

Policy and Projects Annual Report

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Schemes and Projects Progress

Major Projects

All Change at Bank

Scheme includes elements that widen pavements, utilising carriageway space freed up from the removal of traffic during the daytime. New public realm space includes tree planting and other greening.

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

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

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

The new traffic signals were commissioned in November and all of the new traffic orders became operational during 2023. Work continued on widening the pavements on Queen Victoria Street, outside the Magistrates Court. New rain gardens were installed and three new trees were planted by the end of March 2024.

Work continues on Threadneedle Street to widen pavements outside the Bank of England and install a cycle lane. Completion is planned for the end of June 2024.

Some final elements of tree planting on Threadneedle Street will take place in Autumn 2024. Subject to funding, we will improve accessibility to the raised seating area outside the Royal Exchange, with additional seating.

Following the Court of Common Council Motion in April 2022 to immediately start the planned traffic and timing review of the restrictions at Bank, the review concluded in May 2024. In June 2024, the Court of Common Council voted to allow taxis to access Bank Junction for a trial period. The change is expected to come into effect in Spring 2025, provided Transport for London approve the proposal.

Moorgate Area

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

- Project start: 2019/20
- Project end date: 2026
- Total budget: £6,000,000 (+ further S106/CIL/OSPR to be agreed)

The project is split into four complementary elements, including Section 278 works at 101 Moorgate, which is part of the Crossrail integration works. The four project elements are:

1. the Ropemaker Street/Moorgate junction;
2. Moorgate between Ropemaker Street and London Wall;

3. the London Wall/Moorgate junction; and,
4. Moorfields north.

The design for improvements to the Ropemaker Street/Moorgate junction has been approved by TfL and is awaiting approval from the London Borough of Islington.

A concept proposal for the Moorgate corridor between Ropemaker Street and London Wall has been developed and includes wider pavements, improvements for people who cycle and a new pedestrian crossing close to the Finsbury Circus junction, which will be introduced as part of the 101 Moorgate Section 278 works scheduled for autumn 2024.

Design options for improving the Moorgate/London Wall junction have been developed and will now be further developed as part of the London Wall corridor study.

A concept design has been approved for Moorfields north and will be progressed further subject to a successful funding bid.

St Paul's Gyrotory transformation

Creating additional public space - Greyfriars Square - through the partial removal of St Paul's gyrotory system and the Museum of London roundabout. New and enhanced public realm and cycle improvements.

- Project start: 2013/14
- Project end: 2027 (phase 1)
- Total budget: £15-17,000,000 (Phase 1)

This project will partially remove the gyrotory system between St Paul's Underground station and the old Museum of London roundabout (the Rotunda). One-way streets on Newgate Street and St. Martin's le Grande will be made two-way for traffic with significantly enhanced cycle infrastructure. This enables the creation of a new public space, to be named Greyfriars Square, located to the west of the redeveloped 81 Newgate Street.

Design work and traffic modelling have continued to progress this year, along with engagement with the relevant developers. The project is currently at detailed design stage for both the highway changes and the public space. Design work will complete in October 2024 and March 2025, respectively before construction commences in mid-2025. The project will be delivered in two phases, with Phase 1 around 81 Newgate Street delivered in 2025-27. Phase 2 around the Rotunda will be delivered alongside the redevelopment of the old Museum of London site which received planning permission in April 2024. The timetable for phase 2 is currently unconfirmed.

Liverpool Street Area Healthy Streets Plan

The Healthy Streets Plan is a framework to identify opportunities for improvements to the streets and spaces, and particularly the pedestrian environment, associated with developments in the area.

- Project start: 2022/23
- Project end date: Healthy Streets Plan 2023/24; completed.

- Implementation: to be determined
- Total budget: tbc

Work commenced on the Healthy Streets Plan in 2022/23 and it was approved by Streets and Walkways Sub-Committee in May 2024, and is due to go to Planning and Transportation Committee in July 2024. It sets out requirements for the area associated with wider redevelopment proposals and opportunities in the area. Most of the Elizabeth Line implementation works were completed in 2020/21 and all remaining work will be taken forward with wider area plans.

Fleet Street Area Healthy Streets Plan

High level framework for public realm improvements and traffic management in the Fleet Street area. This will identify opportunities to improve the streets and spaces, particularly the environment for people walking and wheeling.

