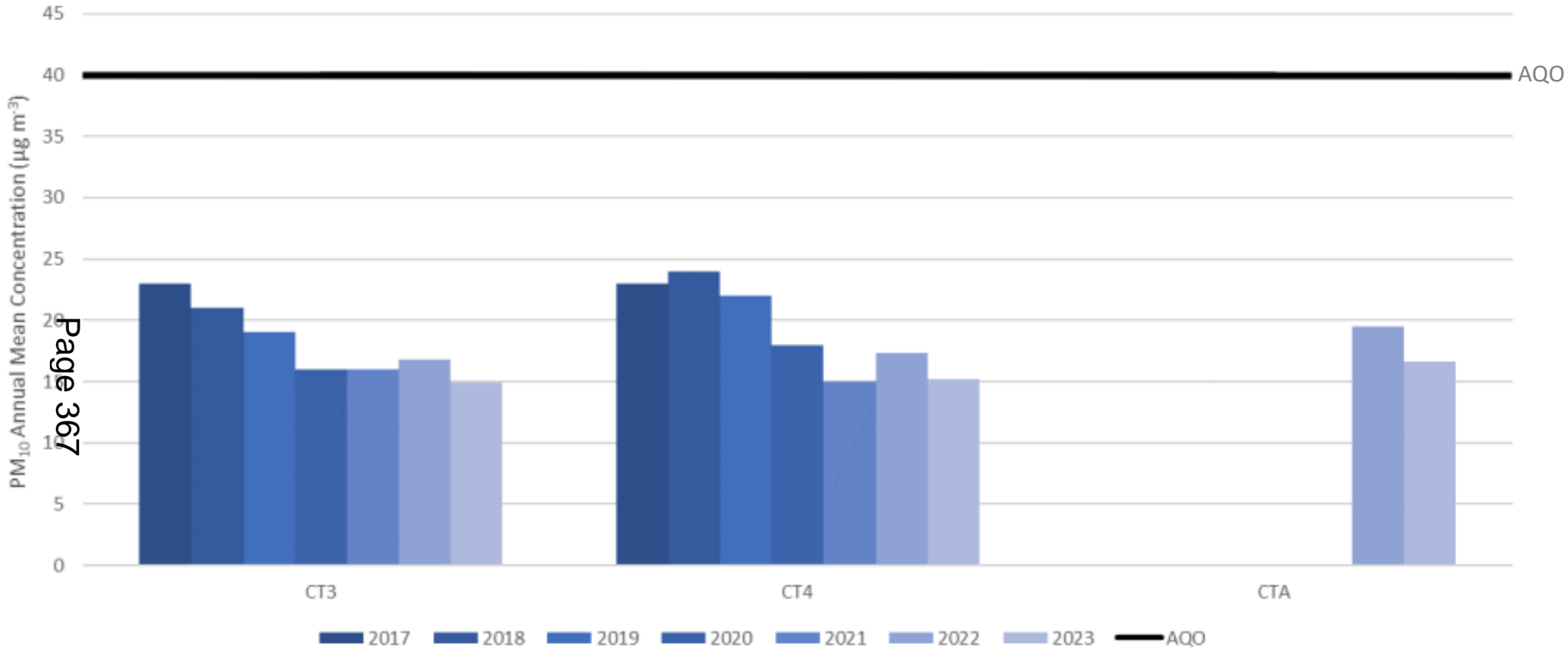
Air Quality: Particulate matter (PM2.5 and PM10)

All PM10 monitoring sites have complied with the annual mean AQO for the past seven years. Within the seven-year period CT3 and CT4 have seen a similar reduction in concentration; 8.1 $\mu\text{g m}^{-3}$ and 7.8 $\mu\text{g m}^{-3}$, respectively. 2023 was the second year of monitoring completed at CTA, and first where data capture was above the annualisation threshold.

PM10 is measured using **continuous analysers at two roadside sites**, namely Walbrook Wharf (CTA), Beech Street (CT4) and one urban background site at The Aldgate School (CT3). All PM10 monitoring sites have complied with the annual mean AQO for the past seven years. Within the seven-year period CT3 and CT4 have seen a similar reduction in concentration; 8.1 $\mu\text{g m}^{-3}$ and 7.8 $\mu\text{g m}^{-3}$, respectively. 2023 was the second year of monitoring completed at CTA, and first where data capture was above the annualisation threshold.

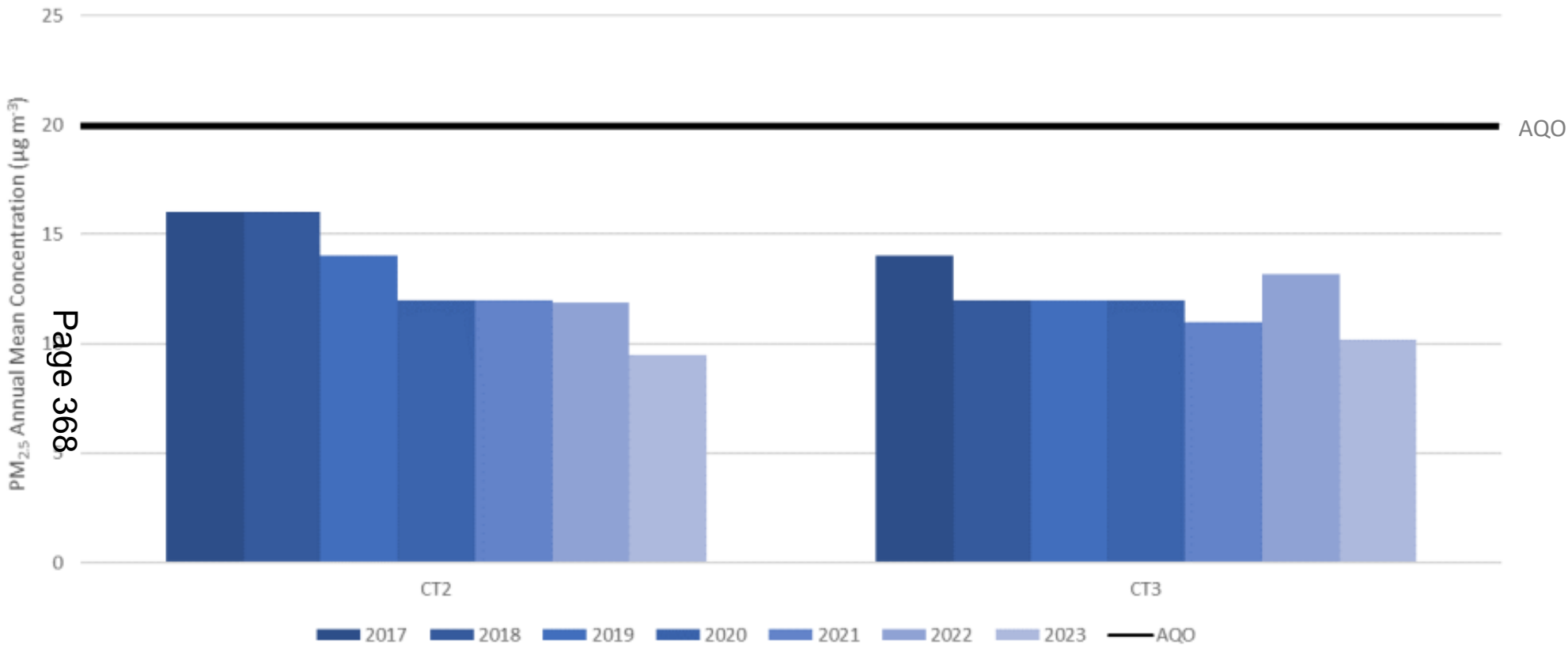
For the fifth consecutive year, all sites have met the Government annual average air quality limit for PM10 pollution (40 $\mu\text{g}/\text{m}^3$) and the short-term objective of not exceeding 50 $\mu\text{g}/\text{m}^3$ on more than 35 days in the year. For the second year running, all sites remain under the World Health Organisation 2005 guidelines (20 $\mu\text{g}/\text{m}^3$) for annual average concentration of PM10.

PM2.5 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. The two PM2.5 monitoring sites have complied with the annual mean AQO (20 $\mu\text{g m}^{-3}$ to be achieved by the 1st of January 2020) for the past seven years. Both sites present an overall decline between 2017 and 2023.



14 Annual mean PM10 automatic monitoring results

(Automatic Monitoring Sites)



15 Annual mean PM_{2.5} automatic monitoring results

(Automatic Monitoring Sites)

Transport Strategy key targets	Units	2017 Baseline	2030 Target	2044 Target	2022 Update	2023 Update*
Reduction in motor vehicle traffic* (24 hr)	Motor vehicles	185k	139k (-25%)	93k (-50%)	137k (-26%)	-
Number of people killed and seriously injured on our streets (annually)	Persons	54	<16	0	59	42
Reduction in motorised freight vehicle volumes* (24hr)	Freight vehicles	39k	33k (-15%)	27k (-30%)	34k (-14%)	-
Reduction in motorised freight vehicles volumes* (peak periods)	Freight vehicles	18k	9k (-50%)	2k (-90%)	16k (-11%)	-
Number of km of pedestrian priority streets	Kilometres/ percent of all streets	25km/25%	35km/35%	55km/55%	26.3km/ 26%	27.8km/ 28%
Increase the number of people cycling* (24 hr)	Cycles	44k	66k (+50%)	88k (+100%)	47k (+7%)	-
Proportion of zero emission capable vehicles entering the City	Zero emission capable vehicles	n/a	90%	100%	Baseline: 30%	-
<i>People rating experience of walking in the City as pleasant</i>	n/a	10%	35%	75%	75%	-
<i>People rating experience of cycling in the City as pleasant</i>	n/a	4%	35%	75%	36%	-

*Traffic KPIs measured across 15 locations.

*KPIs are measured using Autumn traffic counts which took place in 2022 and percentage ratings of how people experience walking and cycling in the City undertaken in 2022 and not repeated in 2023, hence no update.

16 City of London Transport Strategy key targets

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Agenda Item 8

<p>Committees: Streets and Walkways Sub Committee – for decision</p> <p>Planning and Transportation Committee – for decision</p> <p>Projects and Procurement Sub Committee - for information</p>	<p>Dates: 14 May 2024</p> <p>23 July 2024</p> <p>10 June 2024</p>
<p>Subject: Liverpool Street Area Healthy Streets Plan</p> <p>Unique Project Identifier: PV ID</p>	<p>Gateway 5: Light/ Authority to start work.</p>
<p>Report of: Interim Executive Director Environment</p> <p>Report Author: Maria Herrera, Transport and Public Realm, City Operations</p>	<p>For Decision</p>
<p>PUBLIC</p>	

<p>1. Status Update</p>	<p>Project Description: The Liverpool Street Area Healthy Streets Plan (HSP) provides a framework for improvements to the streets and public realm in the area. The proposals reflect the opportunities arising from development and feedback from the public consultation exercise.</p> <p>RAG Status: Green as at last report to Committee.</p> <p>Risk Status: Low as at last report to Committee.</p> <p>Total Estimated Cost of Project (excluding risk): £15,000</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change.</p> <p>Spend to Date: £15,000 on fees to undertake the public consultation exercise.</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: NA</p>
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<p>2. Requested decisions</p>	<p>Next Steps:</p> <ul style="list-style-type: none"> • Finalise maps and PDF version of Healthy Streets plan and publish on the City Corporation website. • Establish a Liverpool Street Area programme to coordinate project delivery, including existing projects and relevant s278 projects. • Bid for funding as required for priority projects. • Use the Healthy Streets Plan to inform pre-application discussions with developers and to establish the scope of the s278 for developments. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. That the Liverpool Street Area Healthy Streets Plan in Appendix 1 is adopted.
<p>3. Budget</p>	<p>A total of £15,000 of fees were allocated to this project to undertake the public consultation exercise. This included the online consultation platform, distribution of leaflets, and gathering of feedback.</p> <p>Staff costs were not applied to this project.</p>

4. Design summary

Project Update

4.1 The Liverpool Street area is a dynamic part of the City of London, home to one of London's busiest transport hubs and increasingly a destination for leisure as well as work.

4.2 The area covered by this Healthy Streets plan is bounded by Bishopsgate at the east, Moorgate at the west, London Wall- Wormwood Street at the south, and the City of London boundary with the London Borough of Islington and Hackney at northern edge.

4.3 The Healthy Streets plan has been updated to reflect the feedback from the public consultation and in response to future developments in the local area. The updated Liverpool Street Healthy Streets Plan is attached in Appendix 1 (Track changes have been included in order to make the post-consultation changes more legible).

4.4 The Healthy Streets Plan sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes:

4.5 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.
- The Square Mile's air and streets are cleaner and quieter.
- Delivery and servicing are more efficient, and impacts are minimised.
- Our street network is resilient to changing circumstances.

4.6 The proposals will also support delivery of the City Corporation's Climate Action Strategy and the Destination City initiative. A delivery plan is included in Appendix 2. Delivery of the plan will be subject to funding and the usual project processes and approvals.

4.7 A variety of funding sources will be used to for the delivery of the plan including:

- Section 106 developer contributions
- Remaining budget for Liverpool Street Crossrail integration

- Community Infrastructure Levy (subject to a bidding process)
- Section 278 developer contributions
- On Street Parking Reserve (OSPR) (subject to a bidding process)
- Local BIDs (Culture Mile and EC BID)
- Other external funding sources, including TfL.
- City of London Climate Action Strategy

Public Consultation

4.8 A public consultation was carried out over a nine-week period in between October and December 2023. The consultation was undertaken via an outline consultation platform (Commonplace) which has been used for similar projects. In addition, letters were distributed to occupiers in the local area, and meetings were held with key stakeholders, local occupiers, and Ward Members.

4.9 The consultation was open to anyone (group or individual) and whether a resident, business owner, worker, or visitor, with an interest in the area. It was designed to gain an understanding of public opinion on the proposals. The feedback from the consultation will help to inform the priorities and identify further changes that users might like to see in the area.

4.10 The consultation portal provided an overview on the proposals which included the following measures:

- Pedestrian priority improvements: giving more priority to people walking and wheeling and improving their safety and accessibility.
- Public realm improvements: to make streets and spaces more attractive, comfortable, and enjoyable to spend time in.
- Cycling improvements: to improve the comfort and safety for people cycling.
- Kerbside loading: to assess where more space for walking and cycling could be considered.

4.11 The consultation portal received 103 responses. There were additional emails and letters which were also received from stakeholders. Overall, there was an even split between visitors, workers and commuters who provided a response to the consultation. Most people selected walking as their preferred transport mode throughout the area, with the second largest preference being cycling, and buses.

	<p>4.12 A summary of the consultation responses outcomes is provided below. The full consultation report is included in Appendix 2.</p> <p>4.13 Across all four themes, a large majority of consultation participants gave positive feedback on the proposals with:</p> <ul style="list-style-type: none"> • 91% positive feedback on proposed public realm improvements • 82% positive feedback on proposed cycling improvements • 75% positive feedback on proposals for kerbside activity • 74% positive feedback on pedestrian priority proposals. <p>Comments were focused on the improvements to the walking and cycling experience, improving safety, encouraging active and sustainable travel.</p> <p>4.14 Negative feedback related to the potential impact on bus journeys and taxi drop off points, as well as congestion of streets and servicing requirements.</p> <p>4.15 At this stage, the proposed projects will establish a framework to help inform a funding strategy for the key projects in the area and timescales. Individual projects will be subject to a detailed design stage, with further public consultation to gather feedback and respond to local needs.</p> <p>4.16 Comments were also provided which related to third party infrastructure including the bus station next to Liverpool Street Station.</p> <p>4.17 Comments were provided regarding the opportunities for Old Broad Street and its relevance in terms of a key pedestrian route. The HSP plan includes the section of Old Broad Street which is north of London Wall. However, any proposed changes to the street would be evaluated strategically, to ensure improvements are coordinated.</p>
<p>5. Delivery team</p>	<p>5.1 The work to date has been produced in-house by officers in the Transport and Public Realm Projects team and Planning. The delivery plan will be led by the Transport and Public Realm Projects team. Individual projects will include a project team comprising Street Space Planning, City Gardens and Highways sections, supported by external consultants when required.</p>

6. Programme and key dates	<table border="1"> <thead> <tr> <th>Task- next steps</th> <th>Date 2024</th> </tr> </thead> <tbody> <tr> <td>Finalise maps and PDF version of Healthy Streets plan. Publish on City Corporation website.</td> <td>July</td> </tr> <tr> <td>Establish Liverpool Street Area Programme</td> <td>July-September</td> </tr> </tbody> </table>	Task- next steps	Date 2024	Finalise maps and PDF version of Healthy Streets plan. Publish on City Corporation website.	July	Establish Liverpool Street Area Programme	July-September
	Task- next steps	Date 2024					
Finalise maps and PDF version of Healthy Streets plan. Publish on City Corporation website.	July						
Establish Liverpool Street Area Programme	July-September						
7. Risks	7.1 As this report is for the adoption of the Healthy Streets Plan, the identification of Risks and a Risk Register are not required.						
8. Success criteria	8.1 Key measures of success: <ul style="list-style-type: none"> • To identify opportunities to improve safety and comfort for people walking, wheeling and cycling. • To identify opportunities to improve the streetscape and introduce greenery. • To establish a framework to develop a programme of work to coordinate projects in the area. • To establish key priority projects for the Liverpool Street Area. • To inform the consideration for highway and public realm improvements in new development proposals. 						
9. Progress reporting	9.1 An annual programme report will be submitted to committees, and individual project will be progressed as per CoL project procedure and gateway approval process.						

Appendices

Appendix 1	Healthy Streets Plan with track changes
Appendix 2	Consultation report
Appendix 3	Delivery plan

Contact

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Contact number:	M: 07526 201100



Liverpool Street Area Healthy Streets Plan



Bloomfield Street.

Liverpool Area Healthy Streets Plan

~~Draft – for consultation~~April 2024

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1. Introduction

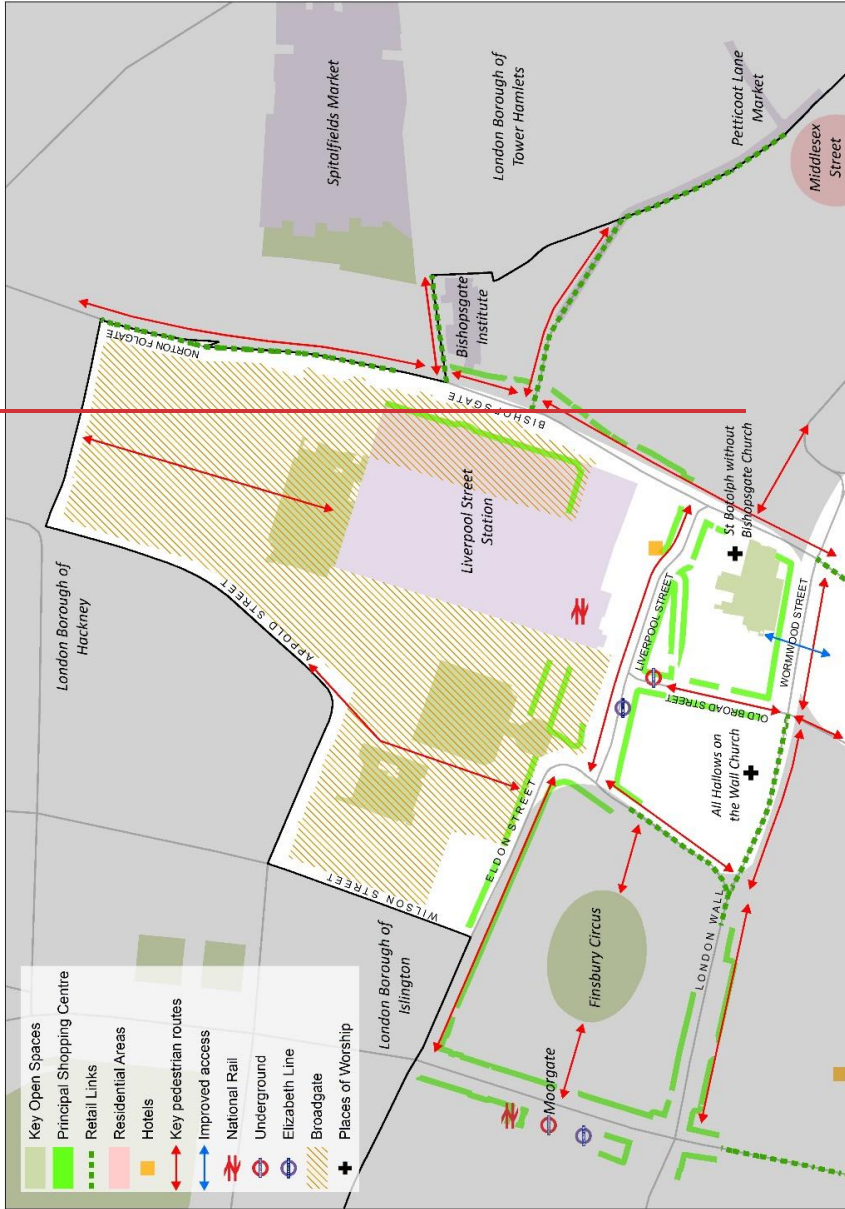
This Healthy Streets Plan for the Liverpool Street area sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following City of London Transport Strategy outcomes:

- 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.
- The Square Mile's air and streets are cleaner and quieter.
- Delivery and servicing are more efficient, and impacts are minimised.
- Our street network is resilient to changing circumstances.

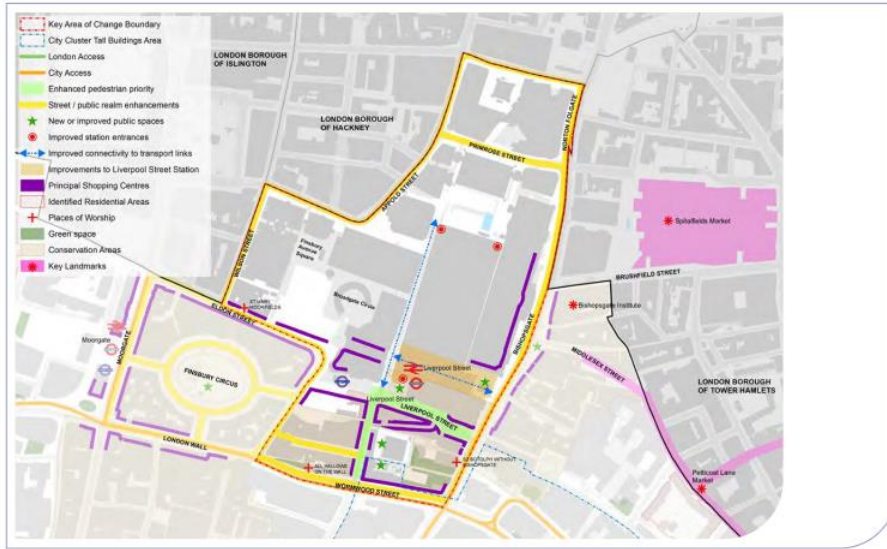
The Plan also supports delivery of the City Corporation's City Plan 2040, Climate Action Strategy and Destination City initiative. The proposals will transform the quality of streets and public spaces across the Liverpool Street area. ~~Alongside new developments, T~~hey will create a vibrant urban district that is a great place to work and a thriving leisure destination, including at nighttime and weekends.

The area covered by the plan incorporates the Liverpool Street Key Area of Change, as set out in the ~~emerging~~ City Plan 2040, and responds to the significant development underway and planned in the area. These developments present opportunities to improve the interchange between rail and other modes of travel; create new walking routes ~~through the station at ground level~~ which would better integrate the station into the wider network of streets and spaces; enhance the quality of the public realm and improve walking connections towards the City Cluster, Spitalfields and Moorgate ~~areas~~.

This framework also aligns with ongoing investment to better integrate Broadgate with the surrounding area and improve the quality of public spaces within the neighborhood.



[Figure 1 – The Liverpool Street Key area of change. Local Plan]



To be updated

Figure 1. Liverpool Street Spatial priorities, Key Area of Change, City Plan 2040

2. The Healthy Streets Approach

The Healthy Streets Approach is a human-centered framework for embedding public health in transport, public realm, and planning. The Approach is based on 10 evidence-based Healthy Streets Indicators that 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.



The Healthy Streets Approach will be applied across the street network with the aim of making all streets accessible, engaging, and safe places for people to walk, cycle and spend time. Although the approach to achieving this may vary depending on the type of street and local context.

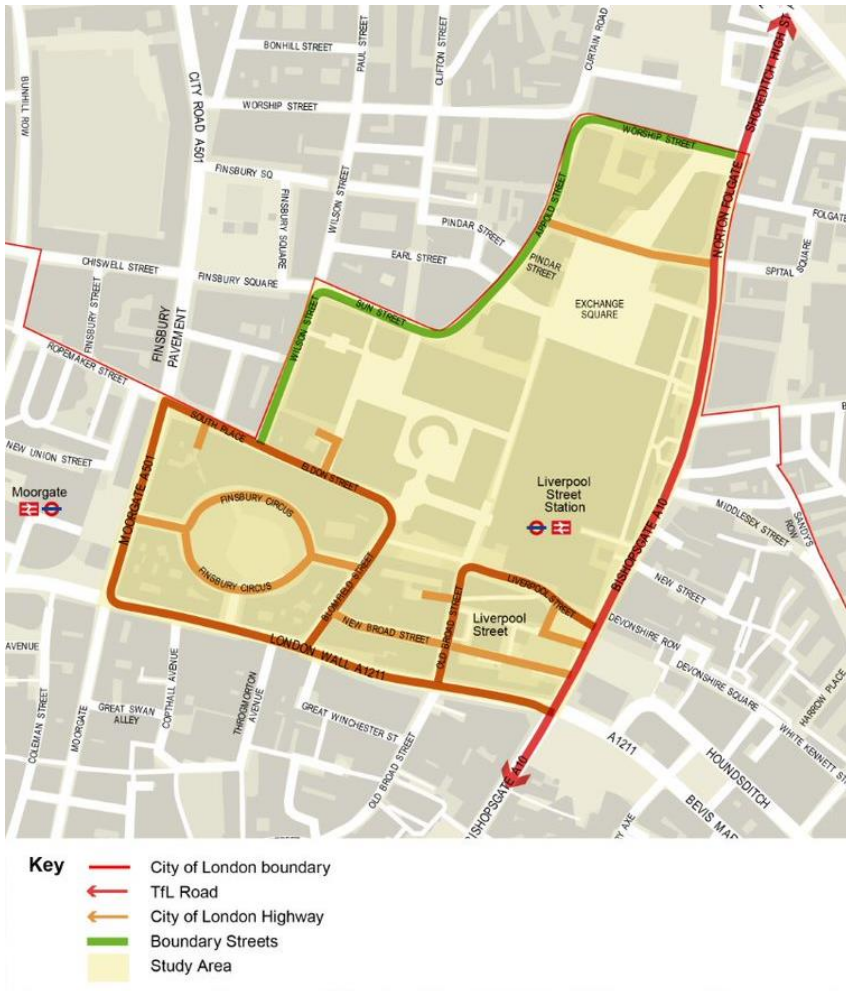
3. The Liverpool Street Area

The Liverpool Street area is a dynamic part of the City of London, home to one of London's busiest transport hubs and increasingly a destination for leisure as well as work. The area is experiencing a period of transformational change. This includes the ~~recent~~ arrival of the Elizabeth Line and associated new station entrances, public realm improvements in Broadgate and developments that are either under construction or planned.

~~There are several developments in the Liverpool Street area and in the nearby City Cluster that are either under construction or planned. The potential enhancement of the station may provide a unique opportunity to improve wider transport connections and accessibility.~~

The area is busy throughout the day, into the evening and at the weekend, ~~in part due to it~~ acting as the gateway for visitors ~~arriving to~~ visit local destinations such as Petticoat Lane, Spitalfields ~~and~~ Brick Lane markets and Broadgate.

New developments, a changing leisure and retail offer ~~and the Elizabeth Line~~ further increase the existing need to provide more space for people walking and address crowding on streets such as Bishopsgate and Old Board Street. There is a need to improve walking and cycling facilities both east-west through the area and to the north, connecting with Shoreditch, and to the south to the rest of the City, including the City Cluster.



[Figure 2 – Liverpool Street Healthy Streets Plan Area]

The area covered by this plan is bounded by Moorgate, London Wall/Wormwood Street, Bishopsgate and the City of London boundary with [the London Boroughs of Islington and Hackney](#). Moorgate, London Wall/Wormwood Street and Bishopsgate are defined in the City of London Transport Strategy as City access streets. These are streets that are intended to be used by motor vehicles travelling around but not through the Square Mile or to destinations that are immediately adjacent. They are also key routes for people walking, cycling, and using buses.

All other streets within the Liverpool Street area boundary are classified as Local access streets. These are streets primarily used for the first or final part of a journey, providing

access for motor vehicles to properties. The [Healthy Streets](#) ~~o~~Plan also considers the potential for new spaces and walking routes that may be delivered as part of developments.

~~4. Liverpool Street Station~~

~~We will work with Network Rail and TfL to ensure that any future enhancements to Liverpool Street Station contribute to improving how the station connects with its surroundings and positively contribute to the area’s public realm. This could include:~~

- ~~• A new northern concourse with an entrance from Exchange Square, and improved N-S connections between platforms and concourses.~~
- ~~• Enhanced east to west and north to south walking connections through the station.~~
- ~~• Improving the experience of using the station and making it easier to navigate.~~
- ~~• An enhanced bus station and improved multimodal interchange with a well-integrated, secure best-in-class cycle parking hub.~~
- ~~• Meanwhile use of the existing servicing road in the station for light freight, as a cycle entrance and exit from the station and potentially taxi ranking, subject to feasibility testing.~~
- ~~• Accommodate urban greening where feasible.~~
- ~~• Enhancements to the the Metropolitan Arcade station entrance.~~
- ~~• Enhanced station facilities which represent the highest standard of inclusive design including, lifts, a range of waiting areas, toilets, left luggage and drinking fountains.~~

5.4. Improving the interchange experience at Liverpool Street Station

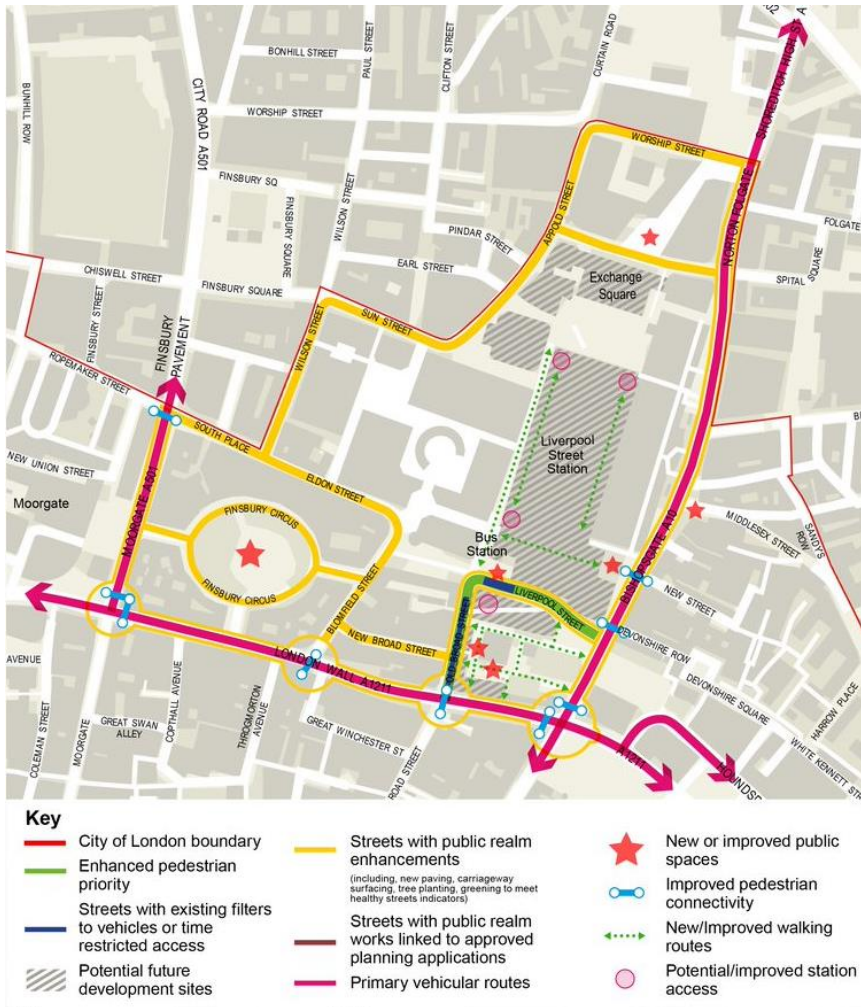
Liverpool Street station is one of the busiest in London and the UK. A key focus for street improvements in the area will be to improve the experience of travelling to and from the station and changing between different modes of transport. We will take the following approach to ensuring everyone can enjoy easy, accessible, and convenient access to rail, Underground and Elizabeth Line services at Liverpool Street Station:

- **Walking:** Walking is the main way that people travel to and from the station and within the Liverpool Street area and will be prioritised. More space for walking will be provided by widening pavements and where possible, restricting traffic on some streets. Opportunities for developments to provide new walking routes that give people more choices and help reduce crowding on surrounding streets will be explored. This includes the potential for improved north-south and east-west walking connections through and around Liverpool Street Station and through the Metropolitan arcade.

- **Bus:** The existing location of bus stops and the bus station will remain largely as they are, at least in the medium-term, and no significant changes in bus provision are envisaged as part of this plan. The bus station is expected to be improved and opportunities for interim improvements will be explored. This will include improving walking routes in and around the bus station, in addition to seeking to improve the general user experience, through the provision of seating, signage and easier access. Requirements for a bus station in this location will be kept under review and in the longer-term there may be opportunities to relocate these stops.
- **Cycling:** A safer environment for people cycling will be provided by reducing through traffic on some streets where possible, exploring the potential to provide dedicated space for cycling on London Wall and Moorgate and improving junctions. Contra-flow cycling on one-way streets will maximise the choice of routes. Cycle parking, including enhanced facilities within the station in the form of a prominent and visible cycle hub.
- **Cycle and scooter hire:** Cycle and scooter hire parking locations, including Santander Cycle Hire docks, will be distributed throughout the area. Locations will be chosen to minimise the impact on people walking and opportunities to improve the public realm.
- **Taxi:** ~~A smaller station taxi rank will need to be directly accessible from the station, with other ranks dispersed within the plan area.~~ Reviewing the size, management, and location of the current taxi rank on Liverpool Street will ensure provision for disabled taxi passengers while supporting efforts to prioritise people walking and improve the public realm.
- **Private hire:** Private hire vehicles will need the opportunity to pick up and drop off in the area and near to the station, but arrangements may need to be formalised and access to some streets restricted.

