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Photographs by Clive Totman

Executive Summary

Transport Strategy delivery update 2022/23

This report highlights the progress on projects and initiatives that are delivering the City of London Transport Strategy. During the 2022/23 financial year we made good progress on a wide range of projects that are contributing to making the Square Mile's streets and public spaces more attractive, accessible places for people to walk, cycle and spend time.

Many of these projects support the delivery of the City Corporation's Climate Action Strategy, including through tree planting and street greening.

They also support the Destination City vision to grow the City of London's leisure proposition to boost our attractiveness to existing audiences while also opening it up to new ones. These projects complement the Destination City team's work to deliver events and activities on our streets.

Progress on a selection of projects is summarised below, with full detail provided in the main section of this report.

Bank Junction

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

St Paul's Gyratory

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

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.

A new experiment on Chancery Lane commenced in January 2023, removing through traffic during the day, with the exception of taxis. This approach allows access to businesses but removes through traffic to create a more pleasant street environment.

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

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

The Bevis Marks Sustainable Drainage System (SuDS) scheme was completed in June 2023. We have worked in partnership with the EC BID to develop 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.

An approach to managing the activation and engagement programme has been reviewed. It has been agreed for the programme to be delivered in partnership with the Destination City team and the BID.

Smithfield and Barbican Area

The design work on the first phase of the Smithfield public realm project was restarted in April after the planning application for the London Museum was approved. Good progress has been made with stakeholder engagement and work on diversity and inclusion.

The concept design and associated overarching strategies were completed in July 2022. At this point the programme was paused until decisions regarding the London Museum relocation and the markets consolidation programme were confirmed.

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 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

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.

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.

The Healthy Streets Minor Schemes (HSMS) delivers targeted improvements to reduce road danger, improve accessibility and give more priority to people walking and cycling. Projects delivered this year:

- Raising the carriageway on the existing zebra crossing on Minorities 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 St/Bush Lane
- Installing dropped kerbs on Undershaft

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. Work included repaving pavements around the development in Yorkstone, raising and resurfacing the carriageway in Creed Lane and Ludgate Square and replacing light fittings with heritage style lanterns.

City cycle network

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, and there has been an increase in the number of people cycling on this route. A decision on whether the changes will be made permanent is expected in July 2023.

The Aldgate to Blackfriars route is now awaiting initial design approval from TfL, following some design revisions made this financial year.

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.

We have identified sites for 120 additional dockless cycle/scooter spaces, these will be implemented in Summer 2023. Five parking stands (50 spaces) for bikes and scooters were installed as a trial for e-scooter and dockless cycles in March 2023.

A new type of cycle rack was installed on Silk Street in March 2023. These M-shaped racks are being trialled to see if they provide greater security at a 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

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. These were installed as part of the TfL-funded programme to support the transition to electric vehicles, with a focus on taxi needs. There are now more than 6,000 electric taxis operating in London.

Transport for London engagement

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 of 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.

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.

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.

Road danger reduction events and campaigns

During 2022/23, we have continued to collaborate with the City of London Police to deliver road danger reduction events and campaigns. To promote and improve cycle safety and security, the City Police ran 41 workshop sessions and security marked over 750 cycles.

The programme of cycle training has continued, with 91 people participating in Bikeability training and 70 people receiving specific cargo cycle training as part of the work to boost and promote cargo bike deliveries in the City.

Other roads policing work in 2022 included 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 undertook 686 arrests for road traffic offences in 2022 (up from 595 in 2021), whilst also issuing 1,256 traffic offence reports (TORs) and fixed penalty notices (FPNs). Of these, 408 arrests were made for driving or riding under the influence of drink or drugs. 12 arrests were made for dangerous driving/riding, and a further seven for driving/riding without due care.

The TORs or FPNs included 130 issued for driver/rider distraction, 189 for issues relating to insurance, 133 for red light contraventions and 42 for speeding.

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.

Road danger reduction – Safe streets

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.

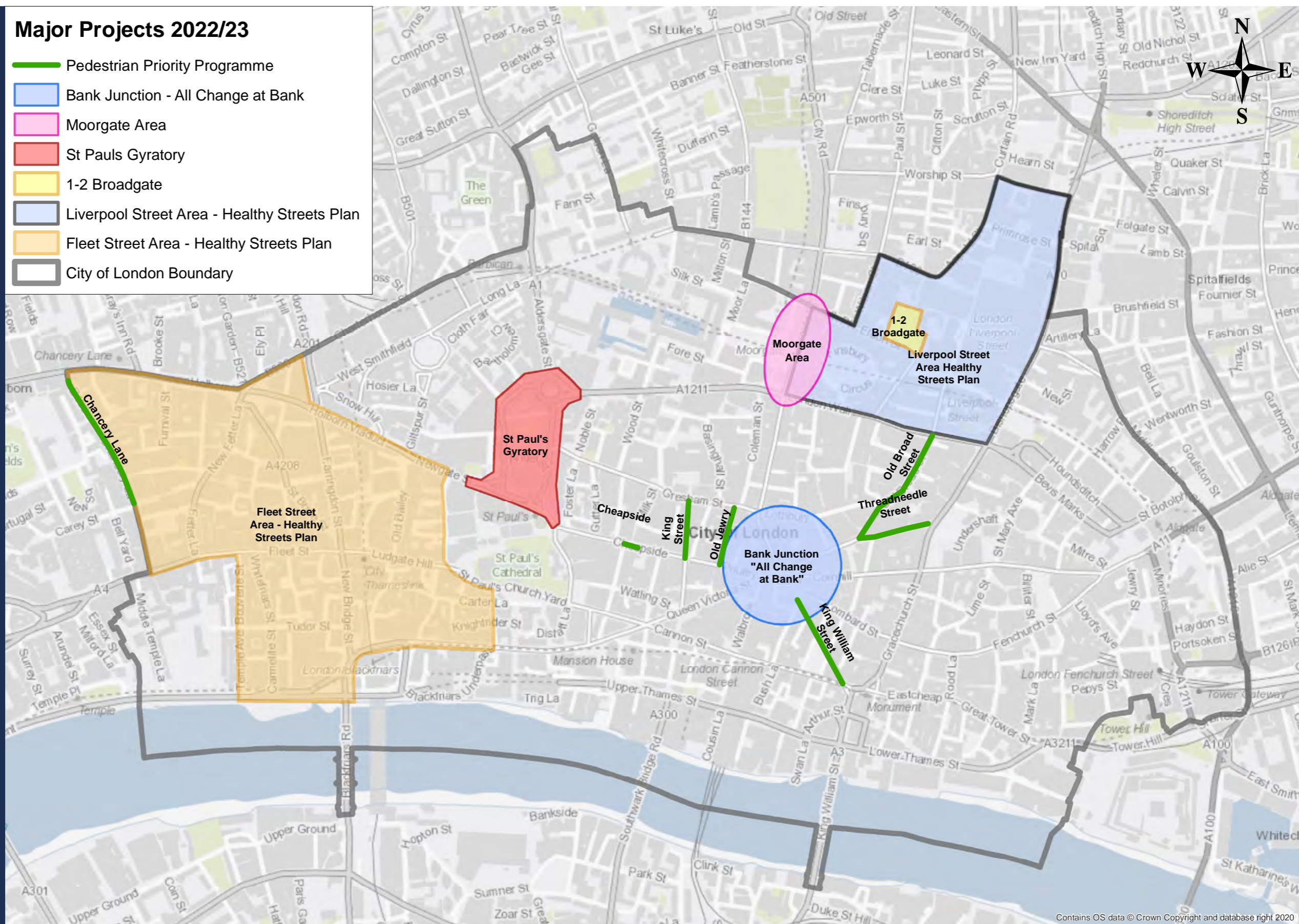
In Spring 2022, we completed the development of the City of London Collision Dashboard. The dashboard, alongside consideration of recent investment in infrastructure schemes and the potential to reduce road danger and casualty numbers, has been used to produce a ranked list of locations across the City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



