

Appendix 2: Key changes and context for change for ‘Red’ proposals requiring major change

This appendix provides more detail on the proposed key changes to proposals that have been identified as requiring a major update or change. The existing proposal text is included for reference and the sections of text that are likely to be deleted or replaced are highlighted. Any feedback on the changes outlined below will be incorporated into the full draft of the proposals that will be submitted to Committees in July for approval to consult.

Proposal NEW: Embed an inclusive approach to transport planning and delivery in all our activity and processes.

This is a new proposal that sits across all other proposals. This proposal will ensure we take an inclusive approach to the activities and processes required to deliver the Transport Strategy.

This proposal will make clear the City of London Corporation’s commitment to diversity and inclusion in transport.

It will set out our approach to considering all protected characteristics and socio-economic impacts when planning and making changes to our streets. It will outline our processes for inclusive engagement and consultation and for assessing benefits and disbenefits, for example through equality impact assessments.

As with the Healthy Streets Approach, all proposals in the Transport Strategy should contribute to creating inclusive streets and transport. We will continue to have a specific outcome and proposals on improving physical accessibility. This will ensure we maintain a focus on removing physical barriers to travel in the City.

Context for change

Inclusion is implicit in the work we do. We want to make it explicit that our streets will be inclusive for all, and to set out our approach to improving our performance in this area.

Outcome 1: Streets are great places to walk and spend time

No major changes required under this outcome it is proposed to change the outcome wording to: *The Square Mile's streets are great places to walk, wheel and spend time.*

Individual proposals will be updated accordingly to reflect this new wording.

Context for change

- Given the recommendation to establish a new overarching proposal to be inclusive, we propose broadening this outcome to change to 'the Square Mile's Streets are great places to walk, wheel and spend time'. In general, we need to refer to 'walking and wheeling' when relevant to anyone permitted to use our pavements. Advice from disabled representative groups recommends this use of language.
- People wheeling using mobility aids are included with people walking. Anything not legally defined as a mobility aid should not be using our pavements or footways.

Proposal 11: Take a proactive approach to reducing motor traffic

Key changes

- Remove the commitment to developing a charging mechanism for the City of London, which is considered unworkable in the absence of TfL and Mayor of London support for a wider London scheme.
- Commit to working with TfL on the development of future road user charging that achieves traffic reduction, particularly at peak times.
- Review our trajectory and progress against the traffic reduction target of 25% by 2030 and 50% by 2044 (against 2017 baseline) and update targets if required.
- We are reviewing the need for actions to ensure an adequate level of taxi provision in the context of lower numbers post-pandemic.
- Recognise the need to continue to monitor PHV numbers should they increase again.

Context for change

- Underline the City Corporation's commitment to reducing motor traffic, and the importance of the policy in unlocking other policy goals and Transport Strategy proposals
- TfL has commenced investigation into next generation road user charging, to potentially replace the Congestion Charge and ULEZ. Early-stage engagement was undertaken as part of the ULEZ consultation in 2022.

- The central London Congestion Charge has changed in terms of its operation and days and hours it is in effect in the time since the Transport Strategy was published, first in June 2020 and more recently in February 2022.
- Motor traffic reduction remains key to the achievement of other objectives for the Transport Strategy, including achieving Vision Zero, and the Climate Action Strategy. This will support efforts to increase walking and cycling trips and improve air quality in the Square Mile.
- Air quality ambitions within the Transport Strategy could be partly assisted through a transition to electric vehicles. However, the motor traffic reduction targets apply to all motor vehicles and the discouragement of electric vehicles will support the achievement of walking, cycling, Vision Zero, Climate Action Strategy and street space outcomes. Brake and tyre wear also contributes to particulate matter, and electric vehicles
- There has been some success in regulating the PHV market, including the removal of exemptions to pay the congestion charge.
- The supply and demand of PHV via ride hailing has a somewhat better balance at the time of writing than in 2019, due to licence regulation and the cost of operating vehicles. We will continue to monitor numbers to note any significant changes.

Existing text - text highlighted grey will be deleted and replaced

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

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

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

- Supporting TfL's efforts to reduce the number of private hire vehicles (PHVs) operating in central London. We will also work with TfL and large operators to reduce circulation and empty running and promote ridesharing.
- Working with the taxi industry to reduce empty running of taxis within the Square Mile, including a City-wide review of taxi ranks and promotion of ride hailing apps.

Delivering Proposals 38 and 39 to reduce the number of delivery and servicing vehicles in the Square Mile, particularly at peak travel times.

- Working with TfL to identify opportunities to reduce 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 to develop coordinated measures across central London. Achieving this level of traffic reduction is also likely to require new shared mobility services and other transport technology innovations, which the City Corporation will support and champion through our Future Transport Programme (Proposal 43).

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

Key changes

- Delete
- Behaviour change and education to help embed the change to the Highway Code will be included under the Safer Behaviours element of Proposal 20 – *Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero:*

Context for change

- Progress has been made towards the achievement of the objectives of the 'Turning the Corner' campaign.
- The principles were incorporated into the revised Highway Code January 2022, with motor vehicles now required to give way to people walking and cycling when turning left into a side road.
- With the publication of the Highway Code, the British Cycling Turning the Corner campaign has now ceased, and the emphasis is on further communication and behavioural campaigns to raise awareness and embed the change in motorists' behaviour.
- Beyond the Highway Code change, an update to national legislation would enshrine the changes in law, but it is recommended that this is championed once awareness of the Highway Code changes have been raised further.

