

| | |
|---|--|
| Committee(s) | Dated: |
| Planning and Transportation Committee | 23 July 2024 |
| Subject: Transport Strategy: 2023/24 Annual Report and Delivery Plan 2024/25 – 2029/30 5-year period | Public |
| Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly? | - Providing excellent services - Diverse Engaged Communities - Dynamic Economic Growth - Leading Sustainable Environment - Vibrant Thriving Destination - Flourishing Public Spaces |
| Does this proposal require extra revenue and/or capital spending? | N |
| If so, how much? | £ n/a |
| What is the source of Funding? | n/a |
| Has this Funding Source been agreed with the Chamberlain’s Department? | n/a |
| Report of: Bob Roberts, Interim Executive Director Environment | For Discussion |
| Report author: Samantha Tharme | |

Summary

The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over 25 years, to 2044. The Transport Strategy is supported by a 5-year Delivery Plan. This is updated annually, with the current plan providing details of projects and activities to deliver the Strategy for the period 2024/25 – 2029/30.

This report summarises the Annual Report which details progress with delivering the Transport Strategy in 2023/24 and the Delivery Plan for 2024/25 – 2029/30. Both documents can be found in Appendices 1 and 2.

Many of the projects to deliver the Transport Strategy support delivery of the City Corporation’s Climate Action Strategy, including through tree planting and street greening. Projects also help mitigate the departmental road safety risk (ENV-CO-TR 001) and corporate risks relating to the Climate Action Strategy (Corporate Risk 30) and Air Quality (Corporate Risk 21).

Schemes delivered last year (2023/24) include:

- In July 2023, permanent traffic orders were implemented for King Street, Cheapside, King William Street and Old Broad Street/Threadneedle Street. The traffic restriction on Chancery Lane was an experimental traffic order and a decision to make this permanent was made in May 2024.
- Construction is complete on the scheme on King Street, with wider pavements and improved crossing facilities, with traffic one way northbound.

- The Bevis Marks Sustainable Drainage System (SuDS) scheme was completed in June 2023. Other completed schemes include the installation of the terracotta seating in partnership with the EC BID and further tree planting, with Jubilee Gardens re-landscaping having started on site
- Healthy Streets minor schemes were delivered at 9 locations
- Public realm and walking improvements in the Mark Lane area were substantially completed in September 2023.
- An experimental cycle lane was introduced along the Bevis Marks corridor.
- 140 cycle parking spaces (for private bicycles) have been installed across the City

Work on education and road danger reduction engagement included:

- The City Police running 34 roadshow sessions which included the security marking of over 650 cycles to promote and improve cycle safety and security.
- The City Police undertook 592 arrests for road traffic offences (a change from 686 in 2022). Numbers of traffic offence reports (TORs) and fixed penalty notices (FPNs) increased to 2,980 (from 1,256 in 2022).

The Transport Strategy includes a set of key targets. These are reported on a bi-annual basis. We have now commenced data collection in alternate years in June, so 2023 data is included in a summary document in Appendix 3. There is no update to traffic related KPIs as these follow the Autumn survey rounds, to allow comparison over longer periods.

2023 saw encouraging trends in two datasets which are monitored annually. . There were 42 people seriously injured on the City's streets in 2023, which is the lowest number on record, apart from pandemic years; however 42 is still well above our Vision Zero ambition and underlines the importance of working towards this, to bring the figure down further. We have also seen significant reductions in levels of NO2 concentrations, with only two sites exceeding the annual mean air quality objective (AQO). This is a substantial improvement since 2019, when 15 sites exceeded the AQO.

The Delivery Plan for 2024/25 - 2029/30 is provided in Appendix 2. For 2024/25 TfL funding has returned to a predictable amount although approximately half of previous annual allocation (now around £450k). This supports the minor works programme and strategic initiatives. Funding for much of the Delivery Plan, and in particular major projects, is largely from the Community Infrastructure Levy (CIL), On Street Parking Reserve (OSPR) and Section 278 (S278) developer contributions.

Recommendation

- Members of the Planning & Transportation Committee are asked to note the report.

