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Introduction

This Delivery Plan for the City of London Transport Strategy covers the 5-year period from 2024/25 to 2029/30. It sets out the main projects and initiatives that are delivering the proposals within the Transport Strategy. A short summary of each project is provided, which includes dates, funding source, full project budget, where known, and an indication of which of the Transport Strategy proposals the project delivers against (see [City of London Transport Strategy](#) for the Proposals).

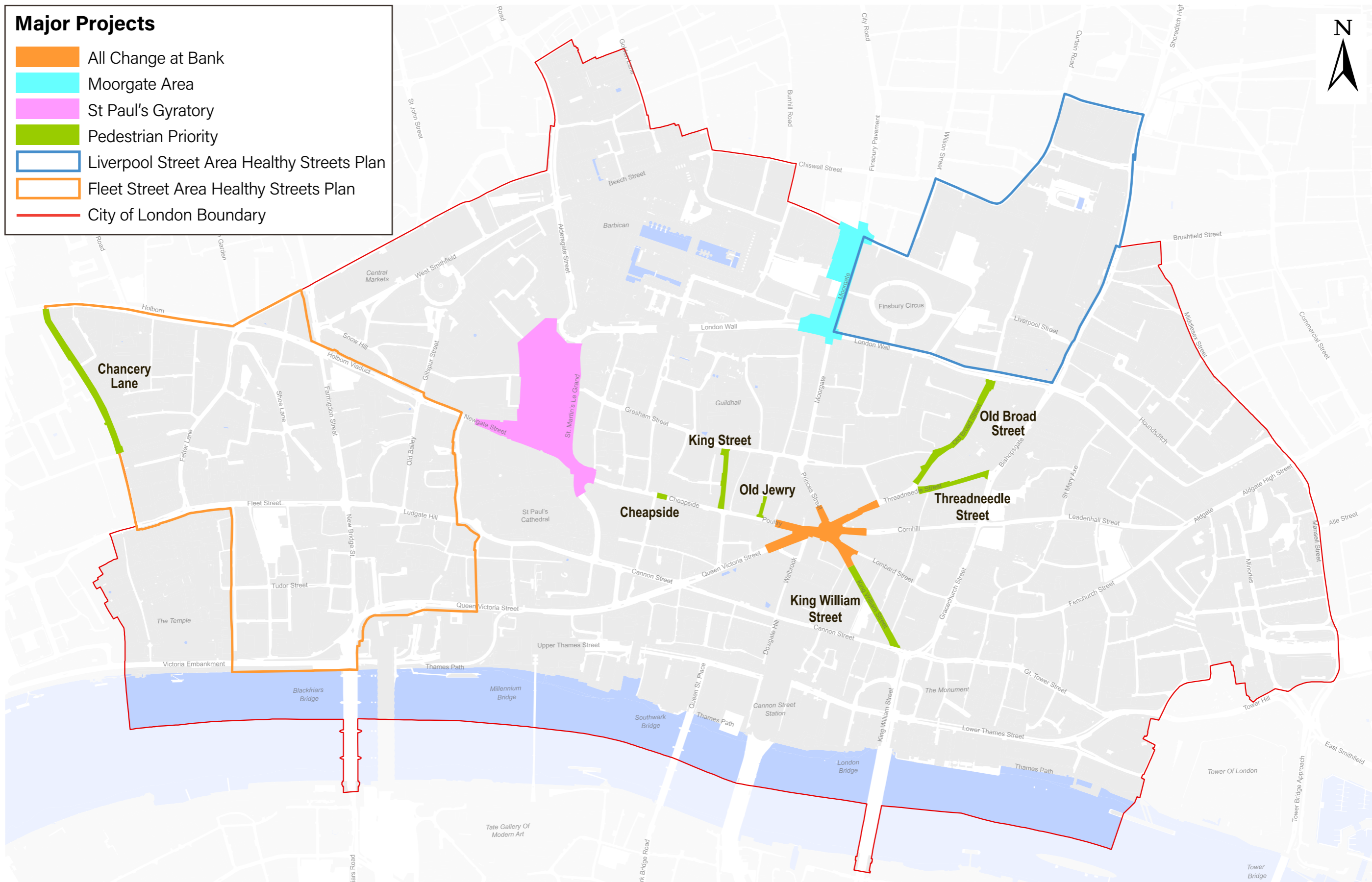
The Strategy is currently under review, with a revised strategy expected to be adopted in autumn 2024. In November 2022, the Streets & Walkways Sub-Committee agreed that the Transport Strategy Vision, Aims and Outcomes are still relevant and fit for purpose. They agreed an update, rather than a wholesale revision of the Transport Strategy was appropriate. While not yet formally adopted, this delivery plan has been prepared with due consideration to the emerging draft Transport Strategy 2024.

Glossary

Funding sources abbreviations.