Existing text - text highlighted grey will be deleted and replaced

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

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

Key Changes

- Change proposal wording to: *Make our streets accessible through ongoing improvements and by applying the CoLSAT.*
- Rename as *Street Accessibility Tool. Previously Street Accessibility Standard (CoLSAT).*
- Commitment to apply CoLSAT on all projects and encourage developers to use it as part of their assessment processes.
- We will continue to develop and improve the CoLSAT as appropriate, to ensure that it remains current to changes in legislation and continues to drive improvements in quality and performance.
- Establish and commit to an annual programme of improvements with a sustainable level of funding directed at improving accessibility on streets that are not otherwise covered by specific projects.
- Ensure that maintenance of the City's streets addresses any issues that could impact disabled people. Ensure that our maintenance programme is sufficiently robust to provide good quality surfaces for our streets and pavements and public spaces.

Context for change

- Update to reflect change to - City of London Street Accessibility Tool (CoLSAT) not City of London Street Accessibility Standard.
- City of London Street Accessibility Tool (CoLSAT) developed in 2020 and in use by City Corporation officers.

Existing text - text highlighted grey will be deleted and replaced

We will work with City residents, workers, the City of London Access Group (COLAG), our internal access team and groups representing the needs of different street users to develop the City of London Street Accessibility Standard (COLSAS).

COLSAS will set minimum and desired standards for the design of streets to ensure they provide an environment where all current and potential users feel welcome and safe and can travel comfortably and confidently. Vehicle access requirements will also be considered during the development of COLSAS.

The standard will be applicable to all City Corporation managed streets and we will work with TfL to apply the standard to the Transport for London Road Network (TLRN). We will apply COLSAS by carrying out a detailed access audit of all City streets to assess the current level of accessibility. Details of necessary improvements, including a delivery timetable, will be set out in a Streets Accessibility Action Plan. COLSAS and the Streets Accessibility Action Plan will be published in 2020. Improvements to streets that do not meet the minimum COLSAS standard will be prioritised, with all critical improvements delivered by 2025.

“we will audit of all City streets to assess the current level of accessibility. Details of necessary improvements, including a delivery timetable, will be set out in a Streets Accessibility Action Plan. COLSAS and the Streets Accessibility Action Plan will be published in 2020. Improvements to streets that do not meet the minimum COLSAS(T) standard will be prioritised, with all critical improvements delivered by 2025.”

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

Key Changes

- Reference to publication of the Vision Zero action plan for the City of London, published in Summer 2023.
- Change to trajectory for achievement of zero KSIs in 2040, with new target for fewer than 32 deaths and serious injuries by 2026, and fewer than 20 deaths and serious injuries by 2030.
- Amendment to frequency of publication of a new action plan. New plan published in 2023, 4 years after the transport strategy, with the new plan covering the period 2023-2028.
- Update priority locations for intervention based on revised collision and casualty data analysis.
- Update with reference to revised collision and casualty data analysis to highlight priorities and areas of focus, including TfL roads, motorcycles, buses and heavy good vehicles.
- Include reference to headline actions included in the Vision Zero action plan 2023, including:
 - Replace the commitment to seek mandatory 15mph as this has been rejected by DfT. Pursue the trial of advisory speed limits below 20mph based on the appropriate conditions of a street, on a case by case basis. Linking proposed introduction with pedestrian priority streets.
 - The City Corporation and City Police will support and amplify the campaigns, communications and behaviour change activity of TfL, the DfT and other agencies, for example campaigns to promote awareness of the Highway Code changes.
 - Increasing high profile, high visibility speed enforcement methods targeted at the locations identified as being highest risk.
 - Introducing telematics and intelligent speed assistance (ISA) across the City Corporation's vehicle fleet to improve driver behaviour and promote speed compliance.
 - Developing a City of London Vision Zero design audit that will be applied to all engineering schemes, to ensure that guidance and best practice has been applied, and
 - Taking a risk-based approach to improve the design, maintenance and operation of vehicles that travel on the City's streets e.g. work with TfL and partners to support the development of a motorcycle fleet accreditation standard.
 - Engaging with TfL to inform and apply their courier and professional powered two-wheeler engagement in the City and help develop an industry standard for rider training and safe riding practices.
 - Delivering a prioritised programme to re-design and de-risk the junction locations where the risk of serious collisions is the greatest.
 - The City Corporation and City Police working together to apply new and emerging collision investigation practices to ensure that learnings from serious collisions can be gathered as quickly and efficiently as possible.

Context for change

- The City of London Corporation remains committed to doing everything it can to make the streets of the Square Mile safe for everyone, working with key partners such as the City of London Police and Transport for London to keep people safe from harm.
- The Vision Zero goal to eradicate deaths and serious injuries is extremely ambitious and challenging to meet, but the City and its partners will underline the commitment to do everything they can to prevent such individual tragedies.
- Previous categorisation of Proposal 20 as a Corporate risk, due to insufficient progress in the reduction of fatal and serious injuries.
- Updated and refreshed analysis of priority locations for engineering activity to reduce risk on the streets of the Square Mile.
- Expiry of Road Danger Reduction 2018-23, superseded by the Vision Zero action plan 2023-2028, with updated analysis and 19 actions

Existing text- **text highlighted grey will be deleted and replaced**

We will deliver Vision Zero to eliminate death and serious injuries on the City's streets by 2040.

Our interim targets are that no more than 35 people a year are killed or seriously injured by 2022 and that there are fewer than 16 deaths or serious injuries a year by 2030. *(intermediate target to be updated with revised collision data)*

Measures to deliver Vision Zero and reduce road danger will be delivered across four themes:

- Safer streets
- Safer speeds
- Safer vehicles
- Safer behaviours

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.