6.5. Proposals

This section sets out the potential improvements that we will seek to deliver, and, where necessary, the changes to traffic movement, parking and loading that might be required to deliver these improvements. We will work with TfL, neighbouring boroughs, and other stakeholders and partners (such as developers, the EC BID, and the Culture Mile Partnership) to develop and deliver these changes. Individual projects will be subject to feasibility, detailed design and consultation and City Corporation and statutory approval processes.



[Figure 3 - The Liverpool Street Area proposed improvements – framework plan]

~~6.1.5.1.~~ Bishopsgate

Working in partnership with TfL we will explore the potential to:

- Improve the walking experience, ease of crossing and pedestrian comfort levels by widening pavements and crossings. Aim for a minimum of B+ pedestrian comfort levels for pavements and crossings based on current and future demand.
- Improve the cycling experience by reducing traffic through timed restrictions (subject to the outcome of TfL's ongoing experimental scheme). The need to widen pavements means it is unlikely that protected space for cycling can be provided. Increase provision of cycle parking near shops and restaurants.
- Review Wormwood Street and Camomile Street junction to improve the safety, comfort and convenience for people walking and cycling, including exploring the potential for a diagonal crossing.
- Retain and improve existing bus stops. Bus priority and journey time improvements will be achieved through traffic reduction rather than bus lanes.
- Provide a taxi rank and/or feeder rank on Bishopsgate and opportunities to formalise private hire and taxi pick up and drop off close to the station.
- Deliver public realm and streetscape enhancements, including reducing street clutter and exploring opportunities for seating, greening and tree planting. There is potential for significant public realm enhancements on the eastern side of Bishopsgate between New Street and Brushfield Street.

~~6.2.5.2.~~ London Wall and Wormwood Street

- Explore opportunities for pavement widening to achieve a minimum pedestrian comfort level of B+, based on current and future demand, and provide space for seating, greening, tree planting, cycle parking and dockless cycle and scooter bays.
- Explore the potential to improve the cycling experience and safety by introducing protected space for people cycling and increase cycle parking provision.
- Explore opportunities to improve crossings at the Old Broad Street and Blomfield Street junctions to enhance safety, comfort, and convenience for people walking and cycling, including diagonal crossings at Old Broad Street.
- Explore the potential to introduce bus priority measures, including on the approach to Bishopsgate on the Old Broad Street and Blomfield Street junctions
- Explore the potential for public realm enhancements, including tree planting and removing redundant street clutter.
- Review street lighting to focus on lighting pavements rather than carriageway and explore potential to remove the central reservation.

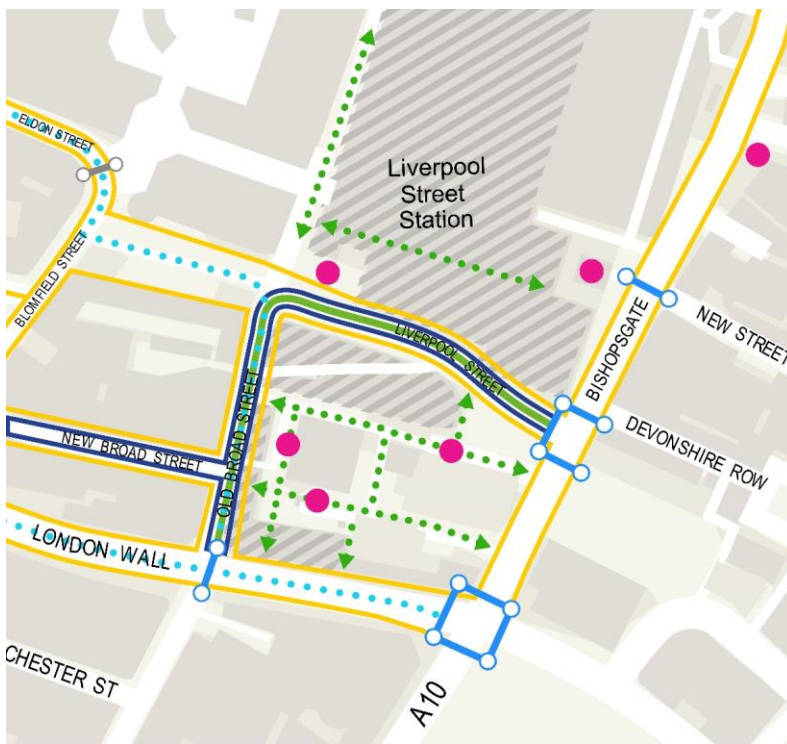
~~6.3.5.3.~~ Moorgate improvements












- Explore the potential to provide more space for walking by widening the pavement on the western side of Moorgate.
- With the City of London Police review requirements for the check point facilities on Moorgate to support improvements for people walking and cycling.
- Explore the potential for mandatory cycle lanes with light protection using wands and for additional cycle parking.
- Review Moorgate/London Wall and Ropemaker Street/South Place junctions with a view to improve safety, comfort and convenience for people walking and cycling, including diagonal crossings.
- Seek to provide a new informal crossing to connect with Finsbury Circus Western Arm.
- Explore opportunities to improve Moorgate and London Wall junction for people walking and cycling and the potential to provide a left turn for southbound traffic at London Wall.
- Explore the potential for public realm enhancements, including seating and reducing street clutter.

~~6.4.5.4.~~ Liverpool Street

- Explore the potential to increase the area of pedestrian priority between the Liverpool Street Station and Metropolitan Arcade, retaining two-way access for cycling and allowing limited one-way eastbound access for vehicles.
- Explore the potential for wider, more ambitious pedestrian priority on Liverpool Street, subject to the final approach to providing a station taxi rank. Review the location and management of the taxi rank, ~~and explore reducing in size of relocation is not possible.~~
- Explore the potential for a raised carriage way on the junction with Bishopsgate to give more priority to people walking, improve accessibility and slow down turning traffic.
- Review parking requirements and explore the relocation of doctor's parking bays.
- Review the loading requirements of existing occupiers, formalise arrangements and restrict hours if on-street loading is required. Explore the potential for a coordinated approach to managing both deliveries and pick up of takeaway food.
- Maximise opportunities to transform the quality of the public realm including exploring the potential for:
 - Raising the carriageway to footway level and integrating any retained taxi ranks or loading facilities.

- Reducing level of cycle parking within the public realm and replacement with alternative parking available in the station and the surrounding area.
- Providing opportunities for seating and for spill out space along the north and south edges of the street.
- Decluttering the street by consolidating and removing redundant street furniture.
- Increasing greening and tree planting.



Key			
	City of London boundary		New or improved public spaces
	Enhanced pedestrian priority		Existing pedestrian crossings
	Streets with existing filters to vehicles or time restricted access		Enhanced pedestrian crossings
	Streets with public realm enhancements <small>(including new paving, carriageway surfacing, tree planting, greening to meet healthy streets indicators)</small>		New/improved walking routes
	Streets with public realm works linked to approved planning applications		Enhanced cycle infrastructure outlined in the transport strategy
			Potential future development sites

6.5.5. Old Broad Street (north of London Wall)

- Explore the potential to improve the walking experience by widening pavements and install a raised crossing at New Broad Street. Ensure side street and loading bay entrances are raised and fully accessible.
- Explore opportunities to modify existing timed access restrictions, potentially limited to buses, cycles and access to off-street premises only.
- Consider formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Use new developments as an opportunity to provide more space and increase the choice of routes for people walking, including potentially setting background floor building lines, and for introducing greening and tree planting on the Old Broad Street frontage and to seek to achieve a minimum pedestrian comfort level of B+.
- Explore the opportunity to enhance the walking route between Moorgate, Finsbury Circus and through St Botolph’s Churchyard.

6.6.5.6. Sun St Passage and the Bus Station

- ~~Future enhancements to Liverpool Street Station would provide the opportunity for comprehensive improvements to the experience of walking through and waiting in the bus station. This could include:~~
 - ~~Providing more space for people walking north/south through the bus station from Sun Street Passage.~~
- Explore opportunities to enhance Sun Street Passage including the potential for step-free access, providing more space for people walking north/south and improved lighting, greening, art, and greater active frontage.
- In partnership with TfL and Network Rail explore opportunities to improve the bus station and, in the long term, potentially relocate some or all of the functions to enable the space to be repurposed. assess the future viability of the bus station, identifying potential improvements and future repurpose of the space, subject to consultation with stakeholders and Transport for London Add opp to explore changes, and improvement. Potential to improve it, future repurpose the space, subject to relocaiton with tfl req, and relocation of the bus station elsewhere.

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~~6.7.5.7.~~ Blomfield and Eldon Street

In addition to recent and planned improvements explore the potential to:

- Introduce contra-flow cycling.
- Provide a limited taxi rank near the Elizabeth Line entrance.
- Widen pavements.
- Provide seating, greening and tree planting.
- Increase cycle parking.
- Raise side street ~~crossings~~entrances and loading bay entrances.

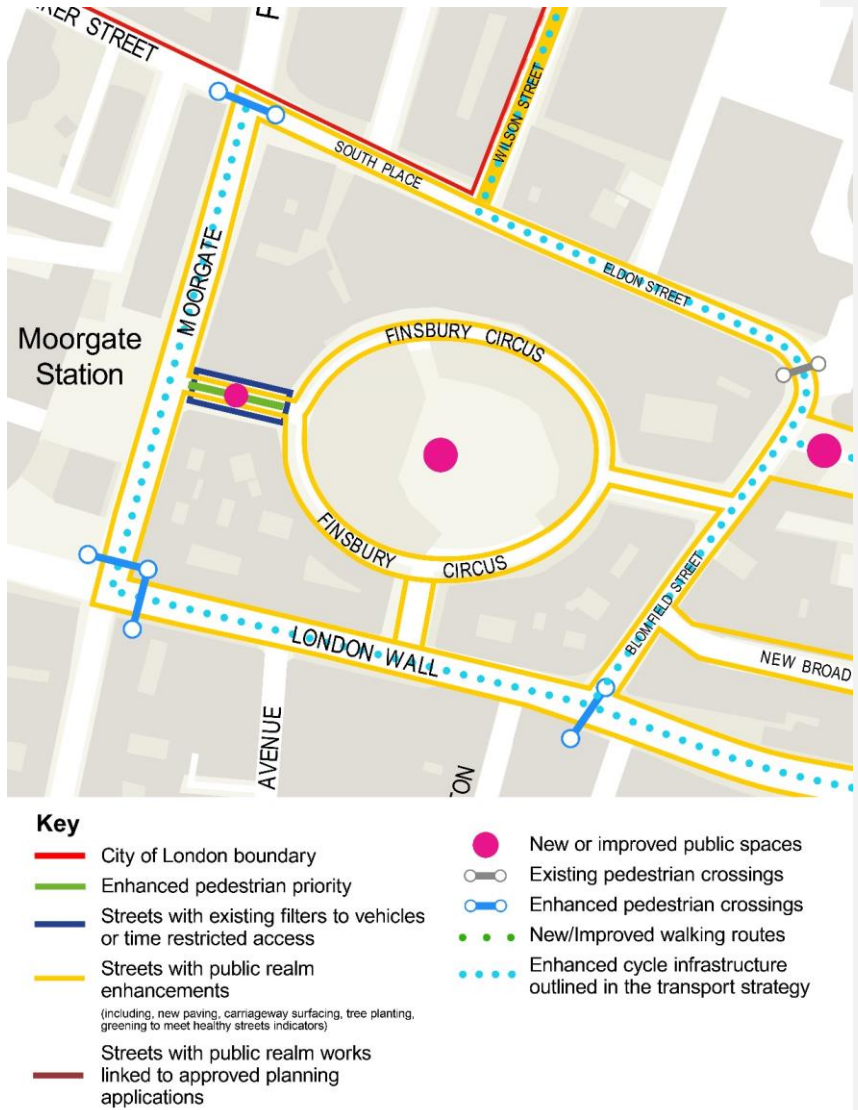
~~6.8.5.8.~~ Primrose Street

- Explore opportunities for public realm enhancements, including greening and seating.
- Explore opportunities for additional cycle parking, and dockless cycle and scooter bays.

~~6.9.5.9.~~ Finsbury Circus

The City of London Corporation is delivering improvements to the Finsbury Circus Gardens which seek to retain its character while revitalising and enriching planting. To complement these improvements, we will explore the potential to:

- Create new and improved public realm around entrances to the gardens and provide accessible crossings points to access these.
- Reduce and break up car ~~and motorcycle~~ parking around the gardens with greening and seating, reallocate some bays to cycle parking and dockless cycle and scooter bays.
- Relandscape the western arm, introducing climate resilience measures, seating, and planting.
- Improve the public realm on the eastern arm of Finsbury Circus and provide a space for cycle parking and dockless/scooter cycle bays.



~~6.10.5.10.~~ St Botolph's Churchyard

Explore the potential to:

- Improve the walking route between Bishopsgate and Old Broad Street, in particular significantly enhancing the entrances to the Church gardens.
 - Develop a lighting strategy for the site, working with the Church and other stakeholders to help manage antisocial behaviour.
 - Improve the quality of public spaces, enhance the setting of heritage assets including the Bathhouse and increase greening.
- ~~• Use new development as an opportunity to add in active frontages.~~

~~6.11.5.11.~~ South Place (boundary street with LB Islington)

- Explore the opportunity to reconfigure the street layout and provide more space for walking and public realm enhancements, including seating, greening and tree planting, in consultation with the City of London Police regarding the check point ~~facilitiestiesfacilities.~~
- Review parking and loading arrangements. Consider timed loading restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Raise side street and loading bay entrances. Provide a raised junction and crossing point at Dominion Street.
- Explore the potential to provide a taxi rank.
- Increase cycle parking and provide dockless cycle and scooter bay.

~~6.12.5.12.~~ Wilson Street Islington (boundary street with LB Islington)

- Explore potential to reallocate car parking spaces to provide space for pavement widening, seating, and greening, raised crossing points, cycle parking, and dockless bays.
- Explore making southern section one-way with contraflow cycling.

[6.13-5.13](#) Sun Street, Appold Street and Worship Street (boundary street with LB Hackney

- Explore opportunities for walking and public realm improvements beyond recent and planned changes including widening pavements, enhancing crossings and provision for seating, greening and tree planting.
- Explore opportunities for increasing cycling parking and dockless cycle and scooter bays, including potential reallocation of parking bays.

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Liverpool Street Area Healthy Streets Plan: Report of Consultation Findings

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Independently Compiled by
Commonplace for the
City of London Corporation



February 2024

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The Liverpool Street Area Healthy Streets Plan

About the Project

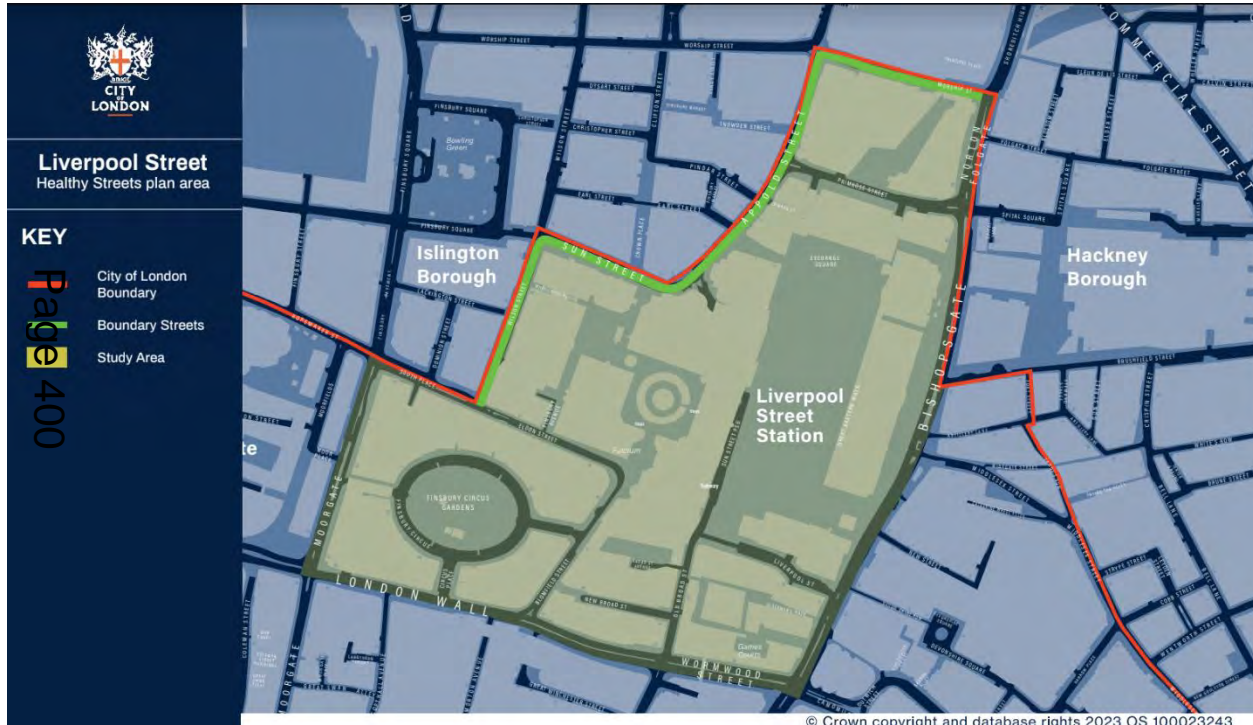
The City of London Corporation are producing a Healthy Streets Plan to provide a framework for improvements to the streets and spaces in the area around Liverpool Street station.

The aim is to make streets and public spaces more accessible, engaging and safer places for people to walk, cycle and spend time.

This Healthy Streets Plan for the area around Liverpool Street sets out an integrated approach to improving the public realm and managing traffic to support the delivery of many outcomes identified in:

- The City of London Transport Strategy.
- **The City Corporation's Climate Action Strategy and Destination City initiative.**
- The Liverpool Street Key Area of Change identified in the emerging Local Plan 2040.

Liverpool Street Healthy Streets Plan Area



Improving the Streets Around Liverpool Street Station

The plan considers opportunities for improvement to the streets around Liverpool Street station. Within this area, streets are primarily used for the first or final part of a journey, providing access for motor vehicles to properties and Liverpool Street Station.

The Liverpool Street area is a dynamic part of the City of London, home to one of London's busiest transport hubs and increasingly a destination for leisure as well as workers and visitors.

The area is experiencing a period of transformational change, with potential new developments in the area bringing larger numbers of users and competing demands for streets and public spaces.

The plan identifies opportunities to make walking and cycling easier, more comfortable and safer, and to create pedestrian priority by redesigning streets and managing motor vehicle access. The plan also considers the opportunities that could be created by new developments in the area. These, alongside a changing leisure and retail offer and the Elizabeth Line, further increase the existing need to provide more space for people walking and cycling through the area.

Consultation Methodology

An online consultation on the proposals ran from Wednesday 18th October to Monday 18th December 2023 (inclusive). The consultation was open to anyone (group or individual), whether a resident, business owner, worker, or visitor with an interest in the area.

Hosted on the Commonplace platform, the consultation was designed to gain a detailed understanding of public opinion on the proposals.

Participants could respond to the questions asked, and/or leave comments as necessary. They could **alternatively, or additionally, 'agree' with comments already submitted and publicly visible.**

An interactive map provided a further opportunity to comment.

Note: All percentages have been rounded and may therefore not total exactly 100%.

Executive Summary

A Healthy Streets Plan - providing a framework of improvements to the streets and public spaces in the area around Liverpool Street station - is currently being produced by the City of London Corporation. The Healthy Streets approach aims to increase accessibility, safety and engagement, encouraging people to walk, cycle and spend time in the area.

This report presents the results of a public consultation on the Healthy Streets Plan. The consultation - hosted via the online Commonplace engagement platform - ran from mid October-December 2023 and gathered the views of over 100 respondents. These respondents included a variety of workers, commuters, visitors, residents and others - all of whom were interested in proposals for the area.

Across ALL four areas of work, a majority of consultation participants gave positive/mostly positive feedback on the proposals. This positive feedback peaked in relation to the proposals for public realm improvements (91% positive feedback) and cycling (82% positive feedback). A high level of positivity was also evident in relation to the proposals for kerbside activity (75%) and pedestrian priority (74%).

Positivity was frequently underpinned by applause for the proposals and their commonly perceived benefits in terms of enhancing the pedestrian and cyclist experience, improving safety, encouraging active and sustainable travel and reducing motor dominance.

In contrast, minority criticism included concerns that the proposals were unnecessary, causing a potentially negative impact on buses/taxis, congestion and city productivity. Each of these concerns was expressed by a very small number of consultation participants.

Headline Findings

103 individual respondents participated in the consultation.

103 respondents

For a detailed look at the demographic, area relationship and travel profile of consultation participants, [please click here.](#)

The pedestrian priority proposals attracted the highest number of respondents.

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Pedestrian priority: 55 respondents

Cycling: 48 respondents

Public realm improvements: 32 respondents

- Kerbside activity: 21 respondents

A further 27 respondents left comments via an interactive map of the area.



Image of current condition of Broad Street looking North.

Feedback on Each of the Areas of Work

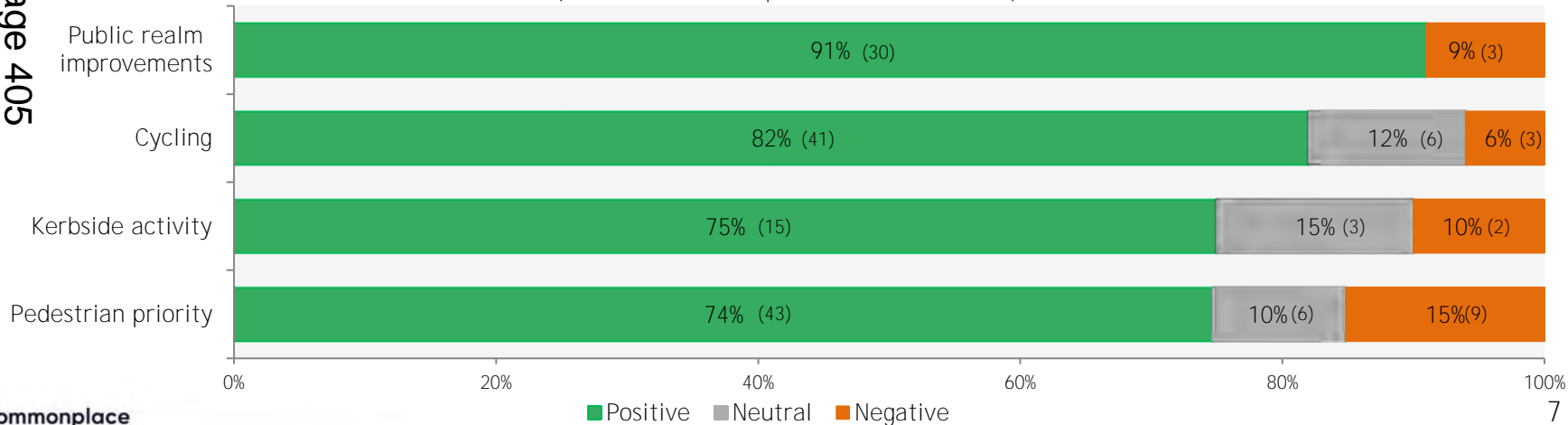
Feedback showed that *a majority of consultation participants expressed a positive sentiment* about each of the proposed areas of work. The most positive response was in relation to the proposed public realm improvements, with over 90% expressing a positive sentiment.

High levels of positivity were also evident in relation to the proposals for cycling (82%), kerbside activity (75%) and pedestrian priority (74%).

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Feedback on Each of the Areas of Work

(actual number of responses shown in brackets)



Feedback on Pedestrian Priority Proposals

Image: Indicative proposal - Blomfield Street (looking north)



Pedestrian Priority Proposals

To improve the priority, comfort and safety of people walking in the area, the City of London Corporation will explore opportunities to:

Improve existing crossings on:

- Bishopsgate at the junction of Wormwood Street and Camomile Street; improve the convenience for people walking and cycling, including exploring the potential for a diagonal crossing.
- London Wall at the junction with Old Broad Street and Blomfield Street; including exploring the potential for diagonal crossings at Old Broad Street.
- Moorgate at the junctions with London Wall, Ropemaker Street and South Place.

Raise the carriageway to pavement levels at crossing points for people walking on:

- Liverpool Street at the junction with Bishopsgate.
- Finsbury Circus eastern arm at the junction with Blomfield Street.
- At the entrances to Finsbury Circus gardens; improve the public realm around entrances to the gardens and provide accessible crossings points to access these.
- At junctions with side streets and loading bay entrances on: Old Broad Street, South Place at the junction with Dominion Street.

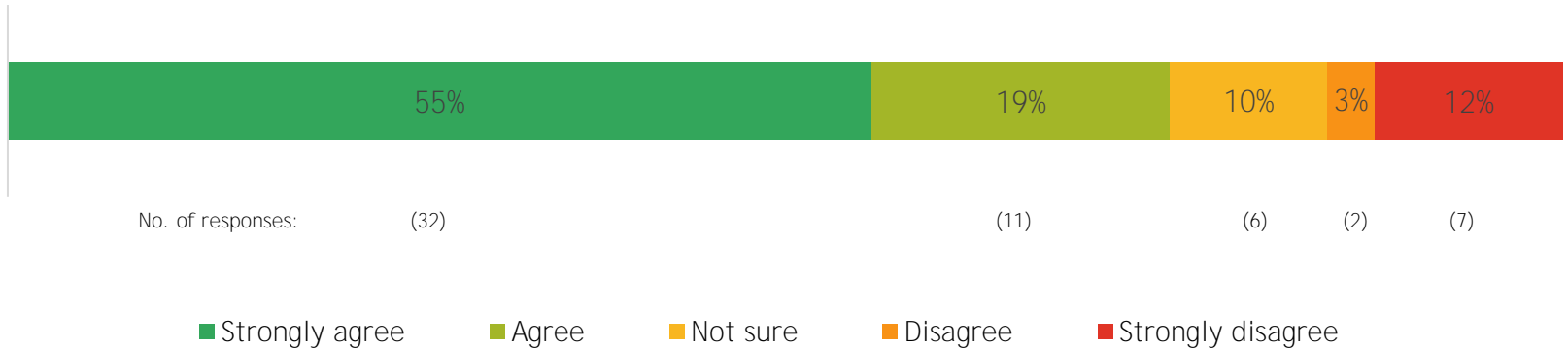
Feedback on the Pedestrian Priority Proposals

74% of consultation participants **AGREED** with the pedestrian priority proposals.

In contrast, just 15% **DISAGREED** with the proposals.

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How do you feel about the pedestrian priority proposals?



Agreement and Disagreement with the Pedestrian Priority Proposals

Positive and Negative Feedback



- Prioritising walking and facilities for pedestrians via long overdue proposals.
- Reducing and deprioritising motor dominance in an area which has more pedestrians than drivers.
- Providing a safer, more protected road crossing experience.
- Locations identified are appropriate.
- Wormwood Street is currently not pedestrian friendly - improvements particularly welcome at this location.

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- Adversely affecting the ability to work.
- Unnecessary - not a budgetary priority and area is currently largely pedestrianised.
- Signalled crossings not giving pedestrians walking priority.
- Requiring additional detail/information on the proposal and its benefits.
- Concerns that taxi/bus services will be negatively affected/slowed.

Additional Suggestions for/Accompaniments to the Pedestrian Priority Proposals

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- Crossings of London Wall should do more to rebalance pedestrian vs. vehicle priority to 'tame' what is currently an unpleasant environment, rather than be a standard pelican-type crossing out of the book.
- Be more ambitious in prioritising walking.
- At the right turn slip lane at Blomfield, the junction could be further narrowed from that shown in the indicative proposal. Reduce all of London Wall - Wormwood - Camomile down to one lane in each direction. Widen pavements and add protected cycle tracks.
Install a wider pavement and zebra crossing, in addition to narrower road space at this junction.
Further reduce carriageway surfacing.
Minimise cycles - either ridden or dumped - on pavements.
Address the pavement around the 2 Finsbury Avenue site - requiring an immediate opening - closure makes it very difficult to walk and cycle in the area.
- Alter wait and crossing times via SCOOT. Any crossing away from a junction should be a zebra crossing which gives actual priority to people walking.

Feedback on Cycling Proposals

Image: Indicative proposal - Blomfield Street (looking south)

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Cycling Proposals

The City of London Corporation will improve the comfort and safety of people cycling.

They will explore opportunities to:

- Introduce dedicated space for cycling on London Wall and Moorgate.
- Introduce a new cycle contraflow on Blomfield and Eldon Street.
- Make the southern section of Wilson Street one-way with a cycle contra-flow.
- Increase the provision of cycle parking and dockless cycle and e-scooter hire bays on Bishopsgate, Primrose Street, Finsbury Circus, Blomfield Street, Eldon Street, South Place, Sun Street, Appold Street and Worship Street.

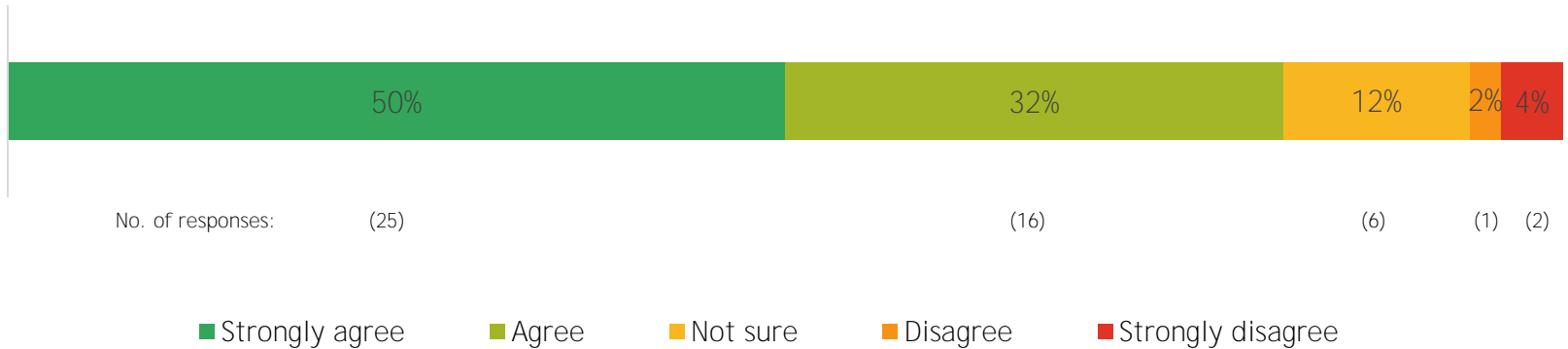
Feedback on the Cycling Proposals

82% of consultation participants **AGREED** with the cycling proposals.

In contrast, just 6% **DISAGREED** with the proposals.

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How do you feel about the cycling proposals?



Agreement and Disagreement with the Cycling Proposals

Positive and Negative Feedback



- An encouraging and ambitious proposal.
- Making cycling safer via dedicated spaces and increased provision of protected and marked cycle lanes.
- Improved permeability for cycling via contraflows.
- Important in the context of health and climate benefits.
- Reducing motor dominance.
- Encouraging active travel.
- Reducing air pollution.
- Addressing a lack of cycle parking.

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- Cycle lanes require physical segregation - painted road markings are not infrastructure.
- Requiring additional detail/information on the proposal and its benefits.
- Increasing traffic and congestion.
- Negatively impacting city productivity.
- Concerns that bus services will be negatively affected/slowed.

Additional Suggestions for/Accompaniments to the Cycling Proposals

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- Carefully consider management of the cycle routes in the area. Best practice is to have dedicated cycle lanes that are clearly marked for all street users. Another point to bear in mind (if following the Waltham Forest practice of separate lanes, with some shared-use pedestrian and cycle paths) is to make sure there are either substantial or non-existent lips between the different paths, as low lips of 1cm to 3cm are dangerous for cyclists.
- Provide better cycle access to Finsbury Circus on the west side.
Network London Wall and Moorgate cycling with other routes.
Physically segregate cycle lanes, rather than just paint on the roadway.
Consider redesigning the intersection of Blomfield and London Wall - consider making the westbound traffic on London Wall stop further east to allow cyclists travelling south on Blomfield Street to cycle straight across to Great Winchester Street.
Many southbound cyclists now use the pedestrian crossing to get to Great Winchester Street and then go southbound on Old Broad Street.
- Implement additional cycling improvements - including designated and protected cycle lanes - on Bishopsgate.
- Ensure adherence to the Department for Transport's design guidance LTN 1/20 for all layouts, and that all new cycle tracks are mandatory, with no car parking or loading allowed at any time.
- Provide a cycle crossing over Bishopsgate at Liverpool Street/Devonshire Row. This would provide a safe alternative to the very busy Camomile - Wormwood - London Wall Route. It is also more convenient for cyclists heading to and from Liverpool Street station.

Feedback on Public Realm Improvement Proposals

Image: Indicative proposal - Finsbury Circus



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Public Realm Improvement Proposals

The City of London Corporation will improve streets and spaces to make them more attractive, comfortable and enjoyable places to spend time in. They will explore opportunities to:

- Widen pavements to increase space for people walking and consider tree planting, seating and reducing street clutter on Bishopsgate, London Wall, Moorgate, Old Broad Street, Blomfield, Eldon Street and Primrose Street.

Create a high-quality public space on Liverpool Street.

- Raising the carriageway to footway level and integrating any retained taxi ranks or loading facilities.
- Reviewing cycle parking available in the station and the surrounding area.
- Providing opportunities for seating along the north and south edges of the street.
- Decluttering the street by consolidating and removing redundant street furniture.
- Increasing greening and tree planting.

Public Realm Improvement Proposals

Finsbury Circus - The City of London Corporation is delivering improvements to the Finsbury Circus Gardens. To complement these improvements, they will explore the potential to:

- Create new and improved public realm around entrances to the gardens and provide accessible crossings points to access these.
- Review and reduce car parking around the gardens with greening and seating where appropriate, reallocate some parking bays to cycle parking and dockless cycle and scooter bays.
- Re-landscape the western arm, introducing climate resilience measures, seating, and planting.
- Improve the public realm on the eastern arm of Circus and provide a space for cycle parking and dockless cycle and scooter bays.

Working in partnership with Islington and Hackney Council they will explore opportunities to improve:

- South Place, Sun Street, Appold Street and Worship Street.
- Walking routes to and from Liverpool Street station.