A cargo cycle delivery in the City

Major Projects

- Major Projects 2022/23**
-  Pedestrian Priority Programme
 -  Bank Junction - All Change at Bank
 -  Moorgate Area
 -  St Pauls Gyratory
 -  1-2 Broadgate
 -  Liverpool Street Area - Healthy Streets Plan
 -  Fleet Street Area - Healthy Streets Plan
 -  City of London Boundary



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Major Projects

All Change at Bank

Project to provide more space for people walking and enhance the public realm around Bank junction. Changes will simplify the junction creating new areas of public realm with seating and greening. The timings of restrictions and the mix of traffic are currently being reviewed.

- **Project start: 2013/14**
- **Project end date: 2024/25**
- **Total budget: £6,800,000 (including risk)**

The All Change at Bank project has progressed well this year.

At the end of May 2022, the Traffic Management Orders (TMOs) for the project were approved following consideration of formal objections. Construction work to deliver the All Change at Bank project started in September 2022. Work is progressing well and remains on schedule. Areas of improved, widened pavements are starting to be made available, although a significant traffic management exercise remains in place to facilitate construction. The project is due to complete in Spring 2024.

In April 2022, the Court of Common Council ordered the immediate start of the planned traffic and timing review of the restrictions at Bank. A plan of how this would be undertaken was presented at the May and June 2022 committees. A follow up report was presented in February and March 2023, looking at the initial feasibility outcomes and recommending that no further work be undertaken to allow general traffic back through the junction.



Renders of Queen Victoria Street (above) and Threadneedle Street, All Change at Bank project

Moorgate Area

Improvements to junctions, pavement widening and public realm enhancements on Moorgate and around Moorgate station.

- **Project start: 2019/20**
- **Project end date: 2025**
- **Total budget: £2,000,000 (+ further S106/CIL/OSPR to be agreed)**

The project is split into four complementary elements and includes the Section 278 works at 101 Moorgate that sits within the project area, which is part of the Crossrail integration works. The project elements are:

- the Ropemaker Street/Moorgate junction
- Moorgate between Ropemaker Street and London Wall
- the London Wall/Moorgate junction
- Moorfields north

A design for improvements to the Ropemaker Street junction is progressing through TfL's model auditing process, with a conclusion expected in September 2023. The City of London Police have specified their requirements for the police checkpoint on Moorgate and the corridor design has been modified accordingly. Officers will seek approval before the end of 2023 to start work at the Ropemaker Street junction and provide an update on design development for the Moorgate corridor, the London Wall/Moorgate junction Moorfields north. The report will also provide an update on the funding requirement to deliver all the elements.

Finsbury Circus Western Arm improvements have been designed and will be delivered in future years (2025/26).



Render of the Ropemaker Street/Moorgate junction improvements

St Paul's Gyratory

Traffic management measures to partially remove St Paul's gyratory system and the Museum of London roundabout and associated public realm improvements.

- **Project start: 2013/14**
- **Project end: 2027 (phase 1)**
- **Total budget: £15,000,000**

This project will partially remove the gyratory system between St Paul's Underground station and the old Museum of London roundabout (the Rotunda). It is linked with two key developments; the redevelopment of the former BT building at 81 Newgate Street and the potential redevelopment of the former Museum of London site. Design work, feasibility and traffic modelling have progressed this year, along with engagement with the development teams. 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.

Five initial design options were considered, ranging from significant highway transformation through to a minimum option to facilitate the redevelopment of 81 Newgate Street. Traffic modelling was undertaken to determine the broad feasibility of the options and update cost estimates. Engagement with development teams at 81 Newgate St and London Wall West has also taken place this year.

An Outline Options Report was taken to the Streets & Walkways Committee in September 2022 setting out the preliminary designs for the five options and recommending that three options be progressed in more detail. Since then, extensive traffic modelling work has been undertaken and a public engagement exercise took place in December and January. An external design consultant has prepared concept design proposals for a substantial new public space that would be created through the closure of the southern end of King Edward Street. Negotiations with the developer of 81 Newgate St have been positive and will deliver a substantial external funding contribution if the new public space is delivered.



St Paul's gyratory - before



A section of the existing St Pauls gyratory compared to what it may look like in the future



Render of the new square plan proposed for the St Pauls Gyratory project

Liverpool Street Area Healthy Streets Plan

Development of a plan setting out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy and opportunities created by new developments in the Liverpool Street area.

Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.

- **Project start: 2022/23**
- **Project end date: Healthy Streets Plan 2023/24**
- **Implementation: to be determined**
- **Total budget: £3,400,000**

Work commenced on the Healthy Streets Plan in 2022/23 and will set out requirements for the area associated with wider redevelopment proposals and opportunities in the area. Most of the Crossrail implementation works were completed in 2020/21 and all remaining work will be taken forward within wider area plans.

Fleet Street Area Healthy Streets Plan

Development of a plan setting out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy and opportunities created by new developments in the Fleet Street area.

Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.

- **Project start: 2020/21**
- **Project end date: Healthy Streets Plan 2023/24**
- **Implementation: 2024/25 – 2034**
- **Total budget: £250,000 (for the plan),**

Following data collection, concept design and engagement with stakeholders, a draft Plan was produced, identifying a series of potential improvements. In January 2023, Committee approved the draft Healthy Streets Plan and public consultation plan. A traffic modelling study exploring the potential for reallocating carriageway space on Fleet Street has been completed for Fleet Street and presented to TfL.

Consultation on the draft Healthy Streets Plan took place in May and June 2023.



Elizabeth Line entrance at Liverpool Street Station

Pedestrian Priority Programme

Series of street improvements to give more priority to people walking, including traffic access restrictions and pavement widening.

- **Start date: 2021/22**
- **End date: 2024/25**
- **Total budget: £6,000,000**

The approach to delivery has been revised to focus on accelerating permanent improvements without first making interim, temporary changes to widen pavements. This approach avoids technical and practical challenges relating to issues such as drainage and demonstrates better value for money.

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.

A new experiment on Chancery Lane commenced in January 2023 removing through traffic during the day, with the exception of taxis. This approach allows access to businesses but removes through traffic to create a more pleasant street environment.

Experimental schemes on Cheapside (bus and cycle only between Bread Street and Milk Street) and Old Broad Street and Threadneedle Street remained in place with a decision to make these permanent taken in May 2023.

