

Proposed changes to the Transport Strategy

Below you will find the Transport Strategy outcomes and the proposals that fit within them.

Every proposal will have:

- A Red, Amber or Green (RAG) status. This indicates the amount of proposed change within each proposal. Red indicating the most significant change and green the least.
- 'Key change' and a 'Context' subheading. These summarise the main changes proposed for the proposal if there are any, and give the context for the changes. In addition this section notes equality issues considered (both direct and indirect effects) from changes to the proposals upon the City's population, and particularly groups that share protected characteristics as defined under the Equality Act 2010. It also identified opportunities to improve inclusion and consideration of protected groups within proposal policies and actions.
- A Revised Text box showing the text changes proposed to the proposal. Within the revised text box black text signifies the Current Transport Strategy text. Proposed text changes are shown as tracked changes and highlighted in grey. Deleted text is shown with a strikethrough and highlighted in grey. For example:
 - Deleted text - ~~"The first phase of delivery will include the completion of Globe View by 2020 and changes to Bank Junction by 2022. (Figure 4)"~~
 - New text - "A number of routes have been delivered or are in progress, this is set out in the 'Update and Progress' section of the Strategy."

Transport Strategy Vision

Key Change

- Update to the Strategy Vision

Context

- Updating the vision reflects the addition of proposal 1B and the aim of making our commitment to inclusivity explicit.
- The Transport Strategy Review Equality Impact Assessment (EQIA) recommended that the Strategy Vision be updated to include an emphasis on 'inclusiveness'.

Equality Considerations

- As above, our Equality Impact Assessments (EQIA) recommended that the Strategy Vision be updated to include an emphasis on 'inclusiveness', which goes beyond accessibility.

Revised text changes are shown as tracked changes and highlighted in grey

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

Healthy Streets Approach

Proposal 1a: Embed the Healthy Streets Approach in transport planning and delivery – Green

Key change

- Updated Healthy Streets Indicators figure to reflect a text change to an indicator.

Context

- Improving people’s health and their experience of using our streets remains at the heart of our transport decision making.
- The Healthy Streets Approach will also be embedded in the revised City Plan. It also provides the framework for the Mayor for London’s Transport Strategy and is embedded in the London Plan.

Equality considerations

- The Healthy Streets Approach has been updated since the initial strategy was published in 2019. It now includes the indicator “Everyone feels welcome” rather than “Pedestrians from all walks of life”. This new wording is more inclusive and is reflected in the new figure in the revised Transport Strategy.

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The Healthy Streets Approach

The Healthy Streets Approach provides the framework for this Strategy. This means we will place improving people’s health and their experience of using streets at the heart of our transport decision making.

The 10 Healthy Streets Indicators (shown below) capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity. All the proposals set out in this Strategy will contribute to the delivery of Healthy Streets.

Proposal 1a: Embed the Healthy Streets Approach in transport planning and delivery

We will ensure that the Healthy Streets Approach is embedded in our transport planning and the design and delivery of projects by:

- Using the Healthy Streets Approach to inform strategic decision making and project prioritisation
- Using the Healthy Streets Check for Designers to assess proposals for projects that will have a significant impact on people’s experience of using the City’s streets and publishing the results
- Assessing planning applications against the Healthy Streets Indicators and requiring the use of the Healthy Streets Check for Designers on all developments that will have a significant impact on surrounding streets

- Assessing the health impacts of projects as part of the design process and post-implementation monitoring
- Including questions relating to the Healthy Streets Indicators in project monitoring and public perceptions surveys

Inclusivity

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

Key change

- This is a new proposal that, alongside proposal 1a: *Embed the Healthy Streets Approach*, will inform the delivery of all other proposals. This proposal makes explicit our commitment to taking an inclusive approach to all transport and public realm project delivery and policy-making.

Context

- Inclusion is implicit in the work we do. We want to make it explicit that our streets will be inclusive for all, and to set out our approach to improving our performance in this area. This proposal:
 - Explains the City Corporation's commitment to diversity and inclusion in transport and will set out how we plan to make improvements to the existing street network and to future processes.
 - Sets out our approach to considering all protected characteristics and socio-economic impacts when planning and making changes to our streets.
 - Outlines our processes for inclusive engagement and consultation, and for assessing the positive and negative impacts of projects and services we intend to implement, for example: through Equality Impact Assessments (EQIA).
 - Outlines how we will improve our data collection and engagement processes to ensure we have the right information to inform, evaluate and track the impacts of our policies and projects.
 - Ensure we challenge and support ourselves and our delivery partners in developing best practice in regards to inclusive policy-making and design.
- It is also important that the language we use within the strategy is inclusive and this proposal seeks to embed and inform inclusive language across the Transport Strategy.
- We should have regard to the fact that equity is not the same as equality and that our approach should work to deliver an equitable approach. An equitable approach will aim to provide additional support to those who need it.
- The City Corporation is currently consulting on five equality, diversity and inclusion objectives, which outline its approach to making the City a fairer and more inclusive place where everyone feels a sense of belonging. This proposal incorporates and helps support the delivery of these objectives, which are expected to be adopted in 2024.
- We have retained a specific outcome and constituent proposals on improving accessibility of our streets (Outcome 3). This reflects the need to maintain our focus on removing physical barriers to travel in and around the Square Mile.
- This proposal acknowledges and seeks to explicitly incorporate feedback from our Transport Strategy Equality Impact Assessment that the strategy go

further in embedding an inclusive approach to project delivery and policy-making and explicitly reference inclusivity in all that we do.

The consultation materials and revised Transport Strategy will also include a text box that sets out the principles of inclusion/inclusive design. These will be developed through consultation with stakeholders and observing best practice elsewhere. The anticipated approach will be around the following ideas and themes:

- Developing a shared, local story of inclusion through using proactive and strategic communication and language to promote a culture of inclusivity.
- Supporting and driving inclusive transport accessibility and economic growth through ensuring the benefits of our policies and projects are seen and experienced by all communities and particularly those currently excluded.
- Designing and delivering spaces and services, which are inclusive by default and work to provide equitable access to all.
- Encouraging community participation and engagement through ensuring a diversity of voices are heard through the decision-making process.
- Building trust with local communities through transparency, accountability and demonstrating how engagement has driven change.

Proposed Text

We recognise that some of the City's streets and public spaces are not as inclusive to different groups of people as they should be. This is in part due to the way our streets and spaces have been designed and managed in the past.

To address this we will take an inclusive approach to transport planning and delivery that put the lived experience of people using our streets and spaces at the heart of our decision-making. This will ensure that the City's streets and public spaces are places where no one is excluded or feels excluded, regardless of their economic circumstance, gender identity, ethnicity, disability, age, sexual orientation, nationality, parental status or religion.

We will embed inclusion in our transport planning and the design and delivery of our projects by:

- Using the principles of inclusive design and delivery to inform strategic decision-making and project prioritisation
- Developing robust, comprehensive and co-created Equality Impact Assessments (as per our Public Equality Duty in the Equalities Act 2010) for all projects and major policy decisions, publishing those assessments in accessible formats, communicating the publication to a stakeholders and interested groups, and ensuring that the findings and mitigations are materially incorporated into our policies and projects.
- We will require the principles of inclusion as to be considered in transport assessments and the design and delivery of associated improvements
- Including questions relating to inclusivity and equity in project monitoring and public perceptions surveys
- Identifying new metrics to report our progress on improving inclusivity and equity and publishing updates to those metrics on at least an annual basis

- Using tools such as the City of London Street Accessibility Tool (CoLSAT; proposal 16) to identify opportunities to further improve the accessibility and inclusivity of our projects
- Ensuring that physical changes to streets are supported by community education, engagement and enforcement if introducing legal regulations, whenever appropriate
- Using inclusive language and to reach as broad an audience as possible when engaging and consulting on policies or projects we undertake
- Ensuring we reach a wide audience through, including but not limited to representative networks, dedicated surveys and direct engagement with local interest groups
- Ensuring staff involved in the delivery this strategy are formally trained in the principles of inclusivity, and have an understanding best practice and our responsibilities under the Equality Act 2010.
- Engaging with neighbouring boroughs, the Mayor of London, TfL, the Government, transport operators and other related partners to support and champion a more inclusive transport network
- Supporting and challenging our suppliers and delivery partners to embed inclusivity and equity in their processes and projects

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

Key change

Updated outcome

Context

- The principle of putting people walking (and wheeling) at the heart of our strategy remains unchanged but routes and priorities within the proposal, alongside progress that has already been made on existing priorities, has informed proposed changes to some sections of the proposal text.
- "Walking, wheeling and cycling" is advocated for by Active Travel England. "Active Travel England is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England." Furthermore, this terminology is supported by organisations, such as Wheels for Wellbeing, Transport for All, Sustrans and Mobility and Access Committee in Scotland. These recommendations have come from research and engagement with people who use mobility aids. They recommend always using 'walking and wheeling' together. Therefore, we will therefore adopt "walking and wheeling" across all of our proposals.

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

Key change

- Figure 4 Proposed walking improvements map and list of junctions and routes has been updated based on progress to 2023.
- Maps and priority routes have been updated based on the work to identify priority 'green corridors', three east-west walking and public space corridors, and four north-south links to and across the Thames.
- Progress has been made on delivering pedestrian priority to streets and we have updated Figure 5 (pedestrian priority streets) with those implemented or changes to planned pedestrian priority streets, 2019-2030.
- Included reference to wheeling, as defined in proposal 1b Inclusion approach, when we refer to 'putting the needs of people walking first when designing and managing our streets'.
- Included reference to the 10-year al fresco eating and drinking policy under the Business and Planning Act 2020 and the need to ensure the safety and accessibility of people walking and wheeling.
- Minimum standards for signals at controlled crossing points added. Changed 'Green Man' to 'Green Person'.

Context

- The principle of putting people walking (and wheeling) at the heart of our strategy remains unchanged but routes and priorities within the proposal, alongside progress that has already been made on existing priorities, has informed proposed changes to some sections of the proposal text.
- "Walking, wheeling and cycling" is advocated for by Active Travel England. "Active Travel England is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England." Furthermore, this terminology is supported by organisations, such as Wheels for Wellbeing, Transport for All, Sustrans and Mobility and Access Committee in Scotland. These recommendations have come from research and engagement with people who use mobility aids. They recommend always using 'walking and wheeling' together. Therefore, we will therefore adopt "walking and wheeling" across all of our proposals.
- 'Green man crossing' has been changed to 'green person crossing' to adopt a more inclusive approach in the strategy. TfL also adopts the same approach with the naming of its own programme.
- The City of London al fresco eating and drinking policy under the Business and Planning Act 2020 has been updated to reflect the extension of the temporary policy to make it easier for restaurants and bars to serve food and drink outdoors, to the end of September 2023. The policy will be replaced by a longer term 10-year policy that will be developed in 2024, and we will ensure that safety and accessibility are again prioritised.
- The EqIA has made recommendations for pedestrian crossings to be delivered to a minimum standard, particularly as they assist with disabled people's use of crossing points. The standard will apply to all new crossing

points installed and where possible for upgrades through the maintenance programme. These standards are in line with TfL's and the implementation of signals at crossing points will be in partnership with TfL.

- The EqIA has made recommendation for our standard to be wider than B+ comfort level on our pavements. We do not propose to change this standard, as in some places it is difficult to provide wider pavements due to space constraints on our streets. We will widen pavements to a standard better than B+ where possible. In locations where it is not possible, we will consider other space reallocation options and pedestrian priority measures.

Revised text changes are shown as tracked changes and highlighted in grey

We will ensure that the needs of people walking and wheeling are prioritised by:

Applying the Healthy Streets Approach (proposal 1) and considering the needs of people walking and wheeling -first when delivering changes to streets

- Accepting that delivering priority for people walking and wheeling may result in delays or reduced capacity for other street users, while seeking to minimise the impact on essential traffic through general traffic reduction (proposal 11)
- Increasing the number of pedestrianised or pedestrian priority streets from 25 kilometres at present, to 35 kilometres by 2030. By 2044, at least 55 kilometres will be pedestrian priority, equating to half of all streets (by length)
- Making streets easier to cross and giving people ~~on foot~~ walking and wheeling greater priority at the entrances to side streets
- Widening pavements to provide more space ~~for people walking~~, with the aim that all pavements will have a minimum Pedestrian Comfort Level of B+
- Ensuring that the al fresco eating and drinking policy is correctly applied, to put the safety and accessibility of people walking in the City first when considering the potential to grant temporary pavement licences for al fresco eating and drinking. The longer term 10-year policy that will be developed in 2024 will also ensure that safety and accessibility are prioritised when considering al fresco dining and eating.

Pedestrian Comfort Levels

Pedestrian Comfort Levels are used to assess the level of crowding on a pavement or at a pedestrian crossing. The level of comfort, which is graded between A+ (most comfortable) and E (least comfortable), is based on the number of people walking and the space available, taking account of street furniture and other restrictions.

Transport for London's Pedestrian Comfort Guidance recommends a minimum comfort level of B+.

This provides enough space for people to feel comfortable when walking at a typical pace and for them to be able to choose where to walk. Below this level, conflicts between people walking become frequent, walking is increasingly uncomfortable and frustrating and can lead to people stepping into the carriageway.

Key walking and wheeling routes

We will prioritise improvements to junctions and routes that are busiest with people walking and where pavement width and pedestrian crossings are inadequate for current or forecast demand. Improvements to the following routes and junctions will be delivered by 2030 to make walking and wheeling quicker, safer and more comfortable. The first phase of delivery will include has included the completion of the streets around Moorgate and Liverpool Street Stations, Globe View along the river by 2020 and changes to Bank Junction, by 2022. (Figure 4):

Figure 54 shows future commitments to priority routes.

A series of north-south and east-west routes will provide improved walking, wheeling, and cycling connections to key attractions, destinations and public spaces. The north-south routes will link to the bridges across the Thames. The improved routes will deliver better crossings, improved safety, and improved accessibility. The routes are shown in Figure 4, and are as follows:

Routes north-south from:

- Millennium Bridge to Barbican via St Pauls Cathedral, which supports the new Museum of London and Smithfield area changes.
- Southwark Bridge to Barbican via Guildhall
- Cannon Street to Liverpool Street via Bank
- Blackfriars Bridge to Farringdon via Ludgate Circus (in partnership with TfL)
- London Bridge to Liverpool Street via Bishopsgate including Monument junction (in partnership with TfL); and

Routes east-west from:

- Farringdon to Aldgate via Smithfield and the Barbican
- Fleet Street to Aldgate via Bank and the City Cluster, including Ludgate Circus (in partnership with TfL).
- Temple to Tower Hill via the Thames Riverside The area around Moorgate and Liverpool Street Stations (including Moorgate/London Wall junction) and the routes between these stations and key destinations, including the City Cluster, Culture Mile and Bank

Bank Junction and streets between the junction and the City Cluster.

To support Culture Mile and coincide with the opening of the new Museum of London and proposed Centre for Music:

- The route from the Millennium Bridge to Culture Mile, including changes to St Paul's Gyratory
- The route between the Barbican and the new Museum of London, including Beech Street and Long Lane Fleet Street, including potential further changes to Ludgate Circus (in partnership with TfL) The Bishopsgate corridor, including Monument junction (in partnership with TfL) The Globe View section of the Riverside Walkway

Pedestrian priority streets

New pedestrian priority streets will be introduced across the Square Mile, with opportunities. The initial focus for introducing pedestrian priority streets will be within the City Cluster and Culture Mile. Priorities for improvements will be considered identified withink within Healthy Streets Plans for each area (see proposal 12). We will also identify prioritise opportunities to introduce pedestrian priority on streets with a pavement width of less than two metres.

An indicative map of these streets is shown below in Figure 5. We will use traffic orders and temporary measures to change the look and feel of streets and signage to accelerate delivery of pedestrian priority streets in advance of permanent changes.

Pedestrian priority streets will allow access for motor vehicles, with all vehicles, including cycles, expected to give way to people walking and wheeling. In some instances, streets will be fully pedestrianised or not allow motor vehicle access at certain times. The access requirements for each pedestrian priority, fully pedestrianised or timed pedestrianised street will be fully assessed as part of the project delivery process. The use of pedestrianised streets by cycles will be decided on a case-by-case basis to ensure people walking, wheeling and cycling feel safe and comfortable. Pedestrian priority will be supported by design measures to encourage slow and courteous driving and riding.

Pedestrian crossings

We will work with Transport for London to make it easier for people walking and wheeling to cross streets by reviewing all signalised pedestrian crossings with the aim of:

- Reducing the amount of time people wait for a green man-person, initially to a maximum of 60 seconds, followed by further reductions in waiting time over the life of this Strategy
- Giving people more time to cross by using a walking speed of 0.8 metres per second to determine crossing times (currently 1.2 metres per second)
- Installing sensors (Pedestrian SCOOT) to allow the amount of green man-person time to be automatically adjusted according to the number of people crossing
- Reducing overcrowding by widening crossings to provide a minimum pedestrian comfort level of B+ where possible.
- Introducing formal diagonal crossings at all crossroads, ensuring pedestrian crossings are on desire lines and removing multi-stage crossings
- Installing raised tables to improve accessibility and ease crossing
- Introducing 'green man-person authority' at appropriate locations – providing a default green man-person for people walking and wheeling rather than a default green light for motor traffic.

Where new or upgrades to signal controlled crossing points are installed, they will provide the following as a minimum:

- Countdown timers.
- Audible signals
- Far side signals
- Rotating cones in working order
- Suitable tactile warning surfaces.
- Ensuring no ponding at dropped kerbs and that these kerbs are not excessively steep.

Continuous footways and courtesy crossings

We will give people walking and wheeling greater priority and make streets easier to cross by:

- Providing courtesy crossings or continuous footways across all side street entrances
- Installing raised tables at junctions
- Installing raised ~~tables and pedestrian refuge islands~~ at existing informal crossings, and installing pedestrian refuge islands where appropriate
- Identifying locations for additional crossing points that incorporate raised tables and pedestrian refuge islands

Campaigns and promotion

Campaigns and promotional activities will raise awareness among all street users of the priority being given to people walking and wheeling in the Square Mile. Physical changes to streets will be supported by education, engagement and enforcement to reinforce positive behaviours by ~~people drivers driving~~ and ~~riders riding~~ towards people walking and wheeling.