Public Realm Improvement Proposals

Image: Current view - Finsbury Circus



Image: Indicative proposal - Finsbury Circus



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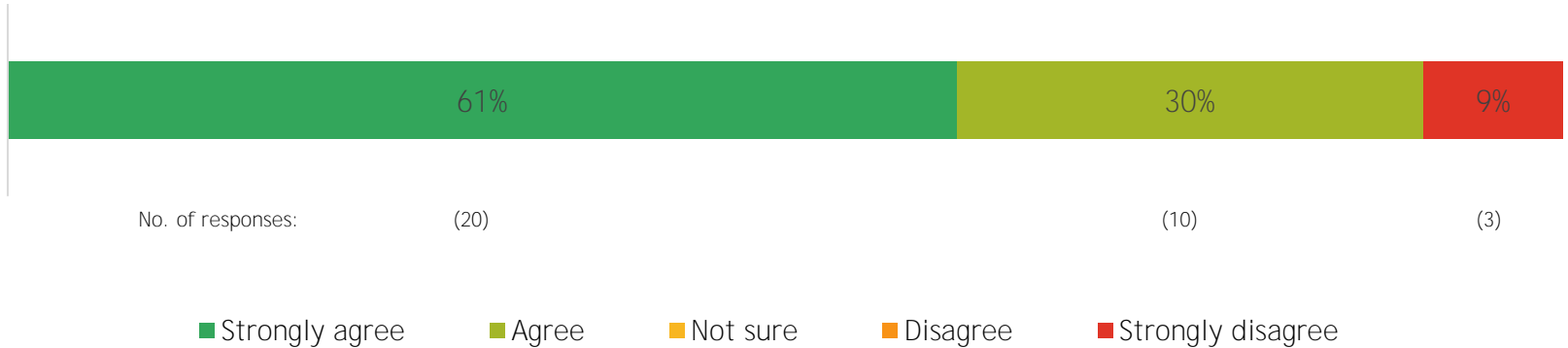
Feedback on Public Realm Improvement Proposals

91% of consultation participants **AGREED** with the public realm improvement proposals.

In contrast, just 9% **DISAGREED** with the proposals.

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How do you feel about the public realm proposals?



Agreement and Disagreement with the Public Realm Improvement Proposals

Positive and Negative Feedback



- Emphasising active travel.
- Decluttering the streets.
- Improving the pedestrian experience.
- Aesthetically pleasing.
- Reducing motor dominance.
- Greening streets.
- Raising the carriageway.
- Additional footpath space welcomed on Bishopsgate.

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- Concerns that cycle storage reduces pedestrian space, with pavements being routinely blocked by poorly parked cycles and cargo bikes.
- Proposals appear to conflict with the proposed redevelopment of Liverpool Street station.
- Concerns that bus services will be negatively affected/slowed.

Additional Suggestions for/Accompaniments to Public Realm Improvement Proposals

- Close the eastern arm of Finsbury Circus.
- Close the short street entirely to traffic.
- Design Bishopsgate so that it isn't just used as a parking lot for the police.
- As the bus gate massively reduces traffic in the area, bus lanes would be redundant/able to be removed.
- Remove the median so that cyclists can pass stationary buses - not currently the case with the temporary build outs.

At the western arm of Finsbury Circus, please provide cycle access through the space.

Improve further by narrowing the entrance to the side street, and eliminating the swept corners. One lane in/out would free additional space for street trees, and further improve pedestrian safety.

Ensure litter bins are provided.

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Feedback on Kerbside Activity Proposals

Image: Indicative proposal - Broad Street looking north

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Kerbside Activity Proposals

Changes to kerbside parking and loading could allow for greater kerbside activity improvements.

Working with Transport for London, the City of London Corporation will explore:

- On South Place, Finsbury Circus and Old Broad Street review parking and loading arrangements and consider loading bays set into the pavement to maximise space for people walking when not in use.
- On Bishopsgate and South Place, new taxi ranks and opportunities to formalise private hire and taxi pick up and drop off close to the station.

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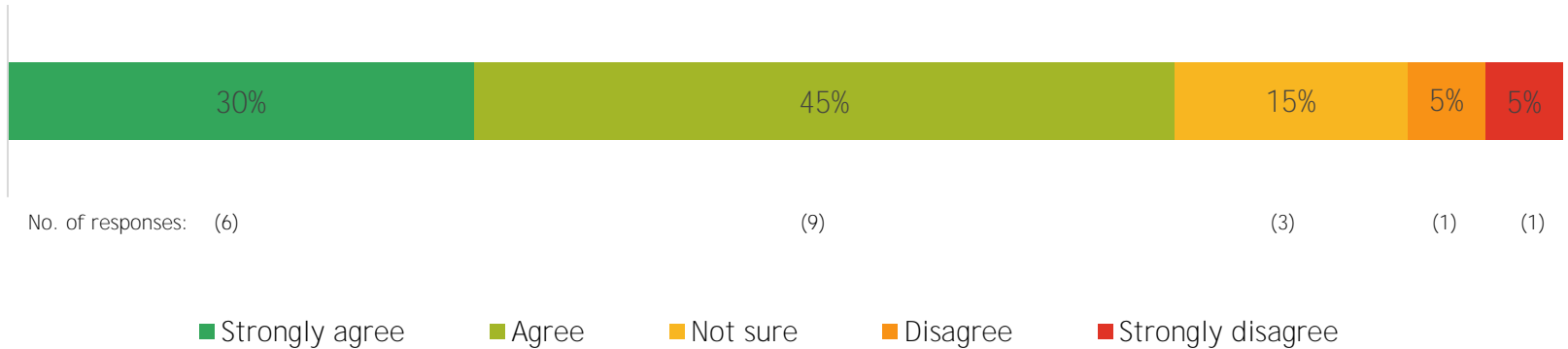
Feedback on the Kerbside Activity Proposals

75% of consultation participants **AGREED** with the kerbside activity proposals.

In contrast, just 10% **DISAGREED** with the proposals.

Page 425

How do you feel about the kerbside activity proposals?



Agreement and Disagreement with the Kerbside Activity Proposals

Positive and Negative Feedback



- Removing disproportionate danger and nuisance to pedestrians caused by unloading taxis and vans.
- Improving, simplifying and optimising walkability.
- Removing loading bays from pavements.

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- Requiring additional detail/information on the proposal and its benefits.

Additional Suggestions for/Accompaniments to the Kerbside Activity Proposals

- Install wider pavements.
- Provide new space for taxis restricted to electric vehicles only.

Acknowledgements and Next Steps

Thank you to everyone that took the time to share their views about our proposals.

Almost 1,400 people visited the consultation website and over 100 people gave us their views on the project proposals.

Between 74% and 91% of respondents were supportive of the proposals and we received many helpful and positive comments.

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TEXT HERE

The City of London Corporation will continue to keep you updated as the project develops. If you have any questions in the interim, please do not hesitate to contact the [project team](#).

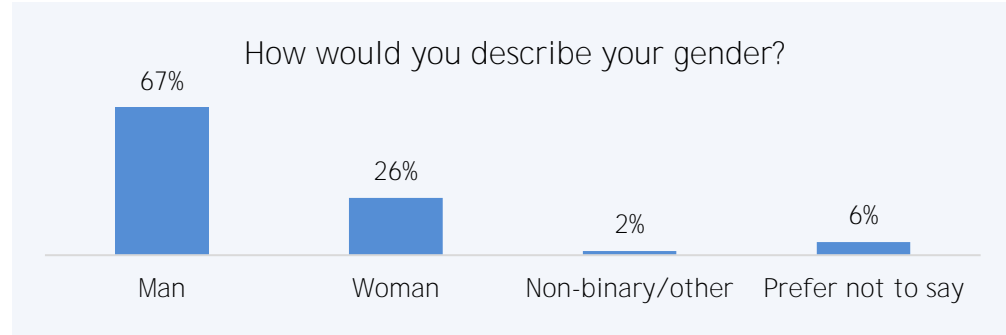
Appendix: Consultation Participants

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Overall: Gender

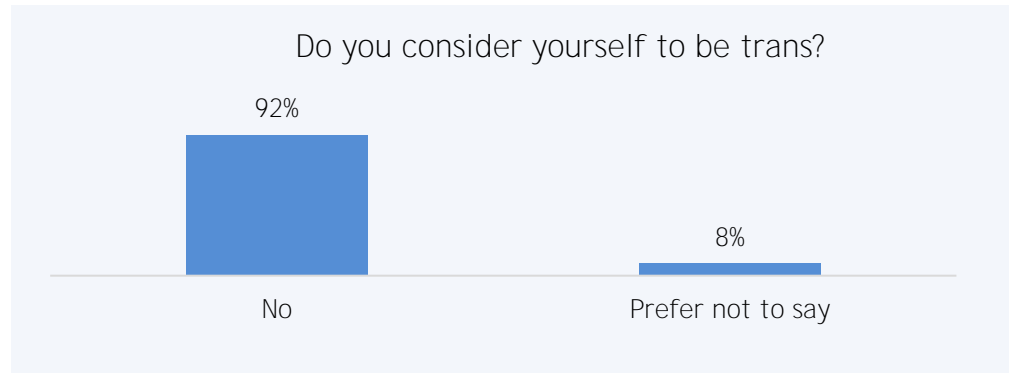
A majority of consultation participants (67%) described themselves as a man. 26% were women, with 2% non-binary. 6% preferred not to say.



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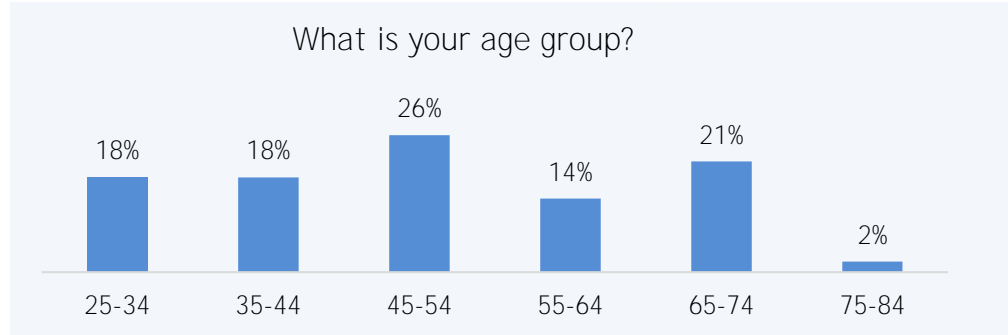
Overall: Trans

No consultation participants considered themselves to be trans.



Overall: Age Group

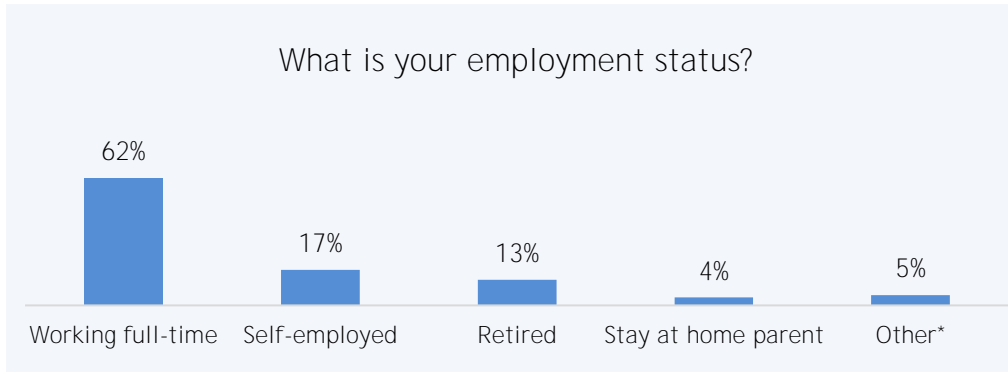
The age of consultation participants ranged from 25 to 75+, with a wide spread of ages represented.



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Overall: Employment Status

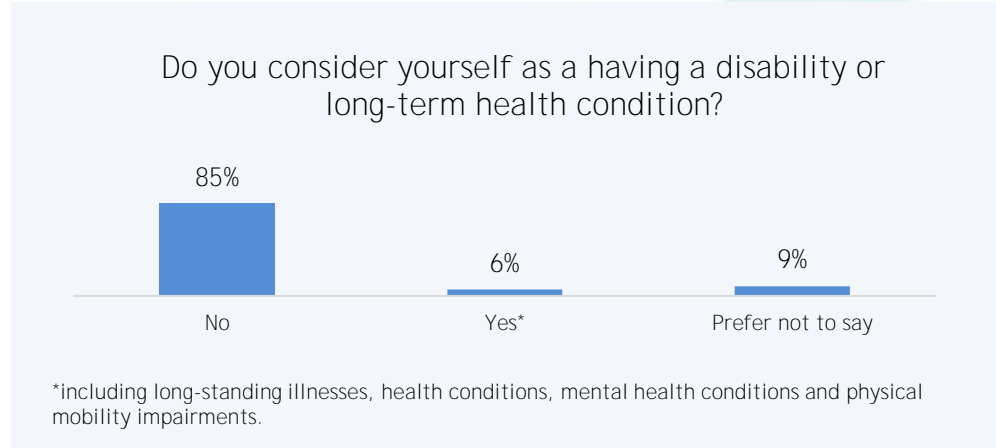
Consultation participants were typically working full-time (62%).



*including working part-time, a combination of categories, volunteering and studying.

Overall: Disability

6% of consultation participants indicated that they had a disability or long-term health condition.

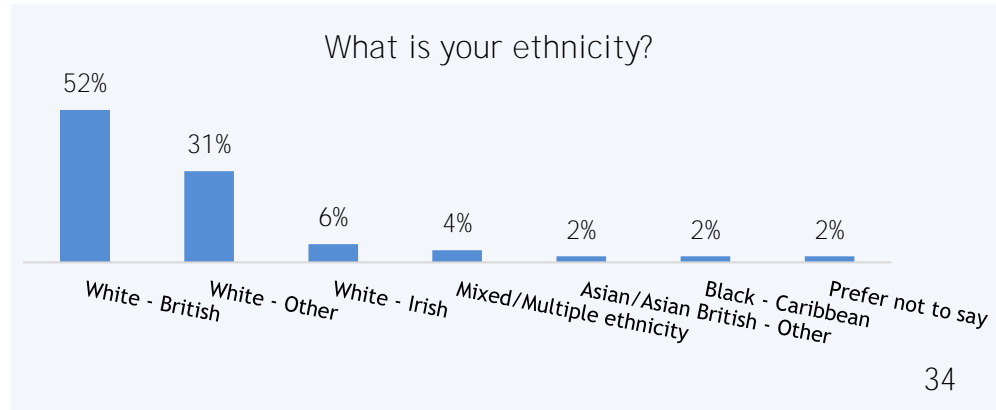


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Overall: Ethnicity

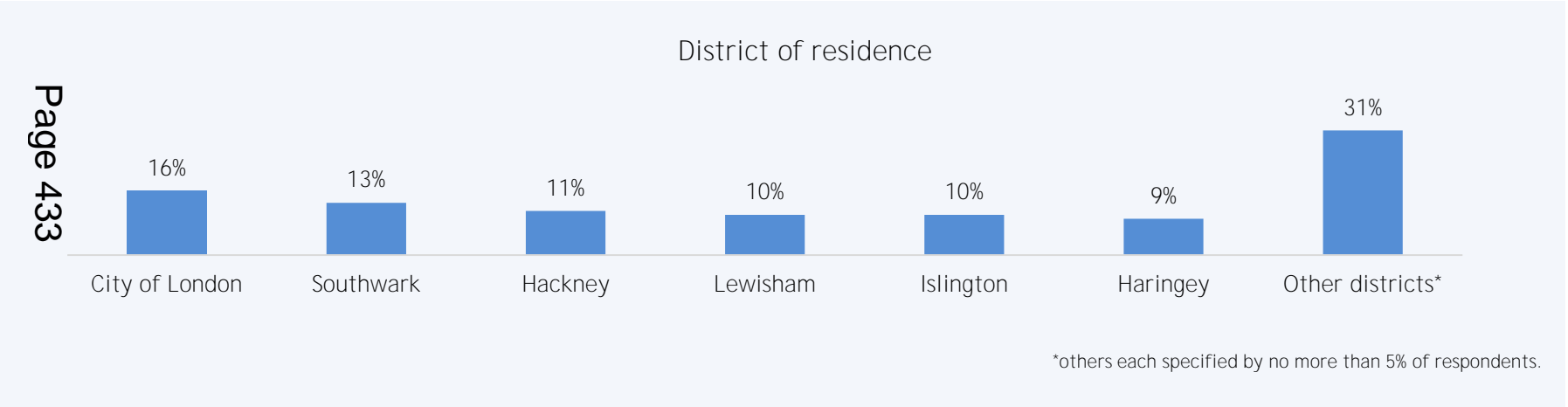
Just over half (52%) of consultation participants described their ethnicity as White British, with 46% of another, different ethnicity - most frequently White Other.

4 additional ethnicities were specified, giving the consultation a rich diversity of participation.



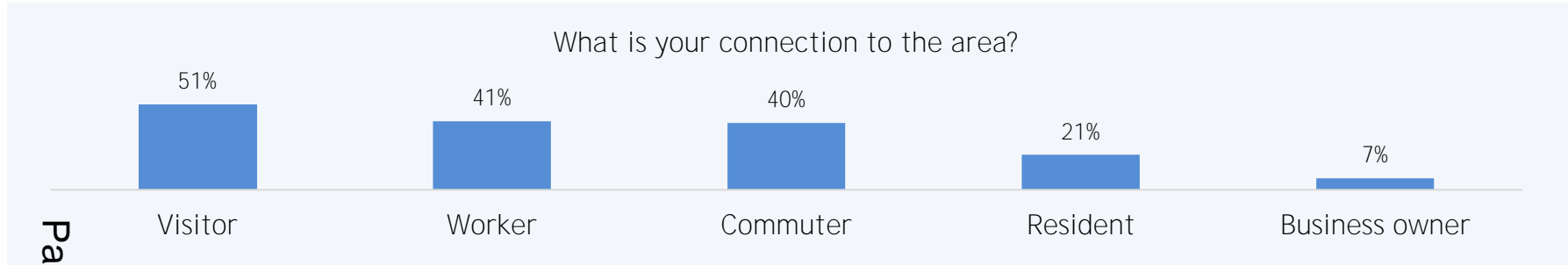
Overall: District

Consultation participants were most frequently residents of the City of London, Southwark, Hackney, Lewisham, Islington and Haringey. However, many others were resident outside of these districts.



Overall: Area Connection

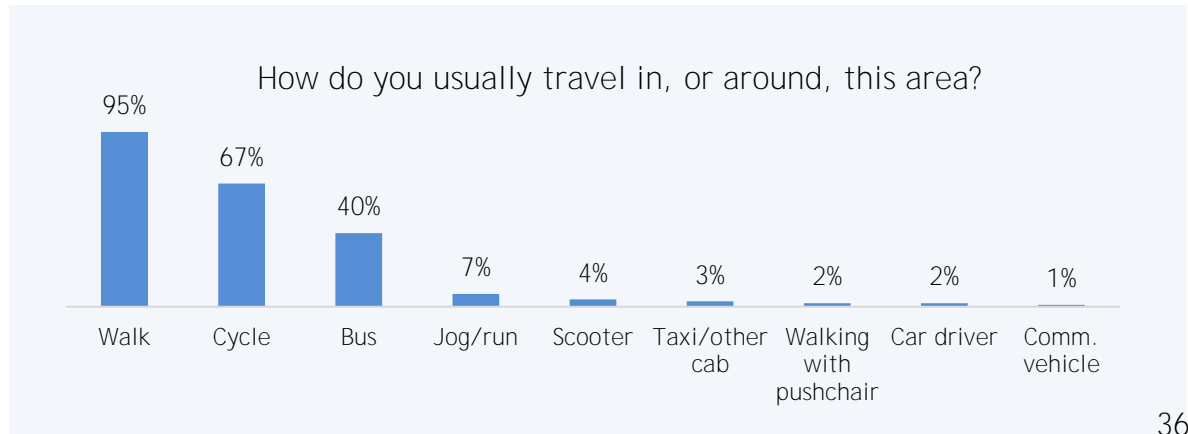
Area visitors (51%), workers (41%) and commuters (40%) were the three main connection types to the area.



Overall: Usual Travel

Walking (95%), cycling (67%) and bus usage (40%) were the most frequent travel modes in, or around, the area.

More than one area connection and/or travel mode could be specified by participants.





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Appendix 3. Delivery plan

Liverpool Street Area Healthy Streets Plan			
No.	Project area	Expected Implementation	Dependencies
1.	London Wall and Wormwood Street	tbc	The project evaluation stage has commenced, and implementation will be on developments in the local area.
2.	Moorgate improvements	By 2026	Works to improve the junction with Ropemaker Street are planned to commence in Q4 2024-25, further work is underway to evaluate other improvements along the street and at the junction with London Wall. Developments in the area will impact on delivery timescales.
3.	Liverpool Street	tbc	Dependant on developments in the local area, particularly potential improvements to Liverpool Street Station and Bishopsgate.
4.	Old Broad Street (north of London Wall)	By 2028	Dependant on nearby developments (55 Old Broad Street), and future of bus station.
5.	Sun St Passage and the Bus Station	tbc	Dependant on developments in the local area.
6.	Blomfield and Eldon Street	By 2027	Funding dependant and subject to impact of nearby developments.
7.	Primrose Street	By 2028	Funding dependant and subject to impact of nearby developments.
8.	Finsbury Circus	By 2027	Project opportunities to be evaluated in phases, and in coordination with the Finsbury Gardens project (currently under construction). Other improvements in the vicinity to be completed by 2026, including

			Finsbury Western Arm and London Wall-Moorgate public space.
9.	St Botolph's Churchyard	By 2028	Funding dependant and subject to impact of nearby development, (55 Old Broad Street).
10.	South Place (boundary street with LB Islington)	tbc	Subject to agreement of scope with neighbouring local authorities.
11.	Wilson Street Islington (boundary street with LB Islington)	By 2026	Subject to agreement of scope with neighbouring local authorities
	Sun Street, Appold Street and Worship Street (boundary street with LB Hackney)	tbc	Subject to agreement of scope with neighbouring local authorities

<p>Committee(s): Streets and Walkways Sub – For Decision Natural Environment Board – For Information Planning and Transportation – For Information Projects and Procurement Sub – For Information</p>	<p>Date(s): 14 May 2024 16 May 2024 23 July 2024 10 June 2024</p>
<p>Subject: Cool Streets and Greening – programme update</p> <p>Unique Project Identifier(s): Cool Streets and Greening (PV ID 12267) Phase 3 City Greening and Biodiversity (PV ID 12332) Phase 4 Sustainable Drainage (PV ID 12377)</p>	<p>Public</p>
<p>Report of: Interim Executive Director, Environment Department</p>	<p>For Decision</p>
<p>Report authors: Melanie Charalambous and Tim Munday, Environment Department</p>	

Summary

This report provides an update on the delivery of the Cool Streets and Greening programme (CSG), which is structured around four Phases. This programme is one of the ways that we are meeting the aim of the Climate Action Strategy to ensure that our public spaces and infrastructure are resilient to the impacts of climate change, as well as creating a greener and more pleasant City.

The four main phases of the programme are as follows:

- Phase One - Pilot projects to test the suitability of climate resilience measures in the City environment.
- Phase Two - Developed projects to adapt existing schemes to include climate resilience measures.
- Phase Three - City greening and biodiversity including re-landscaping of new sites, re-planting of existing gardens and street tree planting.
- Phase Four - Sustainable drainage projects.

The programme also contains a number of related workstreams including monitoring, mapping of infrastructure and catalogues and guidance for materials and planting. Since the programme inception in April 2021, the following progress has been made:

- 15 projects have been completed with 4 more currently under construction.
- A further 30 projects are planned to be implemented over the next 2 years, varying in scale from replanting of existing gardens with more climate resilient

plants to the complete re-landscaping of streets and spaces within the public realm.

- Around 10 related workstreams have been completed or are underway including a planting catalogue and a strategic flood risk assessment.

This report sets out the next steps in order to complete the programme by 2026 and includes recommendations to assist with this goal.

Recommendations

It is recommended that all Committees:

1. Note the content of this progress update.
2. Note the extension of the Cool Streets and Greening programme timeframes by 12 months to March 2026.

It is recommended that the Streets and Walkways Sub-Committee:

3. Agree to transfer the Cool Streets and Greening allocation of £350,000 from the Crescent project (which has been paused) to the next priority Cool Streets and Greening project which is Temple Avenue.
4. Agree to amend the funding allocations between the phases and projects and approve the required budget increases as set out in Appendix 1.
5. Agree the increase in the Cool Streets and Greening allocation for the Little Trinity Lane project of £150,000 to replace S106 funds that are no longer available and fund additional planting, utility works and the costed risk provision.
6. Delegate approval and drawdown of the Costed Risk Provision for the projects in the programme to the Chief Officer if one is sought at Gateway 5.

Main report

Background

1. The Climate Action Strategy (CAS) was adopted by the Court of Common Council on 8th October 2020 and provides for nine actions under 'Resilient Streets and Greening' and one action under Resilience co-ordination and training. The Cool Streets and Greening programme which takes these forward was initially approved by committees in April 2021 with a total budget of £6.8 million funded through On Street Parking Reserve.

2. Officers have developed the projects within the programme in close collaboration through the CAS Square Mile Project Board and through further co-ordination from the Climate Resilience Steering Group.
3. The primary focus of the programme is the piloting of different climate resilient interventions within the public realm. With the intention that the lessons learnt from this process will be used in future programmes and business as usual approaches.
4. The works have been divided into four phases (1:Pilot, 2:Developed, 3:Greening and Biodiversity, and 4:Sustainable Drainage). Outside of these phases the programme has undertaken works to support the primary aim as part of a development phase.
5. The Cool Streets and Greening workstream was originally intended to be a four-year programme (March 2021-March 2025). As part of wider agreements on the CAS it has been agreed to extend the timeframe by 12 months up to March 2026. This is to enable a longer period for collecting monitoring data, deliver the construction programme and embed lessons learnt.

Progress to date

6. The delivery of the programme is divided into four phases as follows:

Phase One (Pilot projects) – to ensure momentum and to get results on the ground as soon as possible, initial pilot projects were developed and schemes already underway were amended to incorporate climate resilience measures. This included sites at Bevis Marks, Jubilee Gardens, Cheapside, Vine Street and the riverside.

Phase Two (Developed projects) – The second phase integrated resilience measures into existing schemes at an earlier stage of development. This was to ensure value for money by jointly funding projects. This includes sites at Bank, Little Trinity Lane, Finsbury Circus Garden, Moor Lane, Crescent, and monitoring at the Barbican Podium.

Phase Three (City greening and biodiversity) – The third phase included sites where climate resilience measures would be most beneficial and to test strategic measures including creating green corridors. This phase includes re-landscaping, climate resilient planting schemes and tree planting works. This includes sites at London Wall/Moorgate, Fann Street, and St Peter Westcheap as well as a City-wide tree planting programme.

Phase Four (Sustainable drainage) – The fourth phase identified sites specifically for incorporation of sustainable drainage, where rainwater from the immediate catchment could be redirected into newly created raingardens reducing and slowing the flow into the sewer system, whilst providing more greenery in the public realm. This includes sites at Ludgate Broadway, St Andrews Hill, Bread Street, Knightrider Court, and Lloyds Avenue.

7. Table 1 provides a brief update on all the current projects in the programme. Further details on proposed adjustments to projects are set out in the paragraphs below.

Table 1: Summary of project progress

Phase	Project and brief description	Update
1 (Pilot)	Climate resilient planting (Pedestrian Priority): Planting at several parklets – City-wide	Completed April 2021.
	Riverside Planters: An innovative ‘dry garden’ was planted requiring less watering	Completed April 2022.
	Vine Street: 5 street trees were selected for their resilience to trial their suitability for the City	Completed April 2022.
	Bevis Marks/Dukes Place: rain gardens and permeable paving with a climate resilient planting palette.	Completed May 2023.
	Jubilee Gardens: As part of the re-landscaping of this City Garden, increased greenery and a more diverse and resilient planting palette is being introduced.	Works commenced January 2024. Issues have occurred with underground structures and the UKPN asset that required additional waterproofing, an adjustment to planting design and resulting project delay. Main works are planned for completion in autumn 2024.
	Greening Cheapside: Sustainable drainage and resilient planting is being introduced to this public space	Works commenced January 2024. Completion in spring 2024.
2 (Developed)	Bank: As part of the wider junction works, trees, rain gardens and planters are being added to several arms of the junction	Works commenced in 2023. Most of the planting will be completed in autumn 2024.
	Little Trinity Lane: A re-landscaping scheme to introduce more greenery and a number of sustainable drainage measures.	Design complete, works due to commence September 2024, subject to approval of Gateway 5 report by Chief Officer.
	Moor Lane: various elements are to be introduced including trees and raingardens	Design in progress, works due to commence in 2025

		subject to approval of Gateway 5 report.
	Finsbury Circus Garden: a major relandscaping project that will include resilient planting and sustainable drainage	Works commenced November 2023, completion due Jan 2025.
	Barbican Podium: shallow planting beds with a climate resilient palette.	Monitoring commenced August 2022
	Crescent: landscaping, tree planting and rain gardens as part of the creation of a new public space	Proposed to remove from programme and reallocate funding as the project has been paused due to the sale of adjacent property.
	Temple Avenue: Trees and planters to be introduced as part of the enhancement of the southern end of the street.	Proposed replacement for Crescent scheme. To be initiated in July 2024.
3 (Relandscaping)	London Wall/ Moorgate: replacement of the lawn area that is in poor condition with a more climate resilient design along with additional tree planting and route through	Design complete, Gateway 5 approval planned in May. Works due to commence late September 2024
	Finsbury Circus Western Arm: Landscaping of the street to create a new public space.	Design complete, works due to commence July 2024
	Fann Street: extension of tree planting and introduction of new beds and climate resilience measures	Design in progress, works due to commence 2025 subject to approval of Gateway 5 report.
	St Peter Westcheap: relandscaping and measures to protect the existing tree	Design in progress, works due to commence 2025 subject to approval of Gateway 4 and 5 report.
3 (Tree planting)	Season 2022-23	Completed, 59 trial pits, 27 trees planted.
	Season 2023-24	Completed, 27 trial pits, 12 trees planted.
	Season 2024-25	Site identification underway.
	Season 2025-26	Not commenced – will include King William Street tree planting.

3 (Replanting)	John Carpenter Street	Completed February 2024.
	St Mary Aldermanbury	Completed September 2023.
	All Hallows on the Wall	Completed October 2023.
	Whittington Gardens	Completed December 2023.
	St Dunstan's on the Hill	Completed December 2023.
	Queen Street Place	Completed December 2023.
	Angel Lane	Completed December 2023.
	St Olave Silver Street	Design in progress.
	St Dunstan's in the East Churchyard	Site survey complete, design yet to commence
	Grants Quay	Design yet to commence
	Dark House Walk	Design yet to commence
	St Anne and St Agnes Churchyard	Surveys received
	St Mary Staining	Surveys commissioned
St Botolph's without Bishopsgate	Design yet to commence	
4 (Sustainable drainage)	Ludgate Broadway: raingarden, trees, seating and widened pavement alongside accessibility improvements	Design in progress, works due to commence late 2024 subject to approval of Gateway 4&5 report.
	Bread Street (South): raingarden and seating	Design in progress, works due to commence late 2024 subject to approval of Gateway 5 report by Chief Officer.
	Knightrider Court: raingarden, widened pavement and seating. Relocation of disabled parking bays	Design in progress, works due to commence late 2024 subject to approval of Gateway 5 report by Chief Officer.
	St Andrew Hill: raingarden, trees, and widened pavement	Design in progress, works due to commence early 2025 subject to approval of Gateway 5 report by Chief Officer.

	Lloyds Avenue: raingardens, trees, and seating	Design in progress, works due to commence early 2025 subject to approval of Gateway 4 & 5 report.
	St Andrew Undershaft Churchyard: Re-landscaping and sustainable drainage including capturing rainwater from church roof	Design in progress, works due to commence early 2025 subject to approval of Gateway 5 report, church and planning approvals.

8. The scheme at Finsbury Circus Garden was originally agreed as part of Phase 2 as a monitoring only project. Following this, a number of climate resilience measures have been identified including lawn drainage, soil remediation and smart irrigation. It has been agreed by the Climate Director and Square Mile Project Board to therefore provide additional funding for interventions (£157,000) at this site beyond monitoring (total £177,000).
9. The scheme at Crescent was originally agreed as part of Phase 2. However, due to the project being paused because of adjacent building ownership changes, it is highly unlikely that that project would be deliverable within the programme's timeframe. It is therefore proposed that this funding (£350,000) be reallocated to deliver greening and tree planting at Temple Avenue (south) which has been identified as a priority project as part of the approved Fleet Street Area Healthy Streets Plan. Temple Avenue is within one of the planned future 'green corridors' and in a location with currently limited greening. It is therefore the next priority site within the programme. An issues report on the Crescent project will be submitted to Committees later this year, after the adjacent property matter is clarified.
10. The scheme at Little Trinity Lane is approaching Gateway 5. It is proposed to increase the Cool Streets and Greening funding allocation for this project by £150,000 in order to fund additional utility costs to enable more sustainable drainage and trees to be introduced, as well as cover a shortfall of £15,000 due to S106 funds no longer being available due to a requirement to spend it on TfL bus stop works. Funding for a costed risk provision is also required.