OSPR	On Street Parking Reserve
CAS	Climate Action Strategy (City Corporation funds)
CoL	City Corporation funds (not specified here, see individual projects)
S106	Section 106 developer funding through planning agreements
S278	Section 278 developer funded highway scheme
CIL	Community Infrastructure Levy
TfL	Transport for London





Major Projects in the City of London

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The Royal Exchange looking east across Bank junction

Major Projects Programme

All Change at Bank

Providing more space for people walking and enhancing the public realm around Bank junction. Changes will simplify the junction creating new areas of public realm with seating and greening. 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. This will be developed over the coming year with a view to implement an experiment in Spring 2025. This is a separate piece of work to the physical changes that have taken place.

Start date: 2013/14

End date: 2024/25

Funding source: OSPR, S106, TfL

Total cost: £6,800,000

Delivery of proposals 1, 2, 7, 11, 12, 20, 24

St Paul's Gyratory

This project will transform the current gyratory system between St Paul's Underground station and the old Museum of London roundabout (the Rotunda). It is linked with two major developments: the redevelopment of the former BT building at 81 Newgate Street, and the redevelopment of the former Museum of London site and Bastion House (London Wall West).

The first phase of the project will create a new public square (Greyfriars Square) by partially removing the gyratory system, delivering significant benefits for people walking, wheeling and cycling, along with a transformation of the public realm.

Start date: 2013/14

End date: 2026/27

Funding source: CIL, OSPR, S278

Total cost: £13,000,000 - 17,000,000

The second phase will modify the Museum of London roundabout (the Rotunda) in concert with any future redevelopment of the Museum of London site and Bastion House sites (London Wall West).

Start date: 2026/27

End date: 2030/31

Funding source: S278

Total cost: £9,000,000 – £12,000,000

Delivery of proposals 1, 2, 7, 8, 11, 12, 20, 24

London Wall corridor

Programme of work to explore potential changes along the length of London Wall, including developer funded projects and (subject to funding) additional City Corporation funded improvements. This will include looking at the junctions of London Wall / Moorgate, and London Wall / Old Broad Street to address collisions as they are in the top 10 highest on City streets. Feasibility work progressing in 2024 to provide options, followed by funding bid to commence design work.

Start date: 2024/25

End date: 2029/30

Funding source: S278, CIL, OSPR

Total cost: TBC

Delivery of proposals 1, 2, 7, 8, 11, 12, 20, 24

Pedestrian Priority Streets Programme

Series of street improvements to give more space and priority to people walking in locations of high demand. Schemes include traffic access restrictions, pavement widening and associated public realm improvements.

The programme focuses on six priority locations:

1. King Street - cycling, pavement widening and accessibility improvements, including on-street seating, reconfigured crossings and raised tables to aid crossing the street facilitated by making the street one-way for motorised traffic with contra-flow for cycling. Complete in 2023.
2. King William Street – significant enhancements to the public realm between Monument and Bank. Works include the widening of pavements, new raised tables to aid crossing the street and side roads, new trees, seating and a fully reconstructed carriageway. Under construction July 2024 to end 2025.
3. Cheapside – reduced through-traffic to improve street ambience, ease of crossing and safety; pavement widening, new planting and seating in space gained. Traffic filter permits through access to buses and cycles. Taxis permitted on an experimental basis since November 2023. Scheme in design.
4. Old Jewry – improvements on hold while awaiting the outcome of a traffic experiment to allow motorised traffic southbound with contra-flow cycling northbound. Experimental traffic order to start early July 2024.
5. Old Broad Street and Threadneedle Street – pavement widening and accessibility improvements, including seating, reconfigured crossings and raised tables to aid crossing the street following change of Old Broad Street to one-way working for motorised traffic with contra-flow cycling. Scheme in design.
6. Chancery Lane – traffic reduction to enhance pedestrian safety and amenity through weekday traffic restriction, except for taxis and property access (parking or loading). Permanent traffic order approved to come into force by August 2024.

Start date: 2021/22

End date: 2025/26

Funding source: CoL – OSPR

Total cost: £6,150,000 + £2M additional funding for King William Street

Delivery of proposals 1, 2, 16, 20

Cool Streets and Greening Programme

A City-wide programme aiming to embed nature-based adaptation to climate change, including tree planting, re-landscaping, new green spaces, resilient planting and sustainable drainage systems. Includes monitoring of impacts to inform Climate Action Strategy. Programme consists of dedicated projects such as replanting at St Anne and St Agnes Churchyard; re-landscaping near the London Wall/Moorgate junction and St Peter Westcheap, and design contributions to other projects including Bank, Finsbury Circus western arm and Little Trinity Lane.

Start date: 2020/21

End date: 2024/25

Funding source: CoL – OSPR

Total cost: £6,800,000

Delivery of proposals 1 and 7

Fleet Street Transformation

This project will transform Fleet Street for people walking, wheeling and cycling. Better connecting Fleet Street to surrounding routes, it will also create a more vibrant and attractive place to spend time.