Main Report

Background

1. The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over 25 years, to 2044.
2. Section 1 of this report provides an update on progress in delivering the Transport Strategy in 2023/24. Details for each project and scheme is set out in the Annual Report (Appendix 1).
3. The Transport Strategy is supported by a 5-year Delivery Plan. This provides details of current projects to deliver the Transport Strategy and is updated on an annual basis. Section 2 of this report highlights the main items in the Delivery Plan. The Delivery Plan for 2024/25 – 2029/30 is provided in Appendix 2.
4. We are currently reviewing the Transport Strategy, with the aim of an updated version being adopted in autumn 2024. In April 2021, the Streets & Walkways Sub-Committee agreed that the Transport Strategy Vision, Aims and Outcomes are still considered relevant and fit for purpose and that an update, rather than a wholesale revision of the Transport Strategy is appropriate, with 2044 remaining the end year.
5. In October 2023, the Planning and Transportation Committee approved draft changes to the Strategy for consultation. Consultation then took place using an online consultation website called Commonplace, between November 2023 and January 2024.
6. The Commonplace online consultation received responses from over 430 individuals, across the 13 elements of the consultation (some individuals made more than one contribution, totalling over 750 contributions).
7. In addition, more than 50 residents and visitors attended local drop-in sessions. A further 26 stakeholders attended a Stakeholder Workshop, eight attended City of London Access Group (CoLAG) workshops, business representatives and interest groups provided some very detailed individual comments and 1-1 meetings were held with key stakeholders.
8. We have now finalised the proposed revisions to the Transport Strategy and are presenting the draft final version of the document to this Committee, alongside this report.

Section 1: Transport Strategy progress in 2023/24

9. This section summarises progress in 2023/24 for the projects and activities that are delivering the Transport Strategy. The full Annual Report is provided in Appendix 1.

Bank Junction

10. The All Change at Bank project has progressed well this year. Construction of the main junction area was completed by November 2023 in time for the Lord Mayor's Show. This included the significant widening of the pavement outside

of Mansion House and the narrowing of Mansion House Street to a lane in each direction.

11. The new traffic signal infrastructure was commissioned in November and all of the new traffic orders became operational during 2023.
12. The timings of restrictions and the mix of traffic has recently been reviewed and it has been decided (June 2024) to progress an experimental traffic order at Bank to allow taxi access during restricted times.

Moorgate Area

13. The project includes improvements to junctions, pavement widening and public realm enhancements on and around Moorgate Station. It is split into four complementary elements and includes the Section 278 works at 101 Moorgate that sits within the project area, which is part of the Crossrail integration works.

St Paul's Gyratory transformation

14. Design work and traffic modelling have continued to progress this year, along with engagement with the developer teams. The project is currently at detailed design stage for both the highway changes and the public space, which are programmed to complete design work in October 2024 and March 2025 respectively before construction commences in mid-2025.
15. The project will be delivered in two phases, with Phase 1 around 81 Newgate Street delivered in 2025-27, and Phase 2 around the Rotunda expected to be delivered beyond 2032.

Pedestrian Priority programme

16. In July 2023, permanent traffic orders were implemented for King Street, Cheapside, Old Jewry, King William Street and Old Broad Street/Threadneedle Street. The traffic restriction on Chancery Lane was an experimental traffic order and a decision to make this permanent was made in May 2024.
17. Construction is complete on the scheme on King Street, with wider pavements and improved crossing facilities, with traffic one way northbound.
18. On Old Broad Street and Threadneedle Street, a one-way for motorised traffic was made permanent. Designs for footway widening, contra-flow cycling and crossing improvements are ongoing.
19. On Old Jewry, it was agreed to start an experimental traffic order (ETO) to open the street southbound to motorised traffic. This commenced in early July 2024.

Liverpool Street Area

20. Work commenced on the Healthy Streets Plan in 2022/23 and it was approved by Streets and Walkways Sub-Committee in May 2024. The plan is presented to the July 2024 Planning and Transportation Committee, alongside this report.
21. It sets out requirements for the area associated with wider redevelopment proposals and opportunities in the area.

Fleet Street Area

22. Following data collection, concept design and engagement with stakeholders, a draft Healthy Streets Plan was produced. Public consultation on the plan was undertaken in spring 2023 and the plan was subsequently amended to take on board comments received. The Plan was then adopted by committees in November 2023.
23. Projects are to be taken forward as funding becomes available. A Fleet Street Area Working Group has been established to guide the delivery and met last in February 2024.