Proposal 3: ~~Complete~~ **Enhance** the riverside walkway and improve walking **and wheeling** -connections between the riverside and the rest of the City – Amber

Key change

- Deleted reference to Globe View as this has been completed.
- Updated to include ambition for further improvements, beyond those achieved.
- Removed reference to Riverside Walkway Enhancement Strategy and noted that opportunities arising through development and planning process will be utilised.

Context

- The final section of 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.
- While the Riverside Walk has been completed there are still opportunities to improve the public realm along the riverside and the walking connections between the Thames and the rest of the City.
- The Riverside Walkway Enhancement Strategy has not been updated and is no longer considered to be needed. The importance of the Riverside Walkway and connections to it are still recognised, noting that this is one of the three key east-west walking routes through the City.
- The EQIA noted that current access to the Riverside Walkway is still limited along Upper and Lower Thames Streets, due to the lack of accessible connections. The proposal reflects this, and we will continue to urge TfL to improve these crossings.

Revised text changes are shown as tracked changes and highlighted in grey

~~We will complete the Globe View section of the riverside walkway by 2020~~We will **also** work with Transport for London, landowners, developers and other partners to:

Improve the connections between the riverside and the rest of the City by making it easier to cross Upper and Lower Thames Street. Improvements will include installing a new pedestrian crossing at the junction with Puddle Dock by ~~2022~~**2025**, to provide direct access to Blackfriars Pier. We will also work with Transport for London to explore the potential to **improve accessible connections and** install additional street-level crossings as an alternative to existing bridges.

Improve the quality of the public realm along the riverfront and identify opportunities to create new open spaces. ~~Opportunities will be identified and delivered through an updated Riverside Walkway Enhancement Strategy that will be published in 2022~~

Wherever feasible, use the redevelopment of sites along the riverside to widen the walkway **and** ~~use the planning process~~ to activate the riverfront by introducing more ground floor leisure uses such as restaurants and cafes where they will not adversely affect residents.

Proposal 4: Enhance the Barbican high walks – Green

Key change

- Included reference to the Barbican podium works and the requirement for new developments to provide connectivity with the network where possible.

Context

- No significant changes necessary as maintaining and enhancing the Barbican highwalks, including existing public lifts that provide access to the high walks and other walking and wheeling routes is still essential.
- Barbican podium works have been progressed and phase two is starting in 2024 and due to be completed by early 2027.

Revised text changes are shown as tracked changes

We will ensure that the Barbican high walks are well maintained and enhanced where necessary. The proposed Barbican podium works will commence on site in late 2024, with an expected completion date of early 2027. The work will include maintenance of the area and a 70 per cent increase in the amount of soft landscaping. Further phases are anticipated with the detail of these still to be developed.

Future work will include further improving improvements to signage and the visibility of access points to make them easier to navigate, particularly along the key north-south link from Wood Street. Any enhancements made to the high walks will be in line with the special architectural and historic interest of the Barbican and the requirements of the Barbican Listed Building Management Guidelines SPD.

We will maintain existing public lifts that provide access to the high walks and other walking and wheeling routes. We will explore the potential to add new public and publicly accessible lifts where required through the development process and we will ensure that new developments provide connectivity with connections to the network where possible.

Proposal 5: Ensure new developments contribute to improving the experience of walking, wheeling and spending time on the City's streets – Green

Key change

- None

Context

- No changes necessary as the proposal wording is consistent with the draft City Plan.

Revised Text changes are shown as tracked changes and highlighted in grey

Through the planning process we will work with developers and future occupiers to ensure all new developments provide world-class public realm and adequate space for people walking and wheeling, and contribute to improvements to surrounding streets and walking routes. Existing walking routes and public access across private land will be maintained and major developments will be expected to create new walking routes through their site.

Proposal 6: Promote and celebrate walking and wheeling – Amber

Key change

- Updated text and removed sentence on Legible London maps and directional signs, which have been installed.
- Updated to include wayfinding improvements if possible.

Context:

- We completed the installation of Legible London maps and signs across the Square Mile in 2021, integrating the City into the London-wide wayfinding system.
- Destination City will work in partnerships with brands, Business Improvement Districts (BIDs), landowners etc. to deliver an all-year-round events programme. It is therefore no longer considered necessary to have a dedicated festival to encourage people to explore the City on foot.
- Continued stakeholder support to promote and celebrate walking and address concerns that the Square Mile needs more signage to accessible routes, including lifts. We will work with our partners to ensure that signage, walks and events are inclusive.

Revised text changes are shown as tracked changes and highlighted in grey

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

~~Completing the roll out of Legible London maps and directional signs across the Square Mile by 2022~~

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

Exploring the potential for ~~Developing accessible~~ additional wayfinding systems, for example through on-street cues ~~through supporting or apps if appropriate.~~

• Improving people's awareness of traffic free walking and wheeling routes, such as alleyways and routes through parks and gardens, through promotional activities and dedicated wayfinding

• Organising led walks, working with our partners, businesses, residents -and heritage and cultural institutions to promote walking ~~and exploring the potential for through an annual City walking festival.~~ We will continue to share learnings, promote good practice and celebrate walking through an annual Walking and Cycling Conference.

• Supporting London-wide, national and international walking campaigns.

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

Key change

- Removed reference to Public Realm Supplementary Planning Document (SPD) as national status of SPDs is uncertain at present.
- Included reference to al fresco dining and drinking and the extension of the City Corporation's policy to promote this, along with the importance of safety and accessibility in public spaces.
- Added reference to opportunity for temporary public space and urban realm improvements to create locations for residents, businesses and visitors to enjoy, including opportunities for exercise and play.

Context

- Work has been undertaken to develop and update priorities for public space and public realm. Priority routes and corridors have been identified, and these will be delivered through planning, design and decision-making process within Healthy Streets Plans and through partnership opportunities with new developments and the BIDs.
- Al fresco eating and drinking policy under the Business and Planning Act 2020 has been updated to reflect the extension of the temporary policy to make it easier for restaurants and bars to serve food and drink outdoors, to the end of September 2023. The longer term 10-year policy that will be developed in 2024 will also ensure that safety and accessibility are prioritised when considering al fresco dining and eating.
- The City's Public Realm Toolkit will be considered by Committee in November 2023. If adopted this will provide a guide on materials and design standards.

Revised text changes are shown as tracked changes and highlighted in grey

We will improve the experience of spending time on the City's streets by:

- Identifying opportunities to create new public spaces by reallocating carriageway.
- Identifying opportunities for temporary public realm improvements to renew and rejuvenate spaces in advance of permanent change. This could include temporary planting and greening, art installations, or seating for people.
- Increasing the amount of formal and informal seating on-street and in squares, public spaces and parks. The amount and location of additional on-street seating will be carefully considered to maximise opportunities for social interaction while maintaining adequate width and comfort for people walking. Where necessary, space will be reallocated from the carriageway.
- Identify opportunities to integrate for exercise and play and into the public realm.
- Extension of the City Corporation's al fresco dining and drinking policy will help to ensure that the hospitality sector continues to thrive in the Square Mile, whilst safety and accessibility on the pavement are prioritised. Applications from restaurants and bars to provide on-street seating will be welcomed and granted if criteria in the policy

are met. The longer term 10-year policy that will developed in 2024 will also ensure that safety and accessibility are prioritised when considering al fresco dining and eating.

- Implementing a high standard of design when delivering improvements to streets and public spaces and ensuring streets and public spaces are clean and well maintained.
- Working with partners, such as Business Improvement Districts, to make the experience of walking, wheeling and spending time on streets and public spaces more interesting and engaging, for example through planting, public art, temporary installations and events.
- Improving the public realm in areas where there are buildings and structures of significant historical, architectural and archaeological importance. Improvements will respect, protect and enhance the setting of significant buildings and other heritage assets and improve accessibility to historic attractions.

We will publish a Public Realm Toolkit in 2024 to provide a guide on materials and design standards for developers and our own designers. This will be reviewed on a regular basis and at least every five years.

~~The City of London Public Realm Supplementary Planning Document (SPD) provides detailed guidance on designing, delivering and managing world-class public realm in the Square Mile. The Public Realm SPD will be reviewed and updated by 2022 following the adoption of City Plan 2036.~~

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

Key change

- Added reference to initiatives we have committed to delivering as a result of the City's 2020 Climate Action Strategy, including additional greening, planting, and Sustainable Drainage Systems (SuDS).
- Included reference to new Biodiversity Action Plan 2021-2026.
- Identified key corridors for greening, see Figure 6.

Context

- The Climate Action Strategy (CAS), adopted in 2020, sets out the City Corporation's commitments to achieve net zero by 2040 in the Square Mile. One element of achieving net zero is to embed climate resilience in our buildings, public spaces and infrastructure.
- Climate Action Strategy has committed to fund several initiatives which will provide on-street improvements such as greening, planting and SuDS schemes.
- The City adopted a Biodiversity Action Plan 2021-2026, in July 2021. The City Gardens team is responsible for tree and green space management for around 200 sites in the Square Mile including parks, gardens, churchyards, plazas and highway planting. The Biodiversity Plan includes areas in the public realm and streets (highway). The City has an established network of ground level open spaces. Both street trees and environmental enhancement projects have the potential to improve the connectivity of Sites of Importance for Nature Conservation (SINCs), green spaces and associated habitats. The City of London Tree Strategy Part 2 also promotes the aim to increase existing stock and encourage green corridors that contribute to the biodiversity of the City.
- The implementation of new green spaces will support the City's Sites of Importance for Nature Conservation (SINCs) within the Square Mile, which are set out in the Biodiversity Action Plan. The work on green corridors linking spaces in the Square Mile has been developed with priority routes set out in Figure 6.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with BIDs~~occupiers, businesses, residents~~ and other partners to provide and maintain more ~~permanent and seasonal~~ greenery on the City's streets. This will include incorporating greenery and planting when making changes to streets and the public realm, including measures that deliver pedestrian priority, traffic calming and vehicle access restrictions. Where possible, new planting on City streets will incorporate Sustainable Drainage Systems (SuDS) as set out in proposal 9.

We will support delivery of the City's Biodiversity Action Plan (BAP)¹ as adopted in 2021 through greening and tree planting on our streets and public spaces.

We will seek to introduce additional trees across the Square Mile, with 100 new trees to be planted by 2025. These will provide increased shade and canopy cover, helping to create "shaded cool routes" and green corridors which will support biodiversity and improve habitat connectivity between the City's Sites of Importance for Nature Conservation (SINCs).

The green corridors, as seen in Figure 6, will follow routes through the following:

A North-South route through Temples – Chancery Lane - Holborn

A North-South route through St Pauls – Postman's Park – Barbican – Islington

A North-South route through Aldgate – Minories – Tower Hill

An East-West route through Embankment Riverside – Riverside Walk – towards Wapping.

An East-West route through Smithfield – Barbican – Finsbury Circus – Bishopsgate.

These will be delivered through planned projects funded by Climate Action Strategy programme and through developer contributions to improve the public realm.

We will choose plants that are drought resistant, require minimal maintenance, maximise biodiversity, and create a more interesting and engaging streetscape.

¹ <https://www.cityoflondon.gov.uk/assets/Green-Spaces/city-of-london-biodiversity-action-plan-2021-2026.pdf>

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

Key change

- Updated to include reference to specific projects that will be delivered through the Cool Streets and Greening Programme (funded through Climate Action Strategy), which will deliver a series of Sustainable Drainage Systems (SuDS) projects.
- Included a reference to the use of permeable paving where appropriate within the public realm.

Context

- This proposal has been updated to be more prescriptive about which measures we are committing to following the publication of the City's Climate Action Strategy (CAS), adopted in 2020.
- A study³ was undertaken as part of the CAS which anticipates the need to adapt the City's environment to hotter drier summers, warmer wetter winters, sea level rise and more frequent extreme weather events.
- Through the City's Cool streets and Greening programme we will introduce SuDS in areas of greening deficiencies – detailed site surveys are being undertaken at identified locations at present. The City Corporation will select sites where there is a low risk of surface water flooding but will choose locations in proximity to trunk sewers where SuDS can be more effective during periods of heavy rain. The rationale behind the identification of these specific sites is to help mitigate the most adverse surface water flooding events.
- Permeable surfaces will be incorporated throughout highways/public realm works where appropriate to better manage surface water.

Revised Text changes are shown as tracked changes and highlighted in grey

Opportunities to incorporate Sustainable Drainage Systems (SuDS) will be reviewed for all transport and public realm schemes, with projects designed to minimise the volume and discharge rate of rainwater run-off. The inclusion of soft landscaping, planters, green walls, ~~and trees~~ and permeable surfaces in all schemes where space and conditions permit, ~~s~~ will also contribute to reducing surface water run-off rates. The City's Public Realm Toolkit (proposal 8) will set out requirements for future streetscape schemes to incorporate SuDS.

Alongside incorporating SuDS in projects, we will deliver additional SuDS infrastructure, initially at ten locations that provide the opportunity to minimise the risk of flooding close to trunk sewers. Delivery of the first ten SuDS schemes will be completed by 2025.

Proposal 10: Incorporate protection from adverse weather in the design of streets and the public realm – Amber

Key change

- Updated to include a reference to the green corridors ('cool routes') that will be delivered through the City Greening and Biodiversity project, providing shade and shelter.

Context

- A study² was undertaken as part of the CAS which indicates that maximum daily temperatures in the Square Mile are likely to be 5C higher in 2080 than 2020.
- The study indicates frequency and length of heatwaves is set to increase in the coming decades (modelling suggests the City could experience four times the current duration of heatwaves), so increased shade is imperative for health, and to keep City streets cool.
- City centre temperatures are already higher as a result of the urban heat island effect so could experience increasingly extreme conditions without adequate shading and canopy cover.
- We have developed Thermal Comfort Guidelines, a technical tool launched in 2022 that enhances the understanding of the microclimatic qualities of the City of London's public spaces, as well as a methodology to assess the impact of a new development on the microclimate of the City's streets, parks, public roof gardens and terraces and other public spaces. Developers will be expected to apply these guidelines through the planning process, and we will also utilise the tool when developing transport plans and projects.

Revised text changes are shown as tracked changes and highlighted in grey

Where possible, transport and public realm projects will incorporate features that provide people walking, wheeling, cycling and spending time on streets with protection from rain, wind and high temperatures. For example, shade and shelter provided by trees, building canopies and awnings and other street furniture, such as bus stop shelters. Designs will be carefully considered to ensure features to provide shade and shelter help make streets and public space more attractive and engaging.

Planting additional trees is a commitment through our Climate Action Strategy³, green corridors ('cool routes'), as set out in in proposal 8. In total 100 new street trees will be planted by 2025.

The potential impact on street users of sun exposure and any increase in wind speeds and tunnel effects from new developments (particularly tall buildings) will be assessed and mitigated through the planning process and the application of Thermal Comfort Guidelines².

² <https://www.cityoflondon.gov.uk/assets/Services-Environment/thermal-comfort-guidelines-for-developments-in-the-city-of-london.pdf>

Outcome 2: Street Space is used more efficiently and effectively

Proposal 11: Take a proactive approach to reducing motor traffic – Red

Key change

- Removed the commitment to developing a charging mechanism for the City of London, which is no longer considered necessary considering the direction of travel towards a new approach to road user charging, as signalled by the Mayor of London's consultation.
- Committed to supporting TfL on the development of future road user charging that achieves traffic reduction, particularly at peak times.
- Reviewed our trajectory and progress against the traffic reduction target of 25% by 2030 and 50% by 2044 (against 2017 baseline).
- Recognised the need to continue to monitor private hire vehicle (PHV) numbers should they increase again.

Context

- Underline the City Corporation's commitment to reducing motor traffic, and the importance of the policy in unlocking other policy goals and Transport Strategy proposals. Motor traffic reduction remains key to the achievement of other objectives for the Transport Strategy, including achieving Vision Zero, and the Climate Action Strategy. This will support efforts to increase walking, wheeling and cycling trips and improve air quality in the Square Mile.
- TfL has commenced investigation into next generation road user charging, to potentially replace the Congestion Charge and ULEZ. Early-stage engagement was undertaken as part of the ULEZ consultation in 2022.
- The central London Congestion Charge has changed in terms of its operation and days and hours it is in effect in the time since the Transport Strategy was published, first in June 2020 and more recently in February 2022.
- Air quality ambitions within the Transport Strategy could be partly assisted through a transition to electric vehicles. However, the motor traffic reduction targets apply to all motor vehicles and the discouragement of electric vehicles will support the achievement of walking, cycling, Vision Zero, Climate Action Strategy and street space outcomes. Brake and tyre wear also contributes to particulate matter, and as electric vehicles are usually heavier, they could contribute to increased tyre wear, and possibly higher particulate matter.
- There has been some success in regulating the PHV market, including the removal of exemptions to pay the congestion charge. The supply and demand of PHV via ride hailing has a somewhat better balance than at the time of writing than in 2019, due to licence regulation and the cost of operating vehicles. We will continue to monitor numbers to note any significant changes.
- We recognise that restrictions on motor traffic may negatively affect some people who are disabled, older, pregnant, care for infants and/or young children or those who may find it more difficult to walk. We also recognise that for many people with accessibility requirements, vehicle access remains necessary in order to maintain even a low level of personal mobility and independence. We will ensure these impacts are considered when

undertaking EQIAs on any proposed traffic restrictions and will to retain access for those with mobility impairments. It is also recognised that reducing traffic and implementing pedestrian priority streets can be a significant benefit, including to some people who are disabled, older, pregnant, care for infants and/or young children or those who may find it more difficult to walk.

Revised text changes are shown as tracked changes and highlighted in grey

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

To achieve this, we will champion and support the development of the next generation of road user charging for London and ~~encourage~~ support the Mayor of London and TfL ~~to accelerate~~ on the development of new charging mechanisms.