We will publish a comprehensive Road Danger Reduction Action Plan every five years. The 2018 – 2023 plan will be updated in 2019 immediately following the adoption of this Strategy. *(date update)*

Safer streets

We will redesign our streets to reduce the likelihood and severity of collisions. Locations for change will be identified and prioritised based on the number and severity of collisions, and the risk to people walking, cycling and riding motorcycles and mopeds. Locations will be reviewed on an annual basis.

Priority locations for change by 2030, using analysis of data from 2012 to 2017, are shown in Figure 8 and include:

- Moorgate (London Wall to Eldon Street)
- High Holborn (Holborn Circus to Warwick Lane)
- Cannon Street (Mansion House Station to New Change)
- St Paul's Gyratory
- Aldersgate Street/Beech Street Junction
- Fleet Street/New Fetter Lane Junction
- Lombard Street – Fenchurch Street Corridor
- Old Broad Street/London Wall Junction
- Camomile Street/St Mary Axe Junction

(locations will be updated with refreshed collision data)

We will work with TfL to deliver changes at the following priority locations on the TLRN:

- Bishopsgate
- Monument Junction
- Embankment (Temple Avenue to Puddle Dock)
- Mansell Street
- Southwark Bridge/Lower Thames Street Junction
- Upper Thames Street (London Bridge to Eastcheap)

In addition to the above we will work with TfL to monitor and if necessary further improve Farringdon Street and New Bridge Street (including Ludgate Circus and Blackfriars junction).

Other measures to change streets to reduce the likelihood and severity of collisions will include:

- Narrowing and raising the entrances to side streets to require drivers and riders to manoeuvre more slowly
- Exploring the potential for changing the look and feel of streets to reinforce positive behaviours by people driving and riding in the Square Mile, including appropriate speed, acceleration and overtaking. Innovative techniques that use road markings and temporary or light touch changes to give behavioural cues will be trialled and assessed in up to five locations by 2022
- Continuing to maintain a smooth and level surface on pavements and carriageways to reduce the risk of trips and falls by people walking and riding in the City

Safer 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 seek permission from the Department for Transport to adopt a City-wide 15mph speed limit by 2022. If successful, we will encourage TfL to seek permission to deliver this new limit on the TLRN, particularly along the Bishopsgate corridor.

We will work with the City of London Police to deliver engagement, education and enforcement to support the implementation of the 15mph speed limit.

To make it easier for drivers to comply with the existing 20mph and proposed 15mph speed limits we will encourage the uptake of intelligent speed adaptation (ISA) in the Square Mile by:

- Asking TfL to prioritise the roll out of bus ISA on routes which operate in the Square Mile, with the aim of bus ISA operating on all routes by 2022.
- Adopting ISA in our own fleet procurement practices as part of our renewal programme. Insurance savings will be quantified and shared as best practice guidance for City suppliers and through the Fleet Operator Recognition Scheme (FORS)
- Ensuring ISA is a standard requirement for any service procured by the City Corporation with a fleet requirement
- Promoting the installation of ISA in taxis and private hire vehicles and encouraging TfL to make ISA a requirement for new taxis and private hire licensing
- Encouraging the uptake of ISA in other fleets, such as hauliers, construction firms and coach operators
- Working with the insurance industry and vehicle manufacturers to promote and encourage the use of ISA in private vehicles

Safer vehicles

We will improve the safety of motor vehicles which use City's streets by:

- Using fleet accreditation schemes, such as the Fleet Operator Recognition Scheme (FORS), to integrate safety into fleets by:
 - Continuing the CityMark accreditation programme to ensure vehicles at City construction sites meet standards. We will encourage the inclusion of CityMark in Construction Logistic Plans (CLP)
 - Encouraging TfL and industry stakeholders to develop FORS or similar standards for coaches and vans by 2022
 - Encouraging the integration of direct vision standards as part of all accreditation schemes. This will also be mandated through CLPs and CityMark for City construction sites once the standards are implemented and normalised
 - Supporting TfL with developing a motorcycle fleet accreditation standard for couriers and delivery riders, which will include improved safety training
 - Continuing to inspect over 1000 vehicles each year with the City Police Commercial Vehicles Unit and continue to support the London Freight Enforcement partnership alongside Transport for London, the Metropolitan Police

and the Driver and Vehicle Standards Agency. We will identify opportunities to intensify the programme and map enforcement related to development density by 2020

- Work with industry, sector associations and motorcycle riders to identify and understand levers for motorcyclists to choose lighter, less powered vehicles when riding to and around the City
- Identifying any potential risks associated with the uptake of new technologies, including the increased use of quieter zero emission capable vehicles

Safer behaviours

We will encourage all the users of our streets to travel safely by:

- Expanding the 'exchanging places' training course for professional drivers to include the experience of walking, as well as cycling, in the Square Mile
- Encouraging TfL to require safety training as part of private hire and taxi licensing. This will include Bikeability Level 3 training
- Providing and promoting free cycle training for people who live, work and study in the City; working closely with City businesses to offer this training in a convenient and easily accessible way
- Encouraging TfL to include safety-based performance measures instead of timetable performance measures in bus contracts. We will work with TfL and operators to implement these changes as part of its Bus Safety Standard
- Working with the City of London Police to deliver targeted enforcement of dangerous and reckless driving and riding, including using plain clothed officers
- Promoting safe driving and riding through targeted behaviour change campaigns
- Identifying and targeting poor behaviours from use of emerging mobility technologies, such as e-scooters
- Work with the freight industry and research partners to understand the impact of delivery schedules on driving style and speeds

Outcome 5: More people choose to cycle in the City

Expansion of the Outcome to include scooters and other forms of micromobility.