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

Following data collection, concept design and engagement with stakeholders, a draft Plan was produced. The Plan identified a series of potential improvements across the area. Public consultation on this plan took place in spring 2023. The plan was then amended to take on board comments received, where possible, and adopted by Streets and Walkways and Policy and Procurement Sub-Committees in November 2023.

Projects within the plan are to be taken forward as funding becomes available. A Fleet Street Area Working Group was established in February 2024. A funding bid for the Fleet Street Corridor has been made as the key priority project for the area.

Pedestrian Priority Programme

The pedestrian priority programme includes a series of street improvements to give more priority and space to people walking and wheeling, including traffic access restrictions, pavement widening and complimentary public realm enhancements.

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

Measures are tested using experimental traffic orders (ETOs) to monitor their benefits, effectiveness and impacts, before deciding whether and how to make the changes permanent. In July 2023, permanent traffic orders were implemented on King Street, Cheapside, Old Jewry, King William Street and Old Broad Street/Threadneedle Street. The traffic restriction on Chancery Lane is currently an experimental traffic order and a decision to make this permanent was made in May 2024. This year we have:

- **King Street** – completed works to widen pavements and improve crossings with general traffic made one-way northbound.

- **Cheapside** –introduced a new ETO in November 2023 to allow access for taxis at the restriction near Bread Street. Public realm measures entered design stage and are being progressed alongside other enhancements in the area.
- **Old Jewry** – decided to introduce an ETO to open the street to southbound motorised traffic – commenced early July 2024. Public realm enhancements on hold.
- **King William Street** – agreed design, funding and scheduled works on major project to widen pavements, plant trees and improve crossings at side roads. Construction due to commence in July 2024 for approximately 18 months.
- **Old Broad Street / Threadneedle Street** – made permanent the one-way traffic order and progressed designs for pavement widening, contra-flow cycling and crossing improvements.

City Cluster Area

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

- Start Date: 2019/20
- End Date: 2031/32
- Total budget: £25,000,000

The Healthy Streets Plan for this area was adopted in 2021, which built upon the approved City Cluster Vision (2019).

Since adoption, numerous projects have been built or are underway. This includes the completion of Bevis Marks sustainable drainage scheme (SuDS), the installation of the terracotta seating in partnership with the EC BID, tree planting, and the start of relandscaping works at Jubilee Gardens. Section 278 works at 40 Leadenhall Street have included new tree planting, cycle parking and seating, and widened pavements on Leadenhall Street and Fenchurch Street.

Funding was agreed for a delivery plan to 2028, which included starting the development of healthy street designs for Leadenhall Street. Construction will be phased to coordinate with nearby developments. A number of projects entered the design stage, including Creechurch Lane, St Andrew's Undershaff and Lloyd's Avenue.

An established City Cluster Programme Board provides strategic direction for the programme. The Board met three times in 2023/24.

Smithfield and Barbican Area

Smithfield Public Realm and Transportation project

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

- Start date: 2019/20
- End Date: Mid 2030s
- Total budget: £12,000,000

The concept design and associated overarching strategies were completed in July 2022. The programme paused until the planning application was approved for the London Museum in April 2023. After this, work has focussed on the public realm and transportation project around the London Museum.

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

The London Museum Section 278 project was also initiated in February 2023 with the scope of the S278 between the City Corporation and Museum of London now clarified and agreed. Surveys were carried out to understand foot and vehicle traffic in the area following Covid 19 restrictions, and to quality assure data collected pre-pandemic (2019). City officers, Museum staff and contractors meet regularly to align plans with the Museum's construction and the S278 project.

Barbican, Bunhill and Golden Lane Healthy Neighbourhood Plan

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 in the three wards. The plan is a joint endeavour between the City Corporation and the London Borough of Islington.

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

- Start Date: 2023/24
- End Date: 2025/26
- Total budget: £250,000

The HNP will set out an integrated approach to improving the public realm and managing traffic, delivering the Transport Strategy at a local level. The project area expanded to work jointly with Islington Council to take a whole-neighbourhood approach. Developing the plan will include testing the feasibility of proposals for traffic management changes, which will determine the space available for improvements to the streets and public realm. The emerging proposals will reflect the aspirations of residents and other local stakeholders and identify opportunities arising from development. The project funding does not include the delivery of projects within the Plan.