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

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

- We will continue to monitor numbers of private hire vehicles (PHVs) operating in the City and will support TfL's approach to managing restricting the number of PHVs operating in London at to an appropriate level. Supporting TfL's efforts to reduce the number of private hire vehicles (PHVs) operating in central London. We will also work with TfL and large operators to reduce circulation and empty running and promote ridesharing.
- Working with the taxi industry to reduce empty running of taxis within the Square Mile, including a City-wide review of taxi ranks and promotion of ride hailing apps, while ensuring suitable availability of taxis for those that rely on them for door-to-door transport.
- Delivering proposals 38 and 39 to reduce the number of delivery and servicing vehicles in the Square Mile, particularly at peak travel times.

- Working with TfL to identify opportunities to ~~reduce~~ optimise the number of buses travelling through the City without compromising public transport accessibility (proposal 49).
- Not providing any additional on-street car and motorcycle parking, identifying opportunities to use parking reductions and restrictions to discourage private vehicle use and continuing to require all new developments to be car-free.
- Working with businesses to reduce the use of private cars, private hire vehicles and taxis for commuting and for trips within the Square Mile and central London.
- Introducing access restrictions and other measures to reduce through traffic in line with the City of London Street Hierarchy (proposal 12).
- In addition to reducing traffic by 25% by 2030 we will aim for a reduction in motor traffic volumes of at least 50% by 2044. We will publish more details about our traffic reduction plans following the next Mayoral election and clarification of how the next Mayor will approach road user charging. This will include how we will work with TfL and neighbouring boroughs to develop coordinated measures across central London. Achieving this level of traffic reduction is also likely to require new shared mobility services and other transport technology innovations, which the City Corporation will support and ~~champion~~ facilitate through our ~~Future Transport Programme~~ (proposal 43).

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

Key change

- Updated Street Hierarchy map at Figure 7.
- Updated to include changes to the areas covered by Healthy Streets Plans and the map at Figure 8.

Context

- We will continue to design and manage the street network in accordance with the hierarchy to encourage drivers to use the right street for the right journey.

Revised text changes are shown as tracked changes and highlighted in grey.

The City of London Street Hierarchy describes the function of every street in terms of motor traffic movement. We will design and manage the street network in accordance with the hierarchy shown in Figure 7 below to encourage drivers to use the right street for the right journey.

The categories in the hierarchy are:

London Access streets

Preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to, the Square Mile.

City Access streets

Preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations.

Local Access streets

Primarily used for the first or final part of a journey, providing access for vehicles to properties.

A street's position in the hierarchy will be one factor that helps inform decisions on how space is allocated between different users and uses of that street. Alongside the street hierarchy we will also consider

- The views and aspirations of different street users and City residents, workers and businesses
- How to best prioritise walking, cycling and buses as the most efficient ways to move people
- How to incorporate the street's role as a public space and reflect the types of buildings and uses along it, including planned development
- How to provide appropriate access for delivery, servicing, and other commercial activities
- How to provide access for residents, people of all abilities and people with access requirements, such as heavy luggage or injuries and illness

- How to maintain emergency response times and access for emergency services

We will maintain access for essential traffic and recognise that this may result in longer journeys in some cases. We recognise that in reducing motor traffic there are certain protected groups who may rely on using a car and are unable to participate in active travel. Any traffic restrictions and the promotion of sustainable modes of transport will be reviewed in line with proposal 1b, the Public Equality Duty set out under the Equalities Act 2010 and any other relevant guidance or legislation for all projects and major policy decisions.

Traffic management measures to implement the street hierarchy will be identified through the development of area based Healthy Streets Plans (HSP). These will consider:

- How to reduce the use of Local Access streets by through traffic, while maintaining access
- Opportunities to introduce pedestrian priority, improve the experience of walking, wheeling and cycling, enhance the public realm and create new public space
- Potential changes to kerbside uses including loading and parking
- Opportunities for area-based approaches to the management of freight and servicing, including consolidation and retiming of deliveries
- The need for network changes to support planned and future development

~~The first four plans, to be developed by 2022, will cover the following areas~~

Progress on completing Healthy Streets Plans is in the 'Update and Progress' section of this document in more detail. The Healthy Streets approach and identification of opportunities will be established through completing HSPs for the following areas (shown in Figure 7):

- ~~Barbican and Smithfield: supporting the delivery of the Culture Mile Look and Feel Strategy and the new Museum of London. The area covered will align with City Plan 2036 Barbican and Smithfield key area of change~~
- ~~Bank and Guildhall: incorporating the transformation of Bank Junction and supporting the delivery of the proposed Centre for Music and associated changes to the Museum of London roundabout and St Paul's Gyratory~~
- ~~City Cluster and Fenchurch Street – responding to the growth of the City Cluster and the proposed upgrade of Fenchurch Street station and enabling the delivery of the City Cluster Area Strategy. This will align with the City Plan 2036 City Cluster key area of change and incorporate part of the Aldgate and Tower key area of change~~
- Temple and Fleet Street Area: in response to the Fleet Street Estate Project, which comprises of the new Magistrates court and City of London Police headquarters, and enhancement of Fleet Street and the Temples area.

Healthy Street Plans will be developed in consultation with residents, businesses, BIDs and other partners and stakeholders. Initial delivery will focus on implementing functional network changes, small scale projects and temporary interventions to change the look and feel of streets and provide additional public

space. This will be followed by full implementation, including major transformational projects, which will be programmed to correspond with major developments in the area. All Healthy Streets Plan areas will be reviewed on a 10-year cycle, so that changes in conditions are reflected in our plans and priorities.

Healthy Streets Plans to be developed by 2027 include:

- Aldgate, Tower and Portsoken. This area is bounded on the east by the City Boundary with Tower Hamlets, at Mansell Street and Middlesex Street. It includes the junction at Minories Gyratory near Tower Hill and Aldgate Station in the north. The HSP will be completed by 2025.
- Bunhill Barbican and Golden Lane Healthy Neighbourhood Plan. This area extends in the north to Old Street which is the area within Islington, to the south London Wall, east to Moorgate and west to Aldersgate Street. We will work in partnership with Islington Council to develop a plan setting out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy and opportunities created by new developments. This will be completed by 2024.
- Fenchurch Street area. This includes area around Fenchurch Street Station and proposed upgrade, extends to include area south to the Thames, and includes Eastcheap and Monument junction. To be completed by 2026.
- Bank and Cheapside area, covers the reconfigured St Paul's gyratory to Bishopsgate in the east. The plan will be completed by 2027.
- Riverside area, addressing links to the Thames path, south of Upper and Lower Thames Street, by 2027.

Healthy Streets Plans that are in delivery or due to be completed in 2024 include:

- The City Cluster Healthy Streets Plan was completed in 2021. Work to deliver the recommendations as part of the City Cluster Vision -is in progress over the period to 2029, through an area programme including traffic management restrictions and pavement widening, focussed on Leadenhall Street and St Mary Axe as key routes. A series of improvements to public spaces including climate resilient planting and Sustainable Drainage Systems -(SuDS) in St Helen's Churchyard, St Andrews Undershaft Churchyard, Jubilee Gardens. Activation and engagement programme with the Destination City team and in partnership with Eastern Cluster BID. This Healthy Streets plan will be reviewed in 2030.
- Fleet Street Area Healthy Streets Plan, covers the area to the city boundary at Chancery Lane, north and south Fleet Street including the Temples, and extends to St Pauls in the east past Ludgate Circus. The plan is expected to be completed and adopted by 2024. Delivery of the recommendations will be over the period to 2033, including improvements associated with new development. This Healthy Streets Plan will be reviewed in 2033
- The Liverpool Street area Healthy Streets Plan, covers from London Wall to the City northern boundary and Bishopsgate on the east. The plan- includes improvements such as pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest

and relax. The plan is due to be completed in 2024. Delivery of the recommendations will be in conjunction with developments in the area.

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

Key change

- Removed completed commitments on temporary street closures on specific dates and simplified description of approach.

Context

- Continue to improve the experience of spending time on the City's streets through temporary closures. The change in emphasis will be events and opportunities led by BIDs and other stakeholders. We will support events in partnership with promotion and by managing traffic restrictions. Opening our streets to people walking, wheeling and cycling will support Destination City and support the work of the Business Improvement Districts (BIDs).
- The proposal has been updated to recognise that restrictions on motor traffic may negatively affect a proportion of people who are disabled, elderly, pregnant, parents with infants and/or young children or those who may find it more difficult to walk. The extent of timed restrictions and types of vehicles excluded will be decided on a case-by-case basis, applying the approaches outlined in proposal 1b, proposal 2 and proposal 12, and subject to modelling, equality impact assessments and consultation. Furthermore, we endeavour to provide essential access for those with mobility impairments. It should be noted that reducing traffic overall and implementing pedestrian priority streets can be a significant benefit to those with mobility impairment as there is more space and comfort away from vehicles.

Revised text changes are shown as tracked changes and highlighted in grey

Where necessary and appropriate, we will introduce timed restrictions to motor vehicle access to support the implementation of pedestrian priority streets. This will make walking, wheeling and cycling safer and more accessible; and improve the experience of spending time on the City's streets. The potential for timed closures to general motor traffic to improve bus journey times will also be explored. The extent of timed restrictions and types of vehicles excluded will be decided on a case-by-case basis, applying the approaches es outlined in proposal 1b and proposal 12, and subject to modelling, impact assessments and consultation prior to implementation.

We will work with the City Corporation's Destination City team, BIDs and third parties to use temporary street closures to enhance the City's leisure and cultural offer. This includes closures for annual or one-off events as well as regular timed closures, for example on weekday lunchtimes or at the weekend.

~~We will also seek to improve the experience of walking and spending time on the City's streets by:~~

- ~~• Launching a Lunchtime Streets programme in 2019 to provide additional space for people using streets at lunchtime during the summer months. At least five Lunchtime Streets will be in operation by 2025~~

- Supporting the leisure and cultural offer of the City by holding 'car-free' weekends and days, with streets only open to people walking and cycling. We will aim to hold the first car-free day in 2019
- Supporting and facilitating closures by third parties and residents, particularly those that help promote walking and cycling and allow residents, workers and visitors to enjoy the City's leisure, cultural and historical offer
- Exploring the potential to make better use of street closures already required to facilitate existing events, such as the Lord Mayor's Show and City Run. For example, by extending the time street closures are in place or increasing the number of streets that are closed to traffic

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

Key change

- Updated the proposal dates.
- Included reference to delivery through Healthy Streets Plans for some changes, as decisions on changes to loading or parking areas will need to be considered with reference to the impact and benefit for neighbouring streets.
- Included specific reference to off-street disabled space and provision of adequate off-street space, within context of identifying spare capacity for alternative uses.

Context

- Kerbside review was undertaken in 2019/20, recommendations were not completed due to the impact of pandemic over the following two years. Further data collection has been undertaken in 2022 and 2023 which will enable the Kerbside review to be taken forward with recommendations in 2024/25.
- Work on the disabled parking provision across the City has progressed in 2023 and recommendations from this are anticipated in 2023/24.
- Car park occupancy patterns have been monitored to inform future short- and long-term options for alternative uses.
- EQIA considerations to note importance of off-street disabled parking.

Revised Text changes are shown as tracked changes and highlighted in grey

We will keep the use and management of the kerbside and City Corporation car parks under frequent review to:

Identify opportunities through Healthy Streets Plans and individual projects to reallocate space from on-street car and motorcycle parking to increase the space available for people walking, support the delivery of cycle infrastructure and provide additional public space and cycle and scooter parking.

- Ensure adequate on-street provision of short stay commercial parking, disabled bays, taxi ranks, loading bays and coach bays
- Ensure adequate provision of -off-street long stay parking provision, including dedicated disabled bays, while identifying spare capacity in City Corporation car parks and exploring alternative uses for this space
- Identify opportunities to reduce obstructions caused by vehicles loading or waiting to pick up passengers, particularly at peak travel times
- Ensure cycle and bus lanes are kept clear of obstructions from stationary or parked vehicles

We will complete and consult on the outcomes of the ~~first~~ City-wide kerbside review by 202422, with further reviews conducted at least every five years. Each review will include a comprehensive data collection exercise to understand current use of the kerbside and City Corporation Car Parks. No strategic changes to the

provision of kerbside facilities will be implemented before the review is completed or consulted on.

In addition to the items outlined above, this review will consider the potential to:

- Extend the charging period for on-street parking bays to include evenings and weekends ~~for non-commercial vehicles~~
- Introduce variable charging for motorcycle parking based on motorcycle size and emissions
- Encourage the use of car parks for long stay parking by reducing the maximum parking time for cars and vans on-street and introducing a maximum on-street parking time for motorcycles
- Extend the Controlled Parking Zone hours to evenings and weekends
- Designate on-street car parking as 'service bays' during the working day (7am-7pm), with parking restricted for use by commercial vehicles
- Reduce the maximum loading period from the current 40 minutes when the City's Controlled Parking Zone restrictions apply
- Introduce more dedicated loading bays and use technology to allow real-time management of loading activity
- Implement multi-use spaces, for example loading bay during off-peak hours, additional pavement space during the morning, lunchtime and evening peaks and a taxi rank during the evening

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

Key change

- Proposal has been deleted.

Context

- These principles were incorporated into the revised Highway Code January 2022, with motor vehicles now required to give way to people walking and cycling when turning left into a side road.
- With the publication of the Highway Code, the British Cycling Turning the Corner campaign has now ceased, and the emphasis is on further communication and behavioural campaigns to raise awareness and embed the change in motorists' behaviour.
- Behaviour change and education to help embed the change to the Highway Code will be included under the Safer Behaviours element of *proposal 20 – Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero*.
- Beyond the Highway Code change, an update to national legislation would enshrine the changes in law. Support for any further changes to the highway code or national legislation will be investigated through our ongoing focus on prioritising and improving the experience of walking, wheeling and cycling and thus a dedicated proposal is no longer required.
- We do not anticipate any adverse impacts to people with protected characteristics as a result of deleting this proposal and combining behaviour change and education with proposal 20.

Revised text changes are shown as tracked changes and highlighted in grey

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

Outcome 3: The Square Mile is accessible to all

Proposal 16: Make the City's streets more accessible and apply the City of London's Street Accessibility Tool ~~Develop and apply the City of London Street Accessibility Standard~~ - Red

Key change

- Renamed as City of London Street Accessibility Tool (CoLSAT).
- Updated the proposal title to “Make our streets accessible and apply the City of London Street Accessibility Tool”. Previously described as “Develop and apply the City of London Street Accessibility Standard.
- Added a commitment to apply CoLSAT on all projects and encourage developers to use it as part of their assessment processes.
- Added a commitment to develop and improve the CoLSAT as appropriate, to ensure that it remains current to changes in legislation and continues to drive improvements in quality and performance.
- Established a commitment to an annual programme of improvements within available Minor Schemes budget to ensure progress on improving accessibility on streets that are not otherwise covered by specific projects.
- Definition of CoLSAT included in revised text.

Context

- The City of London Street Accessibility Tool (CoLSAT) was completed in 2021 and is in use by City Corporation officers to inform our scheme designs for streets and open spaces. Our engineers and designers use it to assess designs and remove or mitigate any physical barriers to improve designs with the aim of making streets where no one is excluded.
- CoLSAT enables street designers to easily identify how street features impact on the different needs of disabled people. The tool's key feature recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussion to maximise the benefits for all.

Revised Text changes are shown as tracked changes and highlighted in grey

We will make the City's streets more accessible by:

- Applying the City of London Street Accessibility Tool (CoLSAT) on all projects to identify opportunities to improve accessibility.
- Delivering accessibility improvements at locations that are not covered by existing or planned projects through the Healthy Streets Minor Schemes programme. A proportion of our Local Implementation Plan (LIP) funding will be committed on an annual basis to fund these schemes.
- Continuing to engage disabled users of our streets and groups representing the needs of different street users to expand and improve CoLSAT, ensuring the tool and the data within it remains robust and adaptable to change.

- Completing an audit to identify locations with sub-standard or missing accessible crossing points. Necessary improvements will be delivered through the Healthy Streets Minor Schemes programme if not covered by existing or planned projects.
- Establishing a mechanism for people to report accessibility problems and identify barriers on our streets and public spaces.
- Working with developers to apply CoLSAT in when assessing the transport impacts of planned developments and to identify accessibility improvements that can be delivered through section 278 projects.
- Encouraging TfL to apply CoLSAT to projects on the Transport for London Road Network (TLRN) within the Square Mile.

We will work with City residents, workers, the City of London Access Group (COLAG), our internal access team and groups representing the needs of different street users to develop the City of London Street Accessibility Standard (COLSAS). COLSAS will set minimum and desired standards for the design of streets to ensure they provide an environment where all current and potential users feel welcome and safe and can travel comfortably and confidently. Vehicle access requirements will also be considered during the development of COLSAS.

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

Proposal 17: Keep pavements free of obstructions – Amber

Key change

- Updated our commitments with reference to additional dockless bikes and scooter use.

Context

- Completion and use of the CoLSAT to ensuring street changes, including positioning of street furniture, widths of pathways are as accessible as possible.
- Updated to include new commitments from the Inclusivity section, Outcome 1
- More people choose to cycle to include scooters and other forms of micromobility, which is a new impact on our streets and pavement space.
- Updated to ensure partnership working encourages safer and more inclusive behaviours, ensuring that people parking cycles and e-scooters do not cause obstruction on our pavements.