City Cluster Area

24. The Bevis Marks Sustainable Drainage System (SuDS) scheme was completed in June 2023. Other completed schemes include the installation of the terracotta seating in partnership with the EC BID and further tree planting, with Jubilee Gardens relandscaping having started on site.
25. Funding was agreed for the delivery plan to 2028, which included the development of designs to transform Leadenhall Street which will be delivered in phases to coordinate with development activity in the area.

Smithfield and Barbican Area.

26. The concept design and associated overarching strategies were completed in July 2022. At this point the programme was paused until decisions regarding the London Museum relocation and the markets consolidation programme were confirmed.
27. Following the approval of the planning application for the London Museum in April 2023, it was agreed to restart the public realm and transportation project, focussing on Area 1 around the London Museum. Good progress has been made, with the on-going stakeholder engagement and work on diversity and inclusion.
28. The London Museum Section 278 project was also initiated in February 2023. Since April 2023, work has been completed to solidify the scope of the S278 between the City Corporation and Museum of London.

Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan (HNP)

29. The Barbican Bunhill and Golden Lane Healthy Neighbourhood Plan is a series of traffic management and public realm interventions to reduce through traffic on some streets, improve local air quality and enhance the public realm. The plan is a joint project between the City Corporation and the London Borough of Islington.
30. The HNP will set out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy.
31. A joint public engagement consultation in partnership with Islington Council was completed in March 2023. A report on the engagement was presented to elected members in July 2023. Work to develop plans for further consultation has been undertaken over the last year including data collection and scenario testing.

Minor schemes and public realm programme

32. Over the course of 2023/24, a number of Healthy Streets minor schemes were delivered that included raised carriageways to improve accessibility, reduce road danger and give more priority to people walking and cycling in the City. Raised carriageways were introduced on:
- Tallis Street by Temple Avenue
 - Furnival Street by Holborn
 - Vine Street by India Street
 - Blackfriars Lane by Queen Victoria Street
 - St Mary At Hill by Eastcheap
 - an existing pedestrian crossing on Distaff Lane by Cannon Street
 - an existing pedestrian crossing on Queen Victoria Street by Peter's Hill
 - Garlick Hill by Cannon Street
 - Cullum Street by Fenchurch Street
33. Public realm and walking improvements in the Mark Lane area were substantially completed in September 2023. Works included wider pavements and measures to make walking easier and more convenient, alongside reinstating trees that had been removed to facilitate nearby development.
34. 2023/24 saw the delivery of a number of smaller Section 106 and Section 278 transport and public realm improvements associated with new developments.
35. Section 278 projects that have been initiated this year include:
- 65 Gresham Street – pedestrian priority improvements in Aldermanbury and other more minor changes around the development
 - 61-65 Holborn Viaduct – scope to be determined
 - Middlesex Street Estate Eastern Police Base – scope to be determined
 - Friary Court – potential creation of a new public space in Rangoon Street and other more minor changes around the development
 - Bevis Marks House – scope to be determined
 - 100 Leadenhall Street – scope to be determined
 - St Brides House – scope to be determined
 - 65 Fleet Street – improvements to Fleet Street, Whitefriars Street and Bouverie Street
 - 1 Golden Lane – improvements to Golden Lane and other more minor changes around the development
 - 100 New Bridge Street – scope to be determined
 - Seal House – improvements to the Riverside Walk and Swan Lane (not including Swan Lane Pier)
 - 14-21 Holborn Viaduct – scope to be determined
36. In 2023/24, progress involved engagement with the relevant developers, and further scheme updates will be reported to Committee individually.
37. A number of specific public realm improvements have been progressed this year, including:

- the Moor Lane project that will improve the walking environment and increase greenery, whilst accommodating the requirements of the new development at 21 Moorfields,
- climate resilience measures, walking and public realm improvements at the environs of Mansion House station,
- Salisbury Square public realm improvements, including enhanced public space and new east-west walking routes,
- parklets, with seating and planting areas introduced in 8 locations around the city,
- the Cool Streets and Greening Programme, with a four-phased approach including Sustainable Drainage System schemes, climate resilience measures, greening and biodiversity.