Proposal 24: Improve the experience of riding cycles and scooters and prepare for future forms of micromobility

Key Changes

- Expansion of the Outcome to include scooters and other forms of micromobility and therefore rename.
- Expansion of the Proposal to include scooters and therefore rename
- Need to include 'micromobility' definition – 'small vehicles which can be ridden safely in cycle lanes such as bikes, e-bikes and e-scooters', and which are legally permitted to be using our streets.
- More inclusive approach needs to be inherent in our definition of who we design our cycling and micromobility interventions for (all ages, genders, etc).
- Changes to minimum to new London Cycle Design Standards.
- Consider route network in context of deliverability and traffic levels on our streets – routes listed for delivery will be refreshed, based on feasibility work over previous 3 years and with knowledge of future funding as currently anticipated.
- Remove approach of temporary infrastructure as not good value for money

Context for change

- Increase in cycling (and scootering) to, through and around the City
- Need to define 'micromobility' with the emerging new forms of travel and based on DfT regulations on permitted vehicles on the road.
- Space constraints making it difficult to deliver originally devised levels of service therefore align with London cycle design standards.
- Changing funding context.
- (Likely) inclusion of dockless scheme regulation in upcoming legislation.
- (Likely) legalisation of e-scooters on UK streets.
- Changes will be led by the outcomes from the current TfL operated e-scooter trial and any changes in legislation that Government wishes to make on that basis.

Existing text- **text highlighted grey will be deleted and replaced**

We will make the Square Mile a safe, attractive, and accessible place to cycle by applying a minimum cycling level of service to all streets by 2035. (*Additions proposed no deletion.*)

On the streets shown in Figure 9 below, which will form a core cycling network, 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 2m wide protected cycle lanes wherever possible

We recognise that initially it may not be possible to achieve these levels of service at all locations and will identify mitigating measures in the short and medium term to manage this.

We will prioritise cycling improvements and interventions on the core cycle network. This will ensure that nearly all property entrances are within 250m of the network, providing access to destinations across the Square Mile and linking with the wider London cycle network. We will explore the potential to use temporary measures and interventions to accelerate the pace of delivering the network and allow changes to street layout to be tested and refined before being made permanent.

We will support cycle logistics and the use of cycles as mobility aids by ensuring that all parts of this network are designed to be accessible to non-standard cycles, such as cargo cycles or adapted cycles. *(No deletion, addition of scooters)*

Route commitments to be refreshed based on feasibility and funding anticipated

We will deliver the Bishopsgate to Blackfriars (including improvements at Mansion House junction) and CS1 to Monument Junction sections by 2025.

The following parts of the core cycle network will be delivered by 2030:

- Holborn Circus via Bank including connecting the City Cluster to Cycle Superhighway (CS) 2 and CS6
- CS3 to St Paul's via the City Cluster and London Wall (in conjunction with planned network improvements at St Paul's Gyratory)
- Monument Junction to CS4 via London Bridge in partnership with TfL
- CS2 to CS3 via Mansell Street (in partnership with TfL)
- The remaining sections of the core cycle network will be delivered by 2035.

On Local Access streets that do not form part of the core cycling network, we will aim to keep motor traffic volumes below 150 vehicles an hour in each direction at the busiest time of day to give priority to people cycling over motor vehicles. For the majority of Local Access streets this will require relatively little intervention, other than junction improvements. Traffic levels are already low, and this Strategy will deliver reductions in traffic volumes (Proposal 11) and introduce a City-wide 15mph speed limit (Proposal 20). In cases where traffic volumes exceed this limit we will seek to reduce traffic volumes through changes to access and traffic management. *(No deletion, addition of scooters).*

On City Access streets, we will aim to meet the standards described above but recognise this may not be possible on all streets due to their role in traffic movement or space constraints. Other proposals in this Strategy, such as the introduction of a Citywide 15mph speed limit, will help make these streets safer, more attractive, and more accessible places to cycle. *(No deletion, addition of scooters)*

To support the new cycling level of service we will also:

- Review all shared pedestrian/cycle 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, cycling and driving.
- Use signage and road markings to emphasise priority for people cycling over motor vehicles.
- Introduce safety improvements at the priority locations identified in Proposal 20 to ensure they are safe and easy places to cycle .
- Trial temporary schemes and infrastructure wherever possible to review impacts on other street users and accelerate the delivery of the cycle network.
- Learn from and incorporate design standards and guidance, such as the London Cycling Design Standard and the Dutch CROW manual, when designing and delivering cycling infrastructure improvements in the City.

No deletion, addition of scooters

Additional measures to support the delivery of the core cycle network will include:

- The use of Construction Logistics Plans and Delivery and Servicing Plans to manage the number of freight vehicles using the network, particularly at peak times.
- Enhanced cycle wayfinding and signage, including signage at eye level wherever suitable.
- Working with boroughs neighbouring the City and TfL to improve continuity and connectivity between our cycle networks.

Proposal 25: Increase the amount, variety and quality of cycle and scooter parking in the City

Key Changes

- Expansion of Parking Delivery Plan to Parking Improvement Plan to incorporate dockless space and adapted/cargo cycle/scooter space and rental e-scooters.
- Review and report on the demand for micromobility parking and identify pavement and carriageway space available to accommodate micromobility parking that doesn't negatively impact other street uses and users; include City Stations.
- Identify micromobility parking best practice and design to mitigate against cycle and scooter theft and vandalism.
- Innovative parking solutions **and designs** that increase the space efficiency, security and quality of cycle parking; including the possibility of commercially operated cycle parking hubs.
- We will also support the ongoing development and review of TfL's Dockless Bike Share Code of Practice for Operators in London.
- Lobby for national legislation that will introduce additional regulatory powers to effectively manage current and future dockless hire activities on our streets.
- Continue to provide through planning process cycle parking in buildings that are at least in line with the London Plan's minimum standards (incorporating existing Proposal 26 'Ensure new developments contribute to improving the experience of cycling in the City' into this revised proposal 25).