Revised text changes are shown as tracked changes and highlighted in grey

We will ensure that pavements and streets are free of obstructions by:

- Not permitting A-boards on the public highway
- Only allowing outdoor seating where businesses can demonstrate that adequate width (including private space) will be maintained during the busiest time of day
- Working with owners and landlords and using highways powers and the licensing system to prevent pavements and streets being blocked by people standing outside bars and pubs, including prohibition of furniture that encourages this
- Ensuring operators of dockless cycle and scooter hire schemes require users to leave cycles and scooters in designated parking locations and promptly remove any cycles not left in these locations (see proposal 25)
- Continuing to reduce clutter by removing unnecessary street furniture and ensuring remaining furniture is positioned to maintain a clear walking or and wheeling route, including identifying opportunities to affix streetlights and signs to buildings
- Seeking to maintain a pedestrian comfort level of B+ when installing new street furniture, signage, trees and greenery, bollards and security features (see proposal 2)
- Minimise the extent to which ~~Ensuring that~~ temporary signage ~~does not significantly reduce~~s pavement width and work with contractors, utilities and developers to ensure signs are placed in the carriageway when they will not pose risk to road users
- Review the role of pavement obstructions in incidences of trips, falls and claims against the City Corporation
- Where it is essential to locate electric vehicle charging infrastructure on-street, charge points will be installed in the carriageway rather than on the pavement (see proposal 30)
- Enforce against people who park on the pavement.

Proposal 18: Keep pedestrian crossings clear of vehicles – Amber

Key change

- Proposal has been deleted.

Context

- This proposal is no longer considered necessary. Existing legislation on blocking a crossing except in instances where it is absolutely necessary to avoid injury or damage. The use of colour and markings at crossings is likely to negatively impact on some disabled people and is no longer considered an appropriate mechanism for tackling this issue.
- We do not anticipate any adverse impacts to people with protected characteristics at this time by deleting this proposal.

Revised Text changes are shown as tracked changes and highlighted in grey

We will work with the City of London Police, TfL and London Councils to encourage the Government to change the Highway Code and introduce new legislation to prevent queuing vehicles blocking pedestrian and cycle crossings. Any new offences should be decriminalised to allow both civil and City of London Police enforcement through issuing a penalty charge notice.

While awaiting legislative change, we will encourage drivers to leave crossings clear through targeted campaigns and trialling changes to crossing design, such as coloured markings or box junction style hatching.

Proposal 19: Support and champion accessibility improvements to Underground stations – Amber

Key change

- Removed text referring to Bank Station.
- Updated to recognise that physical barriers can be more than steps and that other elements should be addressed as well.

Context

- TfL has made improvements to Moorgate underground station (2022) and Bank Station (2023) that now have some step free access to certain services and lines.
- 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.
- Moorgate National Rail Station does not have step free access to Great Northern services or the London Underground Northern line. Step-free access is available to the London Underground Circle, Hammersmith & City and Metropolitan lines, and will also be available to/from Liverpool Street Elizabeth line station.
- All Elizabeth line stations are step-free from street to platform.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with TfL to prioritise investment in accessibility improvements to Underground and DLR stations within the Square Mile, ~~beginning with making Bank Station accessible.~~ Through the planning process we will identify opportunities to introduce step free access as part of new developments and major refurbishments. We will also work with Network Rail to introduce step free access to Moorgate national rail platforms.

We will champion and support improvements that allow people to travel safely and comfortably. This can often involve ensuring information is accessible, providing easy route planning information, providing information in forms that are useable by a range of people and training transport staff to understand the needs of disabled and elderly people.

Our ambition is that all stations within the Square Mile are accessible by 2044. We will liaise with TfL to identify the programme of investment required to achieve this.

In addition to seeking accessibility improvements to stations in the Square Mile we will support accessibility improvements to London's wider public transport network. Improvements beyond the City's boundary are key to reducing the extra time or longer routes that can be required for a barrier free journey.

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

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

Key change

- Updates to reflect the key actions in the draft Vision Zero Action Plan which is expected to be adopted in in late 2023. Reference to a Road Danger Reduction Plan is replaced by Vision Zero Action Plan.
- Changed the trajectory for achievement of zero KSIs in 2040, with new target for fewer than 20 deaths and serious injuries by 2030.
- Updated priority locations for Safe Streets interventions based on revised collision and casualty data analysis.
- Updated with reference to revised collision and casualty data analysis to highlight priorities and areas of focus, including TfL roads, motorcycles, buses and heavy good vehicles.
- Updated to include Post Collision Response.
- Removal of the commitment to seek a City-wide mandatory 15mph limit after this was turned down by the Department for Transport.
- Removal of the reference to ensuring Intelligent Speed Assistance (ISA) is a requirement for City Corporation services, as well as for other taxi and private hire, other fleets and private cars. Work to date has indicated that requiring ISA would significantly limit the availability of providers for City Corporation contracts. It is also now understood that TfL is not able to mandate the introduction of ISA in taxi and private hire vehicles, or within broader fleets due to the current lack of availability of this technology in commercial vehicles.
- Removal of the action to encourage TfL to adopt bus safety-based performance measures as TfL has adopted a Safety Performance Index (SPI) that provides a way to benchmark performance across bus operators and to address issues relating to safety where it arises with an operator.
- Figure 9 has been updated with priority locations for Safe Streets interventions based on revised collision and casualty data analysis.

Context

- The City of London Corporation remains committed to doing everything it can to make the streets of the Square Mile safe for everyone, working with key partners such as the City of London Police and Transport for London to keep people safe from harm.
- The City Corporation has recently developed and applied a new, more sophisticated approach to the identification and prioritisation of junctions identified for remedial action. The approach is based upon analysis of serious injury clusters in the City, with individual road user 'conflicting pairs' ranked and prioritised by potential for treatment and risk reduction and so value for money.
- Expiry of Road Danger Reduction and Active Travel Plan 2018-23 which will be replaced by the Vision Zero action plan 2023-2028. Text updates reflect discussions in developing our draft Vision Zero action plan and refinement of approach in designing schemes.

- The Department for Transport refused the request of the City Corporation to approve a blanket 15mph mandatory speed limit across the Square Mile. The draft Vision Zero plan commits to promoting compliance with speed limits to reduce risk across the City.
- We do not anticipate any adverse impacts to people with protected characteristics at this time. The changes to proposal 20 and removing ambition for 15mph, targets for 2018-2023, and priority locations, are considered to be clear and reasonable.

Revised Text changes are shown as tracked changes and highlighted in grey

We ~~Our~~ will ~~commitment to deliver~~ the ambition of Vision Zero ~~means we will~~ seeking to eliminate transport related deaths and serious injuries from the streets of the Square Mile by 2040. ~~to eliminate death and serious injuries on the City's streets by 2040.~~

Our interim targets ~~are~~ is that no more than ~~3-5~~ 3-5 people a year are killed or seriously injured by 2022 and that there are fewer than ~~20~~ 16 deaths or serious injuries a year by 2030.

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

- Safe streets
- Safe speeds
- Safe vehicles
- Safe behaviours
- Post collision response

We will work in partnership with the City of London Police, TfL and organisations representing different street users to apply the Safe System approach and the principles of road danger reduction. This means:

- Being proportional in our efforts to tackle the sources of road danger, focussing on those users of our streets who have the greatest potential to harm others due to the size and speed of their vehicle.
- Recognising that people will always make mistakes and that collisions can never be entirely eliminated. Our streets must therefore be designed, managed and used to cater for an element of human error and unpredictability.
- Reducing vehicle speeds on our streets to minimise the energy involved in collisions and protect people from death or injury.
- Seeking to reduce slight injuries and fear of road danger alongside the principal focus on eliminating death and serious injuries.

Further details on how we will work towards Vision Zero will be published ~~in the~~ We plan to publish a Vision Zero Action Plan which is expected to be adopted later in 2023 and will be updated at least every five years.

Safe streets

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

- Priority locations for change by 2030, using analysis of data from 2012 to 2017, are shown in Figure 8 and include: Moorgate (London Wall to Eldon Street)
- High Holborn (Holborn Circus to Warwick Lane)
- Cannon Street (Mansion House Station to New Change)
- St Paul's Gyratory
- Aldersgate Street/Beech Street Junction
- Fleet Street/New Fetter Lane Junction
- Lombard Street – Fenchurch Street Corridor
- Old Broad Street/London Wall Junction
- Camomile Street/St Mary Axe Junction

(locations will be updated with refreshed collision data)

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

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

We will use the analysis of collisions to prioritise investment in Safe Streets scheme that will be scoped, designed and delivered to reduce danger and the fear of danger at the highest risk locations.

The current priority locations for investment are:.

This ranked list is as follows:

- London Wall / Moorgate
- Holborn Circus
- Aldgate High Street (Outside Aldgate Station)
- Newgate Street / Warwick Lane
- Aldersgate Street / Long Lane (Outside Barbican Station)
- Fleet Street / Bouverie Street
- London Wall / Old Broad Street
- Fenchurch Street / Lime Street
- Fetter Lane / New Fetter Lane
- Fenchurch Street / Mincing Lane

proposals for improvements at all these prioritised junction locations will be developed by 2028.

We will also use collision data to highlight priority locations on the TLRN and work with TfL to deliver the necessary improvements including at Monument junction.

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

We will continue to deliver other measures that improve the street environment, to reduce the likelihood and severity of collisions, including:

- The development of a City of London Vision Zero design audit, applied to all engineering schemes, to ensure that guidance and best practice have been applied,
- Delivering Safe Streets interventions through other planned projects and programmes,
- Enhancing the delivery of Safe Streets initiatives through effective monitoring and reporting,
- ~~Narrowing and raising the entrances to side streets to require drivers and riders to manoeuvre more slowly~~
- ~~Exploring the potential for changing the look and feel of streets to reinforce positive behaviours by people driving and riding in the Square Mile, including appropriate speed, acceleration and overtaking. Innovative techniques that use road markings and temporary or light touch changes to give behavioural cues will be trialled and assessed in up to five locations by 2022~~
- Continuing to maintain a smooth and level surface on pavements and carriageways to reduce the risk of trips and falls by people walking, wheeling and riding in the City.

Safe speeds

Reducing the speed of vehicles decreases the likelihood of a collision and the severity of injury in the event of one.

To ensure that all vehicles, including cycles, are driven or ridden at speeds appropriate to the City context we will support the City of London Police's engagement and enforcement through activity to promote compliance including:

~~seek permission from the Department for Transport to adopt a City-wide 15mph speed limit by 2022. If successful, we will encourage TfL to seek permission to deliver this new limit on the TLRN, particularly along the Bishopsgate corridor. We will work with the City of London Police to deliver engagement, education and enforcement to support the implementation of the 15mph speed limit.~~

- Using projects that deliver changes to the City's streets that create a low speed environment,
- Trialling the use of on-street signage and messaging to highlight the need for people to drive and ride at appropriate speeds,
- Installing speed indicator devices at locations with the lowest levels of speed limit compliance and highest risk of serious collisions,
- Introducing intelligent speed assistance (ISA) in our own vehicle fleet and promoting its use by other fleets that operate in the City, including the fleets of City Corporation partners, suppliers and service providers,
- Using City Corporation channels, including to the business community, to amplify national and London speed awareness campaigns.

~~Asking TfL to prioritise the roll out of bus ISA on routes which operate in the Square Mile, with the aim of bus ISA operating on all routes by 2022. aligning with TfL's approach and setting the standard for driving behaviour by introducing ISA in the City Corporation's own vehicle fleet and promoting its use by other fleets that operate in the City~~

~~Adopting ISA in our own fleet procurement practices as part of our renewal programme. Insurance savings will be quantified and shared as best practice~~

guidance for City suppliers and through the Fleet Operator Recognition Scheme (FORS)

- Ensuring ISA is a standard requirement for any service procured by the City Corporation with a fleet requirement
- Promoting the installation of ISA in taxis and private hire vehicles and encouraging TfL to make ISA a requirement for new taxis and private hire licensing
- Encouraging the uptake of ISA in other fleets, such as hauliers, construction firms and coach operators
- Working with the insurance industry and vehicle manufacturers to promote and encourage the use of ISA in private vehicles

The City of London Police will continue its on-street engagement and speed enforcement activity with a focus on locations and times where poor compliance presents the greatest risk.

Safe vehicles

We will adopt a variety of measures to improve the safety of motor vehicles which use City's streets, including:

- Continuing to engage with TfL to provide insight, data and advice on the approach to reduce the risk posed by London buses,
- Encouraging TfL to identify all opportunities to improve safety, both in the design specification for future London black cabs and in its influence over private hire vehicle operators,
- Seeking the highest standards through the use of the innovative CityMark initiative, which encourages construction sites to take a more holistic view of safety beyond the hoardings and to prioritise the reduction of risk to other road users,
- Collaborating with partners to improve vehicle standards and maintenance and seek to support the development of a motorcycle fleet accreditation standard,
- Using fleet accreditation schemes, such as the Fleet Operator Recognition Scheme (FORS), to integrate safety into fleets by:
 - Supporting the City Police's education, engagement and enforcement against people driving or riding vehicles that put themselves and others at risk,
 - Raising vehicle safety standards, through the City Corporation setting the benchmark through its own fleet, whilst using procurement processes, supply chain and influence on other businesses to further extend the benefits.

Continuing the CityMark accreditation programme to ensure vehicles at City construction sites meet standards. We will encourage the inclusion of CityMark in Construction Logistic Plans (CLP)

Encouraging TfL and industry stakeholders to develop FORS or similar standards for coaches and vans by 2022

Encouraging the integration of direct vision standards as part of all accreditation schemes. This will also be mandated through CLPs and CityMark for City construction sites once the standards are implemented and normalised

Supporting TfL with developing a motorcycle fleet accreditation standard for couriers and delivery riders, which will include improved safety training

Continuing to inspect over 1000 vehicles each year with the City Police Commercial Vehicles Unit and continue to support the London Freight Enforcement partnership alongside Transport for London, the Metropolitan Police and the Driver and Vehicle Standards Agency. We will identify opportunities to intensify the programme and map enforcement related to development density by 2020

Work with industry, sector associations and motorcycle riders to identify and understand levers for motorcyclists to choose lighter, less powered vehicles when riding to and around the City

Identifying any potential risks associated with the uptake of new technologies, including the increased use of quieter zero emission capable vehicles

Safe behaviours

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

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

We will support the City Police's intelligence led and highly visible approach to tackling unsafe and illegal behaviour on the City's streets through education and enforcement. We will seek Community Safety Accreditation Scheme (CSAS) powers to enable police-type functions, including enforcing cycling on the pavement, to be undertaken by accredited individuals or organisations.

Campaigns, communication and training interventions to improve behaviours of all street users will include:

- Working with the City Police to support and amplify the campaigns, communications and behaviour change activity of TfL, the DfT and other agencies.
- Promoting training opportunities to cycle and e-scooter users, including those that use cycles and e-scooters for work, to ensure that they ride in a way that minimises risk to people using the City's streets.
- Investigating the potential to strengthen our existing Fleet Operator Recognition Scheme (FORS) requirements for suppliers, including a condition that drivers have Safer Urban Driving training or on-cycle / immersive training.

- Collaborating with TfL and other authorities to help inform national standards, including the design (and database) of Compulsory Basic Training for new and novice powered two-wheeler riders, and compulsory requirement for Safer Urban Driving in Driver Certificate of Professional Competence (CPC).
- Working with TfL's Taxi & Private Hire team to encourage them to strengthen safety requirements where possible, for example driver safety training, police incident reporting, Disclosure and Barring Service (DBS) frequency etc.

Post Collision Learning, Analysis and Support

Fatal and serious injury collisions on the City's streets are tragic but largely preventable events, and through treating them as such, the Corporation and Police will learn from them to help prevent their reoccurrence whilst supporting the victims that suffer the consequences.

The City Corporation and City Police will:

- Collaborate to improve the investigation of collisions to help inform and develop the approach to reducing road danger and preventing fatal and serious injuries
- Work together to improve support for those that suffer the most from the effects of fatal and serious collisions, with the City Police signposting and referring individuals to the specialist services that exist, to aid and support those bereaved or seriously injured at the most difficult of times
- Work closely when developing traffic restrictions to reduce potential impacts on emergency response times.

Proposal 21: Work with the City of London Police to reduce crime and fear of crime – Amber

Key change

- Expanded to include supporting campaigns that reduce the fear of crime.
- Amended reference to a trial on the use of ground anchors, to identify locations of concern for theft and work with the City Police to address this.
- Broadened to include anti-social behaviour, violence against women and girls and serious violence, with a focus on the night-time economy.

Context

- The City remains committed to doing everything it can to make the streets of the Square Mile safe for everyone, working with key partners such as the City of London Police and Transport for London to keep people safe from harm.
- Comments from stakeholder engagement has identified concerns regarding safety on the City's streets at night, particularly for women and girls. This has the potential to discourage walking trips in the City, as well as threatening the City as a destination for evening hospitality and leisure.
- EQIA recommended that the proposal should also focus on personal assaults that disproportionately affect some protected characteristic groups, who are more likely to be victims of crime. The proposal has been updated to include the work undertaken with the Safer City Partnership, including the work they are doing on neighbourhood policing and anti-social behaviour.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with the City of London Police to ensure the design and management of streets helps everyone feel safe and reduces opportunities for crime at all times of the day.

Through the Safer City Partnership, which brings together agencies including the City Corporation, City Police, London Fire Brigade and City and Hackney Integrated Care Board, we will work in partnership to tackle anti-social behaviour, violence against women and girls, and serious violence focussed on the night-time economy.

~~Quarterly meetings will review~~ Collaboration between the City Corporation and City Police will address crime trends, hotspots and crowded places and identify opportunities to reduce crime through changes to street design and management, enforcement and awareness campaigns.

~~Initial~~ Further measures to reduce ~~vehicle theft and vehicle-enabled crime~~ and fear of crime will include:

- Identifying particular locations of concern for powered two-wheeler and cycle theft and working with the City Police to explore the potential for additional or improved facilities and police presence to address this.
- ~~Trialling ground anchors at motorcycle theft hotspots to reduce thefts and help tackle motorcycle-enabled crime. We will initiate the trial in 2019 and review the utilisation of anchors and impact on theft rates ahead of the proposed roll out~~

- Running campaigns with motorcycle and cycle groups to promote best practice locking and security measures
- ~~Reviewing security provision in City Corporation car parks and other assets as part of the development and delivery of last mile logistics facilities (see Proposal 38)~~
- Supporting City, London and national safety campaigns, such as the City of London Police's Operation Reframe, a partnership approach to support the night-time economy by providing a reassuring high visibility presence.