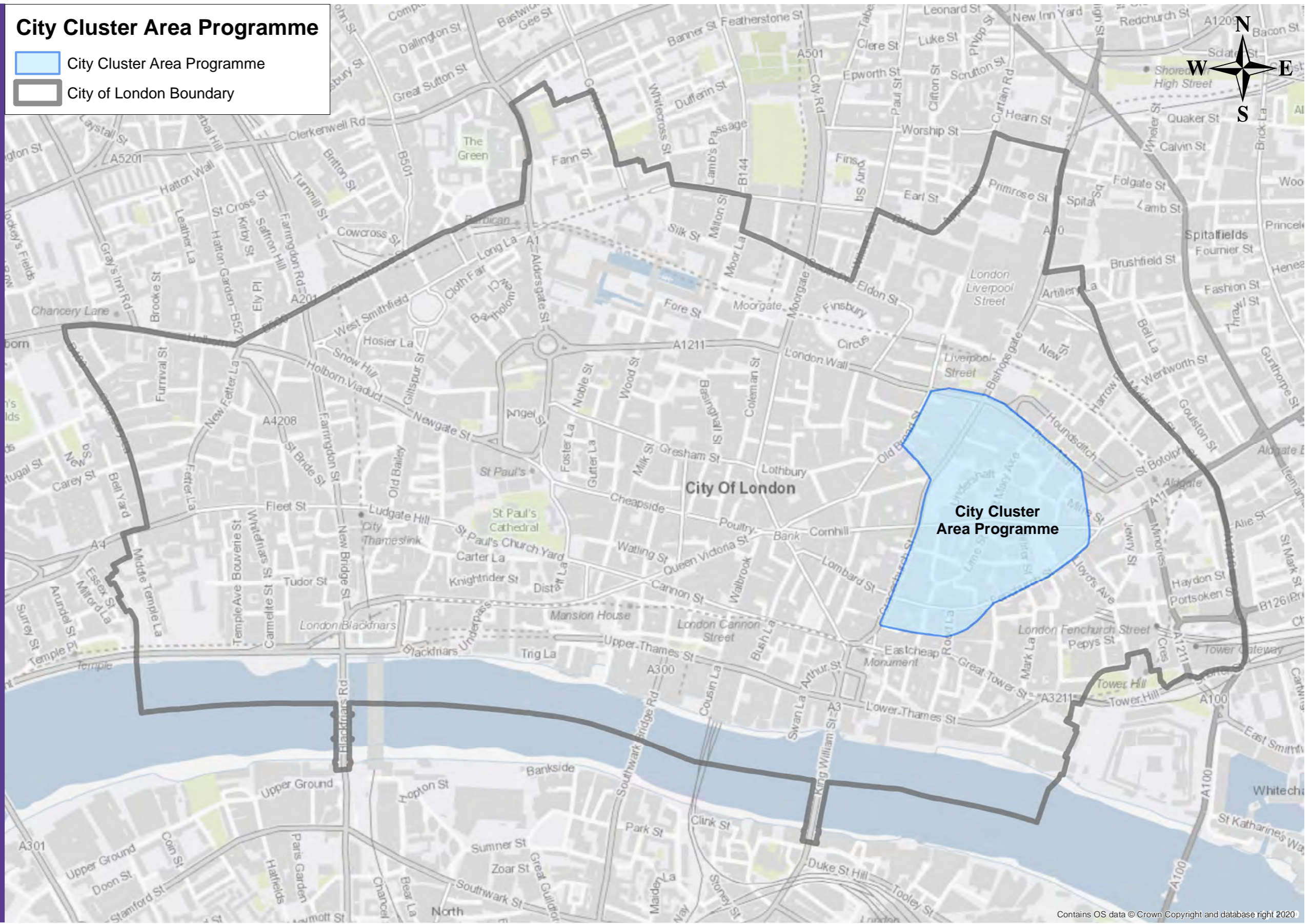


A render of the Pedestrian Priority Programme improvements on King Street

City Cluster Area Programme

City Cluster Area Programme

- City Cluster Area Programme
- City of London Boundary



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City Cluster Area Programme

Traffic Reduction and Pedestrian Priority Programme

Delivery of the Healthy Streets Plan including pedestrian priority and improvements on St Mary Axe and Leadenhall Street.

- **Start Date: 2019/20**
- **End Date: 2028/29**
- **Total budget: £13,000,000**

The Healthy Streets Plan for this area was completed in 2021, but much of the delivery work was put on hold pending return to work patterns settling and decisions on TfL's experimental restrictions on the Bishopsgate corridor. These restrictions directly affect traffic flows in the area. A decision on the Bishopsgate scheme is anticipated in July 2023. Design work has progressed on Leadenhall Street and St Mary Axe.

Wellbeing and Climate Change Resilience Programme

A series of greening and public realm schemes.

- **Start date: 2020/21**
- **End date: 2028/29**
- **Total budget: £1,500,000 (Phase 1)**

Work on this programme has been progressing, with good engagement with businesses and the EC BID. Several projects have been identified, approved and are being delivered.

- Bevis Marks SuDS project was completed in June 2023.
- Planned improvements to Jubilee Gardens have progressed to an advanced stage and negotiations on agreement and permission to undertake works with UKPN have concluded. The construction package and programme of works to still to be agreed for start in October 2023.

- Planters and seating are being installed across the area. These have been developed and part funded by the EC BID. Installation to be completed in June 2023.
- Detailed design for St Andrew Undershaft churchyard have been agreed with the Church and formal approvals are awaited. Expected to start on site in early 2024.
- Area wide tree planting has been undertaken, with 10 trees planted this year, and a second phase planned for Autumn 2023.

Activation and Engagement Programme

On street activations and events.




- **Start date: 2020/21**
- **End date: 2024/25**
- **Total budget: funded externally and also delivered as part of Destination City**