Context for change

- Increase in cycling (and scootering) to, through and around the City
- Space constraints making it difficult to deliver originally devised levels of service
- (Likely) inclusion of dockless scheme regulation in upcoming legislation
- (Likely) legalisation of e-scooters on UK streets
- Changes will be led by the outcomes from the current TfL operated e-scooter trial and any changes in legislation that Government wishes to make on that basis.

Existing text

(We will conduct a City-wide cycle parking review and publish a Cycle Parking Delivery Plan by 2020. This will:

Review the availability and distribution of both on and off-street public and residential cycle parking provision to ensure adequate provision, taking account of forecast demand. This will include working with National Rail to review parking at stations

Identify requirements for public and residential cycle parking that can accommodate cargo cycles and adapted cycles, including retrofitting existing cycle parking

Promote the use of City Corporation car parks for long stay cycle parking
Explore the potential for innovative parking solutions that increase the space efficiency, security and quality of cycle parking
Assess the potential for commercially operated cycle parking hubs that provide enhanced security and facilities
Assess occupancy levels of cycle parking in recently completed commercial buildings to understand current use and inform future planning policy on workplace cycle parking
Further reviews will be conducted on a regular basis, and at least every 5-years.
(No deletion, addition of scooters)

Text amalgamated from (Proposal 28) with substantial changes proposed see context above.

We will work with TfL and cycle hire providers to improve the quality and accessibility of all cycle hire facilities including docked, dockless, and cargo cycles for residents, workers, and visitors. In doing so, we will ensure that:

Cycles for hire are readily accessible in suitable numbers and in appropriate locations across the City

There are adequate parking and docking facilities and that these are managed to respond to peaks in demand

Hire cycles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users

Operators cover the costs of any additional infrastructure required to facilitate cycle hire

Any redistribution of hire cycles by vans or other motorised modes are done with zero emission capable vehicles

Dockless cycle operators actively restrict their users from parking outside designated areas and quickly remove cycles that are not parked in these areas

Cycle hire parking and docking locations and total spaces provided are reviewed and enhanced as demand changes

We will work with TfL and London Councils to secure a byelaw that grants local authorities in London regulatory powers to effectively manage current and future cycle hire activities on our streets.

NEW Proposal 26: Support and celebrate micromobility in the City

Key Changes

- New proposal to include micromobility.
- Continue with annual walking and micromobility festival/conference.
- Merged Old proposal 27 within new Proposal 26 to include micromobility.

Context for change

- Proposal still relevant but combined with non physical actions, engagement and events, now including micromobility.

Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City

Key Changes

Delete proposal Merged Old 26 into revised New 25 which includes parking for cycling and scooters.

Context for change

New 25 which includes parking for cycling and scooters.

Existing text

No change to this section, but will be amalgamated into revised proposal 25. Through the planning process we will work with developers and future occupiers to:

- Ensure all new developments provide secure cycle parking facilities, that are at least in line with the London
- Plan's minimum standards for cycle parking, have step free access and include lockers and showers in commercial developments
- Ensure that development proposals demonstrate how cycle parking facilities will cater for non-standard cycles, including adapted cycles for disabled people
- Encourage the provision of parking facilities that are suitable for 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 in the public realm
- Contribute to improving conditions for cycling on adjacent streets, particularly those that connect to or form part of the core cycling network
- Ensure that cycle parking in new developments minimises potential negative interactions between people walking and cycling, particularly on pavements

Proposal 27: Promote and celebrate cycling

Key Changes

Delete proposal and amalgamate text into Proposal 26.

Context for change

Amalgamated proposal for Support and celebrate micromobility.

Existing text- text highlighted grey will be deleted and replaced, and amalgamated into revised proposal 26.

We will encourage residents, workers and visitors to cycle to and around the Square Mile by:

Connecting businesses and residents to additional cycling support services, such as maintenance and insurance

Support City of London Corporation employees to cycle more and work with businesses and heritage and cultural institutions in the Square Mile to encourage more of their workers and visitors to cycle

Improving people's awareness of the cycling network and cycle routes to the City through promotional activities and wayfinding

Organising led rides, working with businesses and heritage and cultural institutions to promote cycling

Exploring the potential for an annual City cycling festival (

Supporting London-wide, national and international cycling campaigns and hosting periodic cycling events.

Proposal 28: Improve cycle hire in the City

Key changes

Delete proposal and amalgamate text into Proposal 25.

Context for change

Amalgamated because new Proposal 25 becomes all **moving** activity with cycles and scooters.

Existing text to be amalgamated with revised proposal 25 with substantial changes proposed (see context above).

We will work with TfL and cycle hire providers to improve the quality and accessibility of all cycle hire facilities including docked, dockless, and cargo cycles for residents, workers, and visitors. In doing so, we will ensure that:

Cycles for hire are readily accessible in suitable numbers and in appropriate locations across the City

There are adequate parking and docking facilities and that these are managed to respond to peaks in demand

Hire cycles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users

Operators cover the costs of any additional infrastructure required to facilitate cycle hire

Any redistribution of hire cycles by vans or other motorised modes are done with zero emission capable vehicles

Dockless cycle operators actively restrict their users from parking outside designated areas and quickly remove cycles that are not parked in these areas

Cycle hire parking and docking locations and total spaces provided are reviewed and enhanced as demand changes

We will work with TfL and London Councils to secure a byelaw that grants local authorities in London regulatory powers to effectively manage current and future cycle hire activities on our streets.

