

Transport Strategy 2019

Delivery progress



Transport Strategy delivery progress

Introduction

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

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

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



Figure 1: Public realm improvements and connections

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

All Change at Bank

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



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

Moorgate and Liverpool Street Crossrail public realm

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

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

Covid-19 Transport Response

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



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

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

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

Pedestrian Priority Programme

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

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



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

Riverside Walkway

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



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

Legible London

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

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



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

Public realm improvements

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

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

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



Figure 7: Creed Court improvements. ©Clive Totman



Figure 8: Ludgate Broadway improvements ©Clive Totman

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

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

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



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

Lunchtime Streets

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



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

Street space is used more efficiently and effectively

St Paul's Gyrotory

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

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

Healthy Streets Plans

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

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

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

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

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

The Square Mile is accessible to all

City of London Street Accessibility Tool

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

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

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

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

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

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

Healthy Streets Minor Schemes

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

Delivered projects include:

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



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

Moorgate & Bank Station Step-Free Access

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

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

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

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

Road danger reduction

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

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

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

Police partnership work on events and campaigns

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

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

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

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



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



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

Roads policing and enforcement

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

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

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

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

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

Charterhouse Square School Street Scheme

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

Highway Code Changes

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

Improvements to street lighting

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

More people choose to cycle in the City

Cycle network improvements

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

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

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

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

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

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

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

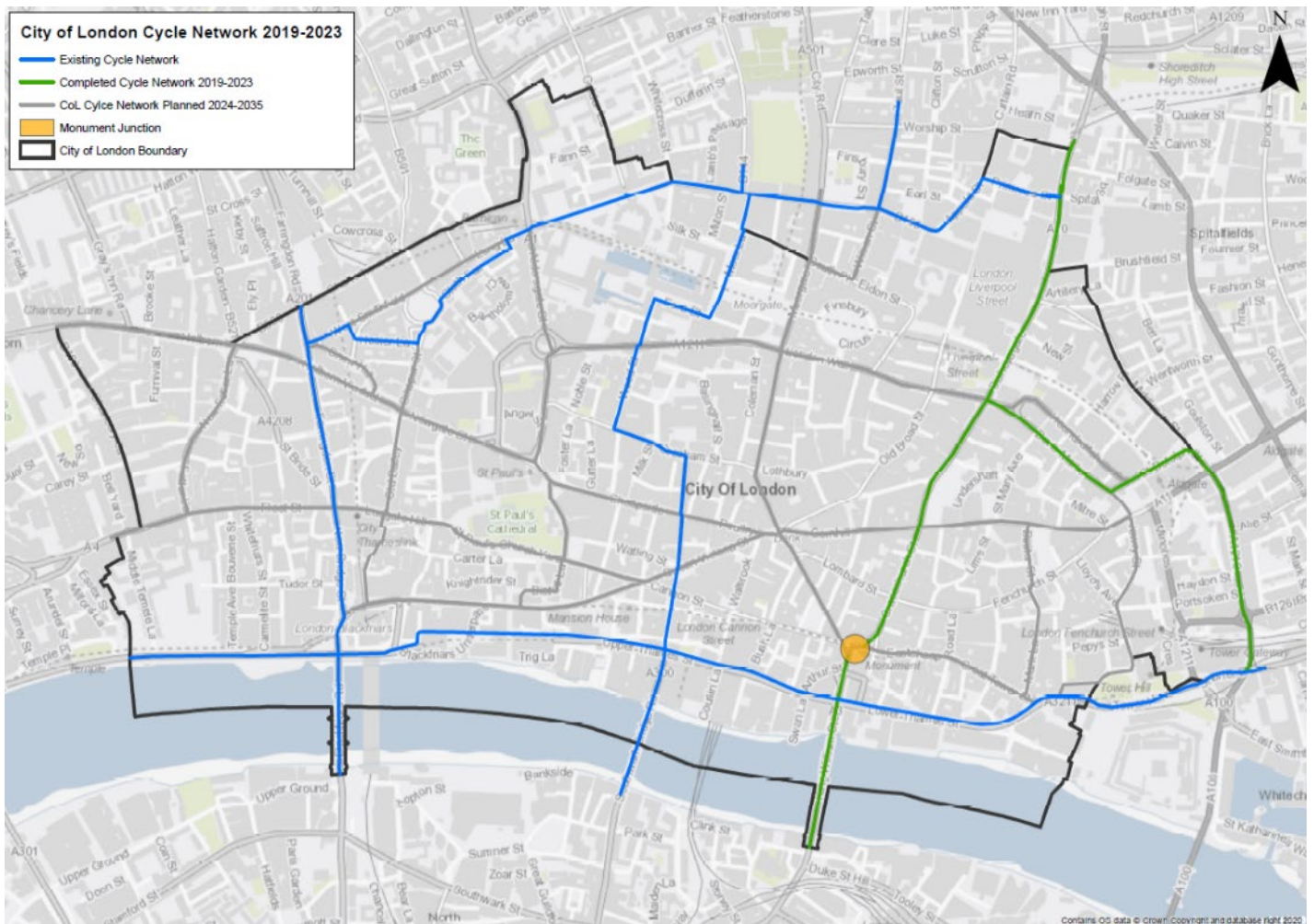


Figure 1514: Map of completed cycle routes.

Cycle Parking

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

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

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

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

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



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

Promote and celebrate cycling

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

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

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

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



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



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

London Walking and Cycling Conference

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

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



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

Improve cycle hire in the City

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

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

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

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

Electric Vehicle (EV) Infrastructure Action Plan

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

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

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

Zero emission vehicles

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

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

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

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

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

Freight Consolidation and Last mile logistic hubs

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

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

Our street network is resilient to changing circumstances

Climate Action Strategy

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



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

Cool Streets and Greening in the City

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

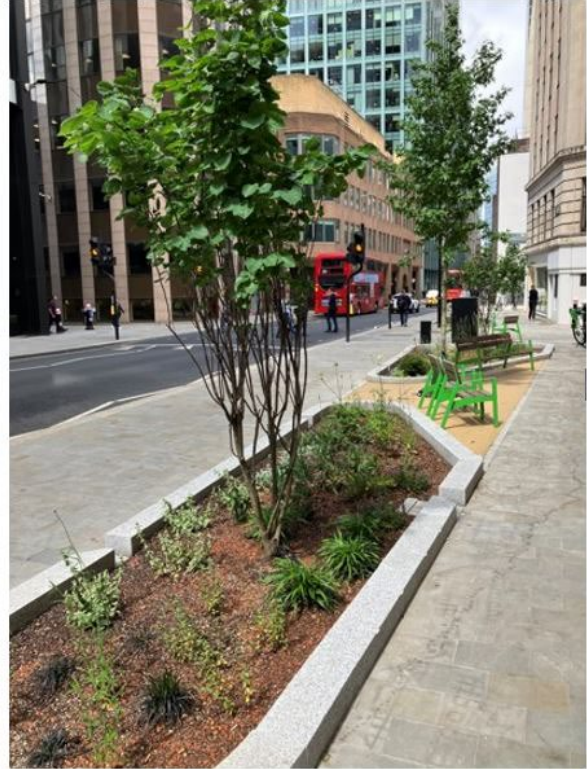


Figure 21: Climate resilient planting at the riverside (left) and sustainable drainage scheme on Bevis Marks @Clive Totman

Utility Infrastructure Strategy

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

Improvements to street lighting

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

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

Emerging transport technologies benefit the Square Mile

Future Transport

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

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

The Square Mile benefits from better transport connections

Opening of the Elizabeth Line

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

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



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

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

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