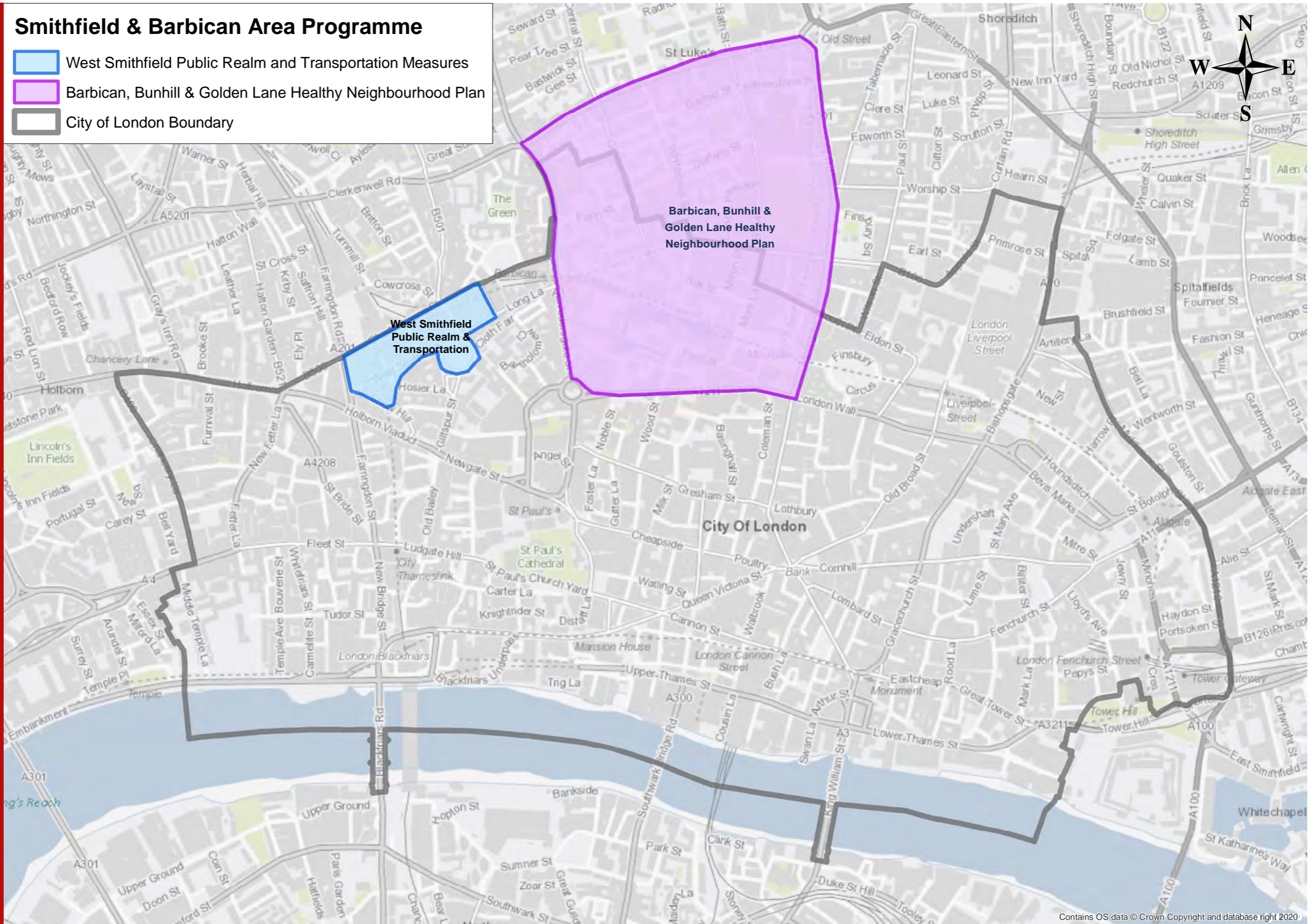
The approach to managing the activation and engagement programme has been reviewed. It has been agreed for the programme to be delivered in partnership with the Destination City team and EC BID.



Render of the Jubilee Gardens

Smithfield & Barbican Area Programme

-  West Smithfield Public Realm and Transportation Measures
-  Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan
-  City of London Boundary



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Smithfield and Barbican Area Programme

West Smithfield Public Realm and Transportation project

Implementation of public realm and transport measures to support Destination City, the London Museum and future transformation of the Smithfield Market.

- **Start date: 2019/20**
- **End Date: Mid 2030's**
- **Total budget: £715,000 (with additional costs TBC)**

The concept design and associated overarching strategies were completed in July 2022. At this point the programme was paused until decisions regarding the London Museum relocation and the markets consolidation programme were confirmed.

Following the approval of the planning application for the London Museum in April 2023, it was agreed to restart the public realm and transportation project, focussing on Area 1 around the London Museum.

Good progress has been made, with the on-going stakeholder engagement and work on diversity and inclusion. This includes The Seats at the Table installation and associated events being delivered during the London Festival of Architecture in June 2023.

The London Museum Section 278 project was also initiated in February 2023.



An artistic computer-generated render of the view along West Smithfield

Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan

Barbican Bunhill and Golden Lane Neighbourhood Plan air quality and public realm improvements, joint plan expanded to include areas within Islington.

The Healthy Neighbourhood Plan (HNP) will provide a framework for improvements to streets and the public realm in the area.

- **Start Date: 2020/21**
- **End Date: 2022/23**
- **Total budget: £141,000**

The HNP will set out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy. The area has expanded to work jointly with Islington Council as the plan includes their communities. Developing the plan will include testing the feasibility of proposals for traffic management changes, which then allows improvements to the street and public realm environment. The emerging proposals will reflect the aspirations of residents and other stakeholders and the opportunities arising from development. The project funding does not include the delivery of projects.

A joint public engagement consultation in partnership with Islington Council was completed in March 2023. A report on the engagement will be presented to elected members in July 2023.

Results are being analysed and elected member briefing sessions are programmed for July 2023.

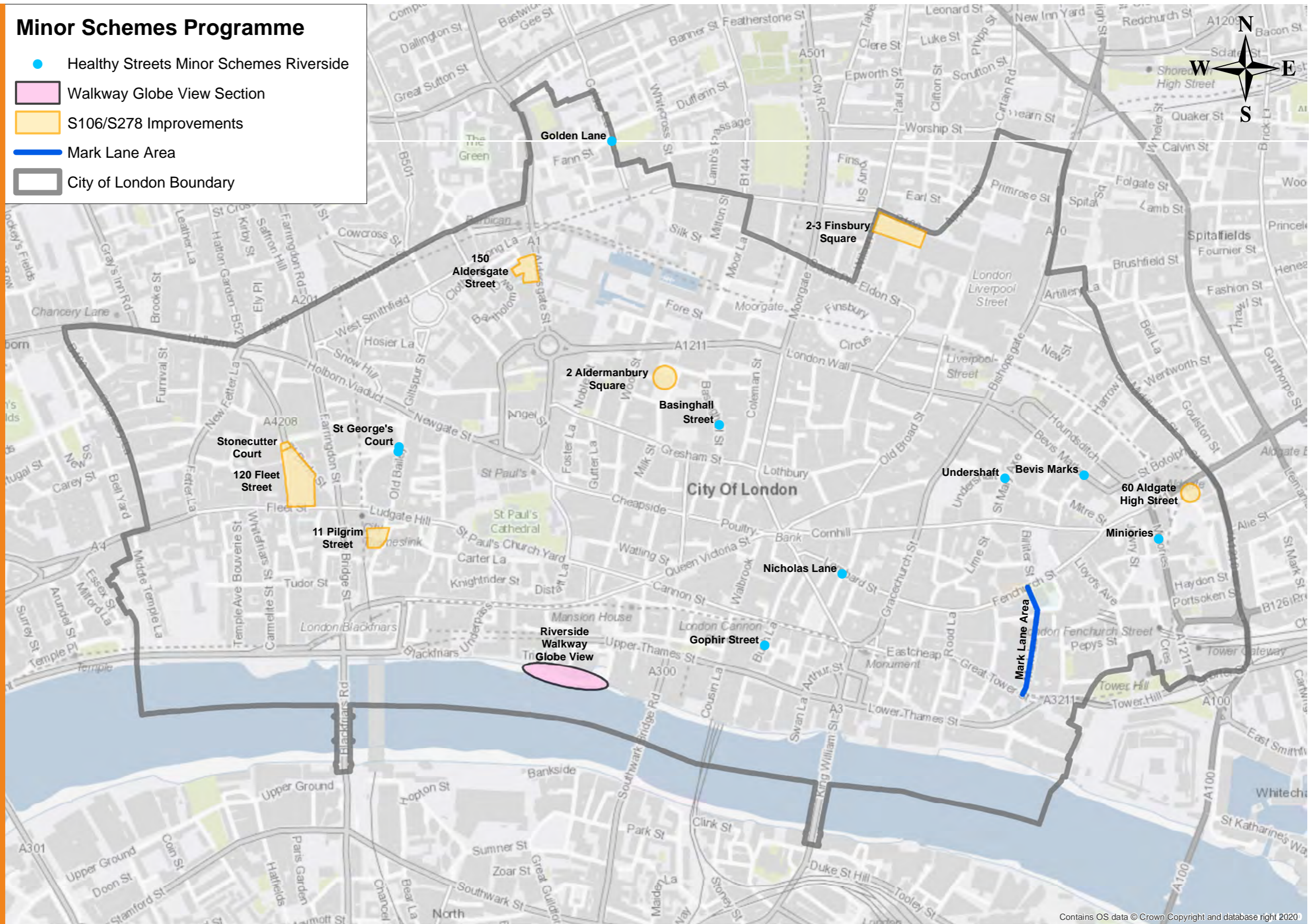


Moor Lane Community Garden

Minor Schemes Programme

Minor Schemes Programme

- Healthy Streets Minor Schemes Riverside
- Walkway Globe View Section
- S106/S278 Improvements
- Mark Lane Area
- City of London Boundary