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

Key changes

- Remove commitment to local Zero Emissions Zones in the City of London.
- Continue to support wider emission controls for central London in line with the Mayor's Transport Strategy.
- Support use of next generation road user charging to control traffic more sensitively than congestion charge and ULEZ (within Proposal 11 'Take a proactive approach to reducing motor traffic').
- Targeted traffic reduction for high polluters where appropriate - if mechanism can be identified.

Context for change

- ULEZ success on NOx and NO2 and increasing uptake of zero emission vehicles.
- Difficulty of implementing Zero Emission Zones that rely on penalty charge notices.
- Benefits of wider zone of controls across central London boroughs and the City Square Mile.
- UK government regulations put new obligations on local authorities to reduce PM2.5 (cross ref detail with AQ strategy).
- WHO recommendations on PM2.5 and PM10 are higher standard than UK govt has adopted;
- Traffic reduction necessary to reduce PM from brake and tyre wear.
- Trans-boundary nature of PM pollution means that localised controls are not effective and that working with TfL and neighbour authorities will be more effective.
- Support for improved air quality.

Existing text- **text highlighted grey will be deleted and replaced**

We will support and champion the introduction of a Zero Emission Zone (ZEE) covering central London within the next Mayoral term. We will seek a phased introduction of ZEE restrictions with the aim of ensuring that 90% of motor vehicles entering the Square Mile are zero emission capable by 2030.

This is likely to be achieved through a combination of access-restrictions and charging for non-zero emission capable vehicles.

If a clear commitment to introduce a central London ZEE is not set out in the next Mayor's election manifesto, or commitments are insufficiently ambitious, we will explore the feasibility of Figure 11: Proposed Local Zero Emission Zones (larger map available on the City of London Transport Strategy webpage) implementing a City-wide ZEE, working

with London Councils and boroughs neighbouring the City to ensure a coordinated approach.

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

Key Changes

- Remove the commitment to providing sustainable logistics consolidation centre.
- Emphasis needs to shift to continuing to use the planning process to require consolidation to new developments and encouraging existing buildings to use consolidation.
- Move away from a commitment for the City Corporation to provide a set number of last mile logistics hubs within the Square Mile. Instead, the emphasis will be on seeking a coordinated approach to last mile logistics across central London, working with neighbouring boroughs, Transport for London, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary.
- Include new approaches such as allocating space on street for mobile distribution hubs.
- Update to commitments on target dates for volume of freight vehicles.
- Update construction logistics plan, to ensure current best practice followed for advice/planning requirements on alternative travel and transport to facilitate development at sites in the City.

Context for change

- Reducing the number of freight vehicles in the City remains a key commitment and is central to the achievement of other outcomes, including Vision Zero, clean and quiet streets and efficient use of street space. A particular focus will be to reduce the number of freight vehicles that pass through the City without an origin or destination in the Square Mile.
- The market is capable of providing upstream consolidation services without intervention.
- The market is looking for more space for last mile hubs. There are very limited opportunities in the City to provide sites; broaden remit to work with neighbouring boroughs, TfL, the GLA and other landowners.
- London Lorry Control Scheme (LLCS) still fit for purpose but in need of updating in some areas. Review is ongoing by London Councils with edits to Exempt Route Network, timings and vehicle types.
- Emphasise and promote use of the Thames for light freight as supported by PLA and current policy.
- Opportunity for collaboration with BIDs to adopt an area-based approach to freight consolidation.

Existing text- **text highlighted grey will be deleted and replaced**

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.

To achieve this target, 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 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 en route and in the City. Through the planning process we will ensure all appropriate new developments have restrictions to limit deliveries between 7am-10am, 12pm-2pm and 4pm-7pm

Engaging with property managers, occupiers and businesses which may wish to retime deliveries and seeking to remove any restrictions in their planning consents where there will be negligible impact on residents

Integrating out of peak deliveries as part of the sustainable logistics programme and identify opportunities for retiming freight on an area basis within Healthy Streets Plans (see Proposal 12)

Working with London Councils, TfL and neighbouring local authorities to modernise the London Lorry Control Scheme (LLCS) to generate more opportunities for out of peak and night time deliveries

Consolidation

Using established best practice, we will work with a partner haulier to provide a consolidation service for the Square Mile by 2022. A major engagement exercise with City businesses will promote and encourage the use of this consolidation service. This will include developing a consolidation toolkit for City businesses, informed by monitoring of the benefits arising from consolidating deliveries to the Guildhall complex.

We will also continue to use the planning process to require all new major developments to use a consolidation service to reduce deliveries to their buildings.

In the longer term we will develop a commercially sustainable approach to consolidation for the Square Mile and establish a sustainable logistics centre to serve the City by 2030. This centre will co-locate major suppliers in a single warehouse, alongside consolidation, waste collection and couriering services.

Last mile logistics

We will enable more deliveries within the Square Mile to be made by cargo cycles, on foot and by small electric vehicles by:

Delivering two last mile logistic hubs in underutilised City Corporation assets by 2022. A further three hubs will be delivered by 2025

Establishing additional last mile logistics hubs if appropriate underutilised assets are identified

Exploring opportunities to acquire new sites within or adjacent to the Square Mile for last mile logistic hubs

Working with developers and land owners to integrate last mile logistic hubs as part of major City developments

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

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

(No deletion in this section, minor additions possible in this section)

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 by 2019. This updated guidance will include stricter expectations for construction consolidation and on-site waste compaction. It will also review the potential for emerging technology, such as 3D printing or higher payload and carrying potential of new rigid axle vehicles to reduce the number of deliveries.