City cycle infrastructure

38. Good progress has been made in 2023/24 in expanding the City's cycle infrastructure, with progress towards Phase 1 of the City's cycle network, including Route 1 C1 to Monument via Bank and Route 2, Aldgate to Blackfriars via Bank.
39. An experimental cycle lane using wands for semi-protection was introduced along the Bevis Marks corridor (St Botolph Street to Bishopsgate) in April 2022. Following feedback, some minor modifications and monitoring, the scheme was made permanent in October 2023.
40. The cycle parking programme has now transitioned to the micromobility parking programme as it also includes the parking of rental e-scooters and cycle hire (dockless bikes).
41. This year, 140 cycle parking spaces (for private bicycles) have been installed across the City.

Road danger reduction – Safe streets

42. Of the schemes listed above, a number have a particular focus on road danger reduction to help contribute to the achievement of the City Corporation's Vision Zero ambition. These schemes include:
- All Change at Bank.
 - St Paul's Gyratory transformation
 - Pedestrian priority programme
 - Healthy Streets minor schemes
 - Liverpool Street and Fleet Street Healthy Streets Plans.

Road danger reduction education, events and campaigns

43. During 2023/24, we continued to collaborate with the City of London Police to deliver road danger reduction events and campaigns. These included:
- The City Police running 34 roadshow sessions which included the security marking of over 650 cycles to promote and improve cycle safety and security.
 - Collaboration on several road danger reduction events, hosting five 'Exchanging Places' events with our partners from Speedy Services,

FM Conway and the City of London BIDS to provide an interactive experience that allows cyclists to experience what it is like to be in a heavy goods vehicle (HGV) and see themselves from the perspective of a driver.

- Cycle training, with 51 people participating in Bikeability training and 19 people receiving specific cargo bike training.

44. The Roads Policing team continued to engage with and educate users of the City's streets, whilst targeting unsafe and illegal road user behaviour where appropriate. The City Police Roads Policing Unit has undergone significant recruitment and an increase in staff numbers over the last 18 months. This increased resourcing, as well as improved targeting through an intelligence-led approach accounts for the significant increase in engagement and enforcement activity, as follows:

- the City Police undertook 592 arrests for road traffic offences (a change from 686 in 2022). However, numbers of traffic offence reports (TORs) and fixed penalty notices (FPNs) increased to 2,980 (from 1,256 in 2022).
- In 2023, 429 arrests were made for 'driving or riding under the influence of drink or drugs', an increase of 21 from the previous year. 15 arrests were made for dangerous driving/riding (up from 12 in 2022), and a further six for 'driving/riding without due care'.
- 406 TORs or FPNs were issued for 'driver/rider distraction' (up from 130 in 2022), 331 for issues relating to insurance (from 312 in 2022), 486 for contraventions relating to 'signs and lines' e.g. red light contraventions (up significantly from 29 in 2022) and 342 for speeding (compared to 42 in 2022).

45. In February 2023, the Vision Zero action plan was approved by the Police Authority Board, following agreement by the Planning and Transportation Committee in November 2023. The final version of the Plan will be published in June 2024. The Plan includes a bold and ambitious set of actions that when delivered in combination, will lead to a reduction in risk on the City's streets.

46. Over the course of late 2023, we completed a trial into the use of advanced driver assistance systems in the City Corporation fleet. Three different systems were trialled on vehicles in the fleet; an intelligent speed assistance device that limits the vehicle speed to the prevailing speed limit, a driver coaching device that alerts and coaches drivers on how to improve driving behaviour, and a more basic telematics device that records information on the vehicle and driving style. We evaluated the different devices to understand their benefit and appropriateness and will be exploring funding options to potentially expand their use across more vehicles in the fleet.

Review of the City of London Transport Strategy

47. Over the course of 2023, we undertook a review of the City of London Transport Strategy.

48. Over last 18 months, we completed a comprehensive programme of engagement with stakeholders. Initial engagement included workshops, drop-

in sessions, focus groups and a City-wide survey, before a seven-week consultation on the proposed changes to the Transport Strategy ran from Thursday 16 November 2023 to Sunday 7 January 2024.

49. The review is now scheduled to be completed in autumn 2024, when the revised Transport Strategy is expected to be adopted and published.