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Minor Schemes

Healthy Streets Minor Schemes

Small scale interventions at targeted locations to reduce road danger, improve accessibility, enhance the walking and cycling experience, and/or deliver bus priority.

- **Start date: Annual rolling programme**
- **Total budget: £325,000**

The Healthy Street Minor Schemes (HSMS) programme delivers targeted improvements to reduce road danger, improve accessibility and give more priority to people walking and cycling. Projects delivered this year:

- 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 St/Bush Lane
- Installing dropped kerbs on Undershaft

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.

Works on Aldersgate Street and Finch Lane by Cornhill have now been stopped due to underground structures/services preventing the installation of drains. Consideration is being given to whether other design options are possible, otherwise it will be taken off the programme.



A raised zebra crossing on Golden Lane

The delivery of the HSMS proposals at both Moorgate sites (by Great Swan Alley and Telegraph Street) have been deferred due to being adjacent to major re-developments.

An Experimental Traffic Order (ETO) for Widegate Street (timed road closure) commenced in June 2022 on Mon - Sun, 11.30am to 9.00pm. A decision on whether to make this permanent will be taken in July 2023.

Riverside Walkway Globe View section.

Reinstatement and improvement of Thames path.

- **Start date: 2019/20**
- **End Date: 2022/23**
- **Total budget: £650,000**

This covered section of the Thames Path was opened on 22 March 2023.

The Thames Path previously diverted inland at Queenhithe, before a riverside section was opened last year at the Westin London City Hotel. Reopening the section under Globe View provides the final link in the chain.

The work includes remodelling the walkway, removal of obstructive buttresses and ledges and a dynamic architectural lighting scheme to ensure the walkway feels welcoming at all times. This allows the colour to change and adjust for the amount of natural light, into the evening and night time. The works exposed a Victorian cast iron pillar dating back to the site's former use as a riverside warehouse. This pillar has been restored and provides a focal point within the new space.



The Riverside Walkway Globe View section improvements with dynamic architectural lighting.

Mark Lane area

Public realm and walking improvements, with associated changes to traffic management.

- **Start date:** 2020/21
- **End date:** 2023/24
- **Total budget:** £200,000

New London Street public realm improvements have been completed in July 2022. Public realm improvement works on Mark Lane are in progress and are due to be completed by May 2023. The traffic order process for changes to traffic management on Mark Lane and nearby streets is complete, and implementation is due to begin in late Spring/Summer 2023. This consists mainly of raised carriageways at various junctions to reduce vehicle turning speeds and improve accessibility for people crossing, and waiting restrictions to remove obstructive parking at junctions.



New London Street public realm improvements

Section 106/Section 278 transport and public realm improvements around development sites

Medium and small scale public realm and transport works associated with new developments.

- **Start date – ongoing programme**
- **End date – ongoing programme**
- **Total budget – no overall budget, budgets for individual projects vary.**

This programme incorporates medium and small scale transport and public realm improvements arising from developments. The programme is fully developer funded. The City implements Section 278 projects because of the complex nature of our streets' ancient construction and due to overlapping timeframes of multiple developments in a dense area.

Section 278 projects were initiated this year for seven developments:

- 2 Aldermanbury Square – scope to be determined
- 60 Aldgate High Street - scope to be determined
- 120 Fleet Street – currently working with the developer to develop a design brief for the site. Likely to include pavement widening, planting and public realm improvements
- 150 Aldersgate Street- repaving around building
- 2-3 Finsbury Avenue – scope to be determined
- Stonecutter Court – Design in progress. This will include sections of high quality paving around the site and changes to on-street parking arrangements on St Bride Street.
- 11 Pilgrim Street – Design in progress. This will include a section of raised carriageway at the junction of Pilgrim Street and Pageant master court to improve accessibility.

In 2022/23, progress involved engagement with the relevant developers, and further scheme updates will be reported to Committee individually. Projects are at an early stage of design and will include paving, accessibility, public realm and walking improvements. Those Section 278 schemes which did complete in 2022/23 have been summarised individually in this report.