Update on other workstreams:

11. The Cool Streets and Greening programme included from the onset a number of supplementary workstreams to enable the main aims of the programme and also provide strategic direction and policy guidance. This included the following:

- **Climate Sensors network** – A series of sensors have been installed across the Square Mile collecting data on temperature, pressure, humidity, and water entering gullies. This information will be used to monitor the success of interventions.
- **Strategic Flood Risk Assessment** – The 2023 review undertook an assessment of existing flood modelling. Whilst it was determined that no new modelling was needed at the time, the existing flood modelling has been used in the selection of sites.
- **Heat resistant materials review** – A desktop literature review was undertaken in to consider the options for making highway surfaces more resilient to heat. Given the balance of considerations in material selection it was determined that shading offered the best opportunity.
- **Square Mile water footprint** – The water footprint works in being undertaken in conjunction with region partners as part of the Subregional Integrated Water Management Strategy for East London.
- **Natural Flood Management (NFM) toolkit** – Whilst there will be limited opportunities from NFM in the Square Mile, a toolkit is being developed for use in the Natural Environments and learning used as appropriate.
- **Climate Resilient Measures Catalogue** – The first version of the catalogue was developed at the beginning of the programme, and it incorporates the interventions being piloted. An updated version was developed in April 2023.
- **Climate Resilient Planting Catalogue** – The first version of the catalogue was published in Spring 2024. It incorporates industry best practise and includes plants used in already completed replanting schemes. It will be updated before the end of the programme.
- **Materials Selection Catalogue** – The catalogue sets out how paving materials should be selected for climate resilience and fed into the development of the City Public Realm Toolkit which was approved in November 2023.
- **Cubic Mile Project** – Was a joint project (November 2021-22) between the City Corporation and the British Geological Survey. It sought to map underground assets to better identify locations for climate resilience interventions. This mapping has been used in site identification.
- **SuDS and Tree Opportunity Mapping** - The Cubic Mile mapping has been refined to focus on locating sustainable drainage and trees. These maps will continue to be updated throughout the programme.
- **External funding bids** – Three applications for external funding have been successful to supplement the work of the programme, this has enabled additional trees to be planted in Middlesex Street, biodiversity works to be undertaken at Noble Street and Whittington Gardens and an Arboricultural Project Officer has been appointed.

Programme development and management

12. From its initiation the programme has been developed with involvement from the CAS Square Mile Project Board, with guidance from the Climate Resilience Steering Group and has directly involved a cross Environment Department Officer Delivery group of staff from Environmental Resilience, Projects and Programmes, City Gardens and Cleansing, and Highways.
13. The CAS Square Mile Project Board has agreed to the extension of the programme by 12 months to March 2026. This has been done to enable a longer period for data collection and time to interpret this data into best practice. The extension will also enable the full delivery of the projects in the programme. Whilst the majority of works are still due to complete before March 2025, some projects including a number of Phase 3 sites, Phase 4 sites and Temple Avenue will need more time to be implemented.
14. The primary aim of the programme has been to trial different climate resilience measures to ascertain which could be most appropriate for us in the context of the Square Mile. At the end of the programme a number of design approaches will have been developed to enable lessons learnt to be incorporated as business as usual.
15. In view of the success of the programme and in order to continue to deliver on its objectives and achieve the strategic aims of a greener and more resilient City, it is likely that a future programme of similar interventions and workstreams will be advisable. Officers will set out options for future measures next year for Members' consideration.

Corporate & Strategic implications

16. The Cool Streets and Greening programme contributes to three outcomes identified in the Corporate Plan 2024 -29 (leading sustainable environments, flourishing public spaces, and vibrant thriving destination). The programme includes actions to create a climate resilient City by reducing the risk of overheating and flooding, ensuring our open spaces enrich people's lives, and making the City's streets more accessible.

Financial implications

17. The entire programme is funded through the On-Street Parking Reserve (£6.8m). Several projects within the programme combine funding from other sources including S106s and S278s in order to deliver wider benefits.
18. As the programme has developed, the costs of individual projects within each phase have been refined. Whilst the overall programme budget remains unchanged, there is a need to transfer some funds between phases and projects as described earlier in this report and detailed in the finance tables in Appendix 1.

19. It has also been necessary to utilise a portion of the programme budget for costed risk provisions for the various individual projects. A further programme report in spring 2025 will provide an update on spend to date and remaining works.

Legal implications

20. There are no new legal implications arising from this update.

Climate implications

21. The Cool Streets and Greening programme is one of the ways that the City Corporation is meeting the aim of the Climate Action Strategy to ensure that our buildings, public spaces and infrastructure are resilient to the impacts of climate change.

Risk implications

22. The top five programme risks are set out below:

Risk	Response
Unknown below ground utilities and structures restricts ability to implement greening and sustainable drainage	Radar surveys are carried out which identify the majority of underground restrictions. Trial holes are also used to reduce this risk. Designs can often be adapted to avoid underground restrictions. This risk has had a significant impact on Phase 4 of the programme. This is also the main risk that requires a costed risk provision.
Project timescales are delayed by external factors	Nearby developments or other projects can sometimes restrict access to sites and delay projects. Project programmes can be adjusted to adapt to these occurrences. It is important to liaise with the highways team to coordinate the programming of works.
Design changes required following public consultation	Changes to designs are frequently required following consultation. The majority of these changes are minor, but some scope changes can be significant. Therefore, it is important to consult at an early stage to avoid significant scope changes and reduce costs.
Cost increases as a result of inflation	This is a high risk given the current rates of inflation, particularly in the construction industry. Delays to projects also increase costs. Cost estimates need to take account of inflation from the outset and delays are to be avoided where possible.

<p>Maintenance costs are not affordable within the budget available</p>	<p>Maintenance costs for planting have been higher than originally anticipated when the programme was first approved, partly as a result of inflation, which has put pressure on the programme budget. In several cases, other funding sources have been identified from joint-funded projects to cover these costs. In other cases, planting has had to be reduced, in order to remain affordable within the budget.</p>
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Conclusion

23. The Cool Streets and Greening Programme is a key deliverable of the Climate Action Strategy and includes a raft of projects and workstreams to help prepare the City to be resilient to the impacts of climate change. To date, several projects have been completed or are underway that make the City a greener, more pleasant and more resilient place for the benefit of residents, workers and visitors.

Appendix:

Appendix 1: Finance Tables

Appendix 2 : Selected Visuals/ maps

Other relevant documents:

London Wall /Moorgate relandscaping, Gateway 5 report (14 May 2024 Streets and Walkway Sub-Committee)

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Appendix One – Finance Tables

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800454: CAS - Cool Streets & Greening			
Env Servs Staff Costs	80,000	73,003	6,997
Open Spaces Staff Costs	15,000	10,964	4,036
P&T Staff Costs	115,000	86,028	28,972
P&T Fees	355,000	316,297	38,703
Smart Sensors	155,000	83,379	71,621
Total 16800454	720,000	569,671	150,329
16100454: CAS - Cool Streets & Greening			
P&T Fees	65,000	-	65,000
Total 16100454	65,000	-	65,000
GRAND TOTAL	785,000	569,671	215,329

Table 2: Adjustment Required to reach the next Gateway			
Description	Approved Budget (£)	Adjustment Resources Required (£)	Revised Budget (£)
16800454: CAS - Cool Streets & Greening			
Env Servs Staff Costs	80,000	21,000	101,000
Open Spaces Staff Costs	15,000	-	15,000
P&T Staff Costs	115,000	25,000	140,000
P&T Fees	355,000	24,000	379,000
Smart Sensors	155,000	10,000	165,000
Total 16800454	720,000	80,000	800,000
16100454: CAS - Cool Streets & Greening			
P&T Fees	65,000	(55,000)	10,000
Total 16100454	65,000	(55,000)	10,000
GRAND TOTAL	785,000	25,000	810,000

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
Climate Action Strategy - OSPR	785,000	25,000	810,000
TOTAL	785,000	25,000	810,000

Table 4: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800467: City Greening & Biodiversity			
P&T Staff Costs	27,677	27,676	1
P&T Fees	30,000	28,974	1,026
Total 16800467	57,677	56,650	1,027
16100467: City Greening & Biodiversity			
P&T Fees	79,000	23,745	55,255
Env Servs Staff Costs	46,000	8,830	37,170
Open Spaces Staff Costs	28,000	13,013	14,987
P&T Staff Costs	84,323	83,916	407
Env Servs Works	170,000	98,771	71,229
Open Spaces Works	175,000	61,793	113,207
Costed Risk Provision	45,000	-	45,000
Total 16100467	627,323	290,068	337,255
16100502: Climate Resilient Replanting Sites			
Open Spaces Staff Costs	53,500	7,775	45,725
Open Spaces Works	300,000	73,848	226,152
Total 16100502	353,500	81,624	271,876
GRAND TOTAL	1,038,500	428,341	610,159

Table 5: Adjustment Required to reach the next Gateway			
Description	Approved Budget (£)	Adjustment Resources Required (£)	Revised Budget (£)
16800467: City Greening & Biodiversity			
P&T Staff Costs	27,677	-	27,677
P&T Fees	30,000	(1,025)	28,975
Total 16800467	57,677	(1,025)	56,652
16100467: City Greening & Biodiversity			
P&T Fees	79,000	-	79,000
Env Servs Staff Costs	46,000	-	46,000
Open Spaces Staff Costs	28,000	-	28,000
P&T Staff Costs	84,323	25,000	109,323
Env Servs Works	170,000	-	170,000
Open Spaces Works	175,000	-	175,000
Costed Risk Provision	45,000	-	45,000
Total 16100467	627,323	25,000	652,323
16100502: Climate Resilient Replanting Sites			
Open Spaces Staff Costs	53,500	-	53,500
Open Spaces Works	300,000	-	300,000
Total 16100502	353,500	-	353,500
GRAND TOTAL	1,038,500	23,975	1,062,475

Table 6: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
Climate Action Strategy - OSPR	1,038,500	23,975	1,062,475
TOTAL	1,038,500	23,975	1,062,475

Table 7: Programme Summary

CAS: Cool Streets and Greening		Allocations		
		Approved	Earmarked	Total
Phase	Activity	£	£	£
Development	Framework development	50,000	-	50,000
	Resilience measures catalogue	10,000	-	10,000
	Smart sensors and monitoring	85,000	-	85,000
	Data collection and analysis	20,000	-	20,000
	Opportunity mapping and data gaps	75,000	-	75,000
	Site identification and prioritisation	30,000	-	30,000
	Staff costs (public realm/highways/CG)	50,000	-	50,000
Development Total		320,000	-	320,000
Phase 1	Bevis Marks	270,000	-	270,000
	Jubilee Gardens	165,000	-	165,000
	Greening Cheapside	180,000	-	180,000
	Riverside Planters	55,000	-	55,000
Phase 1 Total		670,000	-	670,000
Phase 2	Design to G5	120,000	-	120,000
	Little Trinity Lane	-	505,000	505,000
	Temple Avenue	-	350,000	350,000
	Bank	165,000	-	165,000
	Moor Lane	110,000	-	110,000
	Finsbury Circus	177,000	-	177,000
	Barbican Podium	20,000	-	20,000
Phase 2 Total		592,000	855,000	1,447,000
Phase 3	Design to G4	80,000	-	80,000
	Design to G5	95,000	-	95,000

	London Wall/ Moorgate	-	443,000	443,000
	Finsbury Circus Western Arm	438,178	-	438,178
	Fann Street	-	150,000	150,000
	St Peter Westcheap	-	180,000	180,000
	Treeplanting	800,000	23,975	823,975
	Replanting	400,000	-	400,000
Phase 3 Total		1,813,178	796,975	2,610,153
Phase 4	Design to G4	185,000	-	185,000
	Design to G5	140,000	25,000	165,000
	Ludgate Broadway	-	250,000	250,000
	St Andrew Undershaft Churchyard	-	250,000	250,000
	St Andrew Hill	-	200,000	200,000
	Bread Street (South)	-	120,000	120,000
	Knightrider Court	-	211,822	211,822
	Lloyds Avenue	-	371,025	371,025
Phase 4 Total		325,000	1,427,847	1,752,847
Grand Total		3,720,178	3,079,822	6,800,000

Phase one: Pilot

Pilot projects and schemes already underway amended to incorporate climate resilience measures.



'Xeriscape' (drought resistant) planting City of London Boys School.



Vine Street 'disease resistant' tree planting including species 1 and species 2.



Bevis Marks 'rain garden' a SUDs project planted in an engineered substrate.



Cheapside Sunken garden progress, due to be completed in May 2024.



Jubilee Gardens render, indicative visualisations of site, due to be completed Nov 2024.

All aspects of Phase 1 are due to be completed in 2024, this phase has been subject to delays, this is a result of multiple funding streams and stakeholders.

Phase two: Developed

Integration of resilience measures into existing schemes at an earlier stage of development.



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 Trinity Lane current (left) and render (right) indicative visualisations of site, subject to revisions.



Bank Junction 'rain gardens' completed Apr 2024, full greening due to be completed Sep 2024.



Barbican podium 'Micro-climate' monitoring undertaken by Atkins.

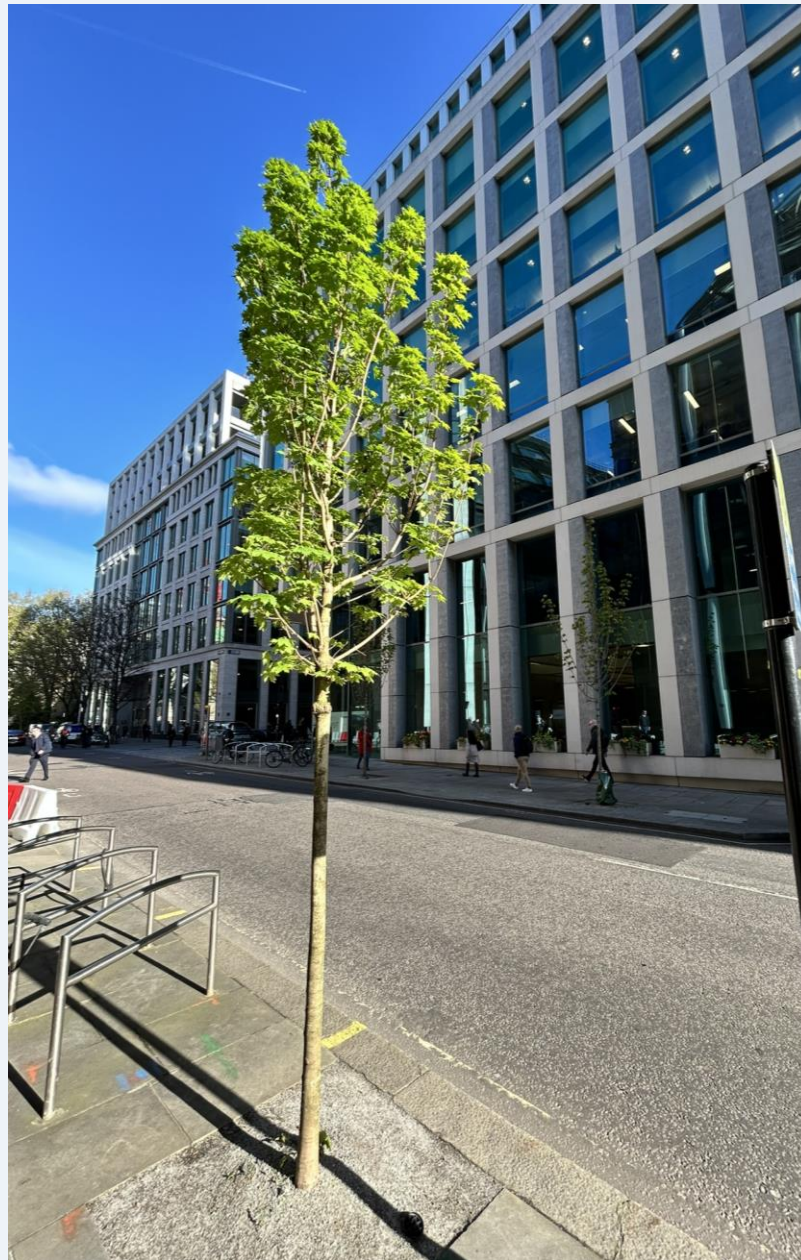
Phase 2 is progressing with all major project reaching Gateway 5. Alternative options are being reviewed for reallocation of funds from projects scoped out of phase 2.

Phase three: City Greening & Biodiversity

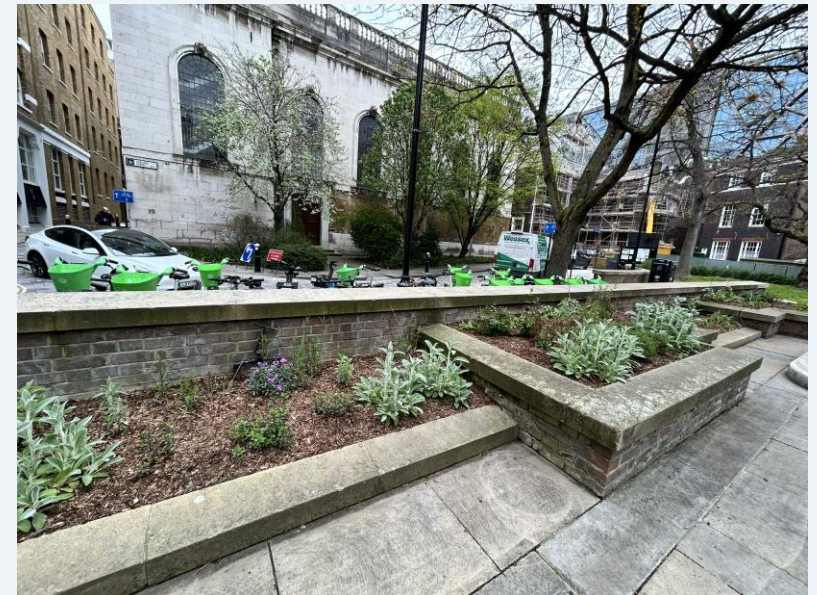
Sites identified where climate resilience measures would be most beneficial and to test strategic measures including creation of green corridors.



All Hallows by the wall sand beds completed in Spring 2023.



Street tree planting across the City, a total of 43 were delivered in 23/24.



Whittington Garden completed Nov 2023, aim to increase plant diversity, supported by Rewild London fund



Replanting site St Mary Aldermanbury completed Oct 2023, aim to increase biodiversity.

Phase 3 consists of three key elements, 're-landscaping', 're-planting' and tree planting. There are four major 're-landscaping' projects and 14 're-planting' sites.

Phase four: Sustainable Drainage

Sites identified for incorporation of sustainable drainage, to redirect rainwater from the catchment reducing and slowing the flow into the sewer system.



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Head street infiltration 'rain garden' along cycle route.

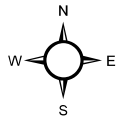
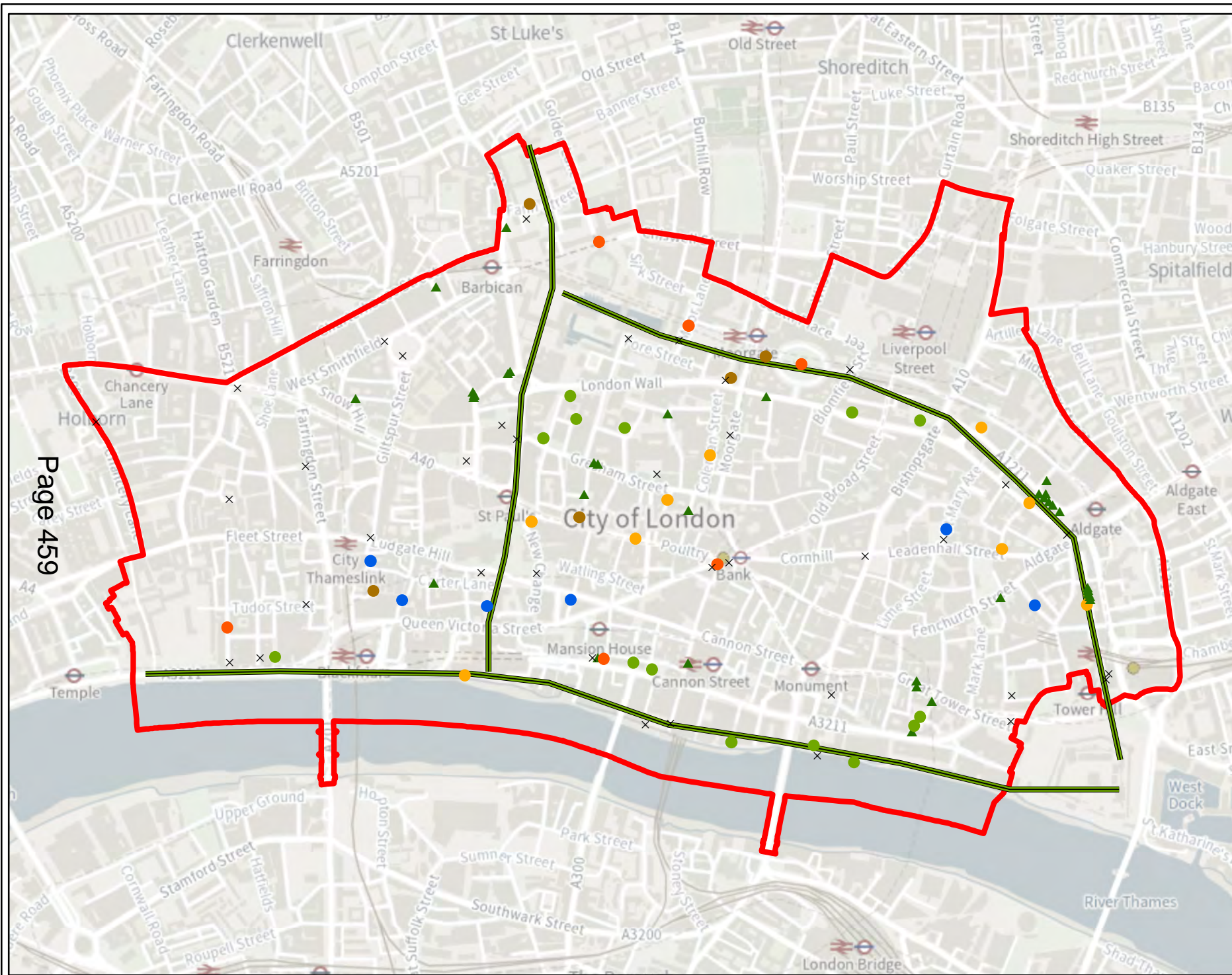


Ludgate Broadway infiltration 'rain garden' along highway.



Knightrider Court infiltration 'rain garden' in re-allocated parking bay.

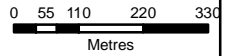
Phase 4 is progressing through the design phase and includes five sites. Detailed designs are to be supplied for Gateway 5 and construction packs, to be programmed in 2025.



Cool Streets & Greening Projects

- City of London Boundary
- Green Corridors Routes
- x Sensors
- CSG_Projects**
- Phase 1 (Pilot)
- Phase 2 (Developed)
- Phase 3 (Relandscaping)
- Phase 3 (Replanting)
- Phase 4 (Sustainable Drainage)
- ▲ Tree

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Environmental Resilience
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Cool Streets and Greening Impacts

- **4291m² of publicly accessible open space improved sustainably**
- **Delivery of two additional grant projects to enhance environmental greenspace**
- **Three strategic green corridors identified**



4291m² of open space improvement



15 completed pilot projects

- **Completion of 7/9 'Phase 1' projects**
- **Completion of 2/6 'Phase 2' projects**
- **Completion of 7/19 'Phase 3' projects**
- **Progression of six 'Phase 4' projects**

- **Implementation of 'Climate Resilient' planting at nine sites**
- **Seven sites improved along green corridors for biodiversity**
- **Two 'Sustainable Drainage' schemes**



12 resilience measures trialled



64 trees planted throughout the City

- **43 trees planted in streets for connectivity, shading and cooling**
- **Two tree avenues created (Vine Street and Houndsditch)**
- **Incorporation of 'resilient' tree species**

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Committee(s) Planning & Transportation Committee	Dated: 08/07/2024
Subject: Updates to the Statement of Community Involvement appendices and the Local Development Scheme	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	Diverse Engaged Communities, Providing Excellent Services and Vibrant Thriving Destination
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: Gwyn Richards, Planning and Development Director	For Decision
Report author: John Harte, Planning Officer	

Summary

The Statement of Community Involvement (SCI) was agreed by Planning and Transportation Committee members on 11 May 2023. This important planning document sets out how the City of London intends to consult the public when preparing planning policies and making decisions on planning applications. The City of London recognise the importance of community engagement during the planning process.

This paper sets out amendments to Appendix A and B of the SCI after a review of these documents. The changes are required for conciseness and categorisation to reflect more accurately the different types of stakeholders in the City, current legislation and those on the Local Plan Consultation Database (LPCD).

This paper also sets out some minor updates to the Local Development Scheme (LDS) to reflect the current timetable of the City Plan 2040.

Recommendation

Members are asked to:

- Agree the proposed changes to Appendix A and Appendix B of the Statement of Community Involvement (SCI);
- Instruct the Assistant Town Clerk to incorporate the following into the ongoing review of the Officer Scheme of Delegations (for approval by Policy and Resources Committee and the Court of Common Council): the delegation of the review and update of the SCI Appendices to the Director of Planning and

Development, in consultation with the Chair and Deputy Chair of the Planning and Transportation Committee;

- To update the Local Development Scheme (LDS) as per Appendix 2.

Main Report

Background

1. The Statement of Community Involvement (SCI) sets out how the City of London Corporation will consult and engage with the City's communities and stakeholders in the planning process and ensure consultations are effective, inclusive and open for everyone. The current SCI was adopted by the Planning & Transportation Committee on 11 May 2023.
2. As a Local Planning Authority (LPA) the City Corporation should regularly review and update SCIs every five years from adoption. The Government requires LPAs to keep these up to date to ensure effective community involvement at all stages of the planning process.
3. The City Corporation is also required to keep up to date its Local Development Scheme (LDS) which sets out the programme for the preparation of the City Plan 2040 and other planning policy guidance.

Proposal

4. The City of London is required by legislation to consult a range of stakeholders in its statutory planning functions.
5. The last review of the SCI and its appendices was in May 2023. Since this time, the City of London has designated a Neighbourhood Area and Neighbourhood Forum (Barbican and Golden Lane). The Neighbourhood Forum have already been added to the Local Plan Consultation Database (LPCD) and are being consulted on relevant planning applications. Appendix B of the SCI, which lists those organisations that the City Corporation will consult on relevant planning applications, requires updating in order to reflect the designation of the Neighbourhood Forum and include two additional residents' associations that were previously not listed (see Appendix 1).
6. A review of the organisations in Appendix B of the SCI has also taken place. Sport England and National Highways are relevant consultees for some planning applications and are already consulted where appropriate. It is recommended that these organisations are added to Appendix B of the SCI. Other minor amendments to Appendix B have also been made to reflect any name changes to identified organisations.
7. The Town and Country Planning (Local Planning) (England) Regulations 2012 places a legal duty to consult with defined 'Specific' consultation bodies in relation to the preparation of a Local Plan. The Duty to Cooperate (DtC), introduced in 2011 by the Localism Act, also places a duty on LPAs to engage

constructively and actively with prescribed DtC bodies in the context of strategic plan-making matters. Appendix A of the SCI has been amended to more clearly and succinctly list these bodies and set out whether they are 'Specific' or DtC consultees (or both). Neighbourhood Planning Forums within neighbouring boroughs were previously listed under this section, but would more properly fall within the 'General' consultation bodies classification; they have therefore been removed from the 'Specific' consultation bodies list in Appendix A of the SCI.

8. The Town and Country Planning (Local Planning) (England) Regulations 2012 also require consultation with 'General' consultation bodies. These are not specific listed organisations but rather different types of organisations, specifically: voluntary bodies; those representing racial, ethnic, or national groups; those representing religious groups; those representing the interests of disabled persons; and those representing the interests of persons carrying on business in the area. Up to now, Appendix A of the SCI has listed all those groups that may fall within the relevant categories. However, not all of the groups listed have signed up to the LPCD. To comply with the General Data Protection Regulation (GDPR), only the details of those who have expressed a wish to be kept informed of Local Plan updates can be registered on the database. Organisations and individuals can also request to be removed from or added to the consultation database at any time, and these changes are made immediately. This situation has resulted in a mismatch between the SCI and the LPCD, one that will inevitably continue over time if changes to the SCI are not made.
9. To overcome this inconsistency, Appendix A of the SCI has been amended to set out categories of organisations and individuals that are present in the consultation database, rather than naming specific bodies. This approach is standard practice in other LPAs. While the names of specific groups have been removed from Appendix A, no groups or individuals have been deleted from the LPCD.
10. Prior to significant stages in the preparation of the City Plan, efforts are made to promote awareness of the City Plan consultation database, for example through direct contact with relevant organisations where their contact details are public, as well as promotion through social media.
11. The 'Specific' consultation bodies listed in Appendix A of the SCI, and the bodies consulted (as relevant) on planning applications (listed in Appendix B of the SCI) are likely to change over time, as legislation is brought forward, organisations change name or new organisations come into being. It is therefore recommended that amendments to these appendices be delegated to officers, so that the SCI appendices can be updated immediately.

Local Development Scheme (LDS) amendments

12. Amendments to the Local Development Scheme (LDS) are also proposed. The substantive amendments are:

- Changes to paragraph 16 (of the LDS) to reflect the changes to the SCI as above;
- Changes to Table 1 to reflect the latest Local Plan timetable of submission in August 2024, examination Winter 2024 and Adoption in Summer 2025 (as set out in the report to the Planning & Transportation Committee in January 2024); and updated timescales for emerging SPDs in Table 3, including the removal of the Lighting SPD (which was adopted in October 2024).

Corporate & Strategic implications

13. The changes made to the SCI will ensure the aims of the emerging City Plan 2040 and adopted Local Plan are closely aligned with the City of London Corporate Plan (2024-2029) which informs effective use of resources and decision-making for the City of London. Engagement is a key component of plan-making preparation and the SCI will seek to ensure that all the City's communities can engage with the City Corporation and developers in the exercise of planning responsibilities and the form of new development. This meets statutory requirements and good practice as outlined in the National Planning Practice Guidance.

General implications

14. There are not considered to be any financial, resource or legal implications relating to these changes.

Risk management reporting

15. There are no risk implications relating to the content of these proposed changes.

Equalities implications

16. There are no equalities implications.

Conclusion

17. The City of London Corporation has a statutory duty to prepare and keep up to date the Statement of Community Involvement (SCI). The SCI was adopted in 2023 and sets out how the City Corporation will engage and consult with the City's varied communities on both planning policy matters and planning applications. The latest changes reflected in Appendix A and B of the SCI provides updated information necessary to undertake consultation requirements.
18. The minor updates proposed to the Local Development Scheme (LDS) are proposed to reflect the latest City Plan programme as reported to members and do not change the key dates or milestones.

Appendices

- Appendix 1 - Proposed changes to Appendix A and B of the Statement of Community Involvement (shown in tracked changes)

- Appendix 2 – Proposed changes to the Local Development Scheme (LDS) – (shown in tracked changes)

Report author

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Specific and General Bodies consulted in the preparation of planning policies

Local Plan Consultation Database:

The Local Plan Consultation Database (LPCD) is kept in accordance with the General Data Protection Regulation (GDPR) and is regularly updated to ensure compliance. Everyone included within the LPCD will be consulted on plan-making matters. The LPCD contains over 550 groups, organisations, companies and individuals representing the types of group listed in Tables 1 and 2 set out below.

Specific consultation bodies (Duty to Co-operate bodies annotated as DTC)

The Town and Country Planning (Local Planning) (England) Regulations 2012 lists specific consultation bodies and Duty to Cooperate (DtC) bodies, and requires local planning authorities to consult them in the preparation of a Local Plan. Those relevant to the City of London are set out below in Table 1. Although the Coal Authority are a specific consultation body they have specifically required not be consulted and therefore have been removed from the list.

Table 1

<u>Organisation Name:</u>	<u>Specific consultation bodies</u>	<u>Duty to Co-operate (DtC) bodies</u>
Mayor of London	Yes	Yes
City of Westminster	Yes	Yes
London Borough of Camden	Yes	Yes
London Borough of Hackney	Yes	Yes
London Borough of Islington	Yes	Yes
London Borough of Lambeth	Yes	Yes
London Borough of Southwark	Yes	Yes
London Borough of Tower Hamlets	Yes	Yes
Civil Aviation Authority		Yes
Environment Agency	Yes	Yes
Historic England	Yes	Yes
Homes England		Yes
Marine Management Organisation	Yes	Yes
City of London Police	Yes	
Metropolitan Police	Yes	

**City of London
Statement of Community Involvement
Appendix A**

National Grid	Yes	
National Health Service (NHS) England	Yes	Yes
NHS North-East London (City & Hackney)	Yes	Yes
National Highways	Yes	
Natural England	Yes	Yes
Network Rail	Yes	
Office of Rail and Road	Yes	
Thames Water	Yes	
Transport for London	Yes	Yes
UK Power Networks	Yes	
Mobile UK	Yes	
UK telecommunication providers:	Yes	
<ul style="list-style-type: none"> • Colt • EE • EU Networks • GTT Communications • Neos Networks • O2 • Openreach • Three • Verizon • Virgin Media • Vodafone • Zayo 		

[Environment Agency](#) ~~**DTC**~~
[Historic England](#) ~~**DTC**~~
[Marine Management Organisation](#) ~~**DTC**~~
[Natural England](#) ~~**DTC**~~
[Network Rail](#)
[City of Westminster](#)
[London Borough of Camden](#)
[London Borough of Islington](#)
[London Borough of Hackney](#)
[London Borough of Tower Hamlets](#)
[London Borough of Southwark](#)
[London Borough of Lambeth](#)
[Better Bankside](#)
[Old Bermondsey Neighbourhood Forum](#)
[Southbank and Waterloo Neighbours](#)
[City of London Police](#)
[Metropolitan Police](#)
[NHS North East London](#) ~~**DTC**~~
[National Health Service Commissioning Board](#) ~~**DTC**~~
[UK Power Networks](#)
[National Grid Gas plc](#)
[Thames Water](#)

~~Mayor of London DTC~~

~~Transport for London DTC~~

~~Telecommunications providers:~~

~~Openreach~~

~~Colt~~

~~Verizon~~

~~Vodafone~~

~~Zayo~~

~~Eu Networks~~

~~Nees Networks~~

~~GTT Communications~~

~~Virgin Media~~

~~EE~~

~~O2~~

~~Three~~

General consultation bodies

~~(Duty to Co-operate bodies annotated as DTC)~~

The Regulations also define general consultation bodies as:

- (a) voluntary bodies some or all of whose activities benefit any part of the local planning authority's area
- (b) bodies which represent the interests of different racial, ethnic or national groups in the local planning authority's area
- (c) bodies which represent the interests of different religious groups in the local planning authority's area
- (d) bodies which represent the interests of disabled persons in the local planning authority's area
- (e) bodies which represent the interests of persons carrying on business in the local planning authority's area.

Those relevant to the City of London are set out below in [Table 2](#).