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. It is anticipated public consultation on the draft plan will take place later in 2024.

Minor schemes

Healthy Streets minor schemes

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

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

Projects delivered in 2023/24 to create more accessible pavements, make crossing side-roads quicker, easier and safer, included introducing nine raised carriageways 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
- Existing pedestrian crossing on Distaff Lane by Cannon Street
- Existing pedestrian crossing on Queen Victoria Street by Peter's Hill
- Garlick Hill by Cannon Street
- Cullum Street by Fenchurch Street

Mark Lane area

Public realm and walking improvements in the Mark Lane area, with associated changes to traffic management. Improvements are concentrated in New London Street and Mark Lane.

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

Works were substantially completed in September 2023, including wider pavements and measures to make walking easier and more convenient, alongside reinstating trees that had been removed to facilitate nearby development. The project scope was widened to incorporate wider transport considerations and were reported as part of a separate undertaking. Remaining works underway include:

- Relocating pay and display parking from a section of Mark Lane to Pepys Street following the widening of some footway.
- Installation of seating and opportunities for additional tree planting in the area.

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

Smaller scale public realm and transport works associated with new developments.

- Start date – ongoing programme
- End date – ongoing programme

- Total budget – no overall budget, budgets for individual projects vary.

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

Section 278 projects 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

In 2023/24, progress involved engagement with the relevant developers, and further scheme updates will be reported to Committee individually. Projects are at an early stage of design and will include paving, accessibility, public realm and walking improvements. Those Section 278 schemes which did complete in 2023/24 have been summarised individually in this report.

Cycling Programme

City Cycle Network Phase 1

Route 1 Cycleway 1 to Monument via Bank & Route 2: Aldgate to Blackfriars via Bank

- Start date: 2019/20
- End date: 2027/28
- Total budget: £2,000,000 - 4,000,000

Route 1 will be mostly delivered through other schemes such as the Moorgate Crossrail scheme, and King William Street pedestrian priority scheme. The remaining section of the route, South Place (not currently covered by other projects) will be designed and delivered by 2026/27.

For Route 2 (Aldgate to Blackfriars via Bank, including improvements at Mansion House Station junction), preliminary designs progressed through review with TfL, who

is funding/sponsoring the scheme. Updated designs are now awaiting initial design approval and funding confirmation from TfL to progress to public consultation. We plan to seek Committee approval to progress and consult in September 2024.

Bevis Marks cycle lanes

Semi-protected cycle lanes

- Start date: 2022/23
- End date: 2023/24
- Total budget: £30,000

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 and a review of monitoring, some minor modifications were made. The scheme was made permanent in October 2023.

Micromobility Parking

- Start date: Annually
- End date: On-going
- Total budget: Variable but approx. £50,000 per annum

Formerly the cycle parking programme, the micromobility parking programme now includes design and management of parking for rental e-scooters and cycles (dockless bikes).

This year, 140 cycle parking spaces (for private bicycles) have been installed across the City. A shorter length cycle rack has been installed to prevent excessive overhanging of cycles. The old, longer design, for example, could be used by three or four cycles each significantly overhanging the stand, reducing pedestrian comfort or creating on-street hazards. The new design should minimise pavement obstruction and improve accessibility for people walking and wheeling.

In April 2024, 6 new rental e-scooter & cycle hire parking bays were installed and 2 new parking bays are due to be installed imminently. A further 3 parking bays, the installation has been delayed due to other highway works but all are expected to be completed by early 2025.

A kerbside review identified over 75 potential new e-scooter & cycle hire locations. This was mapped against rental operators' high demand hotspots to create a prioritised parking delivery programme. This programme is expected to be completed by 2026.

Transport for London (TfL) has allocated a total budget of £600,000 for 2024/25 to support e-scooter and cycle hire parking for participating local authorities in the e-scooter trial. A funding bid application of £125,000 is planned, which would install up to 26 new parking bays.

Public Realm Programme

1 – 2 Broadgate Area

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

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

The Section 256 land exchange was taken to statutory consultation and no objections were received. The developer is now progressing a Technical Approval for the parts of the new building that will oversail the highway. Works are on schedule to start in Summer 2025.

