

Committee(s)	Dated:
Planning and Transportation Committee	18 July 2023
Subject: Transport Strategy: 2022/23 Annual Report and Delivery Plan 2023/24 – 2028/29 5-year period	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1, 3, 5, 8, 9, 11 and 12
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: Director of Environment	For Information
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 2023/24 – 2028/29.

This report summarises the Annual Report which details progress with delivering the Transport Strategy in 2022/23 and the Delivery Plan for 2023/24 – 2028/29. Both documents can be found in Appendices 1 and 2.

Delivery of the Transport Strategy is progressing well. During the 2022/23 financial year we progressed 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.

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).

The Transport Strategy also supports the Destination City initiative to grow the City of London’s leisure proposition to boost our attractiveness to existing audiences while also opening it up to new ones.

The City of London Transport Strategy includes a set of key targets. These are reported on a bi-annual basis. The last set of traffic data reported was impacted by COVID-19. We now have data from June and November 2022, which appears to show a stable pattern with some changes compared to 2019.

The Delivery Plan for 2023/24 - 2028/29 is provided in Appendix 2. Funding from Transport for London (TfL) was limited in 2022/23 with a late release of funding in Autumn 2022. For 2023/24 and beyond, 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 2022/23. 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 2023/24 - 2028/29 is provided in Appendix 2.
4. We are currently reviewing the Transport Strategy, with the aim of an updated version in spring 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 November 2022, the Sub-Committee approved the approach for reviewing the 54 proposals in the current Transport Strategy and agreed the status for change of each proposal. 14 proposals have been identified as requiring major change, 21 are likely to only require minor amendments, and 19 are expected to require no change or only small contextual changes.
6. In late 2022 and the first half of 2023 we have undertaken a comprehensive programme of stakeholder engagement. The programme has included a two-phased series of focus groups, one-to-one meetings with key stakeholders, a public survey of workers, residents, students, and visitors and joint City Plan and Transport Strategy workshops throughout May and June 2023.
7. We are currently finalising the proposed revisions to the Transport Strategy and expect to present the draft revisions to this Committee in October 2023 and seek approval to consult. Subject to approval, public consultation will be carried out in October and November.

Section 1: Transport Strategy progress in 2022/23

8. This section summarises progress in 2022/23 for the projects and activities that are delivering the Transport Strategy. The full Annual Report is provided in Appendix 1.

Bank Junction

9. Construction work on the All Change at Bank walking and public realm improvements started in September 2022 and remains on schedule. Areas of improved and widened pavements at the heart of the junction will be opened during Summer 2023. The project is due to complete in Spring 2024.

St Paul's Gyratory

10. Design work, feasibility and traffic modelling have progressed this year, along with engagement with stakeholders and public consultation. 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 by 2030.

Pedestrian Priority programme

11. In February 2023, it was agreed to make the one way working with contraflow cycling permanent on King Street and King William Street, as well as the closure of Old Jewry at its junction with Poultry. These traffic measures enable pavement widening on King Street and King William Street and public realm improvements on Old Jewry.
12. A new experiment on Chancery Lane commenced in January 2023, removing through traffic during the day, except for taxis. This approach allows continued access to premises but removes through traffic to create a more pleasant street environment.
13. Experimental schemes on Cheapside (bus and cycle only between Bread Street and Milk Street) and Old Broad Street and Threadneedle Street remain in place, with a decision to make these permanent taken in May 2023.

Fleet Street Area

14. A Healthy Streets Plan has been developed for the Fleet Street area with data collection, concept design and engagement with stakeholders completed this year. In January 2023, the draft Plan was approved, and wider public engagement commenced.

City Cluster Area

15. The Bevis Marks Sustainable Drainage System (SuDS) scheme was completed in June 2023. In partnership with the EC BID we developed a new design for planters and seating which will be installed across the EC BID area in June 2023. A first phase of tree planting was completed in Autumn 2022, with a second phase planned for Autumn 2023.
16. The activation and engagement programme has been agreed and will be delivered in partnership with the Destination City team and the BID.

Smithfield and Barbican Area.

17. Between January and March 2023, we consulted on a potential permanent Zero Emission Street scheme for Beech Street and also sought views to inform the Bunhill, Barbican and Golden Lane Healthy Neighbourhood Plan. This plan is being developed in partnership with the London Borough of Islington and will consider changes to traffic movement and opportunities to enhance the public realm and improve the experience of walking and cycling.

Minor schemes and public realm programme

18. The Charterhouse Square School Street scheme was made permanent in September 2022. This closes Charterhouse Street to traffic between Monday – Friday, 8.15 - 9.15am and 3.00 - 4.00pm, when children are being dropped off or picked up from Charterhouse Square School.