Travel data and trends

50. The City of London Corporation has conducted a City-wide traffic survey roughly every two years since 1999 to better understand the levels and patterns of traffic in the City. Further detail is provided in the Annual Report Data Summary (Appendix 3).
51. Historically, all traffic data collected in the City has been recorded in the autumn. In order to build a picture of activity on City streets throughout the warmer months, in 2023, summer counts were undertaken, to assess seasonal fluctuations in the make up of traffic and pedestrians on our streets. The number of sites surveyed was increased to 31 in 2021, and 2023 acts as the 'baseline year' for the summer traffic counts.
52. In the future these will be undertaken every two years and in future annual reports we will report upon the variations in traffic levels compared to this baseline.
53. Data relating to collisions and casualties on the streets of the Square Mile is published by TfL each June for the previous calendar year. Encouragingly, 2023 figures show a significant reduction in the number of serious injuries, with a total of 42, compared to 59 in 2022. The figure of 42 is the lowest number on record in the City outside of a pandemic year, when there were 40 in 2021 and 41 in 2020.
54. This 29 per cent reduction in fatal and serious injuries suggests promising progress towards our Vision Zero goal, but with almost 200 people injured on our streets last year the figures underline the importance of the City Corporation and City Police committing to reducing road danger.

Table 1: Casualty data for the period 2018 to 2022

| Year | Fatal | Serious | Slight | Total |
|------|-------|---------|--------|-------|
| 2023 | 0 | 42 | 156 | 198 |
| 2022 | 0 | 59 | 144 | 203 |
| 2021 | 1 | 39 | 112 | 152 |
| 2020 | 0 | 41 | 87 | 128 |
| 2019 | 1 | 75 | 267 | 343 |

Progress against Transport Strategy key targets

55. The City of London Transport Strategy includes a set of key targets. These are tracked and reported against every two years. KPI data up to 2023 is included in Table 2, as follows.
56. Historically, all traffic data collected in the City has been recorded in the Autumn. To build a picture of activity on City streets throughout the warmer

months, in 2023, summer counts were undertaken, to assess seasonal fluctuations in the make up of traffic and pedestrians on our streets. It is for this reason that not all the KPIs included in the table below include an update for 2023.

Table 2 – Transport Strategy Key Targets summary and progress

| Transport Strategy Key Targets | Units | 2017 Baseline | 2030 Target | 2044 Target | 2022 Update | 2023 Update |
|---|---------------------------------------|----------------------|--------------------|--------------------|---------------------|--------------------|
| Reduction in motor vehicle traffic (12hr daytime) | Motor vehicles | 185k | 139 (-25%) | 93k (-50%) | 137k (-26%) | - |
| Number of people killed and seriously injured on our streets (annual total) | Persons | 54 | <16 | 0 | 59 | 42 |
| Reduction in motorised freight vehicle volumes (24hrs) | Freight vehicles | 39k | 33k (-15%) | 27k (-30%) | 34k (-14%) | - |
| Reduction in motorised freight vehicles volumes (peak periods) | Freight vehicles | 18k | 9k (-50%) | 2k (-90%) | 16k (-11%) | - |
| Number of km of pedestrian priority streets (km of pedestrian priority/pavement widening) | Kilometres/ percent of all streets | 25km/25% | 35km/35% | 55km/55% | 26.3km/26.3% | 27.8km/28% |
| Increase in the number of people cycling | Cycles | 44k | 66k (+50%) | 88k (+100%) | 47k (+7%) | - |
| Proportion of zero emission capable vehicles entering the City | n/a | 2022 baseline | 90% | 100% | 2022 baseline (30%) | - |
| <i>@People rating experience of walking in the City as pleasant</i> | <i>n/a</i> | <i>10%</i> | <i>35%</i> | <i>75%</i> | <i>75%*</i> | <i>-**</i> |
| <i>People rating experience of cycling in the City as pleasant</i> | <i>n/a</i> | <i>4%</i> | <i>35%</i> | <i>75%</i> | <i>36%*</i> | <i>-**</i> |

*Note that the survey method was revised in 2022 so these figures are not directly comparable. The new method will be repeated for future years.

** Surveys of street users perceptions did not take place in 2023

City of London Air Quality Annual Status Report

57. Motor traffic in the Square Mile is a significant contributor to nitrogen dioxide (NO₂). It also impacts on particulate matter (PM), though to a lesser extent, as particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. The Transport Strategy outcome 'The Square Mile's air and streets are cleaner and quieter' includes proposals that are directly aimed at improving air quality. Air quality is identified as a Corporate Risk (CR21).