Proposal 22: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets – Amber

Key change

- Updated to remove reference to the Secure City Programme, as security in the public realm is no longer covered by this programme.

Context

- There is an ongoing need to work with the City of London Police, developers and City businesses to monitor and enhance security measures to ensure people working visiting and living in the Square Mile feel safe.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with the City of London Police, developers and City businesses to review and where necessary enhance security measures. Initiatives will take ~~to to deliver the Secure City programme. This initiative takes Initiatives will take~~ a risk-based approach to implementing appropriate and proportionate on-street security measures. We will aim to ensure that security measures are:

- Discreet and installed to avoid reducing the space available to people walking, wheeling and cycling, including those using nonstandard cycles (see Proposal 24)
- Multi-functional, incorporating seating, greenery or public art where possible to improve the experience of walking, wheeling, cycling and spending time on streets
- Designed and installed to take account of the access needs of ~~people with disabilities~~ disabled people
- Designed and installed to take account of access requirements for servicing

~~We will review existing security provision against these criteria as part of delivering the Secure City programme. We will also work with industry partners to develop hostile vehicle mitigation standard benches, planters, fountains and other street furniture. This will include moveable security features to support timed access restrictions for motor vehicles.~~

Proposal 23: Install and operate street lighting in accordance with the Lighting Strategy ~~Improve the quality and functionality of street lighting~~ – Red

Key change

- The proposal has been updated to reflect the completion of the street lighting upgrade and to focus on the application of the Lighting Strategy when operating existing and installing new lighting.
- Updated to capture reporting on the energy savings from new lighting system for Carbon savings.
- Noted new Lighting Supplementary Planning Document (SPD) adopted July 2023.

Context

- A new street lighting system is now in operation in the City, this was completed in 2021. The revised proposal will ensure that recommendations from the Lighting Strategy are incorporated where they relate to the public realm and employing lighting to help promote accessibility, inclusion, safety and diversity, whilst supporting and promoting walking, wheeling, cycling and the use of public transport. This includes the intelligent management of lighting to improve feelings of safety in the early evening in winter.
- City Corporation formally adopted a pioneering lighting guidance to meet net zero ambition in July 2023. The Lighting SPD 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 more attractive place to be for all its communities after dark.
- An ongoing awareness of community concerns that can be mitigated by use of the lighting system is recommended to be picked up by the police and appropriate officers.

Revised Text changes are shown as tracked changes and highlighted in grey

~~By 2020 the City Corporation will have up-graded its street lighting~~The City Corporation has completed its up-grade of street lighting in accordance with the City of London Lighting Strategy. In 2023 the City Corporation adopted a new lighting guidance, which will support its net zero ambition. The 'Lighting SPD' will provide guidance for developers on lighting buildings and the spaces between them, covering the design, delivery, operation, and maintenance of artificial light within the City of London. The new initiative will also require developers to submit detailed plans to minimise light pollution, at the early stages of their planning applications.

The following principles will be embedded in the ongoing operation of street lighting and applied to new lighting ~~across~~ delivered by ~~new~~ transport and public

realm schemes projects and, through the planning process, as well as
developments ~~through the planning process:~~

- Use street lighting to improve the look, feel and ambience of streets
- Improve the quality of lighting for people walking, wheeling and cycling
- Reduce road danger through appropriate lighting at areas of higher risk, such as junctions
- Match lighting provision to the City of London Street Hierarchy and the character of streets
- Ensure lighting supports CCTV operation
- Utilise flexible and intelligent lighting control to support City of London Police operations
- Utilise flexible and intelligent lighting control in accordance with night time activity and to support safe travel during winter months and respond to community concerns
- Report on energy savings from new lighting system for Carbon savings

Outcome 5: Improve the experience of riding cycles and scooters in the City ~~More people choose to cycle in the City~~

Proposal 24: Improve the experience of riding cycles and scooters and prepare for future forms of 'micromobility'- Red - ~~Apply a minimum cycling level of service to all streets~~

Key Change

- Outcome and proposal text changed to include scooters and other forms of micromobility. An emerging definition of micromobility is also included in the outcome introduction.
- Changed the City's minimum design standard to be in line with TfL Cycle Route Quality Criteria and DfT Technical Note 1/20
- Changed reference to route numbers, now numbered 'Cycleway' in place of Cycle Superhighway or Quietway, TfL are now referring to all routes by a simplified numbering system.
- Updated to include reference to the speed of rental e-bikes and e-scooters and wherever possible to limit them to no greater than 15mph through the use of GPS-enabled speed limiters and geofencing systems.
- Updated commitments to deliver cycle network in Figure 10, based on deliverability and traffic levels on our streets. Routes listed for delivery have been updated based on feasibility work over previous 3 years and with knowledge of future funding as currently anticipated. Also updated Figure 10 with network sections that have been completed since 2019.

Context

- Increased numbers of people cycling (and scootering) to, through and around the City over monitored period, therefore requiring improved facilities. Improving cycling facilities, in particular addressing concerns over safety, is also essential to enabling more people to choose to cycle.
- Street space constraints make it difficult to deliver the originally devised levels of service, therefore we are aligning with TfL standards.
- Need to define 'micromobility' with the emerging new forms of travel and based on DfT regulations on permitted vehicles on the road. Micromobility is used to describe small vehicles used by people to get themselves around a city and that can be safely ridden alongside conventional bicycles in cycle lanes. In practice, this currently covers mainly conventional bicycles, and certain electric bikes (e-bikes) and electric scooters (e-scooters).
- Some sections of the network have been delivered and this is reflected in the updated plan.
- Anticipated reduction in funding available from TfL, therefore delivery rate and funding sources may change through the next period of delivery, and the updated plan reflects this.

- It is likely that dockless scheme regulation and legalisation of e-scooters will be included in upcoming legislation. The revisions anticipate this legislative change which is expected in the near future.
- Subject to the final classification of e-scooters in any future legislation, e-scooters and any other forms of micromobility will be treated in the same way as cycles in terms of street space and access, being permitted to use cycle lanes.
- Changes will be led by the outcomes from the current TfL operated e-scooter trial and any changes in legislation that Government wishes to make on that basis.
- The City Corporation undertook an EQIA in 2021 to build on Transport for London's electric scooter or e-scooter rental trial EQIA in London. It examined how different groups of people with protected characteristics would or could be, disadvantaged or advantaged by the introduction of the trial in the City of London. The City Corporation has put in place coordinated monitoring, data collection and an evaluation programme with TfL to identify if any further adjustments are required. Measures to reduce problems with parking on pavements and speeds of e-bikes and e-scooters have already been implemented.

Revised text changes are shown as tracked changes and highlighted in grey

We will make the Square Mile a safe, attractive, and accessible place to ride cycles and scooters ~~to cycle~~ by applying a minimum cycling level of service to all streets by 2035.

On the streets shown in Figure 10 below, which will form a core cycling and scooting network (referred to as the City cycle network throughout this strategy), we will ensure that ~~either~~:

Motor traffic volumes are kept below 150 vehicles an hour in each direction at the busiest time of day and priority is given to people cycling over motor vehicles. If necessary, we will introduce traffic management measures to reduce the number of vehicles on these streets

or...

Protected cycle lanes that are a minimum of 1.5m wide per direction of travel are provided, with at least 2m wide protected cycle lanes wherever possible

The core network streets meet the London Cycling Design Standards (LCDS 2016) and the New Cycle Route Quality Criteria (NCRQC 2019).

We will align with any future changes to these standards to ensure our approach remains consistent with best practice.

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

We will prioritise cycling improvements and interventions on the core cycle network. This will ensure that nearly all property entrances are within 250m of the network, providing access to destinations across the Square Mile and linking with the wider London cycle network. ~~We will explore the potential to use temporary measures and interventions to accelerate the pace of delivering the network and~~

allow changes to street layout to be tested and refined before being made permanent.

We will support cycle logistics and the use of cycles and scooters as mobility aids by ensuring that all parts of this network are designed to be accessible to non-standard cycles, such as cargo cycles, adapted cycles and scooters.

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

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

- Houndsditch C2 to C3 by 2025
- Aldgate to Blackfriars via Queen Victoria Street by 2028
- Moorgate by 2028
- Holborn Circus via Bank including connecting the City Cluster to Cycleway (C2) Superhighway (CS) 2 and C6 by 2035
- C3 to St Paul's via the City Cluster to St Pauls via and London Wall (in conjunction with planned network improvements at St Paul's Gyratory) by 2035
- Monument Junction to C4 via London Bridge in partnership with TfL by 2030
- CS2 to CS3 via Mansell Street (in partnership with TfL)
- The remaining sections of the core cycle network will be delivered by 2035.

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

On City Access streets, we will aim to meet the standards described above but recognise this may not be possible on all streets due to their role in traffic movement or space constraints. Other proposals in this Strategy, such as the introduction of a Citywide 15mph speed limit, traffic reduction and slower speeds through design, will help make these streets safer, more attractive, more inclusive and more accessible places to cycle and scoot.

We will also seek to limit the speeds of rental e-bikes and e-scooters wherever possible to no greater than 15mph through the use of gps-enabled speed limiters and geofencing systems and continue to proactively manage where geofenced vehicles can and cannot travel through to improve safety and reduce conflict between these vehicles and other modes of travel.

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

- Review all shared pedestrian/cycle/scooter spaces, such as Queen Street, and contraflow cycle lanes, and where necessary propose physical changes, campaigns, education, engagement and enforcement to improve interactions between people walking and wheeling, people riding cycles and scooters, and people driving cycling and driving.

- Use signage and road markings to emphasise priority for people cycling and scooting over motor vehicles.
- Introduce safety improvements at the priority locations identified in proposal 20 to ensure they are safe and easy places to cycle and scoot.
- Trial temporary schemes and infrastructure ~~wherever possible~~ when appropriate to review impacts on other street users and accelerate the delivery of the cycle network.
- Learn from and incorporate design standards and guidance, such as the TfL Cycle Route Quality Criteria and DfT Technical Note 1/20, ~~London Cycling Design Standard and the Dutch CROW manual~~, when designing and delivering cycling infrastructure improvements in the City.

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

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

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

Key change

- Expanded proposal on Parking Delivery Plan to Parking Improvement Plan to incorporate dockless space and adapted/cargo cycle/scooter space and rental e-scooters.
- Included commitment to undertake a review and report on the demand for micromobility parking and identify pavement and carriageway space available to accommodate micromobility parking that doesn't negatively impact other street uses and users, including near stations.
- Included action to identify micromobility parking best practice and design to mitigate against cycle and scooter theft and vandalism.
- Included innovative parking solutions and designs that increase the space efficiency, security and quality of cycle parking; including the possibility of commercially operated cycle parking hubs.
- We will also support the ongoing development and review of TfL's Dockless Bike Share Code of Practice for Operators in London.
- Moved action to lobby for national legislation that will introduce additional regulatory powers to effectively manage current and future dockless hire activities on our streets to proposal 45.
- Incorporated existing proposal 26 'Ensure new developments contribute to improving the experience of cycling in the City' into revised proposal 25.

Context

- Increased numbers of people cycling (and scootering) to, through and around the City over monitored period since 2010, therefore requiring improved facilities.
- It is likely that dockless scheme regulation and legalisation of e-scooters will be included in upcoming legislation. The revisions anticipate this legislative change which is expected in the near future.
- Subject to the final classification of e-scooters in any future legislation, e-scooters will be treated in the same way as cycles in terms of street space and access.
- Changes will be led by the outcomes from the current TfL operated e-scooter trial and any changes in legislation that Government wishes to make on that basis.

Revised text changes are shown as tracked changes and highlighted in grey

We will conduct a City-wide cycle parking review and publish a Cycle and Scooter Parking Improvement Plan by 2025—~~Delivery Plan by 2020~~. This will:

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

Review and report on the demand for cycle and scooter parking and identify pavement and carriageway space available to accommodate parking that doesn't negatively impact other street uses and users, including for:

- cargo cycles
- adapted cycles and scooters
- dockless hire cycles
- rental e-scooters

Review, in collaboration with Network Rail and Transport for London, current parking distribution and available potential cycle and scooter parking locations around City stations.

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

Review facilities and demand to Promote the use of City Corporation car parks for long stay cycle and scooter parking

Explore the potential for innovative parking solutions that increase the space efficiency, security and quality of cycle and scooter parking to mitigate against cycle and scooter theft and vandalism.

Assess the potential for commercially operated cycle parking hubs that provide enhanced security and facilities and support provision of these through development and Planning conditions process.

Assess occupancy levels of cycle parking in recently completed commercial buildings to understand current use and inform future planning policy on workplace cycle and scooter parking

Further reviews will be conducted on a regular basis, and at least every 5-years.

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

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

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

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

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

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

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

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

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

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

We will also lay out the City Corporation's expected standards for dockless hire operators who are active in the City or on our borders, including insisting that:

- Dockless hire vehicles and schemes fully comply with all local and national standards and legislation, especially concerning the construction and safety standards of vehicles
- Dockless hire vehicles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users
- Dockless hire scheme operators cover the costs of any additional infrastructure required to facilitate their schemes
- Dockless hire scheme operators use zero emission capable or preferably non-motorised vehicles as part of their operations
- Dockless hire scheme operators actively restrict their users from parking outside designated areas and quickly remove vehicles that are not parked in these areas
- Dockless hire scheme operators seek and retain accreditation with Collaborative Mobility UK (CoMoUK)

Further reviews will be conducted on a regular basis, and at least every 5-years.

Text amalgamated (unchanged) from old Proposal 26.

Through the planning process we will also work with developers and future occupiers to:

- Ensure all new developments provide secure cycle parking facilities, that are at least in line with the London Plan's minimum standards for cycle parking including an appropriate mix of foldable bike parking and full-size bike parking, have step free access to cycle parking and in particular to non-standard cycle parking spaces and include lockers and showers in commercial developments
- Ensure that development proposals demonstrate how cycle parking facilities will cater for non-standard cycles, including adapted cycles for disabled people
- Encourage the provision of parking facilities that are suitable for non-standard cycles, including providing off-street storage for cargo bikes and hand carts in developments that include ground floor retail and takeaway food outlets
- Provide on-site short stay cycle parking for visitors and, where possible, additional public cycle parking and dockless vehicle parking bays in the public realm
- Contribute to improving conditions for cycling on adjacent streets, particularly those that connect to or form part of the core cycling network
- Ensure that cycle parking in new developments minimises potential negative interactions between people walking, and wheeling and people cycling, particularly on pavements.

NEW Proposal 26: Support and celebrate micromobility in the City

Key change

- New proposal includes micromobility.
- Continue in partnership to promote and celebrate walking and cycling through partner activities such as conferences and festivals.
- Merged old proposal 27 within new proposal 26 to include micromobility.

Context

- Proposal is still relevant but will now include all engagement and events in one proposal as they were previously across two proposals.

Revised text changes are shown as tracked changes and highlighted in grey

We will encourage residents, workers and visitors to ride cycles and scooters to and around the Square Mile by:

- Connecting businesses and residents to additional cycling support services, such as maintenance and insurance
- Support City of London Corporation employees to cycle more and work with businesses and heritage and cultural institutions in the Square Mile to encourage more of their workers and visitors to cycle and use scooters.
- Improving people's awareness of the cycling network and cycle routes to the City through promotional activities and wayfinding
- Supporting organisations and businesses to organise group and guided ~~Organising~~ led rides, working with businesses and heritage and cultural institutions to promote cycling
- ~~Exploring the potential for an annual City cycling festival~~
- Supporting London-wide, national and international cycling campaigns and hosting periodic cycling events
- Targeted campaigns and promotional activities to encourage a more diverse range of people to cycle and use scooters and promote better behaviours when cycling and travelling by scooter.

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

Key change

- Proposal has been deleted.

Context

- Merged existing proposal 26 into revised proposal 25, which includes parking for cycling and scooters.
- Proposal 25 which includes parking for cycling and scooters.
- We do not anticipate any adverse impacts to people with protected characteristics by deleting this proposal and merging the text into proposal 25.

Revised text changes are shown as tracked changes and highlighted in grey

~~Through the planning process we will work with developers and future occupiers to:~~

- ~~Ensure all new developments provide secure cycle parking facilities, that are at least in line with the London Plan's minimum standards for cycle parking, have step free access and include lockers and showers in commercial developments~~
- ~~Ensure that development proposals demonstrate how cycle parking facilities will cater for non-standard cycles, including adapted cycles for disabled people~~
- ~~Encourage the provision of parking facilities that are suitable for nonstandard cycles, including providing off-street storage for cargo bikes and hand carts in developments that include ground floor retail and takeaway food outlets~~
- ~~Provide on-site short stay cycle parking for visitors and, where possible, additional public cycle parking in the public realm~~
- ~~Contribute to improving conditions for cycling on adjacent streets, particularly those that connect to or form part of the core cycling network~~
- ~~Ensure that cycle parking in new developments minimises potential negative interactions between people walking and cycling, particularly on pavements~~

Proposal 27: Promote and celebrate cycling – Red

Key change

- Proposal has been deleted.

Context

- Merged existing proposal 27 into proposal 26, please see revised proposal 26.
- Amalgamated proposal to emphasise support for micromobility.
- We do not anticipate any adverse impacts to people with protected characteristics by deleting this proposal and merging the text into proposal 26.

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

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

- ~~• Connecting businesses and residents to additional cycling support services, such as maintenance and insurance~~
- ~~• Support City of London Corporation employees to cycle more and work with businesses and heritage and cultural institutions in the Square Mile to encourage more of their workers and visitors to cycle~~
- ~~• Improving people's awareness of the cycling network and cycle routes to the City through promotional activities and wayfinding~~
- ~~• Organising led rides, working with businesses and heritage and cultural institutions to promote cycling~~
- ~~• Exploring the potential for an annual City cycling festival~~
- ~~• Supporting London-wide, national and international cycling campaigns and hosting periodic cycling events.~~
- ~~• Targeted campaigns and promotional activities to encourage a more diverse range of people to cycle and promote better behaviours when cycling~~

Proposal 28: Improve cycle hire in the City – Red

Key change

- Proposal has been deleted.

