

City of London Corporation Committee Report

Committee(s): Planning and Transportation Committee	Dated: 6 May 2025
Subject: Transport Strategy: 2024/25 Annual Report, 2025/26 – 2030/31 Delivery Plan and City Streets 2025 Summary Report	Public report: For Information
This proposal: <ul style="list-style-type: none"> • delivers Corporate Plan 2024-29 outcomes • provides statutory duties • provides business enabling functions 	<ul style="list-style-type: none"> • Diverse Engaged Communities • Leading Sustainable Environment • Vibrant Thriving Destination • Providing Excellent Services • Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	No
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:	Katie Stewart Executive Director Environment
Report author:	Samantha Tharme, Head of Transport Strategy

Summary

The City of London Transport Strategy was adopted in May 2019. The second edition was approved in 2024. The Strategy sets the framework for the design and management of transport and streets in the Square Mile to 2044. The Transport Strategy is supported by a five-year Delivery Plan, which is updated annually.

The review of the Transport Strategy was completed after a comprehensive programme of stakeholder engagement, followed by a wider public consultation. The Transport Strategy second edition was adopted in July 2024.

This report presents the 2024/25 Annual Report which details progress with delivering the Transport Strategy (Appendix 1) and the Delivery Plan for 2025/26 –

2030/31 (Appendix 2). It also presents the City Streets 2025 Summary Report which highlights the key findings from the 2024 strategic traffic counts (Appendix 3).

Projects that were completed or underway in 2024/25 included:

- All Change at Bank
- King William Street
- New Change Garden
- Jubilee Gardens
- Healthy Streets Minor Schemes at 9 locations

The Transport Strategy includes a set of key targets. These are reported on a bi-annual basis. Good progress is being made towards delivery of these targets, with several interim targets for traffic reduction already met.

Recommendation(s)

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

Main Report

Background

1. The second edition of the City of London Transport Strategy was adopted in July 2024 (link in Background Papers). The Strategy sets the framework for the design and management of transport and streets in the Square Mile to 2044.
2. The review of the 25-year City of London Transport Strategy was completed after a comprehensive programme of engagement with stakeholders and followed by a wider public consultation. The review considered changes in working patterns after the pandemic, wider issues from legislative changes and the direction from the emerging City Plan.
3. Section 1 of this report provides an update on progress in delivering the Transport Strategy in 2024/25, this includes progress towards meeting the key targets set out in the strategy. Further details are provided in the Annual Report (Appendix 1).
4. The Transport Strategy is supported by a five-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 2025/26 – 2030/31 is provided in Appendix 2.
5. Section 3 highlights the key findings from strategic traffic counts carried out in 2024. Further details are provided in the City Streets 2025 summary report (Appendix 3)

Section 1: Transport Strategy 2024/25 Annual Report

The Annual Report presenting the key projects and activities undertaken in 2024/25 is provided in Appendix 1. Progress on delivering the Transport Strategy includes:

Bank Junction

6. The All Change at Bank project was completed in 2024 with the exception of some small elements of public realm work such as additional seating which will be completed over 2025.
7. A review of the traffic restrictions at Bank concluded in May 2024, following a Court of Common Council Motion in April 2022. 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 summer 2025, provided Transport for London approve the proposal.

St Paul's Gyratory transformation

8. This 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.
9. Design work for the Phase 1 highway changes has been completed and approval to commence work was granted in February 2025. On-site construction is due to start April 2025. Design work for the Greyfriars Square has progressed during 2024 and is due to be completed in mid-2025.

King William Street pedestrian priority improvements

10. Phase 1 construction for King William Street is well underway and is due to complete in summer 2025. The project will deliver wider pavements, improved crossings and new trees and seating

Healthy Streets Minor Schemes and public realm programme

11. Over the course of 2024/25, 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.
12. Projects to improve the quality, accessibility and climate resilience of the public realm include the completion of improvements to New Change Garden in 2024 and construction of enhancements to Jubilee Gardens in April 2025.

Vision Zero

13. Vision Zero action plan was published in June 2024, after final approvals in February 2024. The Plan includes an ambitious set of actions that when delivered in combination, will lead to a reduction in risk on the City's streets. The works on the safe system approach which includes education and campaigns as well as design improvements to our streets.