Moor Lane

Public realm improvements including greening

- Start date: 2021/22
- End date: 2025/26
- Total budget (£): £2,968,680

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

Largely complete in April 2024, the eastern pavement now features new trees and a series of bollards to protect 21 Moorfields. It is funded through a Section 278 agreement with the developer.

The design for the western footway, including the 'gateways' at either end of the street is being considered as part of the Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan.

This will give greater clarity about possible traffic changes, and any opportunities that may arise from it for public realm design.

A collaborative working group is expected to start meeting in late 2024 to restart the project and take forward new designs.

100 Minorities

Public realm enhancements

- Start date: 2017/18
- End date: tbc
- Total budget: £1,100,000 – £1,300,000

Construction is being scheduled following completion of designs for Phase 1 Section 278, which includes repaving and highway improvements around the building.

Phase 2 includes the creation of a new public space. Detailed designs have been approved by Committees, but the project has been paused due to the sale of an adjacent property.

Mansion House Station Environs

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

- Start date: 2019/20
- End date: 2024/25
- Total budget: £840,000

Design work has progressed for climate resilience measures, to help prevent flash-flooding and maintain a healthy water table, including SuDS and rain gardens. Designs include public realm improvements along routes to the station. Consultation completed in early 2024, and public realm and climate resilience works are due to commence in September 2024.

Funding for the raised carriageway is no longer available and so this element of the project has been paused, pending funding confirmation.

Salisbury Square public realm improvements

Enhanced public space in Salisbury Square, new east-west walking routes between Dorset Rise and Whitefriars Street; pavement / carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill.

- Start date: 2026/27
- End date: 2028/29
- Total budget: £5,000,000 – £6,000,000

This design work has progressed, the project team has been established and initial Healthy Streets Check, Accessibility and Equalities Impact Assessments have been completed.

Public Realm Design Toolkit

Design guidance and technical advice for the public realm.

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

As part of the climate action strategy, the toolkit was updated to reflect best practice. Based on a review of the embodied carbon in the City's current palette of materials, the new toolkit looks to support officers in reducing embodied carbon and boosting climate resilience of the public realm and street furniture. The document was approved by committee in Nov 2023.

Parklets

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

- Start date: 2020/21
- End date: Autum 2024/25
- Total budget: £480,500

With City parklets installed, a review is underway to assess the long-term viability of each location. Adjustments to some locations were made due to local constraints,

temporary loss of street space (due to nearby construction sites) or in response to monitoring of their use.

The parklets have been well received by local stakeholders, City visitors and Business Improvement Districts with external funding for maintenance secured for some sites. The following sites have been taken forward as projects to deliver permanent improvements including pavement widening, seating and greening, these include: Creechurch Lane, Temple Avenue and Coleman Street. The future of the remaining installations is currently being assessed by officers, with the aim of presenting a proposal for a way forward in Autumn 2024.

Cool Streets and Greening Programme

Series of projects to mitigate urban heat island effect, provide shade and enhance greenery in support of Climate Action Strategy.

- Start date: 2020
- End date: 2026
- Total budget: £6,800,000

The programme has been divided into four phases as follows:

- Phase 1: Pilot projects. Most of these are complete or under construction, including raingardens at Bevis Marks and climate resilient planting on the riverside. Learning from these will inform our strategic approach going forward.
- Phase 2: Incorporation of climate resilience measures into projects. Designs are largely complete, and construction is underway or planned across a number of sites including Jubilee Gardens, Bank and Little Trinity Lane.
- Phase 3: City Greening and Biodiversity. This phase includes tree planting, relandscaping and replanting. 50 trees have been planted to date, with more to follow next planting season. Designs have been approved to relandscape Moorgate/London Wall junction and Finsbury Circus West Arm (to start on site in 2024). 17 sites are being replanted in 2023 and 2024.
- Phase 4: Sustainable Drainage System schemes (SuDS): Detailed designs have been developed for five SuDS projects, including Ludgate Broadway, Lloyds Avenue, Bread Street and Knight rider Court. Works are expected to start in autumn 2024.

Wood Street Police Station

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

- Start Date: 2022/23
- End Date: TBC
- Total budget: £1,200,000

This Section 278 project was initiated in May 2022 and is currently paused awaiting confirmation from the developer as to whether the planning application will be varied.