Context

- Merge existing proposal 28 text into proposal 25, please see revised proposal 25. Amalgamated because new proposal 25 becomes all moving activity with cycles and scooters.
- Existing text to be amalgamated with revised proposal 25 with substantial changes proposed (see context above).
- We do not anticipate any adverse impacts to people with protected characteristics by deleting this proposal and merging the text into proposal 25.

Delete text highlighted in grey

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

- Cycles for hire are readily accessible in suitable numbers and in appropriate locations across the City
- There are adequate parking and docking facilities and that these are managed to respond to peaks in demand
- Hire cycles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users
- Operators cover the costs of any additional infrastructure required to facilitate cycle hire
- Any redistribution of hire cycles by vans or other motorised modes are done with zero emission capable vehicles
- Dockless cycle operators actively restrict their users from parking outside designated areas and quickly remove cycles that are not parked in these areas
- Cycle hire parking and docking locations and total spaces provided are reviewed and enhanced as demand changes

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

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

Proposal 29: Support and ~~champion a central London Zero Emission Zone~~ **deliver air quality improvements** – Red

Key change

- Removed commitment to local Zero Emissions Zone (ZEZ) covering parts of the City of London.
- Removed map relating to zero emission zones.
- Changed the proposal title to 'Support and deliver air quality improvements'.
- Removed reference to supporting a ZEZ covering central London within the next Mayoral term, given the indication by City Hall and TfL that the Mayor no longer intends to implement one.
- We support the use of next generation road user charging to control traffic more sensitively than congestion charge and ULEZ (within proposal 11 'Take a proactive approach to reducing motor traffic').
- Committed to using local emission-based restrictions on City streets to target particular hotspots of poor air quality.

Context

- The success of ULEZ in reducing NOx and NO2 and increasing uptake of zero emission vehicles, especially in inner London, alongside the difficulty of implementing ZEZs that rely on penalty charge notices means that a different approach is required.
- It has been indicated that plans for a Central London ZEZ by 2025 have at present been dropped by the Mayor of London, although TfL remains supportive of localised ZEZ schemes in London boroughs.
- Benefits of wider zone of controls across central London boroughs and the City Square Mile.
- UK government regulations put new obligations on local authorities to reduce PM2.5 (cross ref detail with AQ strategy). Work has commenced to develop a new Air Quality Strategy which will incorporate new statutory responsibilities for managing local emissions of PM2.5. The draft strategy will be available for consultation in Spring 2024.
- Traffic reduction is necessary to reduce particulate matter (PM) from brake and tyre wear. However, the trans-boundary nature of PM pollution means that localised controls are not effective and that working with TfL and neighbouring authorities will be more effective.

Revised text changes are shown as tracked changes and highlighted in grey

~~We will support and champion the introduction of a Zero Emission Zone (ZEZ) covering central London within the next Mayoral term.~~

~~We will seek a phased introduction of ZEZ restrictions~~ **Through supporting emission controls as part of a new approach to road user charging (proposal 11)**

~~and City specific measures ,we with the aim of ensuring for that 90% of motor vehicles entering the Square Mile to be zero emission capable by 2030.~~

~~We will support and lobby TfL to introduce an additional charging mechanism that supports the existing benefits of the Congestion Charge and the Ultra Low Emission Zone (ULEZ), but go further to deter the remaining polluting vehicles from driving in London. We will support TfL work to develop the next generation of road user charging to achieve traffic reduction, particularly at peak times, to improve both air quality and health outcomes.~~

~~In line with the City's Air Quality Strategy³, we will continue to monitor air quality across the City, and, where appropriate, use localised emission-based restrictions or controls in streets or zones to target particular hotspots of poor air quality, where they are in breach of targets set in the City's Air Quality Strategy.~~

~~We will deliver improvements in air quality by reducing traffic volumes in the City and delivering changes to our transport network that prioritise the needs of people walking, wheeling and cycling.~~

~~The City's anti-idling restriction will remain in place and will continue to be enforced, and we will continue to support campaigns like anti-vehicle idling and National Clean Air Day, as outlined in the City's Air Quality Strategy.~~

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

~~If a clear commitment to introduce a central London ZEZ is not set out in the next Mayor's election manifesto, or commitments are insufficiently ambitious, we will explore the feasibility of implementing a City-wide ZEZ, working with London Councils and boroughs neighbouring the City to ensure a coordinated approach. While the Central London ZEZ is being developed we will introduce local ZEZs covering the Barbican and Golden Lane estates and the City Cluster by 2022 (Figure 11). Proposals will be developed in consultation with residents and businesses and will reflect the availability of zero emission capable vehicles, while seeking to accelerate their uptake. We will coordinate proposals with TfL, London Councils and London's boroughs to ensure alignment with other existing and planned zero emissions areas and streets.~~

³ <https://www.cityoflondon.gov.uk/assets/Business/City-of-London-Air-Quality-Strategy-2019-24.pdf>

Proposal 30: Install additional electric vehicle charging infrastructure – Amber

Key change

- Updated to include a date for the next review of demand for EV charging infrastructure.
- Deleted reference to rapid charge points, as a mix of speed and type of charge point is required.

Context

- Sufficient and appropriate EV infrastructure is still needed to support the transition to electric vehicles. Provision will be based on market demand forecasts which are now available up to 2030.
- There are currently seven rapid EV charge points operational in the City, with an additional 50 standard charge points in public spaces or car parks. Over 20 charge points of various power (KWh) are installed in the Barbican resident car parks and further resident charge points (in private car parks) is planned for 23/24. Up to 5 new locations on street will be commissioned by 2025, dependent on funding.
- Best Practice for accessible charging infrastructure will be implemented as standard.

Revised text changes are shown as tracked changes and highlighted in grey

We will install additional publicly accessible electric vehicle (EV) ~~rapid~~ charge points to support the transition to zero emission capable vehicles. ~~An EV Charging Action Plan will be published by December 2019.~~ An update to the EV Charging Action Plan will be published in 2024 based on forecast demand to 2030. This will be updated on a minimum of a 5 year basis. This will identify how many charge points, including charging hubs, are required up to ~~2022,~~2030 as well as longer-term forecasts. In developing the plan we will consider the charging needs of:

- residents
- Blue Badge holders
- taxis
- freight and servicing
- electric motor cycles and mopeds
- electric cycles and scooters~~bikes~~

Locations will be identified through engagement with the TfL, EV Infrastructure Taskforce and wider consultation. The first preference will be to install any charge points in car parks or other suitable off- street locations. Where it is essential to locate on-street, charge points will be installed in the carriageway rather than on the pavement and in a way that is sensitive to the streetscape and public realm. Up to 5 new locations for rapid charge points on-street will be commissioned by 2025.

Through the planning process we will require the installation of rapid charge points in new developments with off-street loading. We will also encourage the owners,

managers and occupiers of existing buildings with loading bays to install rapid charge points.

The provision of charging infrastructure will be kept under review to ensure it is sufficient to meet the needs of residents and vehicles serving the City without generating additional traffic. Reviews will also consider the need to update, and potentially reduce, charging infrastructure as battery technology improves.

Proposal 31: Request an accelerated roll out of zero emission capable buses – Green

Key change

- Updated targets.

Context

- Proposal still relevant as zero emission buses will help us achieve net zero targets, cleaner air, green growth and improved health and wellbeing outcomes.
- TfL has outlined to Government that with an additional £1 billion, it could make all buses in London zero-emission by 2030, which includes £300m on power upgrades and charging infrastructure and £700m on increased operating costs up to 2036/37.
- Lack of funding for TfL has prevented meeting the 2020 target, so this has been revised to 2025 for all buses serving the City to hybrid or zero emission. In 2023 94% of the fleet meets this standard. TfL's commitment for all buses to be electric or hydrogen has been revised to 2034, currently 9% of the fleet operating in the City.

Revised text changes are shown as tracked changes and highlighted in grey

We will urge TfL to prioritise zero emission capable buses on routes through the Square Mile, with the expectation that all buses serving the City will be hybrid or zero emission by ~~2020~~2025. In the longer-term we will request that all buses serving the City are electric or hydrogen by 2030, ahead of TfL's current commitment for ~~all single deck and 80% of double deck buses to be electric or hydrogen by 2034~~5 (currently 9% in the City).

Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles – Amber

Key change

- Addition of Heart of the City support for SMEs.

Context

- Since the adoption of the Climate Action Strategy there is a newly funded support through Heart of the City to support SMEs. This includes a toolkit and targeted advice that encourages a shift to zero emission capable vehicles.
- Noted change in parking pricing policy; in 2018 we introduced an emissions-based tariff for our on-street parking, with the highest polluters paying a higher tariff. We propose to include this in our off-street tariffs by 2023/24.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with the Government, TfL and manufacturers to ~~develop~~support incentive schemes and favourable leasing arrangements that support small businesses in acquiring zero-emission capable vehicles. This will include supporting the switch to non-motor vehicle alternatives, such as cargo bikes. We will consider opportunities, such as preferential pricing for parking/loading for vehicles in this category, to provide time limited incentives to invest in zero emission capable vehicles.

We will provide information and support to SMEs through the Climate Action Strategy to assist their transition to cargo bike and zero emission vehicles. We support Heart of the City, which provides training and mentoring to SMEs in the City to help them do this and achieve their net zero goals.

Proposal 33: Make the City of London's own vehicle fleet zero emissions – Green

Key change

- Updated to remove reference to implementation of local Zero Emission Zones.

Context

- Proposal still relevant to maintain and achieve better air quality with City fleet vehicles. The City has made good progress in transitioning its fleet to EVs. The Corporation updated its procurement policy in 2019 for all departments to only replace own fleet vehicles if essential, and where they are still required Electric Vehicles should be the first choice unless no suitable vehicle exists. As new vehicles become available there may be further replacements possible that were not previously.

Revised text changes are shown as tracked changes and highlighted in grey

The City Corporation will upgrade its remaining vehicles, including City Police vehicles where appropriate, which operate in the Square Mile to be zero emission or zero emission capable as vehicles need replacing and alternatives become available. Many trips in the City can be made by cargo bike or other zero emission L-category vehicle and the City Corporation will adopt their use wherever possible. ~~meet the standards we set for local ZEZs.~~

Contractors vehicles that operate within the Square Mile will also be required to meet these standards, and the use of cargo bike for the delivery of goods and services will be encouraged. Where possible EV charging infrastructure in City Corporation operational sites will be made available to contractors' vehicles.

Proposal 34: Reduce the level of noise from motor vehicles – Amber

Key change

- Updated to reference work the Department for Transport (DfT) is doing on noise enforcement and our position to seek using these powers after the completion of the noise camera trial.

Context

- Noise generated from motor vehicles can affect quality of life and lead to significant levels of stress, sleep disturbance and adverse health effects. Noise also has an impact on biodiversity.
- New noise enforcement technology has been developed to deter use of vehicles breaking legal noise limits. It is in trial stage at time of writing; following the outcome of the trial we will seek to utilise this mechanism if it is brought into use by the DfT. The City of London Police are supportive of this enforcement mechanism.

Revised text changes are shown as tracked changes and highlighted in grey

The transition to zero emission capable vehicles and general traffic reduction will help to reduce noise from motor traffic. Other measures to reduce noise will include: well-maintained carriageway surfaces and utility access covers; campaigns to reduce engine idling and the inappropriate use of horns; and working with the emergency services to reduce the use and volume of sirens.

We will work with the City of London Police to undertake targeted noise enforcement of motor vehicles that do not comply with legal requirements to maintain an appropriate ('type approved') exhaust or are not within legal decibel limits for the vehicle type.

In 2022, the Department for Transport (DfT) announced a trial using noise cameras, a new technology, to detect when vehicles are breaking legal noise requirements. Subject to the outcome of this trial and DfT approving equipment, we will seek to obtain the powers to introduce noise enforcement equipment on City streets, where noise poses a particular local problem.

Proposal 35: Reduce noise from streetworks – Green

Key change

- Minor update with revised date for the Code of Practice review.

Context

- Proposal still relevant as noise can affect quality of life and lead to significant levels of stress, sleep disturbance and adverse health effects. Noise also has an impact on wildlife.
- Workload of environmental health team during the pandemic prevented completion in 2020.

Revised text changes are shown as tracked changes and highlighted in grey

The City Corporation will manage and seek to reduce the noise impacts of streetworks through the Code of Practice: Minimising the Environmental Impact of Streetworks. This requires contractors working for the City Corporation and third parties to use the 'best practicable means'

to minimise the effects of noise and dust, including:

- Restricting periods of operation of noisy activities
- Undertaking liaison with neighbours
- Using less noisy methods and equipment
- Reducing transmission and propagation of noise, for example by using noise enclosures or barriers
- Managing arrangements including contract management, planning of works, training and supervision of employees to ensure measures are implemented

A review of the Code of Practice will be undertaken by ~~2020~~ 2024 to ensure it reflects best practice, with further updates as required. The review will also consider how we can better work with TfL, utility companies and contractors to improve the level of adherence to the Code.

Proposal 36: Encourage innovation in air quality improvements and noise reduction – Green

Key change

- None

Context

- The City Corporation remains committed to using innovative approaches to reduce air pollution and noise and address the reduce the health and environmental harm associated with poor air quality and excessive noise.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with the Government, TfL, industry and other partners to encourage the development of innovative solutions to reduce transport related noise and emissions. For example, by supporting trials, sponsoring competitions and awards, and hosting conferences and seminars.

Proposal 37: Ensure street cleansing regimes support the provision of a world-class public realm - Green

Key change

- None

Context

- With the launch of Destination City, which aims to attract more workers and visitors to the Square Mile, it is recognised that high quality street cleansing regimes that support the provision of a world-class public realm will be imperative as ever.

Revised text changes are shown as tracked changes and highlighted in grey

Ensure street cleansing regimes support the provision of a world-class public realm. The City's street cleansing regime will ensure all walking routes, cycle routes and public realm areas as well as streets are cleaned to a high standard and kept free of litter.

We will reduce litter from smoking, working with Public Health to support campaigns and initiatives to stop smoking and, if necessary, prosecuting offenders. We will continue to work with businesses to minimise the impact of waste collection on the public realm, including through time banded collections that restrict the times when rubbish and recycling can be left on the street.

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

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

Key change

- Removed the commitment to providing sustainable logistics consolidation centre.
- Included new approaches such as allocating space on street for mobile distribution hubs.
- Updated commitments on target dates for volume of freight vehicles.
- Included reference to promoting the role of rail to facilitate incoming freight to the City in light of Network Rail's Rail Freight Strategy.
- Updated the section on construction logistics plan, to ensure current best practice followed for advice/planning requirements on alternative travel and transport to development at sites in the City.

Context

- Reducing the number of freight vehicles in the City remains a key commitment and is central to the achievement of other outcomes, including Vision Zero, clean and quiet streets and efficient use of street space. A particular focus will be to reduce the number of freight vehicles that pass through the City without an origin or destination in the Square Mile. The latest data collection shows that the number of freight vehicles counted over a 24-hour period has decreased 14% since 2017, on track for our 2030 target of a 15% reduction; however 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. In review we are not changing the targets as there is still considerable work which can be done to achieve the changes.
- Emphasis needed to shift to continuing to use the planning process to require consolidation to new developments and encouraging existing buildings to use consolidation.
- Move away from a commitment for the City Corporation to provide a set number of last mile logistics hubs within the Square Mile. Instead, the emphasis will be on seeking a coordinated approach to last mile logistics across central London, working with neighbouring boroughs, Transport for London, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary.
- Since the Strategy was first adopted in 2019 the market for consolidation services has developed and the need for direct provision of facilities, such as the sustainable logistics centre, by the City Corporation is no longer considered necessary.
- There is a clear demand from logistics providers for space for last mile hubs, however work to date has found that there are very limited opportunities in the City to provide sites. The proposal has therefore been updated to broaden the remit to work with neighbouring boroughs, TfL, the GLA and other landowners to identify sites.

- While the London Lorry Control Scheme (LLCS) is still generally fit for purpose there is a need for it to be updated. London Councils are currently reviewing the Exempt Route Network, with respect to timings and vehicle types.
- Emphasise and promote use of the Thames for light freight as supported by PLA and current policy, and the City Corporation is currently exploring opportunities for inward river freight at Walbrook Wharf, a City-owned site.
- Emphasise and promote the role of rail to facilitate incoming freight to the City in light of Network Rail's Rail Freight Strategy. Network Rail and TfL are currently joint working on a 'Rail Strategy for London'.
- Rail freight trial began in 2021 between London Gateway and Platforms 9/10 at Liverpool Street by high-speed logistics company, Orion, and we support any expansion of trials like this. Opportunity for collaboration with BIDs to adopt an area-based approach to freight consolidation.

Revised Text changes are shown as tracked changes and highlighted in grey

We will seek to reduce the number of motorised freight vehicles in the Square Mile by 15% by 2030 and by 30% by 2044 and facilitate the transition to ultra-low emission and zero emission delivery vehicles. A particular focus of our work will be to reduce the number of freight vehicles that pass through the City without an origin or destination in the Square Mile.

To achieve our targets, we will work with businesses, suppliers, the freight industry and other relevant partners to deliver an integrated freight programme that incorporates retiming, consolidation, last mile logistics, construction logistics, better use of the river and smarter procurement practices. These solutions are not uniformly applicable to all types of deliveries and we will work with the freight industry to target interventions at the most appropriate types of delivery.

Retiming and rerouting deliveries

We will explore the potential for area and City-wide timed access and loading restrictions for motorised freight vehicles. Our aim is to reduce the number of these vehicles on our streets in the peak periods by 50% by 2030 and by 90% by 2044, while ensuring businesses and residents can still receive essential deliveries.