Table 2

General Consultation Bodies
Types of bodies:
Access and Disability Groups
Age Groups
Amenity Groups
Arts and Leisure Groups
Business Groups
Charitable Organisations
Educational Institutions and Agencies
Environmental Interest Groups
Local and Government Agencies
Historic Building Groups
Infrastructure Providers
London Boroughs and Other Councils
London Partnerships
Medical and Health Institutions and Groups
Nature and Wildlife Conservation Groups
Professional Institutes/Organisations
Property Groups
Racial, ethnic and national groups
Religious and Non-Religious Institutions and Groups
Residents' Associations and Neighbourhood Forums
Transport Groups
Visitor and Tourism Bodies
Ward Clubs
Worshipful & Honourable Livery Companies

Access and Disability Groups

City of London Access Group
Deaf Plus
Disability Action in Islington
Guide Dogs
London Sports Forum For Disabled People

Age Groups

Age UK London
City Youth Forum
Greater London Forum for Older People
Help the Aged
Royal National Children's Springboard Foundation

Amenity Groups

Conservation Foundation
Design Council/CABE
Fields in Trust
The Gardens Trust
London Forum of Amenity and Civic Societies
Parks for London
London Society
River Thames Society
Thames21
Thames Discovery Programme
Urban Design Group
Smithfield Trust
Spitalfields Trust

Arts and Leisure Groups

Arts Council London Region
Campaign for Real Ale
Cultural Industries Development Agency
Golden Lane Leisure Centre
Royal Society of British Sculptors
Sport England
Theatres Trust
Trustees of the Tate Gallery

Business Groups

Association of British Insurers
Association of Consulting Actuaries
Association of Foreign Banks
Association of Insurance and Risk Managers
Association of Lloyd's Members

British Africa Business Association
British Bankers Association
British Insurance Brokers Association
BusinessLDN
East London Chamber of Commerce
Federation of Small Businesses
Financial & Legal Skills Partnership
Guild of International Bankers
Insolvency Practitioners Association
International Underwriting Association
Lloyd's Market Association
London Chamber of Commerce & Industry
Smithfield Market Tenants' Association
South Bank Employers Group
The City UK
UK Finance

Charitable Organisations

Bart's Charity
Centrepont
City Bridge Trust
Missions to Seafarers
Planning Aid for London
Providence Row Charity
Trust for London
Salvation Army
St Bride Foundation
St. Mungo's

Educational Institutions and Agencies

Bishopsgate Institute
City & Guilds
City of London School
City of London School for Girls
City University
Guildhall School of Music & Drama
Gresham College
Institute of Marine Engineering Science and Technology
King's College
London Metropolitan University
St. Paul's Cathedral School
The Aldgate School
The Portal Trust
University of the Third Age
Universities Superannuation Scheme
University College London, Bartlett School of Architecture

Environmental Interest Groups

Bioregional Development Group
Campaign for the Protection of Rural England
Environmental Services Association
Renewable UK
UK Centre for Ecology and Hydrology

Ethnic Groups

Gypsy Council
National Federation of Gypsy Liaison Groups
Showmen's Guild of Great Britain

Local and Government Agencies

London Councils
London Fire & Emergency Planning Authority
London Fire Brigade
Mayor's Office for Policing and Crime

Historic Building Groups

Ancient Monuments Society
British Archaeological Association
City Heritage Society
City of London Archaeological Society
City of London Archaeological Trust
Conservation Area Advisory Committee
Council for British Archaeology
Diocesan Advisory Committee for the Care of Churches
Friends of the City Churches
Georgian Group
Heritage Alliance
Heritage Collective
Historic Royal Palaces
International Council on Monuments & Sites UK (ICOMOS)
Mausolea and Monuments Trust
Museum of London
Museum of London Archaeology
SAVE Britain's Heritage
Society for Protection of Ancient Buildings
Surveyor to the Fabric, Historic Royal Palaces
Surveyor to the Fabric, St Paul's Cathedral
Twentieth Century Society
Victorian Society

Infrastructure Providers

Citigen

~~Entec on behalf of National Grid
National Grid Property~~

Livery Companies

~~City Livery Club
Honourable Company of Air Pilots
Honourable Company of Master Mariners
Livery Committee of the City of London
The City of London Solicitors' Company
The Company of Watermen & Lightermen of the River Thames
Worshipful Company of Actuaries
Worshipful Society of Apothecaries
Worshipful Company of Arbitrators
Worshipful Company of Armourers & Brasiers
Worshipful Company of Arts Scholars
Worshipful Company of Bakers
Worshipful Company of Barbers
Worshipful Company of Basketmakers
Worshipful Company of Blacksmiths
Worshipful Company of Bowyers
Worshipful Company of Brewers
Worshipful Company of Broderers
Worshipful Company of Builders' Merchants
Worshipful Company of Butchers
Worshipful Company of Carmen
Worshipful Company of Carpenters
Worshipful Company of Chartered Accountants
Worshipful Company of Chartered Architects
Worshipful Company of Chartered Secretaries & Administrators
Worshipful Company of Chartered Surveyors
Worshipful Company of Clockmakers
Worshipful Company of Clothworkers
Worshipful Company of Coachmakers & Harness Makers
Worshipful Company of Constructors
Worshipful Company of Cooks
Worshipful Company of Coopers
Worshipful Company of Cordwainers
Worshipful Company of Curriers
Worshipful Company of Cutlers
Worshipful Company of Distillers
Worshipful Company of Drapers
Worshipful Company of Dyers
Worshipful Company of Educators
Worshipful Company of Engineers
Worshipful Company of Environmental Cleaners
Worshipful Company of Fan Makers~~

~~Worshipful Company of Farmers~~
~~Worshipful Company of Farriers~~
~~Worshipful Company of Feltmakers~~
~~Worshipful Company of Firefighters~~
~~Worshipful Company of Fishmongers~~
~~Worshipful Company of Fletchers~~
~~Worshipful Company of Founders~~
~~Worshipful Company of Framework Knitters~~
~~Worshipful Company of Fruiterers~~
~~Worshipful Company of Fuellers~~
~~Worshipful Company of Furniture Makers~~
~~Worshipful Company of Gardeners~~
~~Worshipful Company of Girdlers~~
~~Worshipful Company of Glass Sellers~~
~~Worshipful Company of Glaziers & Painters of Glass~~
~~Worshipful Company of Glovers~~
~~Worshipful Company of Gold & Silver Wyre Drawers~~
~~Worshipful Company of Goldsmiths~~
~~Worshipful Company of Grocers~~
~~Worshipful Company of Gunmakers~~
~~Worshipful Company of Haberdashers~~
~~Worshipful Company of Hackney Carriage Drivers~~
~~Worshipful Company of Horners~~
~~Worshipful Company of Information Technologists~~
~~Worshipful Company of Innholders~~
~~Worshipful Company of Insurer~~
~~Worshipful Company of International Bankers~~
~~Worshipful Company of Ironmongers~~
~~Worshipful Company of Joiners & Coilers~~
~~Worshipful Company of Launderers~~
~~Worshipful Company of Leathersellers~~
~~Worshipful Company of Lightmongers~~
~~Worshipful Company of Loriners~~
~~Worshipful Company of Makers of Playing Cards~~
~~Worshipful Company of Management Consultants~~
~~Worshipful Company of Marketors~~
~~Worshipful Company of Masons~~
~~Worshipful Company of Mercers~~
~~Worshipful Company of Merchant Tailors~~
~~Worshipful Company of Musicians~~
~~Worshipful Company of Needle makers~~
~~Worshipful Company of Painter Stainers~~
~~Worshipful Company of Parish Clerks~~
~~Worshipful Company of Pattenmakers~~
~~Worshipful Company of Paviers~~
~~Worshipful Company of Pewterers~~

~~Worshipful Company of Plaisterers~~
~~Worshipful Company of Plumbers~~
~~Worshipful Company of Poulterers~~
~~Worshipful Company of Saddlers~~
~~Worshipful Company of Salters~~
~~Worshipful Company of Scientific Instrument Makers~~
~~Worshipful Company of Scriveners~~
~~Worshipful Company of Security Professionals~~
~~Worshipful Company of Shipwrights~~
~~Worshipful Company of Skinners~~
~~Worshipful Company of Spectacle Makers~~
~~Worshipful Company of Stationers/Newspaper Makers~~
~~Worshipful Company of Tallow Chandlers~~
~~Worshipful Company of Tax Advisors~~
~~Worshipful Company of Tinsplate Workers~~
~~Worshipful Company of Tobacco Makers/Tobacco Blenders~~
~~Worshipful Company of Turners~~
~~Worshipful Company of Tylers & Bricklayers~~
~~Worshipful Company of Upholders~~
~~Worshipful Company of Vintners~~
~~Worshipful Company of Water Conservators~~
~~Worshipful Company of Wax Chandlers~~
~~Worshipful Company of Weavers~~
~~Worshipful Company of Wheelwrights~~
~~Worshipful Company of Woolmen~~
~~Worshipful Company of World Traders~~

~~London Boroughs and Other Councils~~

~~Epping Forest District Council~~
~~London Borough of Barking and Dagenham~~
~~London Borough of Barnet~~
~~London Borough of Bexley~~
~~London Borough of Brent~~
~~London Borough of Bromley~~
~~London Borough of Croydon~~
~~London Borough of Ealing~~
~~London Borough of Enfield~~
~~London Borough of Greenwich~~
~~London Borough of Hammersmith and Fulham~~
~~London Borough of Haringey~~
~~London Borough of Harrow~~
~~London Borough of Havering~~
~~London Borough of Hillingdon~~
~~London Borough of Hounslow~~
~~London Borough of Lewisham~~
~~London Borough of Merton~~

~~London Borough of Newham
London Borough of Redbridge
London Borough of Richmond-upon-Thames
London Borough of Sutton
London Borough of Waltham Forest
London Borough of Wandsworth
Royal Borough of Kensington & Chelsea
Royal Borough of Kingston-upon-Thames
Network Wapping Planning Area~~

London Partnerships

~~Aldgate Connect
Cheapside Business Alliance
Culture Mile Partnership
EC Partnership
Fleet Street Quarter
Heart of the City
London Economic Action Partnership **DTC**
Central London Forward
Cross River Partnership
Groundwork (Waterloo & Lambeth)
Thames Estuary Partnership~~

Medical and Health Institutions and Groups

~~Barts & the London NHS Trust
Homerton University Hospital NHS Trust
London Ambulance Service
NHS London Healthy Urban Development Unit~~

Nature and Wildlife Conservation Groups

~~Barbican Wildlife Group
London Wildlife Trust
Woodland Trust~~

Professional Organisations

~~Chartered Insurance Institute
Institute of Barristers' Clerks
Institute of Chartered Accountants
Institute of Risk Management
Insurance Institute of London
Royal Town Planning Institute~~

Property Groups

City Property Association
Defence Infrastructure Organisation
Devonshire Square
The Crown Estate
Honourable Society of the Inner Temple
Honourable Society of the Middle Temple

Religious and Non-Religious Institutions and Groups

All Hallows by the Tower
All Hallows London Wall
Church Commissioners for England
City Temple
Dean and Chapter of St. Paul's Cathedral
Dutch Church
Jewin Welsh Church
London Centre for Spiritual Direction
London Diocesan Fund
London Sephardi Trust and the Spanish & Portuguese Sephardi
Community
St. Andrew Holborn Church Foundation
St. Andrew Undershaft
St. Andrew by the Wardrobe
St. Anne & St. Agnes Lutheran Church
St. Bartholomew the Great
St. Bartholomew the Less
St. Benet Welsh Church
St. Botolph's without Aldersgate
St. Botolph's without Aldgate
St. Botolph's without Bishopsgate
St. Bride's Church
St. Clement Eastcheap
St. Dunstan in the West
St. Ethelburga's Centre for Reconciliation and Peace
St. Etheldreda's Chapel
St. Giles Cripplegate
St. Helen Bishopsgate
St. James Garlickhythe
St. Katherine Cree
St. Lawrence Jewry next Guildhall
St. Magnus the Martyr
St. Margaret Lothbury
St. Margaret Pattens
St. Martin Within Ludgate
St. Mary Abchurch
St. Mary Aldermanbury

~~St. Mary Moorfields~~
~~St. Mary Woolnoth~~
~~St. Mary-at-Hill~~
~~St. Mary-le-Bow~~
~~St. Michael Cornhill~~
~~St. Michael Paternoster Royal~~
~~St Nicholas Cole Abbey~~
~~St. Olave Hart Street~~
~~St. Peter upon Cornhill~~
~~St. Sepulchre without Newgate~~
~~St. Stephen Walbrook~~
~~St. Vedast Alias Foster~~
~~Temple Church~~

Residents' Associations

~~Aldgate Estate Residents' Association~~
~~Andrewes House Group~~
~~Barbican Association~~
~~Barbican Association Security & Crime Committee~~
~~Barbican Association Planning Sub-Committee~~
~~Barbican Estate Office~~
~~Barbican Tuesday Club~~
~~Barts Square Residents Association~~
~~Ben Jonson House Group~~
~~Blake Tower~~
~~Brandon Mews House Group~~
~~Breton House~~
~~Bryer Court~~
~~Byer House Group~~
~~Bunyan Court~~
~~Cromwell Tower Group~~
~~Defoe House Tenants Association~~
~~Frobisher Crescent~~
~~Gilbert House Group~~
~~Globe View Residents' Association~~
~~Golden Lane Residents' Association~~
~~Golden Lane Tenants Forum~~
~~John Trundle Court Group~~
~~Lambert Jones Mews~~
~~Lauderdale Tower House Group~~
~~London House Residents' Association~~
~~Mansell Street Estate Residents' Association~~
~~Middle Temple Residents' Association~~
~~Middlesex Street Community Association~~
~~Middlesex Street Residents' Association~~
~~Mountjoy House~~

Queenhithe Residents' Association
Queens Quay Residents' Association
Seddon House Group
Shakespeare Tower House Group
Speed House Group
Thomas More House
Tudor Rose Court Residents' Association
Wallside House Group
Willoughby House
63 West Smithfield Residents' Association

Transport

British Helicopter Association
British Motorcyclists' Federation
British Transport Police
Campaign for Better Transport
Canal & River Trust
Civil Aviation Authority **DTC**
General Aviation Awareness Council
Heathrow Airport
IAM Road Smart
Licensed Taxi Drivers' Association
London City Airport
London Cycling Campaign
London Travel Watch
Motorcycle Action Group
Motorcycle Industry Association
Network Rail
Port of London Authority
RAC Foundation
Railfuture
South Eastern Rail
Thameslink Rail Ltd
Unite
Westminster Cycling Campaign

Visitor and Tourism Bodies and Businesses

Doctor Johnson's House
Guide London
London St. Paul's Backpackers Hostel

Ward Clubs

Aldersgate Ward Club
Aldgate Ward Club
Bassishaw Ward Club
Billingsgate Ward Club

~~Bishopsgate Ward Club~~
~~Bread Street Ward Club~~
~~Bridge Ward Club~~
~~Bread Street Ward Club~~
~~Candlewick Ward Club~~
~~Castle Baynard Ward Club~~
~~Cheap Ward Club~~
~~Coleman Street Ward Club~~
~~Cordwainer Ward Club~~
~~Cornhill Ward Club~~
~~Cripplegate Ward Club~~
~~Farringdon Within Ward Club~~
~~Farringdon Ward Club~~
~~Langbourn Ward Club~~
~~Lime Street Ward Club~~
~~Portsoken Ward Club~~
~~Queenhithe Ward Club~~
~~Tower Ward Club~~
~~Vintry and Dowgate Ward Club~~
~~Walbrook Ward Club~~

Other/Miscellaneous

~~British Maritime Law Association~~
~~City of London & Cripplegate Photographic Society~~
~~City of London Labour Party~~
~~Engineering Equipment & Materials Users' Assoc.~~
~~First City of London Scout Group~~
~~Guinness Partnership~~
~~Home Builders Federation~~
~~Look Ahead Care and Support~~
~~Peabody Trust~~
~~Society of International Gas Tanker & Terminal Ops.~~
~~Society of Operations Engineers~~
~~Victim Support (North London)~~
~~Royal Parks~~

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Bodies consulted on planning applications

Bodies to be consulted on planning applications will be selected from the following list as relevant:

Ancient Monuments Society
City Heritage Society
City of Westminster
City churches and religious groups and institutions
Civil Aviation Authority [and City Airport](#)
Council for British Archaeology
Dean and Chapter of ~~the Cathedral Church of~~ St Paul's [Cathedral](#)
Diocesan Advisory Committee for the Care of Churches
Design Council/CABE
Environment Agency
The Gardens Trust
Georgian Group
Heathrow Airport
Historic England
Historic Royal Palaces
International Council on Monuments & Sites UK [\(ICOMOS\)](#)
London Borough of Camden
London Borough of Hackney
London Borough of Islington
London Borough of Lambeth
London Borough of Southwark
London Borough of Tower Hamlets
London City Airport
London Diocesan Fund
London Fire [Brigade and Emergency Planning Authority/London Fire Commissioner](#)
London Society
Mayor of London
[National Highways](#)
Natural England
Network Rail
Port of London Authority
River Thames Society
Royal Parks
SAVE Britain's Heritage
Smithfield Trust
Society for the Protection of Ancient Buildings
Spitalfields Trust
[Sport England](#)

**City of London
Statement of Community Involvement
Appendix B**

Surveyor ~~to~~of the Fabric of St Paul's Cathedral
Surveyor ~~to~~ of the [Fabric for Historic Royal Palaces](#) (Tower of London)
Thames Water
Thameslink Rail ~~Ltd~~
Theatres Trust
Transport for London
Twentieth Century Society
Victorian Society

Residents' Associations & Neighbourhood Forum/s:

Aldgate Estate Residents' Association
Barbican Association
[Barbican & Golden Lane Neighbourhood Forum](#)
Barbican Residents' Consultation Committee
[Barts Square Residents' Association](#)
Clerkenwell Neighbourhood Forum
Globe View Residents' Association
Golden Lane ~~Estate~~ Residents' Association
Golden Lane Homeowners' Association
Islington and Shoreditch Housing Association
[Little Britain Residents' Association](#)
Mansell Street Estate Residents' Association
Middle Temple Residents' Association
Middlesex Street ~~Community Residents'~~ Association
Queenhithe Residents' Association
Queen's Quay Residents' Association
Tudor Rose Court Residents' Association

City of London Local Development Scheme 2022



Published by the City of London Corporation,
Environment Department
~~1st November 2022~~ [July 2024](#)



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1. Introduction

1. The City of London Corporation is the local planning authority for the City of London. It prepares planning policies that shape the development of the City. These policies ensure that planning is co-ordinated with the City Corporation's other aims and strategies and provide the basis for decisions on planning applications.
2. The City Corporation's planning policies are contained in a number of documents. The Local Development Scheme (LDS) outlines the content of these documents and the programme for preparing or reviewing them. The LDS is reviewed regularly to keep it up to date. This version of the LDS came into effect ~~on 1 November 2022~~[in July 2024](#).

Planning Policies

3. The following documents set out the City Corporation's planning policies.
 - **City Plan, also known as the Local Plan.** This City Plan sets out the City Corporation's planning policies. It incorporates both strategic and development management policies across a wide range of topics. The current Local Plan was adopted in January 2015, and a review is at an advanced stage.
 - **Supplementary Planning Documents (SPDs)** explain the policies of the City Plan in more detail where this is needed.
 - The **Statement of Community Involvement (SCI)** sets out how the City Corporation will consult and engage with residents, workers, developers, businesses and other stakeholders on planning policies and planning applications in the City of London.
4. The official development plan for the City comprises the adopted City of London Local Plan 2015 together with the London Plan 2021. The Mayor of London is responsible for preparing the London Plan, whose policies apply throughout Greater London, including the City. When the new City Plan is adopted, it will become part of the development plan for the City.
5. There are currently no neighbourhood forums in the City of London and no neighbourhood plans are in preparation or have been adopted.



2. City Plan 2040

Timetable for the City Plan 2040

Stage of Plan	Dates
Issues and Options (Regulation 18): Public consultation on key issues to be addressed and emerging options	Sept - Dec 2016
Draft Local Plan: Public consultation on a full draft of the Plan	Nov 2018 – Feb 2019
Proposed Submission Draft (Regulation 19): Public consultation on the draft Plan prior to submission to the Secretary of State	March – May 2021
Proposed Revised Submission Draft (Regulation 19): Public consultation on a revised draft Plan which considers objections raised to the earlier Proposed Submission Draft Plan	December 2023 – February 2024 18 April to 17 June 2024
Submission: The City Plan, together with the representations received, will be submitted to the Secretary of State who will appoint an independent Planning Inspector	June August 2024
Examination: The Inspector will consider the Plan and any comments made through public consultation, including through public sessions to hear evidence about the key issues	Summer/ Autumn/ Winter 2024
Adoption: The Inspector's recommendations will be considered by the City Corporation and the Plan adopted	June / July 2025

Table 1: Local Plan Review Timetable

6. The current City of London Local Plan was adopted in January 2015 and plans for development requirements up to 2026. The City Corporation is preparing a new City Plan covering the period to 2040. The new Plan will address revised national and London Plan policy and emerging development trends and requirements, whilst maintaining a positive planning framework to meet the City's long-term needs.
7. The first stage of preparing City Plan 2040 was the Issues and Options stage in autumn 2016, during which consultation took place on the key planning issues facing the City and on the potential options that should be considered to address them. The second stage, the draft City Plan, was a consultation on a full draft Plan between November 2018 and February 2019. The City Corporation then consulted on a further draft Plan, the



Proposed Submission Draft City Plan (also known technically as the Regulation 19 consultation) between March and May 2021.

8. A number of responses were made to the Proposed Submission Draft City Plan, including from the Mayor of London in relation to tall buildings, which required changes to be made to the Plan. In addition, the City Plan needs to consider more fully the impacts of the Covid pandemic and ensure that the Plan provides a positive strategy for a post-Covid City of London. In October 2020, the City Corporation adopted a Climate Action Strategy setting out a pathway towards achieving net zero carbon emissions across the City of London by 2040, which also needs to be fully addressed in the City Plan. These representations and additional considerations will require changes to be made to the Plan before it is submitted for Public Examination. The City Corporation is therefore undertaking further evidence gathering and policy development, before preparing and consulting on a revised Proposed Submission Draft City Plan.
9. Following the second consultation on the Proposed Submission version of City Plan 2040, it will be submitted to the Secretary of State for Levelling Up, Housing and Communities. The Secretary of State will then appoint an independent planning Inspector to examine the submitted Plan. It is expected to be adopted in 2025.

3. Supplementary Planning Documents

10. Supplementary Planning Documents (SPDs) give further explanation of City Plan policies where this is needed. A draft SPD will be issued for public consultation before it is finalised and adopted.

Adopted SPDs

11. The following SPDs have already been adopted:

Adopted SPDs	Date of adoption
Protected Views	January 2012
Tree Strategy	May 2012
Barbican Estate Listed Building Management Guidelines: Volume I Introduction; Volume II Residential; Volume IV Landscape	October 2012 (Volumes I & II) January 2015 (Volume IV)

Adopted SPDs	Date of adoption
Golden Lane Listed Building Management Guidelines	September 2013
Office Use	January 2015
Open Space Strategy	January 2015
Thames Strategy	June 2015
City Public Realm	July 2016
Planning Enforcement Plan	June 2017
Air Quality	July 2017
Archaeology and Development Guidance	July 2017
Freight and Servicing	February 2018
Planning Obligations	May 2021

Table 2: List of adopted SPDs

SPDs in preparation

12. The following SPDs are currently in preparation or are proposed:

SPD	Consultation on Draft SPD	Anticipated date of adoption
Barbican Listed Building Management Guidelines (Volume IIIA: The Barbican Arts Centre)	March - April 2021	To be confirmed
Sustainability	Spring 2023	Summer Autumn 2023
Culture	Autumn 2023	To be confirmed Winter 2023/24
Protected Views (to replace 2012 Protected Views SPD)	Autumn 2023	Summer 2025

Table 3: List of SPDs in preparation

13. Table 3 lists those SPDs for which resources and a provisional work programme have been identified. To support the policies in the new City Plan, it may be necessary to amend or replace other adopted SPDs, or to prepare additional SPDs. These will be confirmed through future reviews of this LDS.
14. Character summaries and management strategies are being prepared as SPDs for each of the City's 27 conservation areas. The following tables list those which have been adopted.



Adopted Conservation Area SPDs

Adopted Conservation Area SPDs	Date of adoption
Laurence Pountney Hill	2007
Bank	January 2012
Charterhouse Square	January 2012
Crescent	January 2012
Lloyds Avenue	January 2012
Bow Lane	September 2012
Queen's Street	September 2012
Smithfield	September 2012
Eastcheap	March 2013
Fenchurch Street Station	March 2013
St Paul's Cathedral	March 2013
Bishopsgate	September 2014
Trinity Square	September 2014
Finsbury Circus	July 2015
Foster Lane	July 2015
Chancery Lane	February 2016
Fleet Street	February 2016
Whitefriars	February 2016
Leadenhall Market	July 2017
Postman's Park	May 2018
Barbican & Golden Lane	February 2022

Table 4: List of adopted Conservation Area SPDs

4. Statement of Community Involvement

15. The Statement of Community Involvement (SCI) sets out the procedures that will be used to consult the public in the preparation of planning policies and the determination of applications for planning permission and related consents in the City of London.
16. The City's current SCI was adopted in July 2016. At a meeting on 11 October 2022, the City Corporation's Planning & Transportation Committee approved a draft revision of the SCI for public consultation. This consultation will commence in late 2022 and run for a minimum of 6 weeks. Approval and adoption of the final SCI ~~will take~~ place in spring 2023, [with the appendices reviewed in July 2024](#).



17. Alongside the SCI, the Planning & Transportation approved draft Developer Engagement Guidelines which set out how the City Corporation expects developers to engage with City stakeholders prior to and following the submission of a planning application and then throughout construction and up to completion of the development. This Guidance will be issued for consultation alongside the SCI and formally adopted in spring 2023 as a Planning Advice Note.

5. Risks

18. The timetable for preparing policy documents set out in this LDS is based on the current legislative and regulatory context, together with assumptions about the availability of resources and the scope of work involved. These will be kept under review and the LDS revised as necessary to reflect in particular changing legislative requirements and the outcomes of public consultation.



Appendix 1: Contact details

Email: localplan@cityoflondon.gov.uk

Website: www.cityoflondon.gov.uk/services/planning/planning-policy

Telephone: General planning enquiries: 020 7332 1710

Contact Address:

Development Plans Team
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PO Box 270
London
EC2P 2EJ



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Committee(s) Planning & Transportation Committee	Dated: 23 July 2024
Subject Business and Planning Act 2020 as amended by Levelling Up and Regeneration Act 2023: Permanent pavement licence regime.	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Vibrant Thriving Destination Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Gavin Stedman, Port Health and Public Protection Director	Planning & Transportation: For Decision
Report authors: Aggie Minas, Licensing Manager Rachel Pye, Assistant Director Public Protection	

Summary

The City Corporation recognises the positive contribution and vibrancy that outdoor hospitality brings to its streets, creating attractive and successful places for people to socialise in.

On 31 March 2024, the government commenced the pavement licensing provisions laid out in the Levelling Up and Regeneration Act 2023 (LURA). The provisions introduced a permanent pavement licensing regime in England to replace the temporary provisions (the 2020 regime) introduced by the Business and Planning Act 2020 (the Act). This permanent regime (the 2024 regime) retains the key features of the 2020 regime, intended to streamline processing and reduce costs, but also incorporates some changes, outlined in this report, to ensure the long-term sustainability of the model.

The LURA introduces several new provisions including the ability to set fees on a cost recovery basis subject to a maximum cap, the ability to determine the duration of licences up to a maximum of two years, changes to the consultation timelines, and new enforcement powers. Government guidance on pavement licensing (the Guidance) has also been amended and the City Corporation must have regard to the Guidance in exercising its pavement licence functions.

This report sets out the matters considered by the Licensing Service in setting the proposed fees; the rationale for the proposed licence duration; and a review of the City Corporation’s standard conditions and AI-Fresco dining policy (the Policy), incorporating the LURA amendments, and having regard to the Guidance. The policy sets out the City Corporation’s strategy aimed at supporting businesses in optimising the use of external space by facilitating the pavement licence process whilst maintaining public safety, accessibility, and pedestrian comfort levels when granting licences.

Recommendation(s)

Members are asked to:

1. Note the amendments to the Act as set out in paragraph 2.
2. Approve the fees set out in sub-paragraph 4.5.
3. Approve the licence duration period set out in sub-paragraph 5.4.
4. Approve the City Corporation standard conditions set out in Appendix 1.
5. Approve the revised draft policy attached as Appendix 2, as an interim policy with immediate effect, with the proviso that the Licensing Service carries out a public consultation for a period of 4 weeks and brings the results of that consultation back to this Committee at its next meeting.
6. Note the proposal in subparagraph 9.4 for the Licensing Service to explore the option of establishing a new sub-committee consisting of members drawn from this Committee and Licensing Committee, with the purpose of hearing any appeals made by applicants against officer decisions to partly grant or reject pavement licence applications. The proposal will be brought back to this Committee at its next meeting.

Main Report

1. Business and Planning Act 2020

- 1.1. The Business and Planning Act 2020 (the Act) was given Royal Assent on 22 July 2020, and introduced a number of measures with the purpose of supporting the hospitality sector to operate whilst managing the risks of the COVID-19 pandemic.
- 1.2. This included temporary fast-track provisions and reducing regulatory barriers for businesses serving food and drink to apply for permission in the form of a pavement licence, to place furniture on the highway for the purposes of seating and serving customers outdoors, in connection with the use of their premises.
- 1.3. Prior to this, businesses had to apply for a ‘tables and chairs’ permission under the provisions of the Highways Act 1980, which had a more complex and lengthier consultation period.

2. Levelling-up and Regeneration Act 2023 amendments to pavement licensing

- 2.1. On 31 March 2024, the government commenced the pavement licensing provisions laid out in Schedule 22 of LURA, amending the Act as follows:
 - a) Increase in the fee local authorities can charge applicants, from £100 to a maximum of £350 for premises which already hold a pavement licence, and a maximum of £500 for new applicants. The fee, intended to allow local authorities to recover the costs of processing, monitoring, and enforcing licences, is to be set by the local authority.

- b) Extend the maximum duration of pavement licences from 1 year to 2 years. The length of a licence is however at the discretion of the local authority.
- c) Extend the public consultation period and local authority determination period from 7 days to 14 days, therefore a total of 28 days from date of valid application to date of determination.
- d) Provides a streamlined renewal process for existing licence holders seeking to renew their pavement licence on the same terms and conditions as before.
- e) Provides that pavement licences can be amended by the local authority with the consent of the licence holder if it is considered that the conditions on the licence are not being met.
- f) Prohibits a local authority from granting a tables and chairs licence under the old regime (Highways Act 1980) if a pavement licence is capable of being granted under this Act.
- g) A new enforcement schedule providing powers to the local authority to give notice to businesses who have placed furniture on the highway without the required licence and to remove the furniture if the notice is not complied with.
- h) Scope for an internal review of officer decisions to a relevant committee.

3. Current Position

3.1. Since the introduction of the Act, there has been an increased demand for outdoor space in the City of London by businesses wanting to place tables, chairs and other associated furniture on the highway, and the trade has made it clear that the pavement licence regime has been a key part of their economic growth, assisting their ongoing trade and enabling them to thrive.

3.2. Applications for pavement licences in the Square Mile have been received and determined as follows:

Year	Year 1 (Aug 2020 - July 2021)	Year 2 (Aug 2021 - July 2022)	Year 2 (Aug 2022 - July 2023)	Year 3 (Aug 2023 - July 2024)
Total received	166	184	198	187
New	166	112	92	97
Renewal	n/a	72	106	90
Refused	6	6	2	4
Withdrawn	1	7	3	10
Surrendered	1	1	5	0
Live licences	158	170	188	173

- 3.3. There are currently 173 pavement licences issued in the Square Mile, which are all due to expire on 30 September 2024.
- 3.4. The government has set out transitional arrangements in the Guidance, which enable existing licence holders to retain their licences granted under the 2020 regime until the expiration date on their licence. Those licence holders will be able to renew their licences on the same terms under the 2024 regime.
- 3.5. If a licence holder wishes to amend their licence, this will be deemed as a new licence application as there are no provisions in the 2024 regime to vary a licence.
- 3.6. A business without an existing licence must apply for a new licence.

4. Fees proposal

- 4.1. Using data currently available to it, the Licensing Service has carried out a cost calculation of the administrative, compliance and enforcement work in respect of pavement licences. Whilst the administrative function has been well established since 2020, the compliance and enforcement costs are not fully realised yet. This is because the Licensing Service did not initially monitor licences during the temporary provisions as the scheme was intended to remove regulatory burdens. However, with each yearly extension, complaints in relation to pavement licences have been received as follows:
- a) Year 1: none
 - b) Year 2: 13
 - c) Year 3: 41
 - d) Year 4: 52
- 4.2. Complaints relate to unauthorised furniture, furniture not laid out in accordance with approved plan causing obstruction to the highway, furniture being left out overnight, and staining of the highway.
- 4.3. Furthermore, the City Corporation's streets are undergoing a period of change in terms of both pedestrian numbers and changes to the highway to deliver the City Corporation's public realm enhancement strategies. To ensure the safety of residents, workers and visitors in the Square Mile, the Licensing Service will ensure compliance with the licence terms and conditions through its proactive inspection regime and will continue to investigate any complaints received.

4.4. A breakdown of the cost calculation is as follows:

	New Licence Grant	Relating to an existing licence (renewal)	Relating to an existing licence (non - renewal)
Pre-application advice & processing application	£106	£59	£91
Site visit, review of consultee responses, draft report with recommendation	£267	£58	£225
Issue licence, update Uniform & GIS systems	£66	£35	£45
Appeals & Policy costs	£55	£28	£26
Compliance and Enforcement costs ¹	£0	£168	£42
Total	£494	£348	£410

¹ Compliance and enforcement costs do not include any cleansing costs. Licence holders are required, by way of condition on their licence, to regularly clean their authorised area to prevent staining of the highway. However, additional sweeps or washes may be required by the City Corporation's Cleaning Service to preserve the clean image of the Square Mile. This will be monitored and factored into future cost calculations where necessary.

4.5. Based on the above calculations, the Licensing Service recommends the fees for new licences are set at the statutory cap of £500.00, and the fee for applications relating to existing licences is set at the statutory cap of £350.00. This is with the aim of administering the pavement licence regime on a cost-recovery basis, notwithstanding any additional compliance and enforcement costs, or cleansing costs that may arise as the 2024 regime beds in.

4.6. Further cost calculations will be carried out annually and reported back to this Committee to ensure the fees remain set on a cost recovery basis as far as possible considering the statutory cap.