Nitrogen Dioxide

58. 24 NO₂ diffusion tubes were deployed in 2018 to measure the impacts of the City Corporation's Transport Strategy.

59. From 2020 onwards, NO₂ concentrations have remained steady, with some minor fluctuations across sites. While a number of these sites have been discontinued, of the 16 active sites, all were compliant with the annual mean air quality objective (AQO) in 2023 except for T3 (Seething Lane) and T21 (North Old Bailey). Both sites have continually exceeded the annual AQO since their inception. This is a vast improvement since 2019, when as many as 15 of these sites exceeded the AQO.

60. A further 22 diffusion tubes monitor NO₂ on and around Bank Junction. 2023 figures show a continued reduction in NO₂ at the junction since 2022. NO₂ concentrations are now almost half the level they were in 2017.

61. NO₂ is also measured by continuous analysers at two roadside sites, namely Walbrook Wharf (CTA), Beech Street (CT4) and one urban background site at The Aldgate School (CT3). 2023 results show NO₂ has decreased by 5µg/m at Beech Street since the previous year, however NO₂ levels are still up 17µg/m on 2020 levels, due to the combined impact of the traffic levels on Beech Street increasing back to pre-COVID-19 pandemic volumes and the allowance of all vehicles through the tunnel following the suspension of the Zero Emissions Street experiment in September 2021. Overall, there has been a rebound in concentrations since 2020, but not to the level of pre-2020 concentrations.

PM10 and PM2.5

62. PM10 is measured using continuous analysers at two roadside sites, namely Walbrook Wharf (CTA), Beech Street (CT4) and one urban background site at The Aldgate School (CT3). All PM10 monitoring sites have complied with the annual mean AQO for the past seven years. Within the seven-year period CT3 and CT4 have seen a similar reduction in concentration; 8.1 µg m⁻³ and 7.8 µg m⁻³, respectively. 2023 was the second year of monitoring completed at CTA, and first where data capture was above the annualisation threshold.

63. For the fifth consecutive year, all sites have met the Government annual average air quality limit for PM10 pollution (40 µg/m³) and the short-term objective of not exceeding 50µg/m³ on more than 35 days in the year. For the

second year running, all sites remain under the World Health Organisation 2005 guidelines ($20 \mu\text{g}/\text{m}^3$) for annual average concentration of PM10.

64. PM2.5 is measured using continuous analysers at two locations: Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. The two PM2.5 monitoring sites have complied with the annual mean AQO ($20 \mu\text{g m}^{-3}$ to be achieved by the 1st of January 2020) for the past seven years. Both sites present an overall decline between 2017 and 2023.

Section 2: Transport Strategy Delivery Plan 2024/25 – 2029/30

65. The 2024/25 – 2029/30 Delivery Plan is provided in Appendix 2.
66. Overall, the delivery plan for the next five years is similar to the 2023/24 Delivery Plan as many projects and activities are developed and delivered over several years. Some smaller schemes are delivered under rolling programmes (such as Healthy Streets Minor Schemes) which will continue into the next plan period.
67. The Delivery Plan is structured on both an area and programme basis. It commences by setting out the proposed Major Projects and City Cluster programmes, before explaining changes over the next five years to the Liverpool Street, Fleet Street and Smithfield and Barbican areas as part of Healthy Streets Plans and other associated work.
68. Lastly, the Delivery Plan covers Minor Schemes, Cycling Infrastructure, Public Realm and the Strategic Transportation Programme and plans for the period 2024/25 – 2029/30.
69. Key highlights from these programmes are listed below:
- The All Change at Bank project will continue to simplify the junction creating new areas of public realm with seating and greening.
 - Phase 1 of the St Paul's Gyrotory project will partially remove the gyrotory system and deliver significant benefits for people walking, wheeling and cycling, along with transformational public realm improvements in the form of a new public square (Greyfriars Square).
 - The City Cluster Area Programme will continue with Pedestrian Priority street improvements, the Wellbeing and Climate Change Resilience Programme and events as part of the activation and engagement programme.
 - London Wall Corridor Study which is considering options for the corridor to be delivered in combination with Section 278 projects, schemes will also aim to address collision issues at two junctions with Moorgate and Broad Street.
 - New schemes will be delivered as part of the Healthy Streets Minor works programme.
 - A number of minor Section 106 / Section 278 transport improvements around development sites in line with the Transport Strategy.
 - Partnership programme as Zero Emission Network under Mayors Air Quality Fund to include rental cargo bikes and last mile hubs (across City of London and four neighbour boroughs). Working with residents and BIDs.
 - Accessibility Tool (CoLSAT) update and relaunch to of design tool for improving accessibility on city streets and to disseminate more widely.