19. The Globe View section of the Thames Path was opened in March 2023. This section provides the final link to create a continuous route along river frontage in the City.
20. The Healthy Streets Minor Schemes (HSMS) deliver targeted improvements to reduce road danger, improve accessibility and give more priority to people walking and cycling. Projects delivered this year include:
- Raising the carriageway on the existing zebra crossing on Minories, near Aldgate Bus Station
 - Raising the carriageway at the informal crossing point on Basinghall Street at Mason's Avenue
 - Raising the carriageway on the existing zebra crossing on Golden Lane, near Fann Street
 - Raising the carriageway on St George's Court by Old Bailey
 - Kerb build-out and raising the carriageway on Limeburner Lane by Old Bailey
 - Raising the carriageway at Nicholas Lane by Lombard Street
 - Raising the carriageway on the existing signalised crossing on Bevis Marks by Dukes Place
 - Raising the carriageway at the junction of Gophir Street / Bush Lane
 - Installing dropped kerbs on Undershaft
21. The Section 278 works around Creed Court were substantially completed in late 2022, with new surfaces and lighting installed in Ludgate Square and Creed Lane.

City cycle infrastructure

22. Transport for London's (TfL's) experimental restriction of daytime through traffic on the Bishopsgate corridor has provided an improved north-south link for people cycling, with an increase in the number of people cycling this route. A decision on whether the changes will be made permanent is expected in July 2023.
23. The Aldgate to Blackfriars route is now awaiting initial design approval from TfL, following some design revisions made this financial year.
24. An experimental cycle lane was installed on Bevis Marks in April 2022. A decision on making this permanent will be taken by late October 2023.
25. Five parking stands (50 spaces) for bikes and scooters were installed as a trial for e-scooter and dockless cycles in March 2023. We have identified sites for 120 additional dockless cycle/scooter spaces, these will be implemented in Summer 2023. New M-shaped cycle racks were installed on Silk Street to see if they provide greater security at a recognised theft hotspot. A further 200 cycle spaces have been agreed as permanent this year, having been installed during the Covid-19 pandemic response.

Electric vehicle infrastructure

26. Electric vehicle (EV) charge points at Baynard House were opened in November 2022. This is a hub of six charge points, with two dedicated for electric taxis.

Road danger reduction – Safe streets

27. Of the schemes listed above a number have a particular focus on road danger reduction to help mitigate the Departmental road safety risk (ENV-CO-TR 001). These schemes include:

- All Change at Bank.
- St Paul's Gyratory
- Pedestrian priority programme
- Healthy Streets minor schemes
- Bevis Marks experimental cycle lanes
- Charterhouse school street.

28. In Spring 2022, we completed the development of the City of London Collision Dashboard. The dashboard, alongside consideration of recent investment in infrastructure schemes and the potential to reduce road danger and casualty numbers, has been used to produce a ranked list of locations across the City that should be the focus for safe streets investment, with the ten priority locations being included in the Vision Zero action plan.

Road danger reduction education, events and campaigns

29. During 2022/23, we continued to collaborate with the City of London Police to deliver road danger reduction events and campaigns. These included:

- The City Police running 41 workshop sessions which included the security marking of over 750 cycles to promote and improve cycle safety and security.
- Cycle training, with 91 people participating in Bikeability training and 70 people receiving specific cargo bike training.
- The Roads Policing team interacting with over 3,000 street users, offering advice, education and support in travelling safely around the Square Mile.
- The City Police undertaking 686 arrests for road traffic offences in 2022 (up from 595 in 2021), issuing 1,256 traffic offence reports (TORs) and fixed penalty notices (FPNs). Of these, 408 arrests for driving or riding under the influence of drink or drugs. 12 arrests for dangerous driving/riding, and a further seven for driving/riding without due care.
- Issuing TORs or FPNs, including 130 issued for driver/rider distraction, 189 for issues relating to insurance, 133 for red light contraventions and 42 for speeding.

30. Work has continued on the development of the Vision Zero action plan, covering the period 2023-2028. Stakeholder engagement, including workshops events and one-to-ones has informed the development of 19 action areas, across the five Safe System themes of Safe Speeds, Safe Streets, Safe Vehicles, Safe Behaviours, and Post-Collision Response. The draft Plan is due to be considered by the Police Authority Board in September and the Planning & Transportation Committee in October.