Public realm improvement in John Carpenter Street

Cycling Programme

Cycle Programme

— Covid-19 Response Cycle Lanes

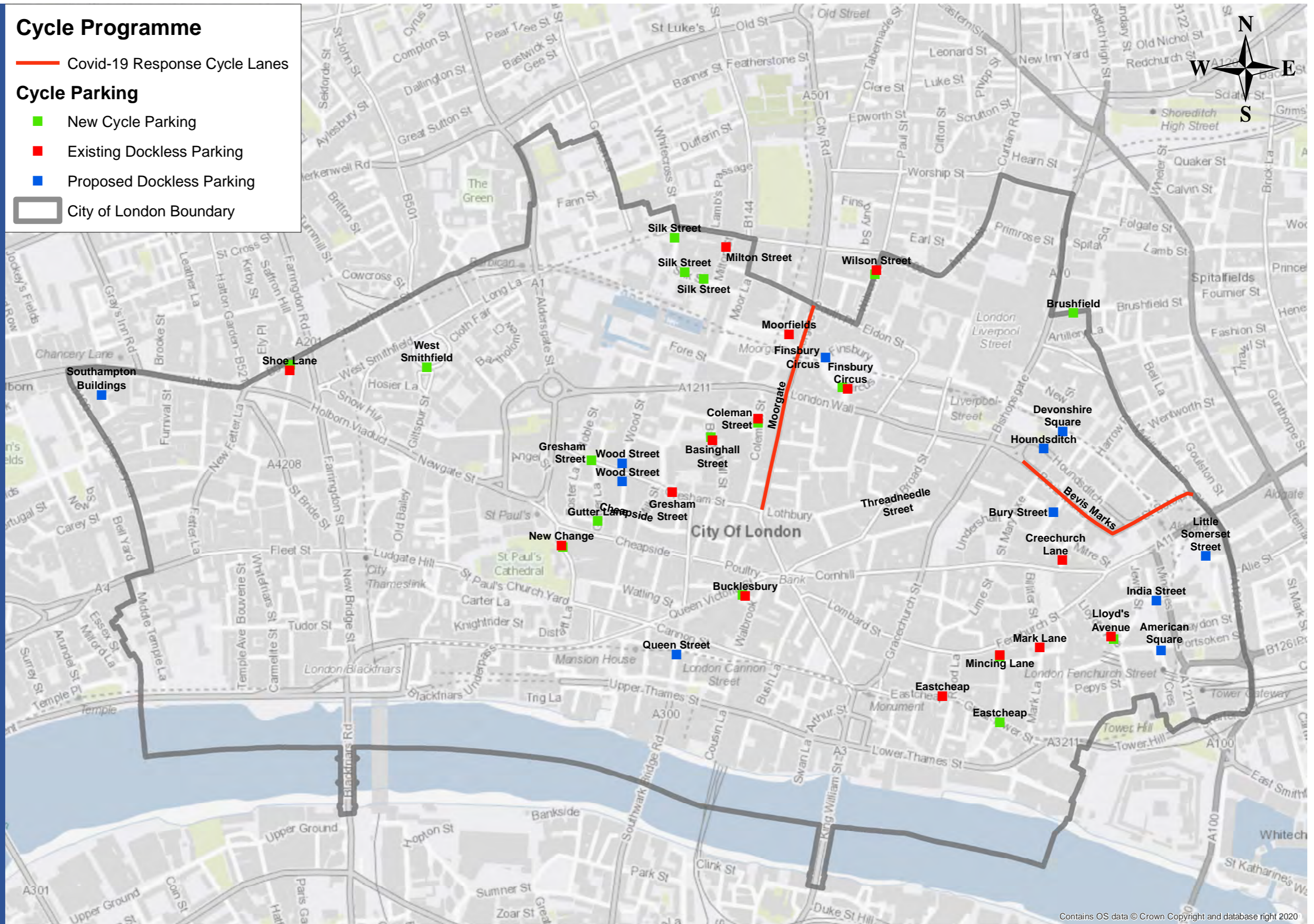
Cycle Parking

■ New Cycle Parking

■ Existing Dockless Parking

■ Proposed Dockless Parking

▭ City of London Boundary



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Cycling Programme

City Cycle Network Phase 1

Route 1 C1 to Monument via Bank & Route 2: Aldgate to Blackfriars via Bank.

- **Start date: 2019/20**
- **End date: 2024/25**
- **Total budget: £2,000,000 - £4,000,000**

Route 1 is on hold pending the outcome of TfL's experimental scheme on Bishopsgate and Gracechurch Street. The Bishopsgate scheme will provide a good north-south cycle route, which should provide benefits to people cycling. Plans for Route 1 via Old Broad Street/Liverpool Street will still be developed, with adjustments depending on the Bishopsgate decision. Plans will include considering alternative streets to improve access to additional areas. Parts of this route are currently being delivered through other schemes e.g. on Moorgate where a new experimental scheme is proposed, and King William Street with the pedestrian priority scheme.

For Route 2 (Aldgate to Blackfriars via Ban, including improvements at Mansion House junction with TfL) a review of the preliminary design has progressed with TfL, who is funding the scheme. We are now awaiting initial design approval from TfL following some revisions made to the design. We plan to seek Committee approval to progress and consult on the scheme in September 2023.

Bevis Marks cycle lane

Protected cycle lane provision.

- **Start date: 2022/23**
- **End date: 2023/24**
- **Total budget: £20,000**

Following feedback from the public consultation, minor modifications have been made to the Bevis Marks experimental cycle lane. A decision on whether the scheme has been successful (in terms of reducing road danger, network resilience and cycling levels) and whether it should be made permanent will be taken by late October 2023.

Cycle Parking

- **Start date: 2020/21**
- **End date: 2022/23**
- **Total budget: £15,000**

We have identified sites for 120 additional dockless cycle/scooter spaces and these will be implemented in Summer 2023. Five parking stands (50 spaces) for bikes and scooters have been installed as a trial for e-scooter and dockless cycles in March 2023.




A new type of cycle rack was installed on Silk Street in March 2023. These M-shaped racks are being trialled to see if they provide greater security at a theft hotspot. A further 200 cycle spaces have been agreed as permanent this year, having been installed during the pandemic response.

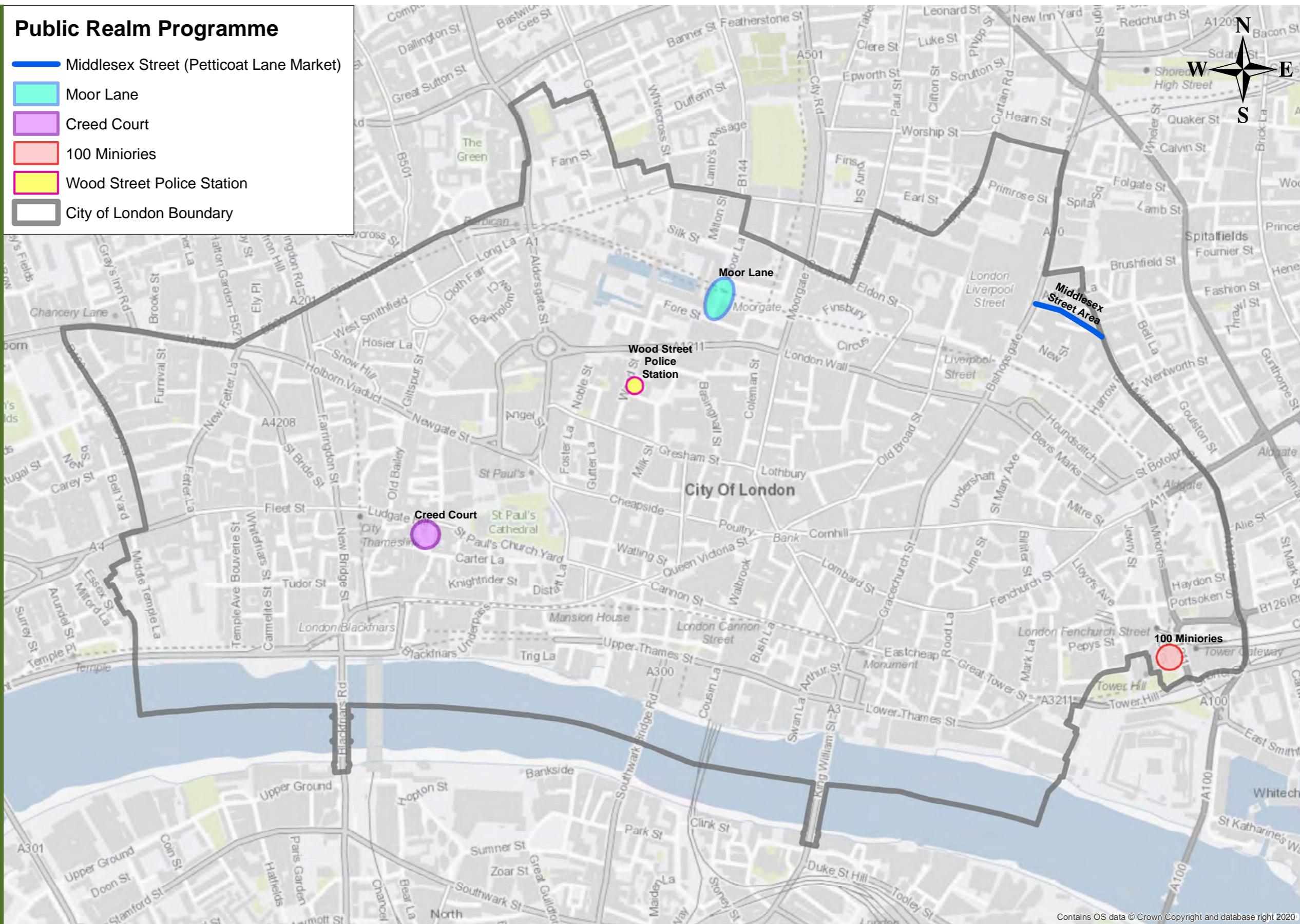


Guided cycling tour at Smithfield

Public Realm Programme

Public Realm Programme

-  Middlesex Street (Petticoat Lane Market)
-  Moor Lane
-  Creed Court
-  100 Miniories
-  Wood Street Police Station
-  City of London Boundary



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Public Realm Programme

1-2 Broadgate

Public realm improvements to accommodate new walking desire lines and increased footfall.