Corporate & Strategic Implications

Strategic implications

70. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes:

- Providing Excellent Services
- Diverse Engaged Communities
- Dynamic Economic Growth
- Leading Sustainable Environment
- Vibrant Thriving Destination
- Flourishing Public Spaces.

71. The Transport Strategy will support and help deliver the objectives of the City Plan. Work is in progress on the City Plan review which is being undertaken in parallel with work and recommendations to inform the Transport Strategy Review.

72. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risk CR21 – Air Quality.

73. The strategy review has ensured that alignment with other Corporate priorities and areas of work is identified and addressed. These include health and wellbeing, crime prevention and community safety and air quality.

74. The Strategy review has also considered how to best support the Destination City programme and the City's ongoing recovery from the Covid-19 pandemic.

75. The City Corporation is required to demonstrate how it is delivering the Mayor's Transport Strategy (MTS), which is done through submission of the Local Implementation Plan (LIP). The Transport Strategy forms part of our LIP. The vision, aims, outcomes and proposals of the Transport Strategy are in line with the MTS.

Financial implications

76. We will continue to provide a costed 5-year Delivery Plan, which will be provided alongside the updated Transport Strategy. This will be updated annually and reported to the Planning & Transportation Committee.

77. Approval for funding for projects within the Delivery Plan will be sought as necessary through the annual capital bidding process for funds from CIL, OSPR and other sources as appropriate. Section 106 developer funding through planning agreements are ring fenced by purpose, and in most cases by location, approvals as required will be from Resource Allocation Sub-Committee.

78. Data collection, engagement and consultation costs associated with the review are funded through local risk budget and TfL - LIP funding.

Resource implications

79. Staff resource is in place to deliver the Transport Strategy. The Strategic Transport Team is in place to complete the Delivery Plan and Annual Report on work completed and liaises with other teams as appropriate.

Equalities implications

80. A full Integrated Impact assessment including Equalities Impact Assessment (EQIA) was undertaken for the development of the Transport Strategy. We commissioned a full EqIA which informed the review of the Transport strategy. EQIAs are undertaken for all relevant projects that support the Transport Strategy.

Climate implications

81. Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use and a switch away from fossil fuel vehicles. Addressing climate resilience on our street network and in scheme delivery is now a feature of our schemes. The review of the Transport Strategy will consider changes required to support the delivery of the adopted Climate Action Strategy.

Security implications

82. As the Transport Strategy is relevant to the management of public space and the transport network, security implications are relevant at a detailed level and inform decision making at a scheme level.

Conclusion

83. This report summarises progress with delivering the Transport Strategy in 2023/24 and sets out the Delivery Plan for 2024/25 – 2029/30.

84. During the 2023/24 financial year we made good progress on a wide range of projects that contribute to making the Square Mile's streets and public spaces more attractive, accessible places for people to walk, cycle and spend time.

85. Highlights included construction work commencing on the All Change at Bank project, design work and engagement on the St Paul's Gyatory scheme, completion of Pedestrian Priority schemes, progress with the City's cycle infrastructure and various road danger reduction initiatives.

86. Progress on individual schemes and delivery dates are reported in the Annual Report in Appendix 1. The Delivery Plan for 2024/25 - 2029/30 is provided in Appendix 2.

Appendices

- Appendix 1: Transport Strategy Annual Report 2023/24
- Appendix 2: Transport Strategy Delivery Plan 2024/25 - 2029/30
- Appendix 3: Transport Strategy City Streets Data Summary Report

Background Papers

- City of London Transport Strategy
<https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf>

Samantha Tharme
Head of Strategic Transportation
Department of Environment

T: 07542 228918

E: samantha.tharme@cityoflondon.gov.uk