Transport for London engagement

31. We have been liaising with TfL on the experimental traffic restriction scheme on the A10 Bishopsgate and London Bridge corridors. The scheme restricts through traffic from using the street and is supported by the City Corporation in principle due to the benefits for people walking, cycling, and using public transport. However, due to concerns regarding taxi access, access for other vehicles, and displacement of traffic onto City Corporation managed streets, the City has objected to the experimental traffic order being made permanent in its current form.
32. We responded to the TfL bus route review, noting the concerns that removal of services would have on communities, particularly as buses provide a key service to many night-time workers in the City who need to travel outside the operating hours of the tube network.
33. We have also responded positively to the TfL engagement on future road user charging. The opportunity to develop a new system for London that replaces the current congestion charge, as set out in our Transport Strategy, is welcomed. It has the potential to provide more targeted action to reduce traffic at times and in locations that need it most. It also provides the opportunity to address some of the issues of the current system relating to inequality.

Travel data and trends

34. 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).
35. The survey is currently conducted at 31 sites across the City. 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.
36. Data is collected on all of the key modes in the City, including private cars and private hire vehicles, taxis, motorcycles, goods vehicles, buses and coaches, pedestrians, cyclists and e-scooter riders.
37. The most recent traffic survey was conducted on 23 November 2022. Over the 24-hour count period across our 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
38. 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.

39. In contrast the number of cycles counted has increased nearly four-fold since 1999. Most of this increase took place between 1999 and 2012.
40. Data collected for 2022 continued a positive trend for cycle volumes but found the number of motor vehicles counted on our streets had increased. Progress against all the Transport Strategy's Key Targets is summarised below:
 - 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
41. 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.
42. The number of pedestrians counted in November 2022 was at 65% of 2019 pre-pandemic levels. Between 9:00 and 10:00 there were 50% fewer pedestrians counted in the City 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 pedestrian traffic occurs outside of peak periods when comparing 2022 and 2019 pre-pandemic count data.
43. Data relating to collisions and casualties on the streets of the Square Mile is published by TfL each June for the previous calendar year. 2022 figures show a significant increase in the number of serious injuries with a total of 59, compared to 2021 and 2020 with 40 each.
44. This 48 per cent increase in fatal and serious injuries underlines the importance of the City Corporation and City Police's Vision Zero ambition and the need to deliver further action to reduce road danger.
45. Whilst the increase in the numbers of people seriously injured represents a reversal of the progress made in recent years to reduce serious injury numbers, it is set against the backdrop of the post-pandemic increase in the

number of people and vehicles using the City’s streets. Indeed, most London boroughs saw an increase, with an 11 per cent increase in fatal and serious injuries across London (10% for inner London).

46. The numbers for the City, (40 in 2021 to 59 in 2022) represent relatively smaller numbers compared to other boroughs, however as noted in the TfL data, ‘the changes are significant at the 95 per cent confidence level’. The increase in serious casualty numbers is largely driven by an increase in the number of people injured whilst walking (11 in 2021 to 17 in 2022) and people cycling (20 in 2021 to 27 in 2022).

Table 1: Casualty data for the period 2018 to 2022

Year	Fatal	Serious	Slight	Total
2022	0	59	144	203
2021	1	39	112	152
2020	0	41	87	128
2019	1	75	267	343
2018	1	81	231	313

Progress against Transport Strategy key targets

47. 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 2022 is included in Table 2, as follows.

Table 2 – Transport Strategy Key Targets summary and progress

Transport Strategy Key Targets	Units	2017 Baseline	2030 Target	2044 Target	2022 Update
Reduction in motor vehicle traffic	Motor vehicles	185k	139 (-25%)	93k (-50%)	137k (-26%)
Number of people killed and seriously injured on our streets	Persons	54	<16	0	59
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% (+5%)
Increase the number of people cycling	Cycles	44k	66k (+50%)	88k (+100%)	47k (+7%)
Proportion of zero emission capable vehicles entering the City	n/a	n/a	90%	100%	n/a
<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>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>

*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

City of London Air Quality Annual Status Report

48. 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). A summary is included here, taken from 'City of London Air Quality Annual Status Report for 2022' which will be published on the City's website once DEFRA approval is given.