Measures to encourage retiming will include:

- Permitting night-time deliveries where there will be negligible impact on residents both enroute and in the City. Through the planning process we will ensure all appropriate new developments have restrictions to limit deliveries between 7am-10am, 12pm-2pm and 4pm-7pm
- Engaging with property managers, occupiers and businesses which may wish to retime deliveries and seeking to remove any restrictions in their planning consents where there will be negligible impact on residents
- Integrating out of peak deliveries as part of the sustainable logistics programme and identify opportunities for retiming freight on an area basis within Healthy Streets Plans (see proposal 12)
- Working with London Councils, TfL and neighbouring local authorities to modernise support the modernisation of the London Lorry Control Scheme (LLCS) to generate more opportunities for out of peak and night time deliveries following a review of the Exempt Route Network, timings and vehicle types.

We will explore opportunities to influence the routing of freight traffic that continues to travel through the Square Mile. Through signage, engagement with the freight and haulage industry and engagement with mapping and satellite navigation companies we will encourage strategic freight traffic travelling through the City to use the Transport for London route network and other London access streets, rather than City or Local access.

Consolidation

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

- We will also continue to use the planning process to require all new major developments to use a consolidation service to reduce deliveries to their buildings. Where developments are applying for planning permission for significant expansion or change of use then they will be required to consolidate their deliveries.

The City Corporation will work with the Business Improvement Districts (BIDs) to trial collective delivery areas, where deliveries and servicing activities are consolidated into as few operators as possible.

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

Last mile logistics

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

- Seeking a coordinated approach to last mile logistics across central London, working with neighbouring boroughs, Transport for London, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary. Delivering two last mile logistic hubs in underutilised City Corporation assets by 2022. A further three hubs will be delivered by 2025

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

- Exploring opportunities to acquire new sites within or adjacent to the Square Mile for last mile logistic hubs
- Working with developers and land owners to integrate last mile logistic hubs as part of major City developments
- Promoting cargo bike usage amongst businesses in the City and highlighting businesses that are adopting good practice in relation to cargo bike usage

We will also explore the potential for new and innovative approaches to freight consolidation, such as allocating space on street for mobile distribution hubs.

Increase the use of the River Thames for freight

We will maximise the potential to use the Thames for the movement of freight by:

- Maintaining the commercial waste operation at Walbrook Wharf and supporting additional waste carried through the Wharf.
- Identifying opportunities to increase the use of the river for freight deliveries to the Square Mile, including exploring the potential for inward river freight at Walbrook Wharf, which could tie in with the site's future redevelopment, and be operational by the early 2030s.
- Working closely with Thames Tideway to identify future opportunities for their wharves and barges once construction is completed
- Working with river freight operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity
- Exploring the use of Blackfriars and Tower Piers and a reinstated Swan Lane Pier as points to transfer freight for last mile delivery on foot or by cargo cycle

Encourage freight into the City by rail

We will support any increase in the use of the railways for freight into the City by:

- Working with Network Rail to explore opportunities for inward freight at mainline railway stations in the City, in light of Network Rail's Rail Freight Strategy. Network Rail and TfL are currently joint working on a 'Rail Strategy for London'
- Supporting and encouraging rail freight trials undertaken by the logistics industry, including, such as the a rail freight opportunity due to be trailed at London Waterloo.

Reducing the impact of construction logistics

To facilitate future development while minimising the impact of construction logistics, we will:

- Work with TfL to update Construction Logistics Plan guidance and help ensure that it is followed in the Square Mile by 2019. We will push for updated guidance to include ~~This updated guidance will include~~ stricter expectations for construction consolidation and on-site waste compaction, as well as reviewing. ~~It will also review~~ the potential for emerging technology, such as 3D printing or higher payload and carrying potential of new rigid axle vehicles to reduce the number of deliveries
- Work with developers and contractors to adapt and develop construction delivery management systems to facilitate retiming of deliveries to outside the 7-10am peak
- Through the planning process, require all development within the City to consider use of the River Thames for the movement of construction materials and waste.

Procurement and personal deliveries

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

- Share information on the impact of personal deliveries on traffic in the City, including air quality and road danger and promote the use of click and collect services
- Establish a collaborative procurement programme for the Square Mile by 2028. This will allow businesses, particularly small and medium sized businesses, to share suppliers and waste services. We will work with

~~Cheapside Business Alliance and the Aldgate Partnership~~ BIDs to trial the programme prior to a ~~City-wide~~ rolling out the approach more broadly.

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

Proposal 39: Develop a sustainable servicing programme – Amber

Key change

- Updated to remove the commitment to develop a Servicing Action plan, in favour of sharing current best practice and working with TfL to develop future guidance and add a reference to working with BIDs to promote best practice.

Context

- The original commitment to publish a Servicing Action Plan in 2020 has been missed. Developing an action plan is no longer considered to be the most effective use of resources.
- Instead, the focus will be on sharing and promoting best practice and working in partnership with TfL, neighbouring boroughs and the BIDs.

Revised Text changes are shown as tracked changes and highlighted in grey

We will work with servicing businesses and facility and property managers to develop share good practice in relation to reducing motor vehicle trips ~~a Servicing Action Plan, to be published by 2020.~~ This will identify provide examples of how ~~opportunities~~ to reduce the number of vans and other service vehicles in the Square Mile while seeking to improve response times and quality of service. We will work with- BIDs to promote opportunities for more sustainable servicing practices to businesses in their area.

We will work with TfL and other neighbouring boroughs to inform the development of future guidance that draws together case study examples of best practice in servicing. We will also explore the potential to provide secure storage space in car parks and other underutilised assets. ~~for tools and materials as part of last mile delivery hubs to reduce the need for engineers to travel to and around the Square Mile by van.~~

Outcome 8: Our street network is resilient to changing circumstances

Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption – Green

Key change

- No changes to the proposal but Figure 12 has been updated to reflect changes to the street network.

Context

- This proposal is still relevant as drafted as the network is still required to accommodate temporary changes to traffic management and flow owing to roadworks, events and emergencies.

Revised text changes are shown as tracked changes and highlighted in grey

We will maintain a primary 'resilience network' for motor vehicles that can be 'switched on' in response to significant planned or unplanned disruption (Figure 12). Local Access streets on the resilience network will be designed to allow temporary reopening to through traffic or occasionally accommodate higher volumes of motor vehicles. This approach will also ensure that emergency services can use these streets when necessary.

Appropriate management arrangements will ensure streets remain safe for all users, such as a clear demarcation of pedestrian space, lower speed limits and marshalling. We will explore the use of technology for advanced messaging both on-street for all users and through in-vehicle navigation systems to communicate and manage changing or temporary arrangements. Monitoring of any uses of Local Access streets in this way will be included to ensure management arrangements are working well and to ensure any negative effects on the built environment and air quality are mitigated.

Proposal 41: Reduce the impact of construction and streetworks – Green

Key change

- The proposal text has been updated to include the needs of people wheeling as well as walking and to include reference to the refer to the Utility Infrastructure Strategy in place of Utilities Taskforce.

Context

- The City's Guidance Notes for Activities on the Public Highway Network Management Duty practice were reviewed in 2019/20.

- We have amended our approach in proposal 43, as we no longer have an explicit commitment to implement specific technology. We will still use any new technology that enables improvements in this proposal.
- The draft Utility Infrastructure Strategy is currently being consulted on and is expected to be adopted in late 2023/24. The Strategy draws together the various strands of utility provision in the City (power, water, gas & telecoms) and seeks to establish a coordinated and integrated understanding of the City's future requirements.
- We have completed and proposed for consultation at July 2023 Planning & Transportation Committee 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.

Revised text changes are shown as tracked changes and highlighted in grey

The needs of people walking and wheeling will be prioritised during streetworks and construction, with the aim of maintaining a comfortable and accessible walking route on both sides of the street, with space reallocated from general traffic as necessary. Accessible diversions must be provided if space constraints do not allow an acceptable level of temporary provision.

We will work with utility companies, contractors and developers to minimise the impact of construction and streetworks on people walking, wheeling and cycling. Traffic management plans for construction sites and streetworks will maintain access for different users in accordance with the following hierarchy:

- Walking
- Cycling
- Buses and taxis
- Freight access
- General traffic

We have a Network Management Duty which requires us to ensure we apply best practice to managing streetworks. We will review this ~~in 2019 and~~ on a regular basis to ensure our activity and processes remain up to date and effective.

Within the context of the Network Management Duty, we will encourage the drafting of legislation to allow penalties to be charged against developments that overrun their agreed licence periods for scaffolds and hoardings.

We will review the City's Guidance Notes for Activities on the Public Highway ~~in 2019~~ on a regular basis to ensure that guidance is in line with best practice and the requirements outlined above. A review will include considering the opportunity to introduce lane rental controls on our major streets to further reduce the impact of street works.

We will seek to minimise disruption caused by streetworks by:

- Encouraging collaborative working and coordinating street works

- Exploring the potential for new technology to reduce noise and the extent of works and speed up delivery
- Reducing the duration of works by allowing extended and night-time working where noise considerations allow, while maintaining protection for residents
- Improving signage and permit information, to include contact details, purpose of works and other information such as reason for site inactivity
- Improving communication through better engagement with businesses and residents for longer duration work
- Work with TfL to improve communication on the impact of streetworks and other maintenance on public transport services
- We will work with TfL to explore the potential to further adjust traffic signal timings to reflect actual and modelled traffic flows during periods of network disruption. We will also explore new adaptive traffic control technologies as they emerge ~~through our Future Transport Programme~~ (proposal 43)

We will work with the utilities sector to develop and adopt a Utilities Infrastructure Strategy ~~establish a Utilities Taskforce~~ that will identify future infrastructure requirements (based on City Plan 2036 growth forecasts) and a programme of planned investment. This will help improve the coordination of large-scale utilities works and minimise associated disruption.

We will use medium and long-term street closures as an opportunity to open streets to people, for example working with businesses to provide temporary seating or programmed events. We will also monitor the traffic impacts of long-term street works to inform transport and resilience planning and assess the potential for retaining capacity reductions or access restrictions.

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

Key change

- Revised to include commitments from CAS published in 2020, which embeds climate resilience into streets and the public realm, with key measures to include, Sustainable Drainage Systems (SuDS), tree planting and greening and permeable/flood resistant road surfaces wherever possible.
- Updated and removed formal engagement with the London Climate Change Partnership Transport Adaptation Sector Group (TASG).

Context

- The City of London published the Climate Action Strategy (CAS) in 2020 which provided defined actions specific to the City's streets and public spaces, to make the street network more resilient to climate change impacts. The work included climate risk assessment for the Square Mile, highlighting risks of rising temperatures and heatwave intensity, as well as surface water flooding as a result of climate change. The risk assessment informed the CAS commitment to embed climate resilience across everything the City Corporation does – there is a programme of delivery to ensure this, set out in 'Mainstreaming Climate Resilience' Annual Project Plan (23/24).
- Publication of the Biodiversity Action Plan (BAP), supporting the creation of biodiverse green infrastructure to support the climate resilience of the Square Mile.
- Commitment to £15m investment over the period to 2026 to preparing the Square Mile for extreme weather events through physical interventions of planting, and highway surface adaptation.
- Engagement with the TASG is no longer required as the City's framework for future planning and emergency processes is established and adopted. Emergency planning for highway and other transport infrastructure already takes place and includes actions to deal with extreme weather impact, this has been updated based on the Climate Risk Assessment undertaken.
- EQIA considerations – no additional changes, as all points addressed in Healthy Streets approach and in CAS recommendations.

Revised text changes are shown as tracked changes and highlighted in grey

We will ensure principles of the City's Climate Action Strategy⁴ are embedded and reflected in transport and public realm interventions. to help reduce the impacts of climate change on the City's streets. - This includes:

- Increasing the resilience of the City's public realm to extreme weather. We will mitigate the impact of flooding events by incorporating greening, planting and SuDS (such as rain gardens) where feasible into the landscape of streets, to better manage surface water from rainfall.

⁴ <https://www.cityoflondon.gov.uk/assets/Services-Environment/climate-action-strategy-2020-2027-20-10-20.pdf>

- Increasing the amount of permeable street surfaces, where possible, to minimise rainwater runoff and mitigate flood risk.
- Planting more trees on City streets, to create more shade and reduce the impact of the Urban Heat Island Effect (an impact where the inner-city experiences higher temperatures than the surrounding suburbs and countryside). We will plant at least 100 new climate resilient street trees by 2025.
- Replanting across City Gardens, with climate resilient plants and landscaping. 14 locations have been selected to be either partially or fully replanted with a more climate resilient palette and to improve biodiversity by 2024.

We will continue routine Wider emergency planning for severe weather events, ensuring covers highway and transport infrastructure in the City to ensure the street network, including pavements, and transport system remains open and functional during periods of extreme weather, including. This will include ensuring

Additionally, we will work with the London Climate Change Partnership Transport Adaptation Sector Group (TASG) to ensure the street network and transport system remains open during severe weather events to ensure the City Corporation and TfL are prepared to respond to extreme weather events that may affect our streets, the TLRN and rail and Underground networks.

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

- Agree indicators and complete transport sector assessments (autumn/winter 2018)
- Publish assessments (late 2018)
- Review and update every two years

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

Outcome 9: Emerging technologies benefit the Square Mile

Proposal 43: ~~Establish a future transport programme~~Support, enable and facilitate innovation in transport and the public realm – Red

Key change

- Removed the commitment to a future action plan and programme and reduced the commitment to lead on future technology, we will continue to support and take up opportunities.
- The new emphasis will be to engage with relevant partners to support, enable, facilitate and deliver transport innovation and technology with projects focused on the same principles as previously:
 - Enabling disabled passengers to hire and travel by taxis and private hire vehicles
 - Ensuring kerbside space is used as efficiently
 - Enhancing our data collection and processing capabilities,
 - Exploring the use of GPS-enabled technologies and geofencing to aid the regulation
- Amended to reference people with sensory impairments alongside people with disabilities

Context

- Future transport programme has not been able to be developed or delivered in the style envisaged and developing an action plan is no longer considered necessary or an effective use of resources.
- We still welcome innovative approaches and welcome partnerships to develop them therefore we will continue with an overarching approach to capture emerging opportunities that are not currently defined.
- The EqIA identified scope for a bolder statement concerning accessibility within proposed new transport innovations and services, particularly in reference to those with sensory impairments.

Revised text changes are shown as tracked changes and highlighted in grey

~~We will establish a Future Transport Programme to work with developers and operators of new mobility innovations. This programme will:~~

We will ~~E~~engage with industry, academia, government Catapults, local governments, and local and international partners to ~~to~~ support, enable and, facilitate deliver transport innovation and technology trials across the City, ~~including trials on:~~

We will prioritise supporting and facilitating innovations and projects that:

- Enable disabled passengers to hire and travel by taxis and private hire vehicles more easily by permitting those vehicles carrying disabled passengers through motor vehicle restrictions in parts of the City

- Ensure kerbside space is used as efficiently as possible through adopting new technologies and approaches to booking and reserving kerbside space when appropriate
 - Enhance our data collection and processing capabilities, including through the use of sensors, AI processing and dashboards
 - Explore the use of gps-enabled technologies and geofencing to aid the regulation of dockless vehicles (proposal 28), drones and droids.
- App-based parking and un/loading permitting and enforcement
 - Technology-assisted kerbside space reallocation
 - On-demand accessible shuttles and shared transport services
 - App-assisted pedestrian crossing technologies for the partially sighted and people who require more time to cross
 - Geofencing and permitting
 - Use of drones to support emergency services and make urgent deliveries to hospitals
 - Technology to support the delivery of Vision Zero by reducing the likelihood and severity of collisions
 - Identify measures required to support the uptake of appropriate mobility solutions, such as off-street storage of shared autonomous vehicles
 - Host conferences and seminars and support competitions and awards for transport innovations and technologies
 - Explore the potential for commercial opportunities and partnerships within the transport technology and innovation industry

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

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

1. Support priority for people walking and efforts to enable more people to choose to walk, cycle and take public transport, and not shift people from these sustainable travel modes to unsustainable travel modes
2. Contribute to efforts to reduce motor vehicle volumes and mileage and not increase motor traffic volumes
3. Ensure that all users are accommodated and that no street user is excluded
4. Lead to an overall increase in vehicle occupancy and loading
5. Help make our streets safer and not increase road danger, collision rates, collision severity, terrorism risk, or the need for additional policing or enforcement
6. Reduce vehicle speeds and ensure vehicles travel at speeds appropriate to conditions and the City context
7. Minimise obstructions to vehicles and people walking, and not permanently obstruct pavements or add clutter
8. Improve the efficiency of kerbside use and not increase parking or loading space requirements

9. Help spread travel demand, for both people and goods, more evenly across the day, such as outside morning, lunchtime and evening peaks and overnight
10. Help make streets and the City's air cleaner and quieter by reducing transport related emissions and noise
11. Improve the experience of using the City's streets and open spaces and support efforts to increase the amount of public space

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

- Autonomous vehicles must not require any changes or infrastructure that have a negative impact on our streets, such as bollards or barriers
- Drones must not operate without Civil Aviation Authority and City of London permission
- Droids must not operate on pavements or in such a way as to obstruct or pose a danger to any user of our streets Developers and operators of new transport innovations and services are expected to:
 - Share all beneficial data generated or collected with the City Corporation to aid in policy and decision making
 - Not discriminate against any potential user, either through active discrimination, profiling or algorithmic/AI discrimination or bias
 - Accommodate every user, especially those requiring wheelchairs or mobility aids when innovations and technologies incorporate motor vehicles
 - Not generate any unreasonable additional costs for the City Corporation or users
 - Ensure any supporting digital software and hardware is sufficiently and rigorously safeguarded from malicious use or intent that could pose a risk to physical or digital safety in the City Readily and proactively engage with the City Corporation, City residents and workers, students, and other interested parties

Proposal 44: Establish a Future Transport Advisory Board – Red

Key change

- Proposal has been deleted.

Context

- The Advisory Board is no longer considered to be the most effective approach to supporting delivery of proposal 43. We will instead seek additional expert advice as needed.
- Removal of this proposal will not have adverse an impact, so long as other significant transport measures are subject to a public advisory board, including corporation committee decisions.