14. During 2024/2025, we have continued to collaborate with the City Police to run a variety of road danger reduction events and campaigns.
15. To promote and improve cycle safety and security, the City Police ran 41 workshop sessions and security marked over 650 cycles. We collaborated on several road danger reduction events, hosting five 'Exchanging Places' events to raise awareness of blind spots around HGVs. In November ahead of the Road Safety Week campaign, we held a Road Safety Day at Aldgate School with the City of London Police.
16. From April 2024 to March 2025, the Cycle Team issued 2,208 Traffic Offence Notices and seized 326 illegal electric cycles and e-scooters. The Cycle Team spent 3,500 hours on street patrols and delivered 9,203 key messages regarding crime prevention, such as phone snatch advice, and road safety primarily encouraging safe riding behaviours, continuing the focus on education as well as enforcement.
17. 75 adults were trained to Bikeability standard (55 to Level 1, 9 to Level 2 and 11 to Level 3). In addition, 30 children received Bikeability training at Aldgate Primary School, with 4 trained to Level 1 and 26 trained to Level 2. 154 people were trained to ride cargo bikes, helping support the transition for short-distance freight transport.
18. Delivering Vision Zero includes working with TfL to support their projects to improve safety on the TfL Road Network. Monument junction remains the highest priority location. TfL have a project to improve the junction but consultation on the proposals has recently been delayed. We have expressed our concerns about the delay and will continue to work with TfL to progress this scheme as quickly as possible.

Manging dockless cycles and e-scooter hire

19. Locations for over 800 additional dockless cycles and e-scooter hire parking spaces, have been identified with half delivered by March 2025 and the remainder to be delivered by late Summer 2025. Upon completion, the total parking capacity for dockless cycles and e-scooter hire will be approximately 1,400 spaces.
20. A removal campaign was launched in February 2025, prioritising areas where cycles posed immediate danger, particularly to disabled people navigating cluttered pavements. To date this has resulted in better management practices with operators, which we will continue to encourage through a voluntary agreement, including data on compliance with our parking regime for dockless hire cycles. A report on progress will be made to Streets & Walkways sub-committee later in the year.

Progress against Transport Strategy key targets

21. 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 2024 is included in Table 1, as follows. Due to there being a time lag in the collection

of some data, the table shows data for which we have complete datasets at the time of writing. The targets were reviewed during the process of the overall Transport Strategy review, completed last year, all these targets were still considered appropriate.

Table 1. Transport Strategy Key Targets summary and progress

Transport Strategy key targets	Units	2017 Baseline	2022 Update	2024 Update	2030 Target	2044 Target
Reduction in motor vehicle traffic (24 hr)	Motor vehicles	185k	137k (-26%)	122k (-34%)	139k (-25%)	93k (-50%)
Reduction in motorised freight vehicle volumes (24hr)	Freight vehicles	39k	34k (-14%)	31k (-21%)	33k (-15%)	27k (-30%)
Reduction in motorised freight vehicles volumes (peak periods)	Freight vehicles	18k	16k (-11%)	14k (-22%)	9k (-50%)	2k (-90%)
Number of people killed or seriously injured on our streets	Persons	54	42	*	<16	0
Number of km of pedestrian priority streets	Kilometres/ percent of all streets	25km/25%	26.3km/ 26%	27.8km/ 28%	35km/35%	55km/55%
Increase the number of people cycling (24 hr)	Cycles	44k	47k (+7%)	75k (+70%)	66k (+50%)	88k (+100%)
Proportion of zero emission capable vehicles entering the City	n/a	2022 baseline	2022 baseline (30%)	*	90%	100%
People rating experience of walking in the City as pleasant	n/a	10%	75%**	*	35%	75%
People rating experience of cycling in the City as pleasant	n/a	4%	36%**	*	35%	75%

*data not available for year

**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.

Section 2: Transport Strategy Delivery Plan 2025/26 – 2030/31

22. The 2025/26 – 2030/31 Delivery Plan is provided in Appendix 2.
23. Overall, the delivery plan for the next five years is similar to the 2024/25 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.
24. For projects, the Delivery Plan is structured around Healthy Streets Plan areas (including areas for which plans have not yet been developed). It also includes sections on cycling infrastructure (and City-wide programme) and the Strategic Transport Programme.
25. Key projects and activities include:
- Delivery of Phase 1 of the St Paul's Gyratory project to partially remove the gyratory 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).
 - Implementing an experimental change to the restrictions at Bank junction to allow taxi access between 7am and 7pm.
 - Completion of the first phase of improvements to Moorgate and progressing the design and delivery of phase 2, including pavement widening and improvements to the Ropemaker Street junction.
 - Finalising detailed design and beginning construction on improvements to Leadenhall Street.
 - Continuing to develop proposals for the transformation of Fleet Street.
 - Working with the local community to develop proposals for public realm improvements and greening of Moor Lane.
 - Development of Vision Zero safer streets schemes at Ludgate Hill/Old Bailey junction; Aldgate High Street and Newgate Street.
 - Completion of a strategic study to identify future opportunities for improvements along the London Wall corridor and to the Bevis Marks gyratory.
 - Ongoing delivery of the Healthy Streets Minor works programme.
 - Partnership programme as Zero Emission Network under Mayors Air Quality Fund to include rental cargo cycles and last mile hubs (across City of London and four neighbour boroughs). Working with residents and BIDs.
 - A comprehensive update to Legible London maps and signs.