Nitrogen Dioxide

49. NO₂ is measured using continuous analysers at two roadside sites (Walbrook Wharf and Beech Street) and one urban background site (The Aldgate School). Compared to 2021, 2022 saw an increase of 6µg/m³ and 10µg/m³ in annual average NO₂ concentrations at Walbrook Wharf and Beech Street respectively, whilst urban background at The Aldgate School remained the same as the previous year (23µg/m³) and has now been within annual limit for 6 years consecutively. Both roadside sites this year exceeded the UK legal annual limit of 40 µg/m³, measured as annual mean; Beech Street was within legal limits during 2020 and 2021 but now just exceeds it at 41µg/m³. Walbrook Wharf continues to exceed annual objective at 52µg/m³.
50. In 2022, all but seven (of 92) diffusion tube monitoring locations met the annual objective of 40 µg/m³ or under. This was an increase from five non-compliant sites in 2021. The non-compliant sites were located on Aldersgate Street, Upper Thames Street, Gracechurch Street (opposite Leadenhall), Old Bailey/Newgate Street junction and Seething Lane. None of these sites exceeded an annual average of 50 µg/m³. Compared to 2021, NO₂ levels had reduced at 34% of monitoring sites, and increased at 66% sites.
51. For the third year running, there were no recordings of 1-hour periods experiencing concentrations of greater than 200 µg/m³ during 2022 at any of the continuous monitoring sites. (The NAQS objective is fewer than 18 occurrences per annum of 200 µg/m³.)
52. The 2022 annual NO₂ concentration at Beech Street increased by 10 µg/m³ compared to 2021. This is 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. Continuous roadside monitoring of NO₂ showed a sharp increase in NO₂ pollution at Beech Street following the completion of the experimental trial, with levels remaining between 35-50µg/m³ throughout 2022.

PM10 and PM2.5

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

levels remained below that of 2020. Though Upper Thames Street remains the most polluted, Beech Street saw the largest increase of 2.3µg/m³ to 17.3 µg/m³, whilst both Upper Thames Street and The Aldgate School had a minor increase of less than 1µg/m³ to 19.5 and 16.8 µg/m³ respectively.

54. 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 µg/m³) for annual average concentration of PM₁₀.
55. PM_{2.5} is measured using continuous analysers at two locations, Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. In 2022 there was a very slight increase in annual average concentration of PM_{2.5} at both sites: The Aldgate School to 13.2 µg/m³, whilst Farringdon Street remained almost the same at 11.9 µg/m³. Both sites remain well below the Government's annual average limit value (20 µg/m³) but remain just above World Health Organisation 2005 Guidelines (10 µg/m³).

Section 2: Transport Strategy Delivery Plan 2023/24 – 2028/29

56. The 2023/24 – 2028/29 Delivery Plan is provided in Appendix 2.
57. Overall, the delivery plan for the next five years is largely unchanged from the 2022/23 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.
58. 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. Lastly, the Delivery Plan covers Minor Schemes, Cycling Infrastructure, Public Realm and the Strategic Transportation Programme and plans for the period 2023/24 – 2028/29.

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 Gyratory project will continue and will involve the partial removal of the gyratory system to deliver significant public realm improvements, including a new public 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.
- 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.
- Accessible Crossing audit, to inform the Healthy Streets programme

Corporate & Strategic Implications

Strategic implications

59. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.
60. The Transport Strategy supports and helps 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.
61. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risks CR21 – Air Quality, CR30 – Climate Action.

62. The Strategy supports the Destination City programme and the City's ongoing recovery.
63. The City Corporation is required to demonstrate how it supports 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 and its outcomes are in line with the MTS.

Financial implications

64. TfL funding has reduced as they are dependent on central government grant agreements, however the allocation for the 3-year period from 2023/24 is known and on a more stable basis. Successful capital funding bids through CIL, OSPR are enabling key schemes to progress. Funding through developer commitments (S278 and S106) continue to support necessary work. Further funding bids will be required in future years to enable the Delivery Plan schemes and projects.

Resource implications

65. 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

66. A full Integrated Impact assessment including Equalities Impact Assessment (EQIA) was undertaken for the development of the Transport Strategy. We have commissioned an EQIA which is now underway to help inform any high priorities that need addressing and to inform the revisions to the Strategy as we go through the next stages of the Transport Strategy review. EQIAs are also undertaken for all relevant projects.

Climate implications

67. 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

68. 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

69. This report summarises progress with delivering the Transport Strategy in 2022/23 and sets out the Delivery Plan for 2023/24 – 2028/29.
70. During the 2022/23 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.
71. Highlights included construction work commencing on the All Change at Bank project, design work and engagement on the St Paul's Gyratory scheme, completion of Pedestrian Priority schemes, progress with the City's cycle infrastructure and various road danger reduction initiatives.
72. Progress on individual schemes and delivery dates are reported in the Annual Report in Appendix 1. The Delivery Plan for 2023/24 - 2028/29 is provided in Appendix 2.

Appendices

- Appendix 1: Transport Strategy Annual Report 2022/23
- Appendix 2: Transport Strategy Delivery Plan 2023/24 - 2028/29
- Appendix 3: Transport Strategy City Streets Data Summary Report
- Appendix 4: List of Transport Strategy Outcomes and Proposals

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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