- **Start Date: 2020/21**
- **End Date: 2025/26**
- **Total budget: £900,000**

The Section 278 was finalised, agreeing the design to provide new pavement space. The Section 256 land exchange has been delayed due to issues with deeds of covenant, but these should be resolved to allow the start of the consultation with stakeholders (utilities companies, TfL) in the next financial year, 2023/24.



A render of the public realm improvements at 1-2 Broadgate to accommodate new walking desire lines and increased footfall

Moor Lane

Public realm improvements including greening.

- **Start date: 2021/22**
- **End date: 2022/23**
- **Total budget: £2,968,680**

This project will improve the walking environment and increase greenery in Moor Lane, whilst accommodating the requirements of the new development at 21 Moorfields.

The design for the eastern pavement, has now been agreed and implementation is expected to begin in early Autumn 2023. The proposals for the western pavement have been revised to incorporate feedback from the 2021 public consultation and ongoing residents' engagement on greening.



Render of the proposed public realm improvements in Moor Lane

Creed Court

Public realm improvements.

- **Start date: 2020/21**
- **End date: 2023/24**
- **Total budget: £ 650,000**

These Section 278 works will improve the experience of walking, whilst considering servicing needs of the new development, included repaving of pavements around the development in Yorkstone, raising and resurfacing the carriageway in Creed Lane and Ludgate Square and replacing light fittings with heritage style lanterns.

The work around Creed Court was substantially complete by late 2022, with new surfaces and lighting installed in Ludgate Square and Creed Lane. Delays in supply of street furniture mean completion is due by the end of July 2023.



A photo of the public realm improvements at Creed Court

100 Minories

Public realm enhancements.

- **Start date: 2017/18**
- **End date: 2023/24**
- **Total budget: £1,500,000 – £1,700,000**

Designs for Phase 1 Section 278 (repaving and highway improvements around the building) have been finalised and agreed. Construction is planned to start in Autumn 2023.

Phase 2 includes the creation of a new green public space. The design includes sustainable urban drainage systems (SuDS) and climate resilient planting. The detailed design has been approved by Committees and construction details are being developed for construction to start in winter 2023.



A render of 100 Minories public realm improvements

Mansion House Station Environs

Climate resilience measures, walking and public realm improvements. The scope includes Little Trinity Lane and Garlick Hill South.

- **Start date: 2019/20**
- **End date: 2024/25**
- **Total budget: £500,000**

The design work has progressed this year for climate resilience measures, including SuDS and rain gardens to be installed with widened pavements and public realm improvements along routes to the station. Consultation is planned in summer 2023.



A render of proposed Mansion House public realm improvements

Salisbury Square public realm improvements

The Salisbury Square Development will deliver a new, purpose-built legal facility and courts, and become the new CoL Police Headquarters (HQ).

Public realm improvements linked to the development of a police headquarters, a law court building and commercial floorspace, including enlarged Salisbury Square, landscaping, access and servicing development which include an enlarged, enhanced public space in Salisbury Square, new east-west walking routes between Dorset Rise and Whitefriars Street; pavement / carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill.

- **Start date: 2025/26**
- **End date: 2027/28**
- **Total budget: £3,000,000 – £5,000,000**

This project has commenced in this financial year, with initial developer meetings. We are currently reviewing project design drawings/documentation, with landscape architects and project engineers. The initial Healthy Streets Check, Accessibility and Equalities Impact Assessments have been completed.



A render of Salisbury Square

Middlesex Street Area: Artizan Street public realm improvements.

Public realm and pavement widening, in combination with changes to building frontage at Middlesex Street flats and shops.

- **Start date: 2016/17**
- **End Date: 2023/24**
- **Total budget: £900,000**

A design for changes to artwork and signage for the shops on the Middlesex Street estate has been developed in consultation with residents and stakeholders. This element of the project will be delivered by the Housing team and coordinated with other works to Middlesex Street Estate. This project is now complete for public realm and streets areas.

Public Realm Supplementary Planning Document (SPD) and Technical Manual update

Design guidance and technical advice for the public realm.

- **Start date: 2020/21**
- **End Date: 2023/24**
- **Total budget: £100,000**

The status of Supplementary Planning documents is uncertain at present, but the work that has been completed to date is being incorporated into appropriate proposals in the revised Transport Strategy and will guide future decisions.

For the Technical Manual, a sustainability appraisal was undertaken to assess the performance and embodied carbon of the current palette of materials. Following this review, the Technical Manual is in the process of being updated to reflect best practice on material selection, including an update on public realm design features and street furniture. A draft is expected in Autumn 2023.

Parklets

Seating and planting areas introduced in 8 locations around the city.

- **Start date: 2020/21**
- **End date: 2023/24**
- **Total budget: £500,000**

Infrastructure is on site, with a review currently being undertaken to evaluate each site and assess the long-term viability of each location.

Since the installation of the parklets and seating/greening areas, adjustments to some locations were undertaken due to local constraints, nearby construction sites which required additional space on the streets and in response to how they were utilised. A qualitative and quantitative analysis was undertaken in 2022 to assess which sites are most successful, to inform medium term improvement in those areas.

The project has been well received by local stakeholders and BIDs, with funding for maintenance and upkeep being secured for some sites. The future of the installations are currently being assessed by officers, with the aim of presenting a proposal for a way forward in Autumn 2023.



Seating and planting in Ludgate Hill



Seating and planting in Creechurch Lane

Cool Streets and Greening Programme

Series of tree planting and other greening in support of Climate Action Strategy.

- **Start date: 2020**
- **End date: 2025**
- **Total budget: £6,800,000**

The programme has been developed in detail and divided into four phases, some within other schemes and some as a specific project. The phases are as follows:

- Phase 1: Pilot projects. Most of these are complete or under construction, including raingardens at Bevis Marks and climate resilient planting on the riverside.
- Phase 2: Incorporation of climate resilience measures into projects. Designs are largely complete and construction is planned for 2023 across a number of sites including Moorgate-London Wall green space, Crescent, Little Trinity Lane and Moor Lane
- Phase 3: City Greening and Biodiversity. This phase includes tree planting, re-landscaping and replanting. 27 trees were planted in March 2023, with more to follow next planting season. Designs have been developed to re-landscape Moorgate/London Wall junction and Finsbury Circus West (to start on site in late 2023/early 2024). 17 sites are due to be replanted later in 2023.
- Phase 4: Sustainable Drainage System schemes (SuDS): Concept designs have been developed for up to five SuDS projects at new sites, including Ludgate Broadway, Lloyds Avenue, Bread Street and Knightrider Court. Locations will be confirmed after feasibility assessment has been progressed in mid-2023.