Cursitor Street

The western end of Cursitor Street has been improved for walking, wheeling and cycling. The area was already permanently closed to motor traffic and new areas of planting were installed along the centre of the street. A new street tree, additional cycle parking and seating have also been introduced.

- Start date: 2022/23
- End date: 2023/24
- Total budget (£): £358,942

2-6 Cannon Street S278

Public realm improvements in collaboration with a neighbouring development site.

- Start date: 2021/22
- End date: 2023/24
- Total budget (£): £1.17m

This project has delivered a range of improvements to Distaff Lane and surrounding green spaces. The developer of the 2-6 Cannon Street site created a new, publicly-accessible garden within their site. A raised table was introduced on Distaff Lane to connect the new garden with the small square adjacent to the Guild Church of St Nicholas Cole Abbey.

This small square has also been improved with the introduction of new planting and seating, along with repaved footways along Distaff Lane.

St Paul's External Lighting

Replacement of the aging external lighting to St Paul's Cathedral, with more recent technology, which will allow a cheaper, more sustainable approach. St Paul's Cathedral is one of the most famous and iconic landmarks in the City, and the project aims to bring it back into the City and London's skyline after dark. This new architectural lighting is also looking to enhance the quality of the evening environment that will encourage people to dwell and spend more time in the area.

- Start date: 2013
- End date: 2026/2027
- Funding sources: S106, External sponsorship, City Fund
- Total cost: £2.115M

From the Thames to Eternity

From the Thames to Eternity is a temporary stone re-use project using 58 granite stones removed from 19th Century Thames river wall at Victoria Embankment. These huge one tonne stones were placed at seven sites across the City of London, from the River Thames up to Smithfield Market to create places to sit or for use as a street performance place. The project aims to stimulate discussion about reuse, material lifespan and cultural heritage, at a time when we can make a significant contribution to a more sustainable built environment.

Information boards made of reclaimed wood provide maps and background information about the project, as well as a link to the City website. The stones are

due to remain in place until they are permanently relocated in forthcoming public realm projects in the City.

- Start date: 2023/4
- End date: ongoing

Enhancing Cheapside Programme

Public realm and highways improvements to enhance Cheapside, the City's 'high street'. The programme will focus on the area along the length of Cheapside (between New Change and Bank), Bow Churchyard and at the Cheapside Bus Gate (east of Bread Street). The programme aims to deliver enhancements to complement existing projects developed in the area by decluttering and rationalising the street furniture along Cheapside; more greening and low maintenance planting, improved pedestrian movement through a change of road layout, enhanced lighting and wayfinding, as well as new seating supporting activation and events.

- Start date: 2023/4
- End date: 2026/27
- Funding Source: CIL funding, OSPR
- Total estimated cost: £1m

Greening Cheapside – Sunken Garden (Phase 2)

This project aims to transform the site into a greener, more accessible, biodiverse, environmentally resilient garden where people feel welcome and safe and want to dwell. The proposed design is based on key principles of retaining existing historic trees and root systems, improving accessibility and visibility across the garden as well as celebrating the sunken garden's history.

The project will do this by creating:

- A sense of community – A space designed for visitors, workers and residents to enjoy, which is both environmentally conscious and where people dwell and socialise through the provision of increased seating capacity.
- Enhanced visibility - improved lines of sight and introduction of high quality LED lighting across the site to enhance feeling of safety.
- Accessibility - a step-free access across the site, with accessible seating.
- Sustainability - maximising environmental benefits while minimising carbon impact. Climate resilient planting and sustainable drainage features will be incorporated and materials locally sourced, including re-using granite stones from the Thames River Wall.
- Versatility - layout design and provision of electrical points to accommodate social, cultural and business activation initiatives by local occupiers to support the City's post-pandemic recovery efforts.
- A Celebration of the site's history - through an historic interpretation of the design elements. The layout will include gentle variation in levels to echo the historic sunken garden. Purbeck stone will be used to reflect the stone in St Paul's Cathedral courtyard, celebrates the connection between Cheapside and St Paul's.