4.7. A benchmarking exercise with neighbouring boroughs has found that the following authorities are charging the maximum permitted fee:

	New Grant	Existing Licence	Duration of Licence
Hackney Council	£500	£350	3 months
Tower Hamlets	£500	£350	6 months
Islington	£500	£350	6 months
Camden	£500	£350	12 months
Westminster	£500	£350	6 months

5. Duration of Licences

- 5.1. LURA extends the maximum duration of licences from 12 months to 2 years but enables the local authority to specify the duration of licences granted within its geographic area. Paragraph 4.7 above indicates the variance in licence duration from one authority to another.
- 5.2. The guidance asks local authorities to support business and be pragmatic when specifying the duration of the licence.
- 5.3. Under the temporary provisions, this Committee determined the duration of pavement licences to be 12 months.
- 5.4. A 12-month licence is the most viable option in terms of administration and managing the City Corporation's streets. A licence for any lesser period of time would create an administrative burden for the Licensing Service with current resources, unless a shorter period is justified due to future changes in the use of road space, or other good reason is identified during the consultation process. A 12-month review would enable officers to monitor pedestrian numbers, changes to the highway, public realm enhancements and demand for external public space.

6. Conditions

- 6.1. The Act sets out two mandatory national conditions which apply to all pavement licences granted or deemed to be granted; these are: a no-obstruction condition and a smoke-free seating condition.
- 6.2. In addition to the two mandatory national conditions, the local authority may determine a set of local conditions that apply to all licences granted within its geographical area. Any local conditions must be published by the local authority before they can be applied to licences. The proposed City Corporation local conditions have been revised to have regard to LURA and the Guidance. These are attached as Appendix 1.

7. Financial implications

- 7.1. When the Act was implemented in 2020, the City Corporation waived the application fee in Year 1 (August 2020 – July 2021) to support the hospitality sector in its recovery from the effects of the pandemic. The fee waiver was extended by this committee for Year 2 (August 2021 – July 2022) and Year 3 (August 2022 – July 2023).
- 7.2. The current fee of £100, statutorily capped by the 2020 regime, was approved in August 2023, and has been charged for all applications since then. This fee cap was imposed by government to reduce the financial burden on businesses as they recovered from the pandemic and did not reflect the actual cost of local authorities processing applications, neither did it cover compliance and enforcement costs.

7.3. In 2020, the City Corporation estimated a basic cost of £180 to process a new application and £140 to process a renewal application. These costs were estimated on the basic administration of the process and did not include policy costs, site assessments, pedestrian counts, cleansing, or compliance and enforcement costs. This is because there was no data available to calculate the additional costs in 2020 and it was not anticipated that the scheme would be extended year on year requiring an annual review of policy and procedures, site visits and inspections.

7.4. Using that original estimate, the basic gross cost of administering the pavement licence scheme each year was as follows:

	Cost of new applications	Cost of renewal applications	Total cost of all applications
Year 1 Aug 2020- July 2021	£28,440 (based on 166 new applications)	none	£29,880
Year 2 Aug 2021- July 2022	£20,160 (based on 112 new applications)	£10,080 (based on 72 renewals)	£30,240
Year 3 Aug 2022- July 2023	£16,560 (based on 92 new applications)	£14,840 (based on 106 renewals)	£31,400
Year 4 Aug 2023- July 2024	£17,460 (based on 97 new applications)	£12,600 (based on 90 renewals)	£30,600

7.5. For the reasons set out in paragraph 7.2 and 7.3, the cost of the temporary pavement licence scheme has been under-estimated; the latest estimate of costs suggest it is likely that the true cost was at least double that shown above.

7.6. However, costs have been partly offset by the government new burdens funding received of £80,000 in year 1 (including set-up) and £35,000 in each of years 2-4. During year 4, pavement licences also generated an income of £18,700.

7.7. Assuming all 173 existing pavement licences are renewed under the 2024 regime, this will generate an income of £60,550, compared to budgeted income of £25,000. The cost of administering these applications will not be known until 25/26 when a full cost calculation will be carried out.

8. Al- Fresco Dining Policy

8.1. The Policy, approved in August 2023, sets out the City Corporation's strategy aimed at supporting businesses in optimising the use of external space by facilitating the pavement licence process whilst maintaining public safety, accessibility, and pedestrian comfort levels when granting licences.

8.2. The Policy has been completely revamped to incorporate the LURA amendments to the Act and has regard to the latest government guidance for pavement licences. A copy of the draft policy is attached as Appendix 2.

8.3. Whilst there is no statutory consultation required on the policy, due to its complete revamp, the Licensing Service seeks approval from this Committee to conduct a public consultation. This will give stakeholders an opportunity to give their views on the new policy. Stakeholders include businesses applying for licences, responsible authorities commenting on applications, organisations representing people with disabilities, residents, and other interested parties. The consultation period will last for 4 weeks.

9. Appeals against officer decisions.

9.1. There is no statutory right of appeal against a decision to partly grant or reject an application. The Guidance suggests an internal review process, for example, local authorities permitting appeals to their Licensing Committee.

9.2. The City Corporation's terms of reference for this Committee states that Planning and Transportation Committee is responsible for '*all functions of the Common Council as local highway, traffic, walkway and parking authority (other than in respect of powers expressly delegated to another committee) and the improvement of other open land under S.4 of the City of London (Various Powers) Act 1952.*' The granting of pavement licences is a function of the highway authority.

9.3. The Business and Planning Act 2020 continues to allow temporary amendments to the Licensing Act 2003 to provide automatic extensions to the terms of on-sales alcohol licences to allow for off-sales. This is currently in place until 31 March 2025, however a public consultation has been issued by Government to run until 11 July 2024, to consider making this easement permanent by a Legislative Reform Order, and to explore the options of unifying the pavement and alcohol licence permissions.

9.4. Notwithstanding the outcome of this consultation, approximately 65% of pavement licences issued in the Square Mile are in respect of premises that also benefit from a premises licence that permits the sale of alcohol. To ensure that policy standards are met under both regulatory regimes, officers propose to explore the option of establishing a sub-committee consisting of members drawn from both this Committee and Licensing Committee, with the purpose of hearing any 'internal reviews' or appeals against officer decisions on pavement licences.

10. Corporate & Strategic Implications

10.1. The proposals within this report will help to meet two of the outcomes contained within the Corporate Plan 2024-2029, namely:

- Vibrant Thriving Destination
- Flourishing Public Spaces

11. Conclusion

- 11.1. The City's Al Fresco Eating and Drinking Policy has been revised to incorporate legislative changes on duration of licences, to reflect changes to the City's footfall, to define the application and determination process for 2024, and to set an application fee. The revised policy balances the need to support businesses in the City in optimising the use of outdoor space safely whilst encouraging workers and visitors to enjoy the City's vibrant offer, with that of providing a safe, accessible, and comfortable space for pedestrians.

Appendices

Appendix 1

City Corporation Standard Conditions

Appendix 2

Revised Al Fresco Eating and Drinking (Business and Planning Act 2020) Policy – August 2024

Background Papers

[Planning and Transportation Report 14 July 2020](#)

[Planning and Transportation Report 18 July 2021](#)

[Planning and Transportation Report 19 July 2022](#)

Business and Planning Act 2020

Levelling Up and Regeneration Act 2023

Government Guidance on Pavement Licensing.

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Appendix 1

City of London Pavement Licence Standard Conditions

These standard conditions are made pursuant to Section 5(2) of the Act. To the extent that these conditions do not prevent the obstructions specified in section 3(6) of the Act, a pavement licence is granted or deemed to be granted subject to the statutory no-obstruction and smoke-free seating condition.

The term 'furniture' used hereinafter means counters or stalls for selling or serving food or drink; tables, counters or shelves on which food or drink can be placed; chairs or other forms of seating; umbrellas, heaters and other articles such as parasols or planters used in connection with the outdoor consumption of food or drink.

1. This licence must be displayed in a prominent position during any period that furniture is placed on the highway.
2. This licence only permits the area of the highway (the authorised area) and the items of furniture specified on the licence to be used. All furniture is to remain within the authorised area whilst it is in use on the highway.
3. This licence does not imply an exclusive right to the designated area of public highway. The licence may be suspended where necessary to allow highway maintenance, any other necessary remedial work, and special events to take place. When given notice by an officer of the City Corporation or City of London Police, the licensee must remove all furniture from the authorised area during the dates/times specified in the notice. In addition, the licence holder must comply with any request to remove the furniture due to an emergency situation.
4. The furniture must be removed from the authorised area by the licence holder by 23:00 unless an earlier time is specified on the licence. The furniture must be stored off the highway every evening.
5. Furniture must not be placed in any position where it will obstruct a designated fire escape route from any building.
6. The authorised area must be supervised at all times whilst the licence is in use. The licence holder must ensure there are sufficient staff to supervise and control the authorised area to:
 - a. deter and prevent noise nuisance and/or antisocial behaviour
 - b. ensure that the area is kept clean, tidy and free of litter
 - c. ensure that the area is swept and/or gritted in order to prevent slipping in adverse weather conditions
 - d. ensure that food and drink is be cleared from unoccupied tables as soon as possible

7. The licence holder must clean the authorised area regularly to prevent staining by anything done pursuant to the licence.
8. The licence holder shall be liable for any damage to the authorised area which the City Corporation considers reasonably attributable to anything done pursuant to the licence and shall reimburse the costs of the City Corporation or its Agents in repairing the same.
9. The licence holder shall be liable for and shall indemnify the City Corporation, their Servants and Agents against:-
 - a) any expense, liability, loss, claim or proceedings whatsoever arising under statute or at common law in respect of personal injury to or the death of any person whomsoever, and
 - b) any expense, liability, loss, claim or proceedings in respect of any injury, loss or damage whatsoever to any person whomsoever or to any property real or personal, arising from the use of the Public Footway for the permitted purpose.

Without limiting the obligation hereunder, the licensee will effect insurance against the matters referred to in this condition to the satisfaction of the Chamberlain of London and will produce to the Chamberlain the policies of insurance so effected and the current premium renewal receipts relative thereto at such times as the Chamberlain shall reasonably require.

10. No advertising material may be attached to, or form part of, any of the furniture.
11. No supplemental lighting may be used in connection with the furniture.

City of London

Alfresco eating and drinking under the Business and Planning Act 2020

July 2024



DRAFT

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Foreword

Wording TBC by Chairmen of P&T and Licensing committees

DRAFT

1. Introduction

- 1.1. The City of London Corporation (the City Corporation) is the governing body of the Square Mile, which has a global status as a financial powerhouse and is home to a world-leading business district. It also has a vibrant and thriving hospitality offer, with a range of outstanding restaurants, cafes, hotels, pubs, and bars, and an unrivalled history and heritage with a plethora of national cultural landmarks and icons.
- 1.2. Through its Corporate Plan 2024-2029, the City Corporation is dedicated to delivering its licensing service within the context of the '*Vibrant Thriving Destination*' and '*Flourishing Public Spaces*' outcomes, attracting businesses and people to safe, secure, and dynamic locations. It has committed to using its planning and licensing powers to create new, inclusive public spaces that are welcoming for all, and provide a leisure offer where everyone prospers.
- 1.3. The City Corporation's Destination City Programme sets out a vision for the Square Mile to become a world-leading leisure destination for UK and global visitors, workers, and residents to enjoy. The programme proposes radical changes to the Square Mile's streets, with wider pavements, al-fresco dining, and first-class infrastructure for pedestrians and cyclists.
- 1.4. The City Corporation's Transport Strategy sets out how the City's streets will be designed and managed to prioritise the needs of people walking and deliver a public realm that inspires and delights, ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together.
- 1.5. Outdoor dining is a key feature to the economic growth of the hospitality sector and the City of London has seen an increased demand for outside space by businesses wanting to place tables, chairs, and other furniture associated with the sale and consumption of food and drink, on the highway to attract customers and boost trade. The City Corporation recognises the positive contribution and vibrancy that outdoor hospitality brings to its streets, creating attractive and successful places for people to socialise in.
- 1.6. This policy statement sets out the framework within which the City Corporation will consider the grant of pavement licences under the provisions of the Business and Planning Act 2020.
- 1.7. Through this policy, which has regard to the Public Sector Equality Duty under the Equality Act 2010, the City Corporation seeks to balance the need to support businesses in optimising the use of external space with that of:
 - a) providing safe, accessible, inclusive, and comfortable spaces for pedestrians
 - b) addressing the needs of those with disabilities, or those, for example, with children in pushchairs
 - c) ensuring that no noise from use of external areas causes a public nuisance to persons living or working in the area.

2. Legal Background

- 2.1. Part 1 of the Business and Planning Act 2020 (the Act), sets out the provisions that enable businesses to obtain permission, in the form of a pavement licence, to place removable furniture such as tables and chairs on the pavement adjacent to their premises, for the purposes of selling, serving, and permitting the consumption of food or drink, supplied from, or in connection with the use of the premises.
- 2.2. In exercising its functions under Part 1 of the Act, the City Corporation must have regard to guidance issued by the Secretary of State, and this policy aligns with the Government's published guidance on pavement licences.

3. Scope for pavement licensing in the City of London

- 3.1. **City Streets:** With a unique street layout, often comprising of narrow lanes following their original medieval design, surrounded by large high-rise buildings and with high volumes of pedestrians, the Square Mile faces many challenges which are not present in other areas of London.
- 3.2. **Footfall:** The City of London has a high footfall level of circa 500,000 workers daily, so it is important to maintain an accessible and safe pedestrian comfort level for the public.
- 3.3. When considering whether to issue a pavement licence, the City Corporation will have regard to the following principles:
 - a) **Accessibility:**
 - the width of the highway and the needs of disabled people
 - suitable access to all members of the public using the highway, e.g. the visually impaired, or those using wheelchairs, mobility scooters, and pushchairs.
 - any need for barriers to separate furniture from the rest of the footway so that the visually impaired can navigate around furniture.
 - any conflict of street furniture with the principal lines of pedestrian movement particularly for disabled people, older people, and those with mobility needs.
 - the volume of pedestrian footfall especially at peak times
 - the presence of existing street furniture
 - b) **Public safety:**
 - the proximity and nature of any road junctions and pedestrian crossings
 - any counter terrorism mitigations
 - the potential for localised overcrowding of the highway
 - the risk of people stepping into the carriageway

- the number of other permissions issued for areas in or near the proposed permitted area.
- c) **Public amenity:**
- protecting the character of historic areas and buildings
 - the location of schools
 - the location of any new or existing public seating or spaces nearby.
- d) **Public nuisance**
- the potential to create nuisance to neighbouring occupiers through noise, anti-social behaviour, or litter.
- e) **Public Highway**
- any temporary or permanent changes to the existing street layout as a result of public realm / highways works.

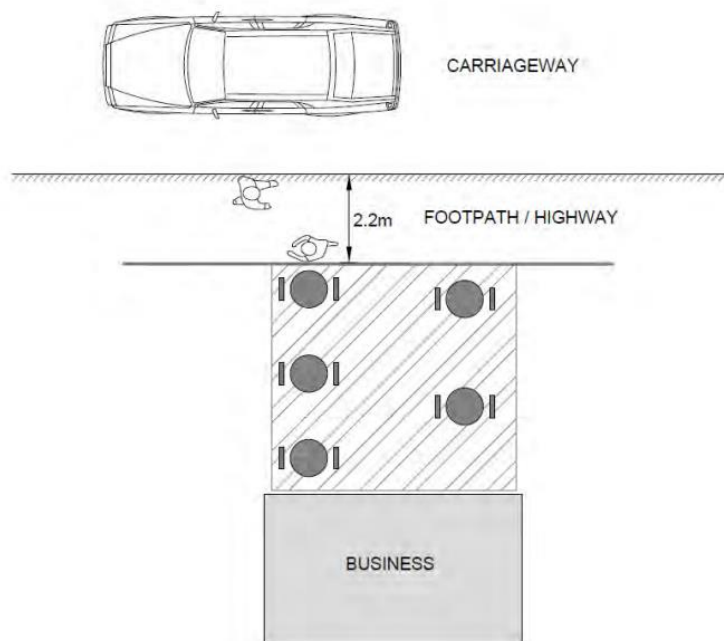
3.4. **Pedestrian comfort level and unobstructed footway width:**

- a) As a guide, the City Corporation recommends that a minimum width of 2.2 metres should be maintained on all footways for pedestrian use. This means that where a business occupies pavement space with furniture, there must be a minimum of 2.2 metres of unobstructed space between the edge of the furniture and the edge of the pavement or to the edge of another obstruction (e.g. bike rack).
- b) In exceptional circumstances, a pavement licence may be considered where there is less than 2.2m of unobstructed highway but it will be for the applicant to justify why the City Corporation should depart from its policy, considering the standards set out in subparagraphs (c) and (d) below, to ensure sufficient space for the safe, accessible, and comfortable movement of people. Each application will be determined on its own merits.
- c) In determining accessibility, the City Corporation will apply the standards recommended in the [Department for Transport Inclusive Mobility guide](#).
- d) In determining comfort levels, the City Corporation will apply the minimum level of B+ as recommended in [Transport for London's Pedestrian Comfort Guidance](#) and incorporated in the City of London Transport Strategy. 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.
- e) In some areas where footfall is generally higher, for example around London Underground and National Railway station entry/exit points, an unobstructed footway of more than 2.2 metres may be required, or licences might be time-limited to avoid busy times. This is to prevent

footways from becoming congested. Each application will be considered on its own merits.

- f) Where a pavement licence has been granted with a minimum 2.2 metre of unobstructed footway and there is evidence of congestion on that footway to the detriment of pedestrian safety or comfort, the City Corporation may require that some or all the furniture is removed from the pavement to facilitate the safe and comfortable flow of pedestrians.

3.5. Many City streets are too narrow to accommodate pavement licences whilst meeting the minimum restrictions set out in paragraph 3.4 above. Unless exceptional circumstances apply, applications should only be made in respect of City streets which are wide enough to accommodate furniture and maintain a minimum of 2.2 metre width for pedestrians passing in either direction. This illustration sets out the City Corporation's requirements:



- 3.6. **Licensing Hours:** The City Corporation will generally only consider applications for pavement licences between the hours of 07:00 and 23:00. This is to minimise the potential for crime and disorder and public nuisance.
- 3.7. Where the proposed site is in close proximity to residential or other sensitive receptors, a later start or earlier end hour may be specified by the licensing authority.
- 3.8. If a request is made for a pavement licence outside the hours of 07:00 and 23:00, the applicant must provide a statement with their application setting out reasons why the City Corporation should deviate from this policy.

4. Definitions

4.1. Pavement licence:

A pavement licence is a licence granted by the City Corporation, or deemed to have been granted, which allows the licence-holder to place removable furniture on part of a relevant highway adjacent to the premises in relation to which the application was made. A licence permits the holder to use furniture placed on the highway to sell or serve food or drink and/or allow it to be used by persons for consumption of food or drink supplied from, or in connection with the use of the premises.

4.2. Eligible persons / businesses:

- a) A person (includes a body corporate) who uses or proposes to use any premises (a) as a public house, wine bar or other drinking establishment, or (b) for the sale of food or drink for consumption on or off the premises can apply for a licence. Eligible businesses include public houses, cafes, bars, restaurants, snack bars, coffee shops, and ice cream parlours.
- b) Businesses that do not use their premises for the sale of food or drink, e.g. hair salons or opticians, are not eligible for a pavement licence.

4.3. Eligible locations:

- a) Licences can only be granted in respect of highways listed in Part 7A of the Highways Act 1980. Generally, these are footpaths restricted to pedestrians or are roads and places to which vehicle access is restricted or prohibited. In the City of London this includes the footpaths, certain carriageways, and city walkways¹.

¹ City Walkway can sometimes refer to private land maintained by the City Corporation through legal agreement. In such cases the applicant will need to provide written consent from the landowner and/or occupier before a licence can be granted.

- b) Highways maintained by Network Rail or over the Crown land are exempt so a licence cannot be granted.
- c) A pavement licence will not be considered on a live road or carriageway to which vehicles have access. There may be potential to time restrict vehicular access and/or fully pedestrianise roads through a Traffic Management Order under the Road Traffic Regulations Act 1984, and such order would need to be sought and issued in advance of a pavement licence application.

4.4. Furniture: Furniture that may be used includes:

- a) counters or stalls for selling or serving food or drink;
- b) tables, counters or shelves on which food or drink can be placed;
- c) chairs, benches¹ or other forms of seating that meet accessibility standards;

- d) umbrellas, planters, barriers², heaters³ and other articles used in connection with the outdoor consumption of food or drink;

¹ **Benches** generally do not meet accessibility standards and permission for these will likely not be granted by the City Corporation.

² **Barriers** - it is the City Corporation's policy not to permit poles and barriers as they provide additional obstructions in our narrow streets. However, in exceptional circumstances, some barriers may be considered where they assist in containing customers within the authorised area or they provide visual or fully rated mitigation from vehicle attack.

Barriers must not contain any advertising material.

³ **Heaters** - in order to support the hospitality sector during the winter months, the City Corporation will allow patio heaters. For environmental reasons, it is preferable to use zero / low carbon emitting electric heaters although gas heaters will be permitted if there is no easy electric supply to the pavement licensed area. Where it is proposed to use patio heaters, a risk assessment must be submitted with the application.

- 4.5. The furniture must be removable, which in principle means it is not a permanent fixed structure, is able to be moved easily and stored away at night.
- 4.6. Businesses that wish to place non-removable/fixed furniture on the highway must apply for permission under the Highways Act 1980.
- 4.7. Advertising boards or (A Boards) are not included in the definition of furniture within the pavement licence regime.

5. Other regulatory consents

- a) **Sale of alcohol:** Where a business has a premises licence to sell alcohol under the Licensing Act 2003, the sale of alcohol does not automatically extend to the external area covered by a pavement licence. If a business wants to sell alcohol in the pavement licence area, they must apply to vary their premises licence to permit this.
- b) **Food registration:** food businesses must have a food premises registration with the City Corporation.
- c) **Planning Permission:** A pavement licence when granted, or deemed to be granted, benefits the licence holder with deemed planning permission to use the land for anything done pursuant to the licence whilst the licence is valid.
- d) **Street Trading:** Anything done by the licence holder under the terms of a pavement licence will not be street trading for the purpose of the City of London (Various Powers) Act 1987 as amended by the City of London (Various Powers) Act 2013.
- e) **Public Sector Equality Duty:** Any business that applies for a pavement licence will also need to have regard to their duties under the Equality Act

2010, such as their duty under section 29 of the Act not to discriminate in providing their service and the duty to make reasonable adjustments.

6. Application process

First time licence grants and all applications made by existing licence holders (with the exception of renewals¹)

6.1. An application is considered to be a first-time licence grant if it is made by:

- a) a person or company who does not already hold a licence, or
- b) the application is in respect of premises for which the applicant does not hold an existing licence².

6.2. An application is considered to be made by a person or company who already holds a pavement licence if:

- a) it is in respect of premises to which an existing licence relates, and
- b) the licence holder is seeking a separate/second licence for an area not already covered by the existing licence, or
- c) the licence holder is seeking to amend the terms and conditions³ of the licence either at the point of renewal or at any time during the duration of the licence.

¹ there is a separate, streamlined renewals process for existing licence holders seeking to renew their pavement licence on the same terms and conditions as before (paragraphs 6.4 – 6.6 below)

² there is no power within the Act to transfer a pavement licence. If the business is sold, the new owner must apply for a new licence grant.

³ there is no power within the Act to vary a pavement licence. If an existing licence holder wishes to amend the terms and conditions of their licence, this must be made as an application for a new licence but will be subject to the fee applicable to an existing licence holder.

6.3. The following information must be provided as part of the application:

- a) Applicant details including name and address.
- b) Business premises details including trading name, address, and purpose for which the furniture will be used.
- c) Details of the relevant highway area to be used by the business.
- d) Where the land is City Walkway, evidence that the applicant has permission of the owner.
- e) A location plan of the premises with the proposed area of highway to be used shown by a red line, so the application site can be clearly identified, together with:
 - The positions and number of proposed tables and chairs, together with any other furniture to be placed on the highway.

- The plan does not have to be to scale but it must include clear measurements of, for example, furniture, pathway width/length, building width and any other fixed item in the proposed area. **See illustration in paragraph 3.5 above.**
 - Fire exits of premises as well as those of neighbouring properties if affected by the area of highway to be used.
- f) Description of and photos or brochure images showing the proposed type of furniture and information on potential siting of it within the area applied. **Where possible furniture should be non-reflective and of reasonable substance such that it cannot easily be pushed or blown over by the wind, and thereby cause obstruction.**
- g) Proposed days and hours of highway use for the placing of furniture
- h) Evidence that the applicant has met the requirement to give notice of the application (for example photographs of the notice outside the premises and of the notice itself);
- i) A declaration that the applicant has a current certificate of public liability insurance against the insured's legal liability for death of or bodily injury to or disease contracted by a third party and/or loss of or damage to a third party properly arising out of or in the course of or in connection with the carrying out of the insured's business at the application premises and pavement licence site:
- Inclusion of an indemnity to Principals Clause operative at the request of the insured.
 - A minimum limited of indemnity for any one occurrence of £5,000,000.00

Renewal applications

- 6.4. An application is considered to be a renewal application if:
- a) it is made by the existing licence holder, and
 - b) it is in respect of premises to which the existing licence relates, and
 - c) it is made before the expiration of the existing licence, and
 - d) it is for the licence to begin on the expiry of the existing licence and on the same terms.
- 6.5. The following information must be provided as part of the application:
- a) applicant details including name and address.
 - b) business premises details including trading name and address.
 - c) the licence number of their existing licence

- d) a declaration that they are applying to renew the licence on the terms as existing.
 - e) a declaration that their certificate of public liability insurance is still valid and provide the certification number.
- 6.6. There is no deemed continuation of a pavement licence beyond its expiry date. Licence holders should therefore apply to renew their licences at least 28 days in advance of the expiry of their existing licence to ensure there is no unlicensed period when furniture can't be placed on the highway.
- 6.7. If a licence holder fails to apply to renew their licence before the expiry date of the existing licence, they must apply for a new licence.

All applications

- 6.8. All applications must be made to the City Corporation using our online platform at www.cityoflondon.gov.uk.
- 6.9. An application will only be deemed valid when submitted in the correct manner as set out above, with all sections of the form completed and it is submitted with all required documents and the statutory fee. If the supporting material is incomplete, the statutory timelines will not commence until the application is deemed valid by the licensing authority.

Change of circumstances

- 6.10. If a licence holder's name or address changes, e.g. company change of registered office address, this does not require a application to be submitted, but it should be notified to the City Corporation by way of email at licensing@cityoflondon.gov.uk so that the licence document can be updated.

7. Application Fees

- 7.1. **First time licence grants** (as defined in paragraph 6.1 above):

The application fee is £500.

- 7.2. **Applications made by existing licence holders in respect of premises to which that licence relates** (as defined in paragraph 6.2 above):

The application fee is £350.

- 7.3. **Renewal applications** (as defined in paragraph 6.4 above):

The application fee is £350.

8. Consultation

- 8.1. The applicant is encouraged to talk to neighboring businesses and occupiers prior to applying to the local authority, and to take any issues around noise, and nuisance into consideration as part of the proposal.
- 8.2. A public consultation period of 14 days will commence the day after a **valid application** is made to the City Corporation. Bank holidays, Christmas day and Good Friday will not be counted as part of the 14 days.
- 8.3. The City Corporation will publish the application on its website during the 14-day consultation period. The last date for representations will be made clear and representations will not be accepted after this date.
- 8.4. The applicant must fix a notice of the application to the premises so that it is readily visible and can be read easily by members of the public for the duration of the 14-day consultation period. A template is attached as Appendix C. **The applicant must email the City Corporation evidence that the notice has been fixed.**
- 8.5. In addition to the statutory consultation with the Highways Authority (where the authority is not the City Corporation), the following will also be consulted:

City of London Police
City of London Counter Terrorism Security Advisors
Pollution Control Team
Commercial Environmental Health Team
Access Team
City Surveyors
Street Environment Team
Planning & Transportation Team
Other agencies as required by the individual merits of an application.
- 8.6. Applications will also be added to the licensing application bulletin email for wider distribution.
- 8.7. During the consultation period, representations relating to the application may be made by any person or interested party. The City Corporation must consider any representations received during the public consultation period when determining the application.

9. Determining the application

- 9.1. A site assessment may be carried out by an authorised officer to ensure that no obstruction to the highway would be caused by licensing the proposed site. The site assessment will take into consideration some or all of the principles and criteria set out in paragraph 3, and the conditions set out in paragraph 11.

- 9.2. Any representations made during the consultation period will be taken into consideration. Representations that do not relate directly to the granting of a pavement licence may be given less weight when determining an application. Representations received outside the consultation period will be disregarded.
- 9.3. The City Corporation may
- a) grant the licence in respect of any or all of the purposes specified in the application,
 - b) grant the licence for some or all of the part of the highway specified in the application, or
 - c) reject the application.

Any licence granted will be subject to the City Corporation's published standard conditions.

- 9.4. The City Corporation must determine an application within a 14-day determination period. Decisions will be communicated to the applicant by way of email before the determination period ends. Where an application is partly granted or rejected, reasons will be set out in the decision letter.
- 9.5. If the City Corporation does not determine an application by the end of the 14-day determination period, the licence is deemed to be granted by the City Corporation.
- 9.6. A person may apply for further pavement licences in respect of the same premises, provided that the determination period for any previous application made has ended.
- 9.7. A licence holder may surrender a pavement licence at any time by email notification to the City Corporation at licensing@cityoflondon.gov.uk . If a fee has been paid for the licence, there will be no refund of the fee where a licence is surrendered.
- 9.8. The City Corporation will reject a pavement licence where the site is deemed unsuitable or unsafe having applied the criteria set out in paragraph 3, the conditions in paragraph 11 cannot be met, or if representations are made which raise issues that cannot be mitigated by way of conditions. If a fee has been paid, it will not be refunded where an application is rejected.
- 9.9. There is no statutory right of appeal against a decision to partly grant or reject an application. If an applicant is aggrieved by the Licensing Service determination of their pavement licence application, or they consider there to be exceptional circumstances to justify a departure from this Policy, they can request an internal review before a sub-committee consisting of members drawn from the City Corporation's Planning and Transportation and Licensing Committee members. Such requests should be sent to the Licensing Service at licensing@cityoflondon.gov.uk setting out clear reasons

for the review. The Licensing Service will arrange for sub-committee meeting to be convened within 20 working days of the request, which the applicant will be invited to attend and present their case.

10. Duration of licence

- 10.1. New pavement licences will usually be granted for a period of 12 months, commencing the day after the last date for determination, unless a shorter period is specified on the application.
- 10.2. Where there are plans for future changes in the use of road space, or other good reasons are identified during the consultation process, a licence may be granted for a shorter period of time. In such circumstances, the duration of licence will be determined on the individual merits of the application.
- 10.3. If the City Corporation fails to determine an application for a new licence before the last date for determination, the licence will be deemed granted for a period of 24 months, commencing the day after the last date for determination.
- 10.4. Renewal licences will be issued for a period of 12 months commencing the day after the expiry of their existing licence.

11. Conditions

- 11.1. All conditions set out in this section will apply to any pavement licence granted or deemed to have been granted by the City Corporation.
- 11.2. **City of London Standard Conditions:** The City Corporation's standard conditions applicable to all pavement licences granted or deemed granted are attached as Appendix A.
- 11.3. **Default Conditions as set out Section 5(4) and 5(6) of the Act:** The default 'no obstruction' and 'smoke-free seating' condition is set out in Appendix B.
- 11.4. **National Conditions as provided by the Secretary of State:** The Secretary of State, in exercise of his powers under [clause 5(8)] of the Act, may make provisions for national conditions by way of regulation.
- 11.5. The City Corporation may impose additional conditions to a pavement licence as it considers reasonable and appropriate to a particular case, with the exception of licences deemed to be granted which are subject only to conditions published before the application was made.

12. Enforcement/Revocation of licence

- 12.1. If the licence-holder breaches any condition of a pavement licence the City Corporation may serve a notice on the licence holder requiring measures to be taken to remedy the breach as specified within the notice and within a

specified time scale. If the licence holder fails to comply with the notice, the City Corporation may:

- a) amend the licence with the consent of the licence holder.
- b) take the steps itself to remedy the breach and recover the costs of doing so from the licence holder.
- c) revoke the licence (whether or not a remediation notice has been issued)

12.2. The City Corporation may revoke the licence, or amend it with the licence holder's consent where:

- a) some or all of the part of the relevant highway has become unsuitable for any purpose in relation to which the licence was granted or deemed to be granted;
- b) there are risks to public health and safety or accessibility – for example, a significant security risk has come to light or where increased footfall in an area gives rise to congestion on the highway and the furniture is considered to be an obstruction to the safe, comfortable and accessible movement of pedestrians;
- c) there is anti-social behaviour or public nuisance – for example, the use is increasing the amount of noise generated and litter is not being cleaned up;

12.3. The City Corporation may also revoke the licence if:

- a) the highway is being obstructed (other than by anything permitted by the licence);
- b) it comes to light that the applicant provided false or misleading statements in their application; or
- c) the licence holder did not comply with the requirement to affix the notice to notify the public for the relevant period.

12.4. If furniture is placed on the highway without the authorisation of a pavement licence, the City Corporation will give notice to the business requiring it to remove the furniture before a date specified and to refrain from putting furniture on the highway unless they gain a licence. If furniture continues to be placed on the highway, in violation of the notice, the City Corporation may remove and store the furniture, recover the costs from the business for the removal and storage of the furniture and refuse to return the furniture until those costs have been paid. If within 3 months of the notice, the costs are not paid, the authority can dispose of the furniture by sale or other means and retain the proceeds.

13. Counter Terrorism Advice

13.1. Greater use of open spaces through alfresco eating and drinking increases the public's vulnerability to terrorist attacks. There is no specific information or intelligence to suggest that any particular premises in the City of London are under any immediate threat from a terrorist attack. The threat to the UK from terrorism is assessed and published by the Government and is taken into account in assessing applications.

- 13.2. Each application for a pavement licence will be referred to a City of London Police Counter Terrorism Security Advisor (CTSA). Each application will be considered on its own merits and the advice of the CTSA will be passed on to the licence holder for action. If a licence holder fails to comply with CTSA advice, a remediation notice may be served on the licence holder or the licence may be revoked if it is in the public interest to do so. Where an objection is raised by the CTSA the application will be refused.
- 13.3. Where a licence is granted, licence holders will need to carefully consider the increased vulnerabilities to their customers. The security of those customers must not be overlooked and must be covered in the licence holder's risk assessment. Details of what to include in a terrorist threat risk assessment are included in but not limited to those set out in Appendix D. In particular, licensees will be expected to comply with requirements 5 and 6 of the risk assessment (CCTV systems and ACT (Action Counters Terrorism) training) as set out in the new national guidance 'Counter Terrorism Protective Security Pavement Licence Conditions'. Failure to comply may result in a remedial notice being served on a licence holder or ultimately, revocation of the pavement licence.