Work with developers and contractors to adapt and develop construction delivery management systems to facilitate retiming of deliveries to outside the 7-10am peak.

Through the planning process, require all development within the City to consider use of the River Thames for the movement of construction materials and waste.

Procurement and personal deliveries

To encourage smarter commercial decision making for our businesses and influence how residents and workers get goods delivered, we will:

Share information on the impact of personal deliveries on traffic in the City, including air quality and road danger and promote the use of click and collect services

Establish a collaborative procurement programme for the Square Mile by 2022. This will allow businesses, particularly small and medium sized businesses, to share suppliers and waste services. We will work with Cheapside Business

Alliance and the Aldgate Partnership to trial the programme prior to a City-wide roll out

Identify opportunities for other City Corporation initiatives, such as Plastic Free City and our Responsible Business Strategy, to support efforts to reduce the number of deliveries and waste collections.

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

Key Changes

Revise proposal to include commitments from CAS published in 2020, which embed climate resilience into the public realm, with key measures to be included:

- Committing £15m investment over the period to 2026 to preparing the Square Mile for extreme weather events.
- Committing to introduction of SuDS schemes and rain gardens in public highway.
- Commitment to tree planting to provide shade and reduce street temperatures (at least 100 new trees).
- Commitment to introduction of 'cool routes' along corridors of high pedestrian activity .
- Commitment to increasing the share of permeable/flood resistant road surfaces wherever possible.
- Update stage of engagement with the London Climate Change Partnership Transport Adaptation Sector Group (TASG).

Context for change

- Publication of Climate Action Strategy (CAS) 2020 providing more defined actions.
- Commitment to embed climate resilience across everything the City does – programme of delivery to do ensure this.
- Climate risk assessment has now been undertaken for the Square Mile, highlighting risks of rising temperatures and heatwave intensity, as well as surface water flooding as a result of climate change.

Existing text- **text highlighted grey will be deleted and replaced**

We will work with the London Climate Change Partnership Transport Adaptation Sector Group (TASG) to ensure the street network and transport system remains open during severe weather events. With TASG, we will undertake risk assessments based on current and predicted impacts of climate change and develop mitigating measures that will be implemented when thresholds are reached, including temperature change or levels of rainfall. This process will ensure the City Corporation and TfL are prepared to respond to extreme weather events that may affect our streets, the TLRN and rail and Underground networks.

The initial programme for the TASG first stage assessment is set out below:

- Agree indicators and complete transport sector assessments (autumn/winter 2018)
- Publish assessments (late 2018)

- Review and update every two years Further detailed assessments and mitigation plans will be informed by the Met Office's 2018 Climate projections, which will be released in November 2018.

Proposal 43: Establish a Future Transport Programme

Key Changes

- We will look to engage with industry, academia, government Catapults, local governments, and local and international partners to support, enable, facilitate and deliver transport innovation and technology trials across the City and London.
- Use technology where it adds to management or improves functionality of streetspace and public realm.
- Enhancing data collection to enable best use of technology
- Remove reference to specific actions: App-based parking and un/loading permitting and enforcement.
 - Technology-assisted kerbside space reallocation
 - On-demand accessible shuttles and shared transport services
 - App-assisted pedestrian crossing technologies for the partially sighted and people who require more time to cross
 - Geofencing and permitting
 - Use of drones to support emergency services and make urgent deliveries to hospitals
 - Technology to support the delivery of Vision Zero by reducing the likelihood and severity of collisions
- The new emphasis will be to engage with relevant partners to support, enable, facilitate and deliver transport innovation and technology with projects focused on the same principles as previously:
 - Enabling disabled passengers to hire and travel by taxis and private hire vehicles
 - Ensuring kerbside space is used as efficiently
 - Enhancing our data collection and processing capabilities,
 - Exploring the use of GPS-enabled technologies and geofencing to aid the regulation
- We will also continue to pioneer and facilitate new forms of car-free travel.

Context for change

- Future transport programme has not be able to operate in the style envisaged.
- Need to ensure we keep an umbrella approach to capture emerging opportunities that are not currently defined.
- Specific technology may or may not be appropriate in the City and requires greater resource commitment.

Existing text- **text highlighted grey will be deleted and replaced**

We will establish a Future Transport Programme to work with developers and operators of new mobility innovations. This programme will:
Engage with industry, academia, government Catapults, local governments, and local and international partners to deliver transport innovation and technology trials across the City, including trials on:

- App-based parking and un/loading permitting and enforcement
- Technology-assisted kerbside space reallocation
- On-demand accessible shuttles and shared transport services
- App-assisted pedestrian crossing technologies for the partially sighted and people who require more time to cross
- Geofencing and permitting
- Use of drones to support emergency services and make urgent deliveries to hospitals
- Technology to support the delivery of Vision Zero by reducing the likelihood and severity of collisions
- Identify measures required to support the uptake of appropriate mobility solutions, such as off-street storage of shared autonomous vehicles
- Host conferences and seminars and support competitions and awards for transport innovations and technologies
- Explore the potential for commercial opportunities and partnerships within the transport technology and innovation industry

A Future Transport Action Plan will be developed and published by 2020 in consultation with the Future Transport Advisory Board (Proposal 44), City workers, residents, and other interested groups.