- Start date: 2020
- End date: July 2024
- Funding Source: Cheapside Business Alliance, C. Hoare & Co., The Golden Bottle Trust, S106 and the City's Climate Action Programme – "Cool Streets and Greening"
- Total budget: £530,000

Strategic Transport Projects

Review of the City of London Transport Strategy

A review is underway of the 25-year City of London Transport Strategy. Adopted unanimously by the Court of Common Council in May 2019, the Strategy included a commitment to undertake a review every three years. The review is now scheduled to be completed in autumn 2024, when the revised Transport Strategy is expected to be adopted and published. The timetable has been extended due to pandemic related restrictions on travel and work that continued into early 2022.

Over last 18 months, we have undertaken 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.

We are currently finalising the changes to the Strategy based on feedback gathered through consultation and engagement. We will publish the final strategy in autumn 2024.

Future Transport Programme

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

Since Summer 2021, electric scooters (e-scooters) have been available to rent in the City and in a number of London boroughs as part of a trial. Rental e-scooters are now provided by two different operators: Lime and TIER. We are working on providing additional parking space for e-scooters and dockless cycles to reduce inappropriate parking. Through liaison with operators we aim to encourage better behaviour by riders, particularly minimising nuisance and obstructive parking.

Since the trial began, more than one-million trips have been taken across the 10 participating boroughs and the City. The trial of rental e-scooters is expected to run to Spring 2026.

City of London Street Accessibility Tool

The City of London Street Accessibility Tool (CoLSAT) won the "Best Practice in Diversity, Inclusivity and Accessibility Award" at the National Transport Awards 2023 and the "Transport Accessibility Award" at the CiTTi Awards in Nov 2023.

"The Transport Accessibility Award category includes projects or initiatives that can demonstrate improved access to urban transport services and networks for the

elderly, people with disabilities or those with learning difficulties. Entries must highlight innovation, engagement and collaboration with impairment groups and other stakeholders, and the extent to which these have resulted in making transport in urban environments more inclusive for all users." It also featured in the May 2023 edition of City Transport & Traffic Innovation Magazine.

Further work to extend the tool to include people who use a cycle as their primary mobility aid has been completed. In addition, we have improved quality and confidence scores for mobility scooter users, and delivered training to City Corporation members and officers.

Sustainable logistics centre

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

- Start Date: 2020/21
- End Date: 2024/25
- Total budget: £50,000

Following a feasibility study in 2022, it is no longer recommended that the City Corporation provide or subsidise a freight consolidation centre, but instead to focus on supporting activities to promote and mandate consolidation. The study concluded that the private sector already provides consolidation services, and the best use of City resources is in supporting them to find appropriate sites.

We are drafting a consolidation guide for developers, building tenants and facilities management companies. This provides hints and tips on how to establish a consolidation regime and will be published later in 2024.

Last mile delivery hubs

Delivery of last mile logistics hubs in underutilised City Corporation assets

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

The City Corporation no longer commits to providing 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, TfL, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary.

Discussions continue with City Surveyors to identify potential City Corporation assets. For example, a feasibility study is being undertaken to assess Walbrook Wharf's suitability for river freight. Work is also in progress to consider suitability of City assets, such as car parks, for other interested delivery providers.

Kerbside Review

Comprehensive review of on-street parking and loading activity

- Start Date: 2022/23
- End Date: 2024/25

- Total budget: £100,000

As outlined in the City's Transport Strategy, the Kerbside Review will look at the efficiency of all vehicle spaces on City streets.

Progress has been made on the Disabled Parking Review. In July 2023, we conducted the Red Badge Holder Survey to gain insights into the parking experiences of Red Badge holders. The primary objectives were to assess the availability and accessibility of disabled parking, identify barriers faced by Red Badge holders, and gather suggestions for improving parking in the City of London. Recommendations will be incorporated into the wider disabled parking review and will be made towards the end of 2024.

Electric Vehicle (EV) Infrastructure Action Plan

Action plan to ensure adequate provision of EV charging infrastructure

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

In addition to the existing Baynard House EV charge point hub (six rapid (50kw) charge points), in Summer 2023, 50 electric vehicle charging points were upgraded across five of the Square Mile's car parks, delivering reliability and convenience.

The Electric Vehicle Infrastructure Action Plan will be updated in 2024, to reflect projected requirements up to and including 2030.

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

Zero Emissions Network (ZEN)

In partnership with the London Boroughs of Hackney, Newham, Tower Hamlets, and City of Westminster, The City Corporation has joined the Zero Emissions Network (ZEN), funded by the Mayor's Air Quality Fund (MAQF4).