14. Managing outside eating and drinking

- 14.1. Under the pavement licensing regime, more pubs, bars, restaurants and cafes in the City of London will take advantage of being able to serve customers outdoors. As a result, there is the potential for an increase in noise and anti-social behaviour. It is essential that licence holders have provisions in place to manage their outside drinking and eating areas to lessen the impact on neighbouring residents and other businesses.
- 14.2. Licence holders are responsible for managing their customers consuming food, alcohol or other beverages outside their premises. It is good practice to have a documented policy on managing outside eating and drinking to include but not limited to:
- a) **Noise from patrons:** Customers smoking, eating and drinking in outdoor areas including the public highway should be monitored by staff to prevent public nuisance. Licence holders should display prominent signs asking customer to be respectful of neighbouring property owners and to keep noise to a minimum.
 - b) **Obstruction:** Customers must not be allowed to obstruct the highway or the doorways of neighbouring residential, commercial or office premises. Customers queueing to enter premises must be managed to prevent any such obstruction. Customers must not be permitted to congregate on the carriageway causing obstruction to vehicular traffic. Pedestrians must have unobstructed access to the highway and should not be forced to step into the road to pass by.
 - c) **Customer safety:** Licence holders may wish to use toughened or polycarbonate glass in outside areas. Staff should monitor outside areas

and collect empty glassware regularly. Spillages and or broken glass must be swept away immediately.

- d) **Litter:** Outside areas should be monitored regularly by staff and any litter generated by customers including food wrappers and cigarette butts should be cleaned up regularly and at the end of each evening.
- e) **Theft of personal belongings:** With more customers using external areas, there is more potential for opportunist theft of personal belongings. Licence holders may wish to use chelsea hooks on external furniture, display external signage warning customers of the risk of bag thefts and pick-pocketing. Staff monitoring outside areas should be vigilant at all times and remind customers to look after their personal belongings.

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Appendix A

City of London Pavement Licence Standard Conditions

These standard conditions are made pursuant to Section 5(2) of the Act. To the extent that these conditions do not prevent the obstructions specified in section 3(6) of the Act, a pavement licence is granted or deemed to be granted subject to the statutory no-obstruction and smoke-free seating condition.

The term 'furniture' used hereinafter means counters or stalls for selling or serving food or drink; tables, counters or shelves on which food or drink can be placed; chairs or other forms of seating; umbrellas, heaters and other articles such as parasols or planters used in connection with the outdoor consumption of food or drink.

1. This licence must be displayed in a prominent position during any period that furniture is placed on the highway.
2. This licence only permits the area of the highway (the authorised area) and the items of furniture specified on the licence to be used. All furniture is to remain within the authorised area whilst it is in use on the highway.
3. This licence does not imply an exclusive right to the designated area of public highway. The licence may be suspended where necessary to allow highway maintenance, any other necessary remedial work, and special events to take place. When given notice by an officer of the City Corporation or City of London Police, the licensee must remove all furniture from the authorised area during the dates/times specified in the notice. In addition, the licence holder must comply with any request to remove the furniture due to an emergency situation.
4. The furniture must be removed from the authorised area by the licence holder by 23:00 unless an earlier time is specified on the licence. The furniture must be stored off the highway every evening.
5. Furniture must not be placed in any position where it will obstruct a designated fire escape route from any building.
6. The authorised area must be supervised at all times whilst the licence is in use. The licence holder must ensure there are sufficient staff to supervise and control the authorised area to:
 - a. deter and prevent noise nuisance and/or antisocial behaviour
 - b. ensure that the area is kept clean, tidy and free of litter
 - c. ensure that the area is swept and/or gritted in order to prevent slipping in adverse weather conditions
 - d. ensure that food and drink is be cleared from unoccupied tables as soon as possible

7. The licence holder must clean the authorised area regularly to prevent staining by anything done pursuant to the licence.
8. The licence holder shall be liable for any damage to the authorised area which the City Corporation considers reasonably attributable to anything done pursuant to the licence and shall reimburse the costs of the City Corporation or its Agents in repairing the same.
9. The licence holder shall be liable for and shall indemnify the City Corporation, their Servants and Agents against:-
 - a) any expense, liability, loss, claim or proceedings whatsoever arising under statute or at common law in respect of personal injury to or the death of any person whomsoever, and
 - b) any expense, liability, loss, claim or proceedings in respect of any injury, loss or damage whatsoever to any person whomsoever or to any property real or personal, arising from the use of the Public Footway for the permitted purpose.

Without limiting the obligation hereunder, the licensee will effect insurance against the matters referred to in this condition to the satisfaction of the Chamberlain of London and will produce to the Chamberlain the policies of insurance so effected and the current premium renewal receipts relative thereto at such times as the Chamberlain shall reasonably require.

10. No advertising material may be attached to, or form part of, any of the furniture.
11. No supplemental lighting may be used in connection with the furniture.

Appendix B

Pavement Licence: Default No Obstruction Condition

Anything done by the licence-holder pursuant to the licence, or any activity of other persons which is enabled by the licence, must not have one of the specified statutory effects debarring grant of the licence, namely the effect of:

- (a) preventing traffic, other than vehicular traffic, from
 - (i) entering the relevant highway at a place where such traffic could otherwise enter it (ignoring any pedestrian planning order or traffic order made in relation to the highway),
 - (ii) passing along the relevant highway, or
 - (iii) having normal access to premises adjoining the relevant highway,
- (b) preventing any use of vehicles which is permitted by a pedestrian planning order or which is not prohibited by a traffic order,
- (c) preventing statutory undertakers having access to any apparatus of theirs under, in, on or over the highway, or
- (d) preventing the operator of an electronic communications code network having access to any electronic communications apparatus kept installed for the purposes of that network under, in, on or over the highway.

Pavement Licence: Default Smoke-free Seating condition

Where the furniture on the relevant highway consists of seating for use by persons for the purpose of consuming food or drink, the licence-holder must make reasonable provision for seating where smoking is not permitted. This might include, but is not limited to:

- (a) Clear 'smoking' and 'non-smoking' areas, with 'no smoking' signage displayed in designated 'smoke-free' zones in accordance with Smoke-free (Signs) Regulations 2012
- (b) No ash trays or similar receptacles to be provided or permitted to be left on furniture where smoke-free seating is identified.
- (c) Providing a minimum of 2m distance between non-smoking and smoking areas.

Appendix C

PUBLIC NOTICE

**Business and Planning Act 2020
Application for a Pavement Licence**

I/We (*name of applicant*), _____

do hereby give notice that on (*date of application*) _____

have applied to the City Corporation for a 'Pavement Licence' at:

(*postal address of premises*)

known as (*trading name of premises*)

The application is for: (*brief description of application eg. outdoor seating to the front of the premises for serving food and drink*)

A copy of my application and associated documents including plan and details of furniture can be viewed on the City Corporation's website at www.cityoflondon.gov.uk. Any person wishing to make representations to this application may do so by email at: licensing@cityoflondon.gov.uk

by: (*date*) _____

(*this must be 7 days from the date of the application not including bank holidays*)

Signed

Dated

Appendix D

Counter Terrorism Advice for Risk Assessment

As part of a terrorist threat risk assessment in relation to use of outdoor public space for eating and drinking a licensee should consider the following:

1. The safe access/egress of your customers and of those within nearby premises. Allowances should be made for the rapid dispersal of people in the event of an emergency/incident. Tables and chairs or other furniture should NOT impede this.
2. If the premises become busy creating a queue outside, this must not conflict with customers using the tables and chairs or the adjoining pedestrian footpath. There should be clear guidance provided by the staff to direct patrons accordingly, away from the road scene. The staff should be prepared for such an event.
3. Adequate street lighting should illuminate the deployment of tables and chairs.
4. The licensee should liaise with neighbouring properties so they can consider their evacuation procedures accordingly and avoid any conflict and capitalise on shared benefits.
5. The Pavement License holder will need to ensure that existing CCTV systems are correctly working, are compliant with the Data Protection Act 1998, Information Commissioners requirements and any other local CCTV Code of Conduct produced by the Police or Local Authority. Imagery must be retained for at least 28 days and images produced to a Police Officer or Local Authority Enforcement Officer upon reasonable request. Faults which render the CCTV system or parts of it inoperable should normally be rectified within 24 hours.
6. The pavement licence holder will need to ensure that the management team of the business to which the pavement licence is attached; register and successfully complete the nationally recognised counter terrorism training product referred to as ACT E Learning within 10 days of the notification of the grant of the Pavement License OR can demonstrate that the ACT E Learning product has successfully been completed within the preceding 12 months and that all staff employed by OR at the premises complete the ACT E Learning within a reasonable period not exceeding 3 months from the notification of the grant of the Pavement License. (Act E Learning certificates are provided on successful on-line completion.)ACT E-learning can be accessed at:

<https://www.gov.uk/government/news/act-awareness-elearning>.

And also at <https://ct.highfieldelearning.com/>

Further information on free training and awareness can be obtained via contact with the local Counter Terrorism Security Advisors who can be contacted on the following email: CTSA@city-of-london.pnn.police.uk

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Committee(s): Priorities Board - for Decision Resource Allocation Sub-Committee Policy and Resources Committee Planning and Transportation Committee	Dated: 11 June 2024 11 July 2024 11 July 2024 23 July 2024
Subject: CIL allocation process and potential CIL rates review	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	This report would address all six outcomes of the Corporate Plan
Does this proposal require extra revenue and/or capital spending?	Yes
If so, how much?	Around £120,000 annual staffing costs for two years
What is the source of Funding?	CIL administration costs
Has this Funding Source been agreed with the Chamberlain’s Department?	Yes
Report of: Joint report Bob Roberts, Executive Director Environment Department and Caroline Al-Beyerty, Chamberlain	For Decision
Report author: Rob McNicol, Assistant Director – planning policy and strategy and Sonia Virdee, Financial Services Director	

Summary

Community Infrastructure Levy is used to help fund the infrastructure that is necessary to deliver the growth of the Square Mile.

To realise the aims of the City Plan, the City Corporation’s vision for growth, a significant number of infrastructure projects will need to be delivered. While funding will come from a variety of sources, Community Infrastructure Levy (CIL) will continue to play an important role. Funding for future infrastructure projects would significantly outstrip the CIL surplus currently forecast for the next five years.

There is therefore a need to undertake a series of actions that would reduce allocation of CIL in the short term, establish a clearer medium and long term picture of infrastructure needs, and establish the potential for, and – subject to decisions – begin the process of, a review of CIL rates and other planning obligations.

To achieve this, two new roles within the planning division will need to be created, funded by CIL and s106 administration charges, working closely with Chamberlains and other City Corporation teams.

Recommendations

Members of Resource Allocation Sub Committee, Policy and Resources Committee and Planning and Transportation Committee are asked to approve the following recommendations, supported by the Priorities Board:

- Temporarily limit the quarterly allocation of CIL to those projects that are 'critical' for supporting the City's development needs
- Refresh the City Corporation's Infrastructure Delivery Plan
- Bring in more specific assessments to inform prioritising infrastructure projects funded by CIL
- More widely publicise how CIL and other developer contributions are being used for public benefit
- Undertake a review of CIL rates and the Planning Obligations SPD
- Put in place robust mechanisms for collecting and spending developer contributions related to biodiversity net gain and cultural infrastructure

Main report

Background

1. Legislation requires CIL to be spent on infrastructure that is necessary to support the development of the area. The City Corporation's local plan sets out the vision for the future development of the Square Mile. It is supported by an Infrastructure Delivery Plan that sets out the infrastructure needs to make that vision a reality. A new local plan (City Plan 2040) is being developed and will undergo public examination later in 2024. An Infrastructure Delivery Plan has been developed to support the City Plan but requires refreshing to ensure it is fully up to date.
2. At Policy and Resources Committee on 20 April 2023, Members approved a refreshed process for allocating CIL to infrastructure projects. A substantial amount of unspent CIL had been accumulated, and the new process was designed to ensure that CIL was being allocated in a timely manner.

Current situation

3. Financial forecasts show that the CIL that had been accumulated has now been substantially spent or allocated, and new allocations are being assigned against potential future income in future years. If agreed, the new CIL bids recommended to be allocated in this quarter of £14.41m would result in a maximum unallocated balance still available this financial year 2024/25 of £14.397m, rising to £38.357m in 2028/29. While this is expected to replenish in future years as development comes forward, it is significantly less than the potential infrastructure funding requirements for the Square Mile over the coming years of between £110m and £165m (see paragraph 7 and appendix 1).

	Prior Years Actual/ Approved £'000	2024/25 Forecast £'000	2025/26 Forecast £'000	2026/27 Forecast £'000	2027/28 Forecast £'000	2028/29 Forecast £'000	TOTAL £'000
TOTAL INCOME (80% CIL - General Pot)	(78,152)	(12,108)	(10,700)	(11,083)	(11,480)	(11,891)	(135,416)
TOTAL OF CAPITAL, SRP	60,199	15,664	6,246	5,450	4,300	5,200	97,059
DEFICIT/(SURPLUS) Brought Forward @ 1st April		(17,953)	(14,397)	(18,852)	(24,485)	(31,665)	(38,357)
DEFICIT/(SURPLUS) Carried Forward @ 31st March	(17,953)	(14,397)	(18,852)	(24,485)	(31,665)	(38,357)	

4. The On Street Parking Reserve, which has been used to fund a range of projects alongside CIL, is no longer available as a significant source of further funding for infrastructure projects, because of both its tighter ringfencing criteria than CIL, and as it is also now almost fully committed in the medium term.
5. There are a wide range of infrastructure projects that will be required to realise the objectives of the City Plan 2040. While different funding sources will be required, CIL (and other developer contributions, s106, s278, carbon offsetting and on-site delivery) will have an important role to play.
6. Appendix 1 to this report sets out a selection of the significant infrastructure requirements that the City may need over coming years to realise City Plan 2040, which may need to be funded (in part or full) from CIL. The list has been informed by internal discussions and work on the Infrastructure Delivery Plan. It is not exhaustive and neither does it guarantee that any of these projects would get CIL funding. Instead, it is meant simply to make clear that in coming years there is likely to be a significant funding gap for a wide variety of projects, and fully funding these from CIL as things currently stand would not be feasible.
7. Overall, the costs for this infrastructure could range from £110m to upwards of £165m over the next five years – and could be significantly higher depending on whether the full costs of major capital projects are included. Further longer-term projects could also increase this figure significantly.
8. While an upward CIL review (see below) would assist in funding the infrastructure requirements for the City, it is highly unlikely that CIL rates would be able to be raised to a sufficient level that would cover all infrastructure projects without making development in the City unviable.

Proposed way forward

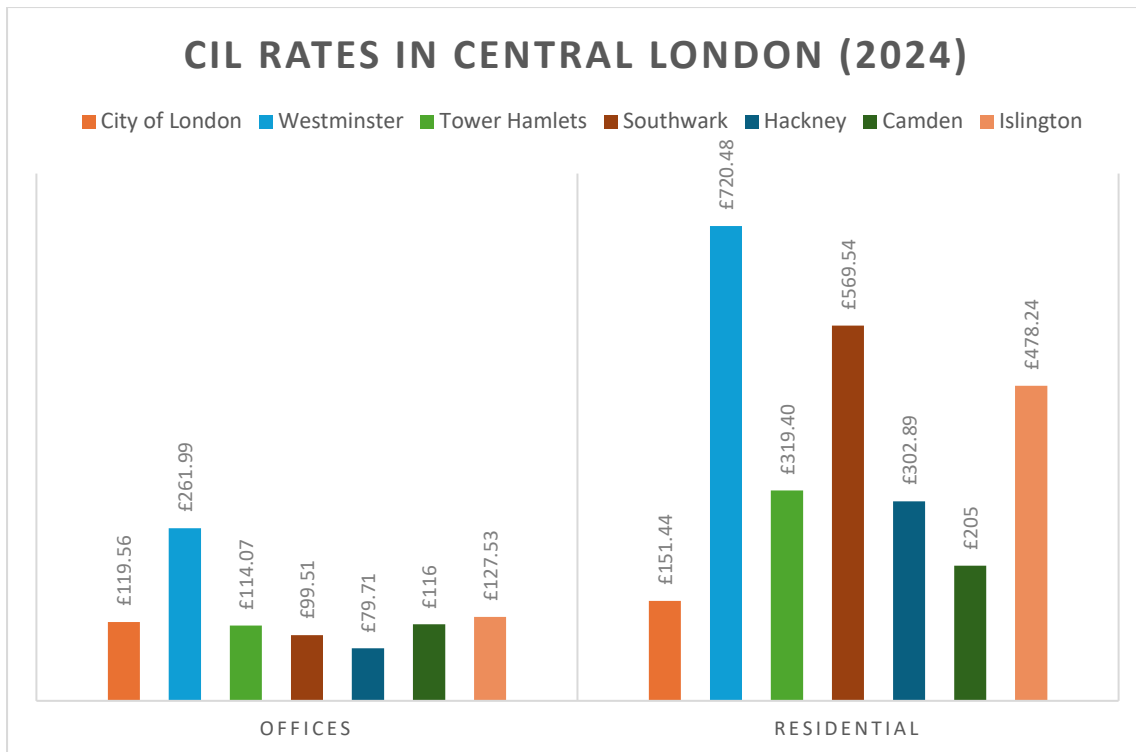
9. Given the likely costs for infrastructure, and the likely shortfall even with a CIL review, there is the need to identify a more comprehensive overview of the potential infrastructure requirements for the Square Mile through a refresh of the Infrastructure Delivery Plan, and to develop clear criteria and processes for the prioritisation of these infrastructure projects. This will enable the Priorities Board and Members to decide funding priorities and the appropriate portfolio of infrastructure projects that should be pursued to best realise the growth vision set out in the City Plan 2040.
10. This process would be undertaken in partnership between the planning division and Chamberlains. For the planning division it would involve discussions with spending departments (including City Police) and key external partners (such as the NHS) as to their medium and longer-term infrastructure plans, to inform a refreshed Infrastructure Delivery Plan. The development of prioritisation criteria would be informed by reviews of the City Plan, Corporate Plan, Transport Strategy, and other City Corporation strategies; through benchmarking and review of other local authority approaches; and through review of established criteria such as those used for capital projects. With the Chamberlain advising on the use of Reserves.
11. It is envisaged that this approach would require agreement by the Planning and Transportation Committee, Resource Allocation Sub-Committee and Policy and Resources Committee. Revised prioritisation would be brought to committees in the autumn and a refreshed IDP produced by the end of 2024.

CIL and Planning Obligations Review

12. The City's CIL charging schedule (which sets the rates per square metre) was brought into effect in 2014 and is increased in line with the RICS CIL index¹. The rates have not been reviewed since they were introduced. The chart below sets out the comparative rates of the City and central London boroughs.² These rates reflect adjustments for inflation and are the current rates for 2024.

¹ This is based on the all-in tender price index, prepared by the Building Costs Information Service (BCIS)

² Central London boroughs tend to have different rates in different parts of the borough, broadly reflecting development values. The rates in the chart are for those areas most similar and closest to the Square Mile; rates in other parts of these boroughs tend to be lower, especially for offices.



13. The rate for office development is similar to the majority of central London, except for Westminster, which charges a substantially higher rate for offices in the West End, St James/Westminster and Mayfair areas.
14. The City has the lowest CIL rate for residential development of comparable central London areas – though comparatively little CIL income comes from residential development in the Square Mile given the limited amount of new housing delivered here. As part of a CIL rates review, all uses – including residential, hotel, retail and offices, as well as others – would be in the scope of the exercise.
15. Reviewing CIL rates has positives and negatives. On the positive side, it could generate greater CIL receipts for the City Corporation to fund infrastructure. However, this is not necessarily a given; if CIL rates are set too high this could potentially make development unviable or put off developers and investors, leading to them develop elsewhere.
16. Before any review is formally undertaken, research would need to be carried out to establish likely impacts on viability, investor sentiment, market impact, and potential CIL income.
17. The table below sets out the potential uplift in CIL income in a range of scenarios. These are theoretical and assume that increases in CIL rates would not affect the level of construction in the City, and that the City does not experience the impact of wider economic factors that could lead to reductions in development (such as a major economic downturn). A ten year baseline has been used, based on

forecast income over the next five years 2024/25 to 2028/29. Any increase in CIL rates would of course be likely to continue to generate additional income beyond this timeframe.

City CIL ten year income baseline	Percentage increase	Additional City CIL income	City CIL five year income with uplift
£118m	10%	£11.8m	£129.8m
	20%	£23.6m	£141.6m
	40%	£47.2m	£165.2m
	100%	£118.0m	£236.0m

18. Any review of CIL rates would be likely to take 18 months from commencement, depending on the level of objection, internal resource, and capacity of the Planning Inspectorate to undertake an Examination in Public.

19. Alongside CIL, development also contributes planning obligations that are secured through section 106 agreements. Requirements for these are set out in the City Plan 2040 and detailed in a Planning Obligations Supplementary Planning Document. To ensure a clear and holistic approach, a review of the SPD should be carried out alongside the review of CIL rates. This would take a similar amount of time and once adopted would be a material consideration in the determination of planning applications.

Risks and sensitivities

CIL reform

20. Through the Levelling Up and Regeneration Act, the Government have legislated for significant reforms to the CIL setting and collection process. If the significant reforms in the LURA are implemented, this could mean that a CIL charging schedule review could get overtaken by the reforms and require the City Corporation to start again with a new charging schedule under the reformed approach.

21. These reforms have not yet come into effect, and the calling of the election for early July means that they may never be brought about. The Labour party have proposed less significant reforms that would be more of an evolution of the current system.

Investor confidence

22. Development and investment in the built environment have faced turbulent times in recent years, with substantial increases in materials and labour costs and shortages, uncertainty borne of political interference in the planning system, and wider shocks from macroeconomic shifts, international relations and conflict. These headwinds have reduced investment appetite and it will be important that

any CIL review does not send an overtly negative message, suggesting that the City is no longer 'open for business'. Development under construction in the City has fallen from a high of over 1 million sqm (gross) office floorspace in the years 2014/15 to 2017/18, to an under construction figure of around 500,000 sqm (gross) in 2022/23 (the most recent year for which data is available). There is still significant demand for additional office floorspace in the Square Mile, and confidence that wider factors are beginning to ease as inflation stabilises. These factors, and the progress made on the City Plan 2040, suggest that this would be an appropriate time to begin a CIL review.

Securing developer buy-in and public endorsement

23. The development industry would prefer to see CIL being used to fund public realm enhancements that would help to improve the environment around their sites and make the City more attractive to office occupiers and workers.
24. More widely, there is a lack of public awareness of the contribution made by development to the local area through CIL.
25. To mitigate these issues the City Corporation should develop and publish a robust prioritisation method for infrastructure projects as part of the Infrastructure Delivery Plan, and regularly publicise the benefits of CIL-funded infrastructure projects.

Alternative options

Alternative 1: status quo

26. Over the past 18 months, substantial sums of CIL have been allocated to infrastructure projects. If this is continued it is highly likely that all forecast CIL income could be fully allocated in the next 6-9 months, leaving none available in the medium term for other infrastructure projects.
27. This 'first come first served' approach is not suitable for long-term infrastructure planning where there is insufficient income to fund all projects. Instead, careful consideration of the trade-offs and priorities of different projects will be required.

Alternative 2: undertake CIL rates review only

28. While an upward review of CIL rates to bring in more funding could be taken forward on its own, this is likely to be strongly resisted by the development sector and could be unsuccessful at examination without a clear forward-looking plan that sets out the funding requirements and priorities for spending. The development sector will also be keen to see that CIL could be used to fund the types of infrastructure projects (largely public realm improvements) that in their view would more directly benefit their investments.

Implementation

29. Coordinating, planning and managing the processes and systems around developer-funded infrastructure projects is increasingly complex and requires sufficient expertise and resources. To facilitate this, the planning division intend to recruit two roles to undertake and oversee this work. They will focus on:

- Managing processes for allocating funding from CIL
- Reviewing CIL rates and the Planning Obligations SPD
- Implementing new processes for collection/distribution/monitoring of new funding streams, including cultural funding and biodiversity offsetting
- Keeping the Infrastructure Delivery Plan up to date and feeding into CIL allocation processes, liaising internally with Chamberlains and spending departments
- Publicising how the City Corporation’s infrastructure spending is supporting the development of the Square Mile.

30. The table below sets out likely timescales for the activities proposed in this report.

	Q1 (Apr- Jun) 2024	Q2 (Jul- Sep) 2024	Q3 (Oct- Dec) 2024	Q4 (Jan- Mar) 2025	Q1 (Apr- Jun) 2025	Q2 (Jul- Sep) 2025	Q3 (Oct- Dec) 2025	Q4 (Jan- Mar) 2026
Recruitment to two infrastructure coordination roles								
Review IDP								
Develop prioritisation schema for CIL funded projects								
Review CIL allocation process								
Scoping CIL/planning obligations reviews								
Develop publicity strategy								
Develop collecting/spending approaches to BNG and culture								
CIL charging schedule review								
Planning obligations SPD review								

Corporate & Strategic Implications

Strategic implications – The provision of infrastructure is crucial for the delivery the Corporate Plan, City Plan 2040, Transport Strategy, Climate Action Strategy, the Destination

City initiative, the Utilities Infrastructure Strategy, and numerous other City Corporation strategies. Numerous major projects by the City Corporation that are underway will be delivering infrastructure for the Square Mile. The approach outlined in this paper will provide decision-makers with a clear overview of the City's infrastructure requirements, facilitate strategic decision-making and prioritisation of CIL funding, and could lead to greater CIL receipts to assist in the funding of infrastructure.

Financial implications – This paper proposes the creation of two new roles, funded through the CIL administration pot, on a two year fixed term basis. Refreshing the IDP and establishing a new prioritisation process would not require further funding. Reviewing CIL rates would require significant further funding – potentially around £250,000 – for the development of evidence and the conducting of an Examination in Public. A decision whether to undertake a CIL review, and therefore to incur these costs, would only be taken following further scoping work in Q2. These costs would be met from the 5% CIL administration fund.

A review of CIL rates could lead to greater CIL receipts to assist in the funding of infrastructure, though any review would require scoping and clear justification, as well as independent examination.

Resource implications – Two roles would be created to oversee and undertake the work set out in this paper. There would be further requirements for oversight of the process by senior officers in Planning and Chamberlains, and to a lesser extent input from spending departments. These can be resourced from existing staffing.

Legal implications – The expenditure and collection of CIL, and reviews of CIL rates, are governed by legislation and regulations, which will be adhered to throughout.

Risk implications – There are no strategic risks that would be affected by the proposals.

Equalities implications – Reviews of the CIL rates, Infrastructure Delivery Plan and CIL allocation process will be informed by equality impact assessment, helping to ensure that the funding of infrastructure takes account of the Public Sector Equality Duty.

Climate implications – The provision of infrastructure for the City is crucial in ensuring that development is sustainable. The review of the Infrastructure Delivery Plan will be informed by the objectives of the Climate Action Strategy. Climate implications can also inform a refreshed CIL funding prioritisation process and criteria.

Security implications – CIL has been used to fund projects that improve the safety and security of the Square Mile. Ongoing security infrastructure requirements will inform the update of the Infrastructure Delivery Plan.

Conclusion

The use of Community Infrastructure Levy to fund infrastructure for the Square Mile is a vital aspect of delivering the growth envisaged by the City Plan 2040. To ensure CIL continues to be used in the most appropriate way, it is necessary to refresh the City Corporation's Infrastructure Delivery Plan and to establish robust criteria for the allocation of CIL to the infrastructure projects the IDP identifies. Alongside this, the potential to review CIL rates could lead to increases in future CIL income from

development, although this is not a foregone conclusion and will need to be carefully undertaken.

This report recommends a series of steps that could lead to a more proactive and forward-looking approach to the funding of infrastructure in the Square Mile from development, and would help to ensure the City Corporation's stakeholders can better appreciate how the growth of the Square Mile is transforming the City for the benefit of all.

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Sonia Virdee

Financial Services Director

Email: sonia.virdee@cityoflondon.gov.uk

Appendix 1

This appendix sets out a selection of the significant infrastructure requirements that the City may need over the next five years or so to realise City Plan 2040, which may need to be funded (in part or full) from CIL. The list has been informed by internal discussions and work on the Infrastructure Delivery Plan. It is not exhaustive and neither does it guarantee that any of these projects would get CIL funding. Instead it is meant simply to make clear that in coming years there is likely to be a significant funding gap for a wide variety of projects, and fully funding these from CIL as things currently stand would not be feasible. Amounts set out are very high level estimates based on initial discussions or – in some cases – more detailed project specific work. They are highly likely to change over time but are presented simply to give ballpark figures for potential overall infrastructure costs.

Streets and public realm

The City Corporation have plans or work underway on eight Healthy Streets Plans, which will lead to major improvements to the City's streets and public spaces. While funding is identified for some of these, there are others that will require further funding.

- Bunhill, Barbican and Golden Lane
- Bank and Guildhall
- Fleet Street Area (subject to a CIL bid this quarter, covering Fleet Street. Wider parts of the area would require additional funding)
- Riverside
- Fenchurch Street
- City Cluster (CIL funding already allocated)
- Aldgate, Tower and Portsoken
- Liverpool Street

Potential costs: £50 million to £70 million

Energy, heat and utilities

The City's CAS is funding the development of a Local Area Energy Plan. However, to bring about the creation and expansion of heat/cooling networks and investment into energy generation (eg solar PV on rooftops) will require substantial investment and feasibility funding (as well as major private sector investment). This includes:

- Investment in delivery of heating/cooling networks
- Delivery funding for solar PV
- Energy centres, substations and other energy infrastructure

Potential costs: £5 million to £15 million

Climate resilience

CAS funding will cover a range of interventions but further work is likely to be required over the medium and longer term, particularly if extreme weather conditions exceed current forecasts.

- Flood defence works for challenging locations
- Biodiversity enhancement (potentially funded through BNG offsetting)
- Enhanced sustainable drainage and planting

Potential costs: £20 million to £30 million

Social infrastructure

While specific projects haven't yet been identified, a number of social infrastructure deficiencies have been flagged as the City Plan has been developed, which may require additional funding including:

- Public toilets (especially running costs)
- Sports and play space
- Health provision (eg expanded GP or multi-use spaces)
- Faith spaces (eg multi-faith centre)

Potential costs: £15 million to £20 million

Destination City

Cultural infrastructure will be key to realising the Destination City initiative. Development sites will contribute through on-site provision, in line with new City Plan 2040 policies, and potentially through off-site contributions. However, there are further projects and cultural investment that may be required to fully realise the vision. This includes major City Corporation (and partner) projects as well as potential support for existing and forthcoming City institutions, eg:

- London Museum (CIL has contributed c. £44m already)
- Barbican renewal programme (including exhibition halls, wayfinding and conservatory)
- Bishopsgate Institute
- Migration Museum
- Dr Johnson's House
- Investment in heritage and archaeological sites, to facilitate public access

Enhanced wayfinding is also frequently identified as a priority to realise Destination City and help make the City more welcoming for all.

Potential costs £20 million to £30 million (total costs for major projects such as the London Museum and Barbican renewal would significantly outstrip these amounts.)

Committee(s): Planning and Transportation Committee	Dated: 23 rd July 2024
Subject: Rescission of City Walkway at Hill House (Little New Street to Wine Office Court)	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	
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: Executive Director Environment	For Decision

Summary

This report recommends the rescission of the existing city walkway at Hill House, between Little New Street and Wine Office Court. The rescission is to enable the redevelopment of Hill House, 1 Little New Street, London, EC4A 3JR (application reference no. 23/01102/FULMAJ). The application was presented to the Planning Application Sub-committee on 9th April 2024, who voted for a resolution to grant subject to the prior completion of a Section 106 agreement and any necessary agreements under Sections 278 and Section 38 of the Highway Act 1980. The accompanying Section 106 agreement will include covenants relating to the rescission of City Walkway to facilitate the development.

Recommendation(s)

That your Committee:

- a) Conditionally on the grant and implementation of planning permission (Registered No. 23/01102/FULMAJ) for the development of Hill House, 1 Little New Street, London, EC4A 3JR (“the Hill House Permission”), resolve to rescind the resolution of Court of Common Council dated 5th May 1983 to discontinue the city walkway between Little New Street and Wine Office Court as shown shaded yellow on the drawing entitled Existing Plan – Upper Ground ref. 6799-A01-APT-XXX-100L-DR-A-PL0040 (Appendix 1 of this report) in accordance with the resolution set out in Appendix 4 to this report.

- b) 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 once satisfied that the above pre-conditions have been met.

Main report

Background

1. On 5th May 1983 the Court of Common Council resolved to declare as city walkway the newly constructed route between Little New Street and Wine Office Court following redevelopment of Hill House as shown shaded yellow on the drawing at Appendix 1 of this report.
2. An application for planning permission has been submitted for the redevelopment of Hill House, 1 Little New Street, London, EC4A 3JR and was considered by the Planning Applications Sub-committee on the 9th of April 2024. The application is for the:

‘Demolition of existing building above ground with retention of existing basement and piles/foundations and erection of a mixed use office building comprising two basement levels, lower ground, upper ground and upper ground mezzanine plus 18 upper storeys for the provision of office space (Use Class E), gym/auditorium (Use Class E), flexible office, café/retail (Use Class E), reprovision of existing library (Use Class F1), flexible library/office (Use Class F1/E) and restaurant (Use Class E), discontinuance of the City Walkway (Little New Street To Wine Office Court), enhanced and enlarged public realm, hard and soft landscaping, highway works, and associated enabling works. (“the Hill House Development”)

3. The proposed scheme would provide high-quality Grade A office space, reprovision and improvement to Shoe Lane Library, as well flexible retail and gym/auditorium floorspace at basement level.
4. The Planning Applications Sub-committee resolved to approve the application subject to the prior completion of a Section 106 Agreement to secure planning obligations, including those relating to the rescission of city walkway.

Current Position and Proposal

5. The area in question is located between Little New Street and Wine Office Court walkway as shown shaded yellow on the drawing at Appendix 1.
6. 174 sqm of the footprint at upper ground level will be located on city walkway. Officers consider the existing city walkway between Little New Street and Wine Office Court to be of poor quality with relatively low levels of usage. In order for the proposed Hill House Development to be carried out, your committee will need to approve the rescission of city walkway.
7. The proposed rescission of the Little New Street to Wine Office Court city walkway will be effective on execution of the resolution appended at Appendix [3] which will not be before implementation of the Hill House Permission.
8. Appropriate wording for a resolution to effect the rescission of the area of city walkway subject to implementation of the Hill House Permission, including plans, is appended to this report at Appendix 3.