Existing text - ~~text highlighted grey will be deleted~~

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

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

~~Support and advise on the activities of the Future Transport Programme~~

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

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

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

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

Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile – Amber

Key change

- Proposal updated to reference changes in proposals 25-28 around introducing and formalising regulatory powers for dockless cycles and e-scooters respectively.

Context

- Dockless vehicle usage is likely to continue and become a more popular mode of travel over time. Regulation to control poor behaviour, such as parking which blocks pavements, is important to prevent problems on our streets and public spaces which impact on others and regulation of vehicle standards and build quality is important to ensure their safe operation and protect users and other people and vehicles on our streets.
- The EqIA identified scope for a bolder statement concerning accessibility within proposed new transport innovations and services.

Revised text changes are shown as tracked changes and highlighted in grey

We will support and engage with all levels of government, industry and sector representatives to develop frameworks and legislation for future transport and ensure overall positive outcomes for the Square Mile, London and other cities. We will also challenge any new legislation on emerging transport technology that does not align with our principles on inclusivity in the City. Initially we will seek local and national legislative action on:

- Licensing for the semi and fully- autonomous vehicle market, alongside the development of safety, design, digital security, and supporting infrastructure regulations.
- Strengthening existing Civil Aviation Authority regulations on small remotely- piloted aircraft and drones
- Developing a procedure and clarifying the operating parameters of droids and other small autonomous vehicles.
- ~~Regulating the dockless cycle hire industry, as outlined in Proposal 28~~
- Additional regulatory powers to effectively manage current and future cycle hire activities on our streets.
- The formalisation of rental e-scooter trial powers in primary legislation to enable the regulation of the rental e-scooter market.

Outcome 10: The Square Mile benefits from better transport connections

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

Key change

- No change

Context

- The Climate Action Strategy has identified methodology to understand all relevant transboundary (scope 3) travel. Improved international and national connections remain critical to the success of the City. This includes international air travel, while recognising the need for decarbonisation within the sector.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with the Mayor of London, TfL, the Government, airport and rail operators and other related partners to improve national and international connectivity to the City, including through supporting:

- Increased airport capacity in the Southeast, recognising that this will most efficiently be delivered through a third runway at Heathrow, to be delivered as soon as possible
- Improved connectivity to London's airports through:
 - Increased capacity and additional frequency on the West Anglia Main Line to Stansted Airport
 - A new Crossrail station at City Airport, constructed at the same time as the delivery of the Ebbsfleet extension
 - Increased DLR frequency to City Airport
- The delivery of High Speed 2 as quickly as reasonably possible
- Improved national rail access to London, including electrification, station expansions, accessibility and general service improvements.

Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region – Amber

Key change

- Introduced some slight changes to wording surrounding some of the existing proposals/updates to terminology.
- Barking Overground riverside extension opened in 2022.
- Elizabeth line opened in 2022, involving some new, accessible public realm and step free access.
- Further accessibility improvements would be delivered by the Liverpool Street redevelopment plans which are currently subject to planning approval.

- Updated to include reference to support for rail freight and additional passenger services on the River Thames which now stretch to Essex and Kent.
- TfL finances making support for some projects unviable, suggest removal and reword with support more broadly for public transport improvements.

Context

- Updated to reflect completion of some projects and those which have been cancelled or place on hold. The operating environment for TfL has been impacted by the pandemic therefore we need to review proposals relating to TfL bus services and support for the Mayor of London in retaining locally generated taxation.
- Thames Clippers extending services outside of London.
- Support of freight via rail, as per proposal 38.

Revised Text changes are shown as tracked changes and highlighted in grey

We will work with the Mayor of London, TfL, Government, local authorities neighbouring the City and other related partners to improve regional connectivity to the Square Mile, including through supporting:

- Devolution of suburban rail service franchising to TfL, with a view to providing a London Suburban Metro service by 2030.
- Accessibility improvements to rail and Underground stations in the Square Mile, as outlined in proposal 19.
- ~~Extending the Overground to Barking Riverside~~
- The delivery of Crossrail 2 as soon as reasonably possible
- Enhancing the coverage and frequency of 24-hour public transport services in central London, including increasing the number of lines operating night tube services, enhancing the 24-hour bus network, and improving night-time DLR and rail operations, including Crossrail. Any extensions to operating hours must take account of the need to avoid noise and other impacts on people living in, working in, studying in, and visiting the City the number of lines operating night tube services, enhancing the 24-hour bus network, and improving night-time DLR and rail operations, including Crossrail. Any extensions to operating hours must take account of the need to avoid noise and other impacts on people living in, working in, studying in, and visiting the City.
- Enhanced 24-hour bus services to/ from the City.
- Improvements to Liverpool Street Rail Station, including enhancing step free access and improving entry points. This may be achieved, through the proposed Liverpool Street redevelopment, for which planning permission is currently being sought. ~~and reviewing bus interchange~~
- Exploring the feasibility of Sunday operation of the Waterloo and City Line in the longer term, especially in light of the Destination City programme⁵.
- ~~Immediate~~ improvements to street level interchange between Fenchurch Street and Tower Hill, Tower Gateway and Aldgate stations, including wayfinding, as a longer-term aspiration.

⁵ <https://www.cityoflondon.gov.uk/about-us/plans-policies/destination-city>

- Access and capacity improvements at Aldgate Station -and exploration of the feasibility of a direct interchange between Aldgate and Aldgate East stations.
- Extending the Metropolitan Line to Watford Junction and the Bakerloo Line to Lewisham.
- The delivery of more high-quality cycling routes to and through central London including Quietways and ~~Cycleways~~ Superhighways
- Improved walking connections to boroughs neighbouring the City.
- Additional Thames Clipper passenger services serving Kent and Essex.
- Increased inward rail freight to mainline stations in the Square Mile.

Proposal 48: Support the increased use of the Thames for passenger services - Amber

Key change

- Included light freight in relation to exploring the potential for a pier at Swan Lane.
- Added a reference to the expansion of Thames Clippers services beyond London to Kent/Essex.
- Added in commitment to working with TfL and river service operators to encourage closer alignment of fares on river services and the remainder of the public transport network to improve accessibility and viability of river services as a transport mode.
- Added wording to align with PLA vision for increased/more accessible passenger services and river freight.

Context

- The Port of London Authority (PLA) supports the reinstatement of Swan Lane pier with a multi-use function, with the potential to accommodate passenger services as well as having a light freight function.
- Swan Lane pier recent planning application refused on the basis that it was not an inclusive proposal due to the proposed function being a party boat with a permanent mooring, reducing the potential for other uses.
- Thames Clippers services have expanded beyond London to Kent/Essex. Since 2022/23 a passenger service from central London to Tilbury and Gravesend has been operating special weekend service in the summer. If successful we will support the expansion to more days of the week.
- Stakeholder engagement highlighted affordability as a key barrier to increased use of passenger services on the river, so commitment added to work with TfL and Thames Clippers to closer align fares.

Revised text changes are shown as tracked changes and highlighted in grey

We will work with partners including TfL River Services, the Port of London Authority and riverboat operators to increase the use of the River Thames for

passenger services. Activities will include promotion of river services, including the expansion of Thames Clippers services to Kent and Essex, enhancing walking routes to Blackfriars and Tower piers and improving overall pier efficiency and accessibility. We will explore the potential to reinstate Swan Lane pier for leisure and passenger services and light freight. We will also work with river passenger service operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity. We will encourage TfL and riverboat operators -in the medium term, to introduce more affordable fares on river services that are aligned more closely with the rest of the TfL network, and to work to ensure river services are accessible.

Proposal 49: Review bus provision across the City - Amber

Key change

- The bus priority network map (Figure 14) has been updated to reflect implemented changes on network on Bishopsgate (TLRN), on the approaches to Bank junction and on Cheapside.
- Text has been updated to remove reference to adjusting bus services after opening of Elizabeth Line, as this review has now been completed.

Context

- TfL undertook reviews of bus routes in central London and changes to routes within the City were made as a result of these reviews.
- Buses remain a key part of the City and London's transport network, including because they provide an affordable transport mode for people on lower incomes and are important in terms of accessibility, making them one of the most inclusive transport modes in London. TfL's consultation on rationalising bus services in 2022, identified the reliance on buses for areas that are poorly served by other public transport options, and for people who need to travel overnight or in the early mornings.
- Given the constrained and limited amount of street space in the City it is recognised that traffic reduction and traffic restrictions are effective means of providing bus priority when engineering solutions, such as advance signals and bus lanes, are not possible.
- We will continue to review and find ways to optimise services with TfL while recognising that routes may be affected by projects to provide more space and priority for people walking, wheeling and cycling.

Revised Text changes are shown as tracked changes and highlighted in grey

~~We will support TfL's ambitions to adjust bus services in Central London, taking account of the forecast fall in demand following the opening of the Elizabeth Line.~~ We will work with TfL to improve bus journey times to and connectivity through the Square Mile by:

- Reviewing bus routing and frequency throughout the City to ensure they are optimised routing

- Introducing targeted junction improvements to enhance bus priority where possible, recognising that bus priority in the Square Mile is most effectively delivered by reducing general traffic.
- Identifying opportunities to improve bus priority when developing and implementing Healthy Streets Plans (see proposal 12) and ~~major~~ projects.

The key routes for bus priority measures are shown in Figure 14. Improvements to these routes will be delivered by 2030.

Proposal 50: Support the Mayor of London in retaining locally-generated taxation - Green

Key change

- No change

Context

- The retention of locally generated taxation can help ensure sustainable funding for running and investing in London's transport network, which is critical to achieve the Mayor's and the City Corporation's aims and objectives.

Revised text changes are shown as tracked changes and highlighted in grey

We will support the Mayor of London and TfL's efforts to retain additional locally-generated taxation, such as vehicle excise duty, to fund investment in transport infrastructure across the Capital, including investment to help deliver the outcomes of this Strategy.

Proposal 51: Encourage continued Government investment in major London transport projects - Green

Key change

- No change

Context

- Central government investment remains a requirement for major transport infrastructure projects such as Crossrail 2, which is currently paused pending further funding decisions.

Revised Text changes are shown as tracked changes and highlighted in grey

We will continue to encourage the Government to invest directly in strategic Healthy Streets projects and programmes and large transport infrastructure projects, such as Crossrail 2. Significant investment across Greater London is required to ensure the Capital remains an attractive place to live, work, study and invest and protect the significant contribution London makes to the national economy.

Outcome 11: Delivering the Strategy

Proposal 52: Use temporary interventions and trials to accelerate the pace of delivery - Red

Key change

- Proposal has been deleted.

Context

- Temporary interventions, while helpful in testing their success and impacts, are no longer considered cost effective due to the challenges of utilities and drainage and the need to either remove them should the temporary intervention not be made permanent or replace them when they are made permanent.
- Trials and experiments are still valuable and when the use case and legal arguments are clear, we will use them in order to accelerate the pace of delivery of other proposals.
- We do not anticipate any adverse impacts to people with protected characteristics at this time by deleting this proposal.

Revised text changes are shown as tracked changes and highlighted in grey

~~Delivering changes to our streets can take time. We will use temporary and experimental measures to quickly deliver functional changes to our streets and allow people to begin enjoying the benefits of change as we work towards full delivery. If appropriate, will also use temporary interventions to 'live trial' major change, allowing proposal to be tested and, where necessary, refined. We will consult on any changes made to our streets in this way prior to any trials becoming permanent. We will also work closely with our neighbouring boroughs to ensure the impacts of our trials are understood both within and beyond our borders. This approach will allow people to better understand the nature of proposed changes and provide feedback based on real experience.~~

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

Key change

- The following key targets, as listed in the table below, have been amended to reflect changes to baselines, interim and long-term targets and methodology updates:
 - People rating the experience of walking in the City as pleasant - description, baseline and target amended to reflect 2022 survey results and change to methodology of data collection.

- Number of people killed and seriously injured on our streets - baseline revised due to change in definition of seriously injured casualties; interim target amended reflecting 2022 recorded figure, indicating anticipated trend.
- People rating the experience of cycling in the City as pleasant - description, target amended to reflect 2022 survey results and change to methodology of data collection.
- Proportion of zero emission capable vehicles entering the City - baseline to be reset to 2022 following data collection.
- New key targets proposed to monitor:
 - The reduction of carbon emissions from traffic reduction and the transition to electric vehicles, with methodology to align with CAS team and baseline for 2019 to be calculated.
 - Perceptions of City street accessibility for people of all ages and abilities with baseline to be set to 2022 following survey results.
- Other performance indicators may be developed in response to emerging priorities and consultation feedback
- Other performance indicators may be amended to be more inclusive to ensure all data collection aligns with our principles of inclusion

Context

- The data collection method for people rating the experience of walking and rating the experience of cycling in the City as pleasant changed in 2022, therefore we have redefined these two targets
- The methodology for classification of data collected for collisions and personal injuries is set at a national level. The revised classification for serious injuries was adopted in 2017 by the City Police. A 'backcasting' exercise (where older statistics are changed to reflect new ways of categorising casualty data severity) was applied after we published the Transport Strategy, and the revised 2017 figure has been applied to this target. We have therefore revised the baseline to reflect this.
- Data to baseline the proportion of zero emission capable vehicles entering the City wasn't available in 2017 at the time of establishing the target. This data is now available.
- We have a physical measure of accessible streets but not a view from disabled people or others with protected characteristics who may be disproportionately affected by specific issues. From survey data collected in 2022 we will develop a new target and baseline and ensure a sufficient representative sample each year to monitor this view.
- With the changes and additions to the proposals relating to accessibility and inclusion, we are exploring the development of new KPIs to help measure our progress. We need to ensure that our regular monitoring of views and opinions on the quality of our streets and access includes a sufficient sample size to understand if any groups with protected characteristics are reporting problems or different issues that we need to address.
- The City's Climate Action Strategy defines Square Mile scope 1 & 2 carbon saving targets, therefore recording the contribution that transport measures make to this target is required. The target reflects that we have set a target for traffic reduction of 50% by 2044, and that additional saving should be achieved based on a shift to electric vehicles which are a more efficient use of carbon.

Revised Text - changes are shown as tracked changes and highlighted in grey

We will improve the quantity and quality of data we hold on transport in the City by:

- Exploring the potential to improve our City-wide database of vehicular and pedestrian traffic counts by increasing count locations and the number of count days.
- Repeating the City Streets survey every two years (as a minimum) to understand what people who live and work in, or travel through the Square Mile think about transport and streets in the City
- Ensuring that our data collection is inclusive and captures the views and impacts of transport policy and measures on people with different protected characteristics including through public perception surveys.
- Exploring the potential to gather ongoing feedback through web or app-based surveys and interactive maps
- Making best use of technological advancements in sensors and other monitoring methods to improve both the quality and the quantity of data we collect, reduce of the cost of data collection, and increase the speed of data processing
- Sharing data with other organisations that collect metrics on relevant indicators
- Ensuring our data is standardised whenever possible and protected from inappropriate use or exploitation
- Exploring opportunities to make our databases more publicly accessible (in compliance with GDPR) when relevant
- A measure to capture carbon savings associated with traffic reduction and the switch to EVs.

Some of the data used for monitoring and evaluating the Strategy will be provided by outside organisations. We will engage with these data owners and sources to review our targets and performance indicators as new datasets become available, and work with them to obtain data and information that is appropriate, up to date, and reliable.

City of London Key Targets

City of London Key Targets	Baseline	2030	2044
<ul style="list-style-type: none"> Reduction in <u>all-day</u> motor vehicle traffic <u>volumes</u> 	185k	139k (-25%)	93k (-50%)
<ul style="list-style-type: none"> <u>Proportion of p</u>People <u>who strongly agree that their</u>-rating experience of walking in the City as pleasant 	<u>28% (2022)</u> 40%	<u>50%</u> 35%	75%
<ul style="list-style-type: none"> Number of kilometres of pedestrian priority streets 	25km (25%)	35km (33%)	55km (55%)
<ul style="list-style-type: none"> Number of people killed and seriously injured on our street 	<u>61</u> 54- KSIs	<u>20</u> <16 KSIs	0 KSIs
<ul style="list-style-type: none"> <u>Proportion of p</u>People <u>who strongly agree that</u> Number of people rating their experience of cycling in the City as pleasant 	<u>10%</u> <u>(2022)</u> 4%	<u>45%</u> 35%	75%
<ul style="list-style-type: none"> <u>Increase in the n</u>Number of people cycling 	44k	66k (+50%)	88k (+100%)
<ul style="list-style-type: none"> <u>Increase in the p</u>Proportion of zero emission capable vehicles entering the City 	<u>2022</u> <u>baseline</u> N/A	90%	100%
<ul style="list-style-type: none"> <u>Reduction in all-day m</u>Motorised freight vehicle volumes 	39k	-15%	-30%
<ul style="list-style-type: none"> <u>Reduction in P</u>peak-time motorised freight vehicle volumes 	18k	-50%	-90%
<ul style="list-style-type: none"> <u>NEW: Reduction in C</u>carbon tonnes from <u>transport on City s</u>streets 	<u>2022</u> <u>baseline</u>	<u>tbc</u>	<u>tbc</u>
<ul style="list-style-type: none"> <u>NEW: Disabled people who strongly agree that City s</u>streets as <u>accessible for people of all ages and abilities</u> 	<u>Tbc</u>	<u>Tbc</u>	<u>Tbc</u>

Proposal 54: Support change across London that is aligned with this Strategy - Green

Key change

- No change

Context

- Positive change beyond the Square Mile's boundary is still considered necessary to supporting the attractiveness of the City as a place to live, work, learn and visit..

Revised text - changes are shown as tracked changes and highlighted in grey

The Square Mile does not exist in isolation and change across the Capital is required to maintain the City's attractiveness as a place to live, work, learn and visit. We will support projects and initiatives delivered by TfL and London's boroughs that align with the vision, aims and outcomes of this Strategy. We will also support changes to relevant national policy and legislation that will positively impact on transport and connections to London.