Wood Street Police Station

Public realm improvements, including creation of a new public space in Wood Street

- **Start Date: 2022/23**
- **End Date: 2024/25**
- **Total budget: £1,200,000**

This Section 278 project was initiated in May 2022. The design process is underway to create a new public space in Wood Street. We are currently developing options following utility investigations and cost estimates to deliver all the trees in the developer's aspirations.



A render of proposed public realm improvements on Wood Street

Strategic Transport Projects

Future Transport Programme

- **Start Date: 2019/20**
- **End Date: Ongoing**
- **Total Budget: Officer time only**

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

Since the trial began, more than 1 million trips have been taken across the 10 participating boroughs. The trial of rental e-scooters is expected to run to Autumn 2023.

Sustainable logistics centre

Feasibility and scheme development for potential co-location of major suppliers including waste collection and courier services.

- **Start Date: 2020/21**
- **End Date: 2022/23**
- **Total budget: £50,000**

Two central London consolidation roundtable events have been held to explore the current challenges and potential solutions to establishing further last mile consolidation centres across central London. Following a feasibility study in 2022, it is no longer recommended for the Corporation to provide or subsidise a logistics or consolidation centre but to focus on supporting activities. The study concluded that the private sector provides upstream consolidation services and downstream site identification support was more useful to provide.

We are working with the City Property Association to develop a consolidation guide for developers, building tenants and facilities management companies. This provides hints and tips on how to establish a consolidation regime and will be published later in 2023.

Last mile delivery hubs

Delivery of last mile logistics hubs in underutilised City Corporation assets.

- **Start date: 2019/20**
- **End date: 2024/25**
- **Total budget: officer time only**

London Wall car park has now been discounted as a potential location for a last mile delivery hub due to access issues and timescales of the London Wall West development.

The City Corporation is still committed to identifying potential locations for last mile delivery hubs. Discussions continue with City Surveyors to identify potential City Corporation assets. Work is also in progress to consider suitability for other interested delivery providers.

Kerbside Review

Comprehensive review of on-street parking and loading activity.

- **Start Date: 2019/20**
- **End Date: 2023/24**
- **Total budget £70,000**

The Kerbside review includes all vehicle spaces. Progress has been made in 2022/23 on the Disabled Parking Review. In partnership with Transport for All (TfA), we ran a workshop in December 2022 to gather feedback from Blue and Red Badge holders who work in, live in or frequently visit the City of London. TfA have also been commissioned to provide advice on a survey of Red Badge Holders to gather feedback on on-street disabled parking provision. This will help us understand how disabled parking spaces are used and if they are meeting user needs. The survey is planned for Summer 2023.

Further data collection on occupancy and quality of disabled bays in the Square Mile is programmed for late Spring/Summer 2023 to support the development of final recommendations.

Electric Vehicle (EV) Infrastructure Action Plan

Action plan to ensure adequate provision of EV charging infrastructure.

- **Start date: 2019/20**
- **End date: 2025/26**
- **Total budget: n/a**

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

Sites for a further 5 on-street rapid charging points have been identified and should be put to market tender in 2023/24.



Baynard House EV charge points

Road Danger Reduction Activity

Vision Zero

We have completed work on a Road Danger Reduction Collision Data Dashboard. This PowerBI dashboard contains collision and casualty data for the City from 1 January 2017, and we have since updated it to include data to the end of November 2022. The dashboard continues to inform and shape the development of infrastructure schemes across the City, with insight relating to collision and casualty trends.

In Spring 2022, we completed a research commission to help prioritise investment in collision cluster locations. The research considered the latest collision and casualty statistics, recent investment in infrastructure schemes and the potential to reduce road danger and casualty numbers to produce a ranked list of junction locations across the City. This work contributed to the prioritisation of funding for road danger reduction schemes and will be updated on an annual basis.

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 Plan should be considered for adoption in 2023/24.

Police partnership work on events and campaigns

During 2022/23, we have continued to collaborate with the City Police to run a variety of road danger reduction events and campaigns. To promote and improve cycle safety and security, the City Police ran 41 workshop sessions and security marked over 750 cycles.

The programme of cycle training has continued, to help ensure that people wishing to improve their on-street ability are able to easily access training and support. 91 people were trained to Bikeability standard during 2022/23. More than 70 people received cargo bike training to help encourage the safe use of cargo bikes for relatively short distance freight trips in the City.

Roads policing and enforcement

In 2022, the City Police Road Policing teams continued to engage with and educate users of the City's streets, whilst targeting unsafe and

illegal road user behaviour where appropriate. The City Police started recording all engagements and interactions with street users in March last year. In the period since then the Roads Policing team interacted with over 3,000 street users, offering advice, education and support in travelling safely around the Square Mile.

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

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

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

130 TORs or FPNs were issued for 'driver/rider distraction' (up from 60 in 2021), 189 for issues relating to insurance (down from 216 in 2021), 133 for 'red light contraventions' (down from 170 in 2021) and 42 for speeding (compared to 75 in 2021).

Road danger reduction - Safe streets

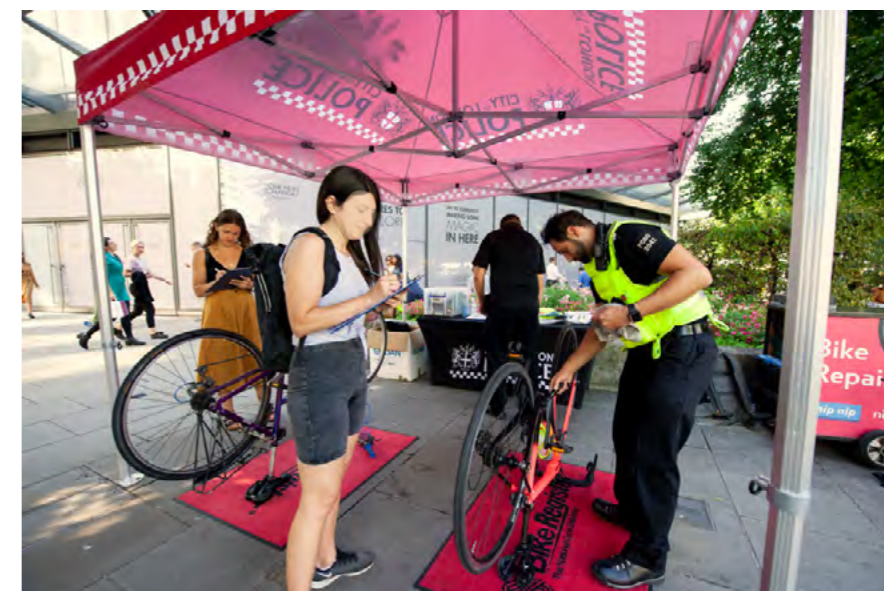
Of the schemes listed above a number have a particular focus on road danger reduction to help mitigate the Departmental road safety risk (ENV-CO-TR 001). These schemes include:

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

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.



City Police patrolling the streets



City Police at a road danger reduction event engaging with cyclists