We recognise the significant potential for new technologies to improve the City's streets and will openly enter into discussion with innovators. Future transport innovations will be considered appropriate for trial and use in the City context if they support the delivery of Healthy Streets and adhere to the following requirements (when applicable):

1. Support priority for people walking and efforts to enable more people to choose to walk, cycle and take public transport, and not shift people from these sustainable travel modes to unsustainable travel modes
2. Contribute to efforts to reduce motor vehicle volumes and mileage and not increase motor traffic volumes
3. Ensure that all users, including disabled users, are accommodated and that no street user is excluded
4. Lead to an overall increase in vehicle occupancy and loading
5. Help make our streets safer and not increase road danger, collision rates, collision severity, terrorism risk, or the need for additional policing or enforcement
6. Reduce vehicle speeds and ensure vehicles travel at speeds appropriate to conditions and the City context
7. Minimise obstructions to vehicles and people walking, and not permanently obstruct pavements or add clutter
8. Improve the efficiency of kerbside use and not increase parking or loading space requirements
9. Help spread travel demand, for both people and goods, more evenly across the day, such as outside morning, lunchtime and evening peaks and overnight
10. Help make streets and the City's air cleaner and quieter by reducing transport related emissions and noise

11. Improve the experience of using the City's streets and open spaces and support efforts to increase the amount of public space

Additional requirements apply to the introduction of connected and autonomous vehicles, drones and droids on our streets.

Autonomous vehicles must not require any changes or infrastructure that have a negative impact on our streets, such as bollards or barriers

Drones must not operate without Civil Aviation Authority and City of London permission

Droids must not operate on pavements or in such a way as to obstruct or pose a danger to any user of our streets Developers and operators of new transport innovations and services are expected to:

Share all beneficial data generated or collected with the City Corporation to aid in policy and decision making

Not discriminate against any potential user, either through active discrimination, profiling or algorithmic/AI discrimination or bias

Accommodate every user, especially those requiring wheelchairs or mobility aids when innovations and technologies incorporate motor vehicles

Not generate any unreasonable additional costs for the City Corporation or users

Ensure any supporting digital software and hardware is sufficiently and rigorously safeguarded from malicious use or intent that could pose a risk to physical or digital safety in the City

Readily and proactively engage with the City Corporation, City residents and workers, students, and other interested parties

Proposal 44: Establish a Future Transport Advisory Board

Key Changes

Delete proposal

Context for change

- Definition and management of a Board has in no longer considered to be the best approach to supporting delivery of proposal 43.
- No replacement for this proposal – we will manage future transport work and decisions through existing officer time, and through additional expert advice where needed.

Existing text - text highlighted grey will be deleted

To ensure that we can identify and proactively respond to future transport innovations we will establish a Future Transport Advisory Board. Board membership will include the City of London Police, industry partners and experts, academics and user groups.

The Future Transport Advisory Board will meet twice a year to:

Support and advise on the activities of the Future Transport Programme

Advise on emerging transport technology and innovation industry trends, and suitable responses to them

Act as a sounding board on the City's approach to managing upcoming innovations and technological launches

Review the City's future mobility policies, positions, and trials

Help facilitate connections and relationships between City officials and the wider transport technology industry

Proposal 46: Support and champion better national and international connections to the Square Mile

Key changes	Context for change:
<ul style="list-style-type: none"> • Identify any updates in line with Climate Action Strategy. • Ensure impact of all relevant transboundary (scope 3) travel is measured within CAS programme, recognising the commitment to net zero and progress that can be made on all travel emissions. 	<ul style="list-style-type: none"> • Climate Action Strategy Targets – to deliver net zero have been established since the 2019 Transport Strategy was adopted. • Baseline calculations on our scope 1,2 3 emissions that will inform Progress against CAS objectives <p>No change to national priorities on rail links that we currently support therefore no change (HS2).</p>

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

Key Changes

- Ensure data collection on people’s view of the quality of the streets includes a representative sample of protected characteristics groups.
- New more specific measurement on progress against CAS carbon savings contribution to CAS targets.
- Register the more frequent data collection including map identifying additional count locations.
- Identify baseline measure/data for new proposals

Context for change

- We have a physical measure of accessible streets but not a view from disabled people or others with protected characteristics who may be disproportionately affected by specific issues.
- With the changes and additions to the proposals relating to accessibility and inclusion, we are exploring the development of new KPIs to help measure our achievements. We need to ensure that our regular monitoring of views and opinions on the quality of our streets and access includes a sufficient sample size to understand if any groups with protected characteristics are reporting problems or different issues that we need to address.
- Definition and quantification of CAS carbon saving target is new since we established the transport strategy.

Existing text

(No deletion, performance indicators may be revised.)

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 to understand what people who live and work in, or travel through the Square Mile think about transport and streets in the City

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 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.

Table 1

City of London Key Targets by 2044
<ul style="list-style-type: none"> • Reduction in motor vehicle traffic of 50%
<ul style="list-style-type: none"> • Improvement in the number of people rating their experience of walking in the City as pleasant from 10% to 75%
<ul style="list-style-type: none"> • Increase in the number of kilometres of pedestrian priority streets of 55% (25km to 55km)
<ul style="list-style-type: none"> • Reduction in the number of people killed and seriously injured on our streets to 0
<ul style="list-style-type: none"> • Improvement in the number of people rating their experience of cycling in the City as pleasant from 4% to 75%
<ul style="list-style-type: none"> • Increase in the number of people cycling of 100%
<ul style="list-style-type: none"> • Increase in the proportion of zero emission capable vehicles entering the City to 100% of all vehicles
<ul style="list-style-type: none"> • Reduction in motorised freight vehicle volumes of 30%
<ul style="list-style-type: none"> • Reduction in peak-time motorised freight vehicle volumes of 90%
<ul style="list-style-type: none"> • Additional key performance indicators can be found on pages 113 and 114 of the City of London Transport Strategy.