Financial implications

9. As part of the proposed Section 106 Agreement the applicant/developer is bound to cover any City costs associated with the advertising and publication, officer time rescission of city walkway and concluding the agreement with the landowners.

Legal implications

10. Wording for the resolution is included at Appendix 3 for your Committee's approval. If the resolution is made, notice of the resolution describing the rescission must be published in one or more newspapers circulating within the City and displayed for at least 28 days in a prominent position on the city walkway. The resolution will take effect from a date to be inserted by the City Operations Director which shall not be before the Hill House Permission is implemented.

Risk Implications

11. The rescission of the city walkway between Little New Street and Wine Office Court is not considered to present any key risks that would not be dealt with by conditions on the planning permission and obligations as part of the Section 106 Agreement.

Conclusion

12. In order for the Hill House Development to go ahead, the city walkway between Little New Street and Wine Office Court within the redevelopment site needs to be closed and subsequently removed. To enable this to take place the city walkway status must be rescinded, which will require rescission of the City Walkway Resolution between Little New Street and Wine Office Court of 5th May 1983.
13. The proposed scheme includes provision of a mixed-use office development, including an enhanced Shoe Lane library and flexible library/office space, as well as improvements to the public realm surrounding the development at Gunpowder Square, Wine Office Court, Shoe Lane, Little New Street and other locations.
14. It is therefore considered appropriate to rescind this part of the city walkway should the Hill House Permission be implemented. This will require the resolution of your Committee to rescind the original resolution of the Court of Common Council, as well as the delegation to the City Operations Director to insert an appropriate date into the resolution to rescind the walkway (once the Hill House Permission has been implemented).
15. Your Committee is therefore recommended to make a resolution to rescind the City Walkway resolution dated 5th May 1983 subject to implementation of the Hill House Permission.

Appendices

- Appendix 1 – Existing Plan – Upper Ground
- Appendix 2 – Draft Planning Application Sub-Committee Minutes – 9th April 2024
- Appendix 3 – Resolution to vary the city walkway declaration
- Appendix 4 Court of Common Council city walkway declaration dated 5th May 1983

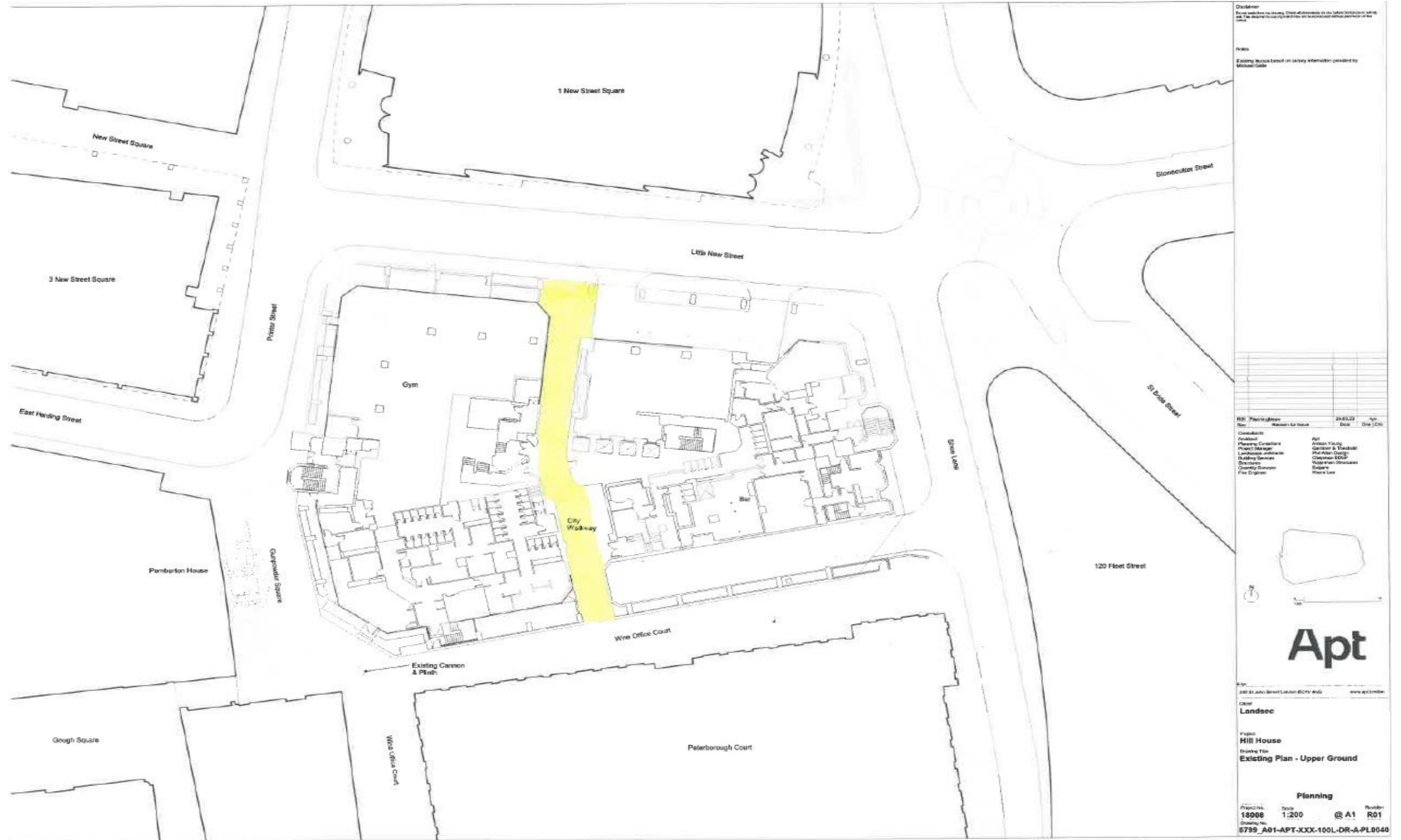
Gwyn Richards

Planning and Development Director

Environment

e-mail: gwyn.richards@cityoflondon.gov.uk

Appendix 1



Disclaimer
 This plan is for information only. It is not intended to be used as a legal document. The client is responsible for the accuracy of the information provided.

Notes
 Existing walls based on survey information provided by Michael Gale

R01	Plan/Revision	Reason for Issue	Date	By	Check

Contributors

Architect	Apt
Planning Consultant	Arden Young
Project Manager	Garrett S. Treadwell
Landowner/Architect	Phil Allen Design
Building Services	Chapman EDDP
Structural	Wrightman Structures
Quantity Surveyor	Square
Fire Engineer	Howe Lee

Site
 238 St John Street London EC1V 4JG www.aptdesign.com

Client
Landsec

Project
Hill House
 Drawing Title
Existing Plan - Upper Ground

Planning

Project No.	Scale	Revision
18006	1:200	@ A1 R01
Drawing No.		
6799_A01-APT-XXX-100L-DR-A-PL0040		

Appendix 2

PLANNING APPLICATIONS SUB-COMMITTEE Tuesday, 9 April 2024

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery Hall - Guildhall on Tuesday, 9 April 2024 at 10.30 am

Present

Members:

Graham Packham (Deputy Chairman)
Deputy Randall Anderson
Brendan Barns
Ian Bishop-Laggett
Mary Durcan
Deputy John Edwards
Deputy John Fletcher
Dawn Frampton
Deputy Marianne Fredericks
Alderman Robert Hughes-Penney
Natasha Lloyd-Owen
Antony Manchester
Deputy Alastair Moss
Deborah Oliver
Alderwoman Susan Pearson
Deputy Henry Pollard
Hugh Selka

Officers:

Bob Roberts	- Interim Executive Director of Environment
Gwyn Richards	- Chief Planning Officer and Development Director
Pearl Figueira	- Environment Department
David Horkan	- Environment Department
Kerstin Kane	- Environment Department
Tom Nancollas	- Environment Department
Baljit Bhandal	- Comptroller & City Solicitor's Department
Peter Wilson	- Environment Department
Joseph Anstee	- Town Clerk's Department

The Deputy Chairman, in the Chair, opened the meeting and welcomed those in attendance, before welcoming Natasha Lloyd-Owen back to the Sub-Committee following a period of leave.

APOLOGIES

Apologies for absence were received from Deputy Shравan Joshi (Chairman), Deputy Michael Cassidy, Jaspreet Hodgson, Deputy Brian Mooney, Alderman Simon Pryke, Ian Seaton, and William Upton.

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

Deputy John Fletcher declared an interest in Item 5 by virtue of being a School Governor at The Aldgate School, which neighboured the site, and advised that he would not speak or vote on this item.

MINUTES

RESOLVED – That the public minutes of the meeting held on 13 February 2024 be agreed as a correct record.

HILL HOUSE, 1 LITTLE NEW STREET, LONDON EC4A 3JR

The Sub-Committee considered a report of the Chief Planning Officer and Development Director regarding Hill House, 1 Little New Street, London EC4A 3JR, specifically the demolition of existing building above ground with retention of existing basement and piles/ foundations and erection of a mixed use office building comprising two basement levels, lower ground, upper ground and upper ground mezzanine plus 18 upper storeys for the provision of office space (Use Class E), gym/auditorium (Use Class E), flexible office, café/retail (Use Class E), reprovision of existing library (Use Class F1), flexible library/office (Use Class F1/E) and restaurant (Use Class E), discontinuance of the City Walkway (Little New Street To Wine Office Court), enhanced and enlarged public realm, hard and soft landscaping, highway works, and associated enabling works.

The Town Clerk advised the officer's presentation, as well as two addenda containing late representations and advising of corrections to errors within the planning officer's report, amended conditions and planning obligations had been circulated to Members in advance. The Chief Planning Officer and Development Director then introduced the application to Members and presented the officer's report, informing the Committee about the details of the scheme and its wider implications. The officer's recommendation was that planning permission be granted, subject to all the relevant conditions being applied and Section 106 obligations being entered into.

There were no speakers registered to address the Sub-Committee in objection to the recommendations.

Oliver Hunt, on behalf of Landsec, then addressed the Sub-Committee in support of the recommendations. The Sub-Committee heard that Landsec had a successful track record of development in the City of London, which supported strategic ambitions such as Destination City and the Climate Action Strategy. Landsec sought to realise place potential, support the driving of footfall and future-proof City of London office stock. The Hill House proposals

followed wide consultation and engagement and would provide a rich multi-use destination including a sustainable workplace, outdoor terrace, modernised library and restaurant. The site would be revitalised at ground level with green space, contributing to generational change in the area alongside the Fleet Street Quarter. The scheme would seek to safeguard the environment and meet the needs of the community, and provide an important local resource in the Shoe Lane Library, which would be secured as a key community hub for the long-term.

Ross Pirie, on behalf of Apt, also addressed the Sub-Committee in support of the recommendations, advising that the scheme's shape and form had been sculpted to enhance views and contribute to the immediate environment. The proposals were cognisant and respectful of the Conservation Area and sought to connect with local heritage. This was a significant opportunity to create a sustainable building, with existing material to be reused wherever possible, innovative ventilation and air conditioning, reduced concrete usage and ambitious environmental and urban greening targets, plus high-quality public realm.

The Chairman then invited questions from Members to those speaking in support of the application. In response to questions from Members, it was clarified that there would be two public lifts within the library, with a separate goods lift, and that it was intended for the incidental play features referenced to be part of the renewed Gunpowder Square. The Sub-Committee was also advised that the scheme had been designed considering views from Cannon Street, Southbank and Westminster, in conjunction with consultants, with it concluded that the proposals were of an appropriate scale. The Sub-Committee was further advised that an area had been designated for visitor cycles, and storage space for e-cycles could be considered as part of this. It was also confirmed that the changing places toilet would be located on the ground floor of the library and would be fully accessible during opening hours. The bleachers area would be multi-functional and usable as a work area, with power sockets available for use in that space.

In response to a question regarding the design carbon options, the Sub-Committee heard that option B2+ would have resulted in lower quality provisions on the ground floor and reduced floor to ceiling height, as well as restricted daylight into the office space. The Sub-Committee was also advised that CFD and wind tunnel testing had been undertaken across all spaces, with the results indicating some positive impact at ground level.

The Chairman then invited the Sub-Committee to ask questions of officers. In response to questions, the Chief Planning Officer and Development Director advised that alterations or amendments to the public benefits referenced within the proposals would result in the application being returned to the Sub-Committee. The Deputy Chairman, in the Chair, commented that the provision of the library and related facilities, as well as conditions to mitigate against overlooking from the terraces, should be considered as red lines, with any

relaxation not acceptable and amendments expected to be brought back to Members.

The Chief Planning Officer and Development Director further advised that condition 28 required the incorporation of Hostile Vehicle Mitigation (HVM) measures to resist structural damage, with details of these measures to be submitted and approved by officers, and the Section 278 agreement to include the removal of redundant bollards. The Sub-Committee heard that a number of targets for the scheme set within conditions could only be confirmed following the detailed design phase, but that detailed justification was sought where these targets were not met. There were also appropriate triggers that needed to be met throughout the development pipeline, with a number of them pre-commencement.

The Chief Planning Officer and Development Director confirmed that the height of the scheme exceeded the threshold advocated within the Local Plan, but had been subject to qualitative assessment and was considered to be within the margin of error. The Chief Planning Officer and Development Director clarified that the applicant was targeting a BREEAM rating of Outstanding, exceeding the policy target of Excellent. In response to a question on operational carbon, the Chief Planning Officer and Development Director advised that the calculated 13% carbon emission saving for the scheme was around the average for commercial schemes approved by the Sub-Committee since last year, with significantly higher targets difficult to achieve and requiring extensive focus on energy efficiency.

The Sub-Committee was advised that the library would have access to the outdoor terrace on Friday mornings and fortnightly for the Dragon Café, with a further 4 uses per year Friday to Sunday and availability for 22 weekends each year for use by community groups.

The Sub-Committee noted that the height of the scheme had been revised over time in response to objections and concern, particularly from Historic England, regarding the harm to views of St Mary-le-Strand. The Sub-Committee was advised that as per usual practice, representations from residents had been appended to the report, with representations from statutory bodies summarised and responded to within the main body of the report. The Chief Planning Officer and Development Director further advised that officers were conscious of the emerging issue of duplicate representations that may have been mass produced. Noting feedback from Members that these representations should be made more readily available to the Sub-Committee, the Deputy Chairman, in the Chair, asked that officers take this on board for future meetings. The Comptroller & City Solicitor advised that the summary reporting of representations and references to the full representations within the background papers was sufficient with regards to the requirement for Members to consider all representations in respect of an application.

In response to a question from a Member regarding the cumulative effect of daylight/sunlight levels and impact on residences, the Chief Planning Officer and Development Director acknowledged the potential impact of relative change and that small absolute reductions in light levels could have a more significant impact, but added that a third-party review of this aspect of the proposals had been undertaken, which had found the impact of the proposals was not unacceptable.

The Chief Planning Officer and Development Director further advised that the servicing management strategy for the scheme would be refined during the design process and submitted to officers for approval. The loading bay would be located at the south-eastern part of the site and away from residences. The Deputy Chairman, in the Chair, suggested that officers explore freight consolidation for the whole area with Landsec, noting the large buildings which Landsec owned nearby. The Sub-Committee also heard that landscaping would provide cover for residential windows, and that mitigations against noise would be considered further through the detailed design phase.

The Chairman then invited Members to debate the application. A Member, opening the debate, commented that they felt the application could have been excellent and that option B2+ represented an ideal proposal for the site and a welcome opportunity to update and increase use of the site without the issues of excess height and breaches of NPPF requirements. The Member added that the proposals were over optimised and did not make sufficient compromises in favour of lower carbon, and in their view should not be approved, on the basis of environmental impact, excessive height and impact on sightlines. Noting the strong objection submitted by Historic England, the Member stressed the importance of thinking about localities, especially Conservation Areas, and that aspects of Historic England's representation had not been reflected in the summary provided.

A Member commented that they agreed with concerns regarding the height and bulk of the scheme and its impact on local heritage assets. However, having seen the potential for the Shoe Lane Library, the Member felt this would be transformational for the community and advised that on balance, they supported the scheme.

Another Member said that the scheme could have been fantastic, but for the excessive height and encroachment on historic views, which could have been mitigated without detriment to the developer. The Member added that they would not be supporting the recommendations, as the developer could improve significantly improve the scheme and increase its policy compliance and performance against targets. The Member added their agreement that the Sub-Committee should be readily provided with all representations in full, without reducing some to summaries.

The Deputy Chairman, in the Chair, commented that having considered the view from The Strand, their personal view was that the impact of the scheme

on the views was minimal and was outweighed by the public benefits of the scheme, and on this basis they would support the recommendations.

Another Member commented that they struggled to see the issues reported with regards to the views. Whilst they did not approve of the height exceeding the limit advocated in the Local Plan, the Member added that they did not feel the building would be out of place, particularly with the site's proximity to nearby developments such as 120 Fleet Street. The Member noted that the existing library needed improvement, adding that the new library proposed within the scheme looked excellent.

A Member argued that the new library alone was enough to make the scheme attractive, adding that there was a lack of awareness of the current library. The Member commented that they also did not find the objections regarding the impact on views compelling and advised that they supported the scheme.

At this point, the Deputy Chairman, in the Chair, adjourned the meeting for a period of fifteen minutes between 12:02 and 12:17 to facilitate a comfort break for Members.

Arising from the discussion, the Deputy Chairman, in the Chair, moved the Sub-Committee to a vote. The Sub-Committee then proceeded to vote on the recommendations as amended, with 9 Members voting in favour and 6 Members voting against. The recommendations were therefore agreed. Anthony Manchester and Deputy Henry Pollard were not eligible to vote, having not been present for the entirety of the item.

RESOLVED – That the Planning Applications Sub-Committee agree:

1. That, subject to the execution of a planning obligation or obligations in respect of the matters set out under the heading 'Planning Obligations' the Planning and Development Director be authorised to issue a decision notice **granting** planning permission for the above proposal in accordance with the details set out in the attached schedule;
2. That Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 of the Town and Country Planning Act 1990 and any necessary agreements under Sections 278 and 38 of the Highway Act 1980 in respect of those matters set out in the report; and
3. That Officers be authorised to provide the information required by regulations 29 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, and to inform the public and the Secretary of State as required by regulation 30 of those regulations.

PORTSOKEN PAVILION, 1 ALDGATE SQUARE – REASONS FOR REFUSAL

The Sub-Committee considered a report of the Chief Planning Officer and Development Director and the Comptroller and City Solicitor recommending reasons for refusal to reflect the views of the Sub-Committee in resolving, at the meeting of 13 February 2024, that it would refuse the application for planning permission under application ref: 23/00255/FULL for Portsoken Pavilion, 1 Aldgate Square London EC3N 1AF. The Sub-Committee was advised that only Members that were present at the Sub-Committee meeting on 13 February, at which the application was considered, could consider and agree the recommendation proposed (reasons for refusal). The Deputy Chairman, in the Chair, introduced the item and invited comment from Members.

In response to questions from Members, the Chief Planning Officer and Development Director, highlighted references within the reasons for refusal to the change of use for the proposed drinking establishment, which diverged from the original application, and the site's proximity to The Aldgate School and other local impact. The Deputy Chairman, in the Chair, then drew the Sub-Committee's attention to the recommendations, which were agreed.

RESOLVED – That the Planning Applications Sub-Committee agree that the Decision Letter includes the reasons for refusal as follows:

1. By reason of its location within the public open space of Aldgate Square, adjacent to the east entrance of the Aldgate School and west side of St. Botolph's Church Aldgate, the operation of the proposed drinking establishment (Sui generis) use, and the associated spilling out of customers, has a detrimental impact on the amenity and character of the public open space, contrary to Local Plan Policy DM3.5 (Night-time entertainment) and Draft Local Plan Policy CV4 (Evening and Night-Time Economy).

*** VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**

The Sub-Committee received a report of the Chief Planning Officer and Development Director providing a list detailing development applications received by the Department of the Built Environment since the last meeting.

In response to a question from a Member, the Chief Planning Officer and Development Director confirmed that the applications in respect of Cromwell Tower would be consulted upon with residents in accordance with usual procedure, with notification by post and all objections properly accounted. Noting that the application was validated on 7 March 2024, the Chief Planning Officer and Development Director advised that there may have been an administrative delay in progressing the consultation.

RESOLVED – That the report be noted.

*** DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**

The Sub-Committee received a report of the Chief Planning Officer and Development Director providing a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the last meeting.

At this point, the Deputy Chairman, in the Chair, sought approval from the SubCommittee to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.

In response to questions from Members, the Chief Planning Officer and Development Director advised that the application in respect of 81 Newgate Street was originally approved by the Planning & Transportation Committee in June 2020 and outlined amendments and approvals for the scheme, which had been permissible under delegated authority.

RESOLVED – That the report be noted.

QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUBCOMMITTEE

A Member noted the application in respect of 65 Gresham Street, and, referencing an online article on the subject, sought confirmation as to why this had been determined under delegated authority rather than being brought to committee, given the suggestions that the scheme failed to accord with planning policy and the application was of public interest. Before a response was provided by the Chief Planning Officer and Development Director, the Interim Executive Director of Environment and a Member condemned abusive language used in the online article referenced.

The Chief Planning Officer and Development Director advised that the delegated officer's report had not identified policy non-compliance issues with the scheme, and that the number of objections received was below the threshold at which applications are referred to Members. With regards to the level of public interest, the Chief Planning Officer and Development Director added that this had been a matter of judgement which he had exercised having considered the application. The Chief Planning Officer and Development Director further advised that he took full ownership for the decision to determine the application under delegated authority, and had not referred the matter to the Chairman and Deputy Chairman. In response to a question from another Member, the Chief Planning Officer and Development Director advised that the road closure included in the application was likely to be a managed and timed closure secured as part of the Section 278 agreement.

The Deputy Chairman, in the Chair, responded that delegated authority was an important part of the planning process and was required to keep the system

moving, adding that where proposals had little or no objections and had been appropriately scrutinised by officers, they should be agreeable under delegation without management by the Sub-Committee.

A Member, referencing earlier discussion in respect of representations, asked that clarity on the approach taken in presenting applications, as well as a proposed approach for taking forward be provided by officers. The Chief Planning Officer and Development Director advised that officers could commit to including all representations in full if it were the will of Members. The Deputy Chairman, in the Chair, noting varying opinions on the appropriate approach, suggested that the issue be raised as a matter of policy at a meeting of the Grand Committee.

The Member further queried whether the scope of items that could be discussed under Questions and AOB needed clarification, as Members ought to be able to raise items causing concern with a degree of urgency, even if they related to consultations or the Local Plan rather than exclusively to planning applications. The Deputy Chairman, in the Chair, responded that he understood this view and asked that it be noted for following up.

ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There was no other business.

The Deputy Chairman, in the Chair, then thanked all those in attendance for their contributions before closing the meeting.

The meeting ended at 12.47 pm

Chairman

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

Appendix 3



RESOLUTION OF THE PLANNING AND TRANSPORTATION COMMITTEE

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

DATED day of 2024

WHEREAS the Mayor and Commonalty and Citizens of the City of London acting by the Planning and Transportation Committee pursuant to the delegation to that Committee specified above (hereinafter called "the City") are authorised by Section 6 of the City of London (Various Powers) Act 1967 (hereinafter called "the Act") BY RESOLUTION TO DECLARE any way or place in the City of London appearing to the City:

- (i) to be laid out or otherwise suitable for a City Walkway within the meaning of Section 5 of the Act,
- (ii) to which access is available directly from a street or another way or place which is a City Walkway, and
- (iii) which is laid out or rendered suitable for a City Walkway in accordance with one of the provisions specified in subsection (1) of the said Section 6.

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

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

AND WHEREAS it appears to the City that the resolution made by them on the 5th May 1983 (hereinafter called the "1983 Resolution") should be

rescinded to discontinue the City Walkway shown shaded yellow on the drawing attached hereto and numbered 6799-A01-APT-XXX-100L-DR-A-PL0040 and entitled "Existing Plan – Upper Ground"

NOW THEREFORE the City in pursuance of Section 6(5) of the Act by resolution HEREBY RESCINDS the 1983 Resolution so as to discontinue the City Walkway described in the Schedule hereto on and after the [date to be inserted by the City Operations Director (City Streets and Spaces)] day of [to be inserted by the City Operations Director (City Streets and Spaces) following implementation of planning permission ref. 23/01102/FULMAJ].

THE SCHEDULE

ALL THAT way or place between Little New Street and Wine Office Court, the said way or place being more particularly shown shaded yellow on the said drawing 6799-A01-APT-XXX-100L-DR-A-PL0040 entitled "Existing Plan – Upper Ground".

Dated the day of 202[]

THE COMMON SEAL OF THE MAYOR
AND COMMONALTY AND
CITIZENS OF THE CITY
OF LONDON

was hereunto affixed in the presence of:-

Authorised Officer
Guildhall, London, EC2P 2EJ

Appendix 4

RESOLUTION
OF THE COURT OF COMMON COUNCIL
DATED the 5th day of May 1983

WHEREAS the Mayor and Commonalty and Citizens of the City of London acting by the Common Council (hereinafter called "the Corporation") are authorised by Section 6 of the City of London (Various Powers) Act 1967 (hereinafter called "the Act") BY RESOLUTION TO DECLARE any way or place in the City of London appearing to the Corporation:

- (i) to be laid out or otherwise suitable for a City Walkway within the meaning of Section 5 of the Act;
- (ii) to which access is available directly from the street or another way or place which is a City Walkway; and
- (iii) which is laid out or rendered suitable for a City Walkway in accordance with one of the provisions specified in subsection (1) of the said Section 6.

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

AND WHEREAS it appears to the Corporation that:

- (i) the way or place specified in the Schedule hereto is laid out or otherwise suitable for a City Walkway within the meaning of the said Section 5, and
- (ii) access to such way or place is available directly from a street or another way or place which is a City Walkway.

NOW THEREFORE the Corporation in pursuance of Section 6(1)(b) of the Act by resolution, HEREBY DECLARE the way or place described in the Schedule hereto on and after the 12th day of May 1983 to be a City Walkway.

THE SCHEDULE

ALL THAT way or place being the covered walkway through Hill House (No.1 Little New Street) connecting Little New Street to Wine Office Court, the said way or place being more particularly shown on the plan attached hereto and numbered A2.W21-82-315.

THE COMMON SEAL of THE MAYOR)
AND COMMONALTY AND CITIZENS)
OF THE CITY OF LONDON was)
hereunto affixed in the)
presence of:-)

T. C. Simmons
Deputy Town Clerk



Corporation of London
City Engineer's Department

Notes

Revisions

Hill House
Little New Street
City Walkway

Date	DESIGNED	Survey	Drawn
Design	Traced	RE	Checked

L. W. Groombridge
City Engineer
P.O. Box 270
Guldhall, London, E.C.2.

Scales

No.	Rev
A.2	W21-82-315

Committee: Planning and Transportation Committee – For decision	Dated: 23/07/2024
Subject: City Fund Highway Declaration: 60 Aldgate High Street, London, EC3N 1AL	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	-Dynamic Economic Growth -Vibrant Thriving Destination
Does this proposal require extra revenue and/or capital spending?	N
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 and Executive Director of Property (CS.201/24)	For Decision
Report author: Steven Chandler, Senior Principal Surveyor	

Summary

Approval is sought to declare a portion of City Fund freehold land (including subsoil) (445 sq.ft.) and a volume of airspace (388 sq.ft.) situated around 60 Aldgate High Street, EC3N 1AL to be surplus to highway requirements to allow its disposal in conjunction with the permitted development.

Redevelopment of the site was approved by Planning and Transportation Committee in December 2020 and revised proposals have been submitted for consideration under ref. 16/00406/FULMAJ. The building encroaches on City Corporation land and airspace. The developer is seeking to regularise its use of the land.

Before third party interests can be granted in City Fund land (held for highway purposes), the affected areas first need to be declared surplus to highway requirements.

In respect of the proposed leasehold disposal of airspace, the highway stratum beneath the airspace is not to be declared surplus and will remain as highway. The airspace will be used for a Building Maintenance Unit (BMU). In respect of the proposed Freehold disposal of land and subsoil to be incorporated in the proposed development, any sale will be subject to the highway rights enjoyed over the highway stratum. The highway stratum will not be capable of being incorporated in the development unless it is first stopped up. Any future stopping up decision will be considered separately and is not the subject of this report.

The commercial terms for the highway land and airspace disposal, will be considered and approved under the City Surveyor’s delegated authority, subject to your approval to declare the affected land and volume of airspace surplus to highway requirements.

Recommendations

Members are asked to:

- Resolve to declare an area of City Fund land (held for highway purposes) measuring a total of (445 sq.ft.). situated around 60 Aldgate High Street, EC3N (shown on the Plan at **Appendix A**), to be surplus to highway requirements (to enable its disposal upon terms to be approved under the City Surveyor's delegated authority).
- Resolve to declare a volume of City Fund airspace (held for highway purposes) measuring a total of (388 sq.ft.) situated around 60 Aldgate High Street, EC3N (shown on the Plan at **Appendix A**), to be surplus to highway requirements (to enable its disposal upon terms to be approved under the City Surveyor's delegated authority).
- Delegate authority to the City Surveyor and the City Operations Director to determine the relevant ordnance datum levels to suitably restrict the vertical extent of the leasehold airspace demise.

Main Report

Background

1. The proposed redevelopment of 60 Aldgate, EC3 at the site 15 Minories, 57-60 & 62 Aldgate High Street and 1 Little Somerset Street, EC3 has a planning application submitted under reference 16/00406/FULMAJ. The application was originally submitted in July 2016 by 4C Hotels and in December 2020, the City of London Planning Committee approved the planning proposals, which have the following development description: "Demolition of existing structures and erection of a mixed-use office building Class B1(a), including ground floor Class A1, Class A3 and Class A4 uses. (30,901 sq.m GEA.)"
2. Following the resolution above, 60 Aldgate Ltd acquired an interest in the site and have now opted, with the agreement of the applicant, to update and improve the scheme by making revisions before it is determined. The original architects ACME have updated the design to meet this new brief and this has culminated in the submission of revised proposals for consideration under ref. 16/00406/FULMAJ. The revised description of proposed development (the 'Revised Proposed Development') is as follows: "Demolition of existing structures, and erection of a mixed-use office building, including ground floor flexible retail/café/commercial uses (Class E) and a public house (sui generis)". The planning permission was subject to the signing of a S106 agreement which, at the time of writing, is almost settled. Your Committee will be verbally updated on the completion of the S106 and the issue of the planning permission at your meeting.
3. The development includes construction on City Corporation owned freehold, a portion of which is held by City Fund (highway) (shown on the Plan at **Appendix A**).

4. The development includes projections that project into City Corporation owned airspace around the building, a portion of which is held by City Fund (highway) (shown on the Plan at **Appendix A**).

Current Position

5. Kauffmans, acting for Laprop Limited has approached the City Corporation seeking to acquire a suitable interest in the land and airspace affected by its approved redevelopment works.
6. Before the City Corporation is able to dispose of any interests in City Fund (highway) land, your Committee should first agree it is surplus to highway requirements.
7. By way of background, the City Fund land and airspace held for highway purposes and which is the subject of this report was acquired between 1931 and 1982 using the equivalent of modern day highway authority powers, including under the Metropolitan Paving Act 1817.
8. In the event of the airspace being declared surplus, its disposal is a matter for the City as landowner and Resource Allocation Sub Committee.
9. In respect of the airspace, 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 relation to the City Fund portion of the disposal). Where applicable, the vertical extent of the highway stratum would be approved by the City Operations Director to ensure that sufficient stratum remained to enable the use, management and maintenance of the highway.
10. In respect of the construction on City Corporation owned freehold it should be noted there is a requirement for a portion of highway to be stopped up as part of this development which will be considered by your committee prior to the development commencing. Nothing in this report affects the determination of the stopping up order.
11. Detailed research by City Surveyors confirms the City Corporation's ownership of the parcels of affected land measuring 1,072 sq.ft. in total. This is split between City's Estate (31 sq.ft.) and City Fund (Highway) (833 sq.ft.) Crown Caution (208 sq.ft.). Only the City Fund (highway) land is the subject of this report. City's Cash and Crown Caution land, airspace and subsoil outside of the highway stratum is not within the remit of your Committee. The status of the highway stratum will be dealt with through a separate decision on a stopping up application.
12. 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 Laprop Limited a wholly owned subsidiary of the Headlessee of

60 Aldgate High Street in due course and authorised under the City Surveyor's Delegated Authority after being determined by the City Surveyor and City Operations Director.

Proposals

13. The land is not considered necessary for the use of the highway and the exercise of the highway function and it is therefore proposed that subject to your agreement to declare the area of City Fund land proposed to be incorporated in the scheme to be surplus to highway requirements measuring (445 sq.ft.) (see plan at **Appendix A**). so that the City Corporation disposes of a suitable interest in the land upon terms to be approved under the Delegated Authority of the City Surveyor.
14. The airspace is not considered necessary for the use of the highway and the exercise of the highway function (subject to the City Operations Director's approval of the vertical extent of the highway stratum) and it is therefore proposed that subject to your agreement to declare the volume of City Fund airspace around 60 Aldgate High Street, EC3N, to be surplus to highway requirements measuring 388 sq.ft. (see plan at **Appendix A**). so that the City Corporation disposes of a suitable interest in the airspace upon terms to be approved under the Delegated Authority of the City Surveyor.

Corporate & Strategic Implications

15. Strategic implications –

- The proposals in this report support the following Outcomes in the Corporate Plan.
 - Dynamic Economic Growth
 - Vibrant Thriving Destination

16. Financial implications –

- The financial terms of the proposed highway transaction are to be approved by The City Surveyor under his delegated authority, subject to you declaring the affected City Fund airspace to be surplus to highway requirements.

17. Resource implications – None

18. Legal implications –

- The land shown on the Plan at **Appendix A** and the airspace shown on the Plan at **Appendix A** (noting the acquisition history summarised at paragraph 7 above) may be disposed of pursuant to the City of London (Various Powers) Act 1958, Section 9 (which allows the City Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit).

19. Risk implications – The developer could choose not to proceed with the transaction or redevelopment.

20. Equalities implications – No equalities issues identified.

21. Climate implications – None

22. Security implications - None

Conclusion

23. The land and 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 interest in it to enable the development of the property according to the planning permission that has been granted 16/00406/FULMAJ.

Appendices

- Appendix A – City Fund Freehold and City Fund Airspace to be declared surplus

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

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