- Start date: 2024/25
- End date: 2026/27
- Total budget: £884,000, and officer time

Across the four boroughs and the City, the overall aim of the ZEN is to decarbonise local transport. Over 3 years the network will deliver:

- a network of cargo bike share hubs for public use, building on the existing network in Hackney;
- discounts and offers available to local residents or businesses that sign up, including but not limited to: free bike servicing, free trials of cargo bike courier deliveries, cycle training and free cargo bike trials for one week for local businesses seeking to decarbonise their operations, or residents switching to more sustainable travel modes);
- events that promote air quality improvements or active travel;

- 24 grants to workplaces for cargo bikes and e-bikes across the partner boroughs, and;
- micro logistics hub pilots.

Road Danger Reduction Activity

Vision Zero action plan

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. The plan will help to prevent more deaths and serious injuries and the suffering and heartbreak that results.

Trialling Advanced Driver Assistance Systems in the City's Corporation Fleet

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: first, an intelligent speed assistance device that limits the vehicle speed to the prevailing speed limit; second, a driver coaching device that alerts and coaches drivers on how to improve driving behaviour, and; third, 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.

Research into illegal behaviour at junctions

In March 2024, we commissioned a research project to help develop our understanding of illegal behaviour at junctions in the Square Mile. The research intends to inform our understanding of risk and conflict resulting from illegal road user behaviour from people cycling and scooting at junctions in the Square Mile. Once complete in Summer 2024, it will help us understand the extent and impacts of illegal behaviours. For example, to what extent it leads to conflict with other road users and how it compares across different modes of travel.

Police partnership work on events and campaigns

During 2023/2024, we have continued to collaborate with the City Police to run a variety of road danger reduction events and campaigns. To promote and improve cycle safety and security, the City Police ran 34 workshop sessions and security marked over 650 cycles.

We collaborated 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. These provide an experience of what it is like to be in a heavy goods vehicle (HGV) and the driver's perspective. The activity aims to improve awareness and ensure people cycle cautiously around large vehicles.

51 people were trained to Bikeability standard during 2023/24 (28 to Level 1, 17 to Level 2 and 6 to Level 3). 19 people received cargo bike training to help encourage the safe use of cargo bikes for short distance freight trips in the City.

Roads policing and enforcement

In 2023, the City Police Road Policing Unit continued to engage with and educate people on the City's streets, whilst targeting unsafe and illegal road-user behaviour where appropriate. The unit has undergone significant recruitment and increased staff numbers over the last 18 months. This increased resourcing, as well as improved targeting through an intelligence-led approach accounts for the increase in engagement and enforcement activity shown in the numbers below.

City of London Police Traffic Enforcement Activity	2023	2022
Arrests	592	686
<ul style="list-style-type: none"> • Driving or riding under the influence of drink or drugs arrests 	429	21
<ul style="list-style-type: none"> • Dangerous driving/riding arrests 	15	12
Traffic Offence Reports and Fixed Penalty Notices (TORs/FPNs)	2,980	1,256
<ul style="list-style-type: none"> • Driver/rider distraction 	406	130
<ul style="list-style-type: none"> • Signs and lines e.g. red light contraventions 	486	29
<ul style="list-style-type: none"> • Speeding 	342	42
<ul style="list-style-type: none"> • MOT certification 	371	234
Notices of intended prosecution (NIPs) from safety camera captures	8,496	13,226

Fixed Penalty Notices (FPN) - A fixed penalty notice is issued by the police for less serious traffic offences. You can be fined up to £200 and get penalty points on your licence if you get a fixed penalty notice.

Notice of intended prosecution (NIP) - A Notice of Intended Prosecution (NIP), also known as a Section 1 warning, is a warning issued under Section 1 of the Road Traffic (Offenders) Act 1988. It is a warning that a driver may be prosecuted for a certain offence/offence.

Traffic Offence Reports (TOR) – A traffic offence report (TOR) is issued by police for minor traffic offences, where the officer considers that further action is appropriate. The matter should be reported by way of an electronic Traffic Offence Report. TOR will normally be disposed of in line with guidelines recommended by the National Police Chiefs Council (NPCC). Disposal options include diversionary course, fixed penalty or prosecution depending on the seriousness and recommended guidelines.