Section 3: Traffic data and trends

26. 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. The results of the latest strategic traffic counts,

carried out in autumn 2024 is provided in the City Streets 2025 Summary Report (Appendix 3). Key findings include:

27. Motor traffic is decreasing in line with targets. Motor vehicle numbers are nearly a third of what they were in 1999. There has been a greater reduction in motorcycles, taxis, cars and private hire vehicles compared to freight vehicles, and targets for reductions in the total traffic volumes and total freight volumes have been met. We are not yet on track to meet our 2030 target for freight volumes during peak hours. However, peak freight vehicles volumes are decreasing (-8% since 2022) and are now 78% of what they were in 2017, and total 24-hour freight volumes are less than half of what they were in 1999 (-54%).
28. Traffic in the City stays at a consistent level for most of the day with a peak at 6pm, but the makeup of the traffic changes during this time. From the early afternoon into the evening, the number of freight vehicles reduces, and the number of cars and private hire vehicles increases.
29. Footfall is also increasing (8% higher than 2022) but is still 70% of pre-pandemic levels. People walking, wheeling and cycling now make up three quarters of observed travel activity (up from two-thirds in 2022) and this rises to 85% during peak hours.
30. There was a significant increase in cycling in the 2024 counts. Cycling levels are 57% higher than in 2022, with some streets seeing twice as many cycles on them compared to two years ago. There have been significant increases in both dockless and personal cycles. There are four times as many dockless cycles in 2024 compared to 2022 and they now make up 17% of all cycles seen. Personal cycles have also increased by 36% and make up 60% of the increase since 2022. Cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8-9am and 6-7pm.
31. Data relating to collisions and casualties on the streets of the Square Mile is published by TfL each June for the previous calendar year. Therefore, we do not yet have 2024 data.

Corporate & Strategic Implications

Strategic implications

32. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes:
 - Diverse Engaged Communities
 - Leading Sustainable Environment
 - Vibrant Thriving Destination
 - Providing Excellent Services
 - Flourishing Public Spaces

33. 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.
34. The Transport Strategy and schemes directly supports delivery of the Destination City ambitions.
35. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risk CR21 – Air Quality.
36. 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.
37. 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.
38. 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

39. 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.
40. 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.
41. Data collection, engagement and consultation costs associated with the review are funded through local risk budget and TfL - LIP funding.

Resource implications

42. 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.

Legal implications

43. Delivery of the Transport Strategy fulfils the relevant legal duties that fall on the City Corporation as Highway Authority. Legal implications associated with projects and initiatives are considered during the development those proposals.

Risk implications

44. There are no risks associated with the documents presented in the report. Risk implications associated with projects and initiatives are considered during the development those proposals.

Equalities implications

45. 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.
46. The Transport Strategy includes an overarching proposal to embed inclusion in our approach to transport planning and delivery. Achieving this requires reaching a wide audience when engaging and consulting on projects. To monitor this, we are now reporting on the range of people responding to our consultations and comparing this against available data on the City community. The findings for the three public consultations carried out in 2024/25 are summarised in the Annual Report at Appendix 1. This is the first year that we have reported this data.

Climate implications

47. 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

48. 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

49. This report summarises progress with delivering the Transport Strategy in 2024/25 and sets out the Delivery Plan for 2025/26 – 2030/31.
50. During the 2024/25 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, wheel, cycle and spend time.
51. Progress on individual schemes and delivery dates are reported in the Annual Report in Appendix 1. The Delivery Plan for 2025/26 - 2030/31 is provided in Appendix 2.

Appendices

- Appendix 1: Transport Strategy Annual Report 2024/25
- Appendix 2: Transport Strategy Delivery Plan 2025/26 - 2030/31
- Appendix 3: City Streets 2025 Data Summary Report

Background Papers

- City of London Transport Strategy
<https://www.cityoflondon.gov.uk/assets/Services-Environment/transport-strategy-second-edition-2024.pdf>

Samantha Tharme

Head of Strategic Transportation
Department of Environment

T: 07542 228918

E: samantha.tharme@cityoflondon.gov.uk