It will look to provide wider pavements, on-street greenery and seating, and improved crossings and accessibility.

Start date: 2024/25

End date: 2029/30

Funding source: CIL, S278, other







Total cost: £9,000,000 - 11,000,000

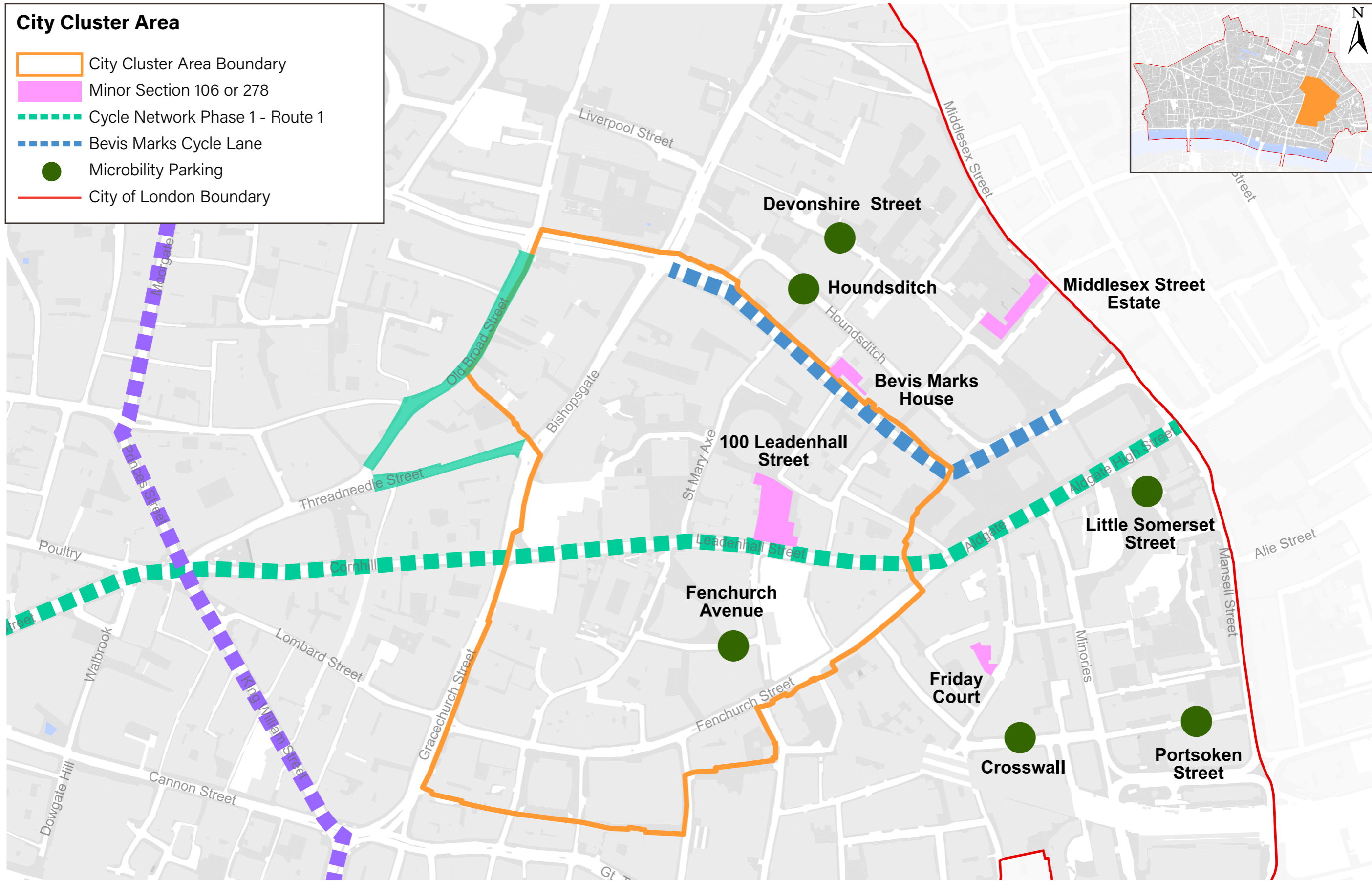
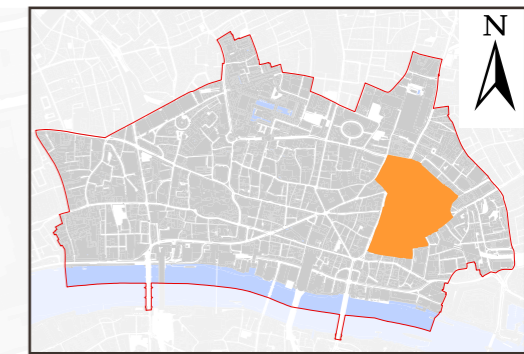
Delivery of proposals 1, 2, 7, 8, 11, 12, 20, 24



On Curistor Street a public space has been improved with new planters and seating

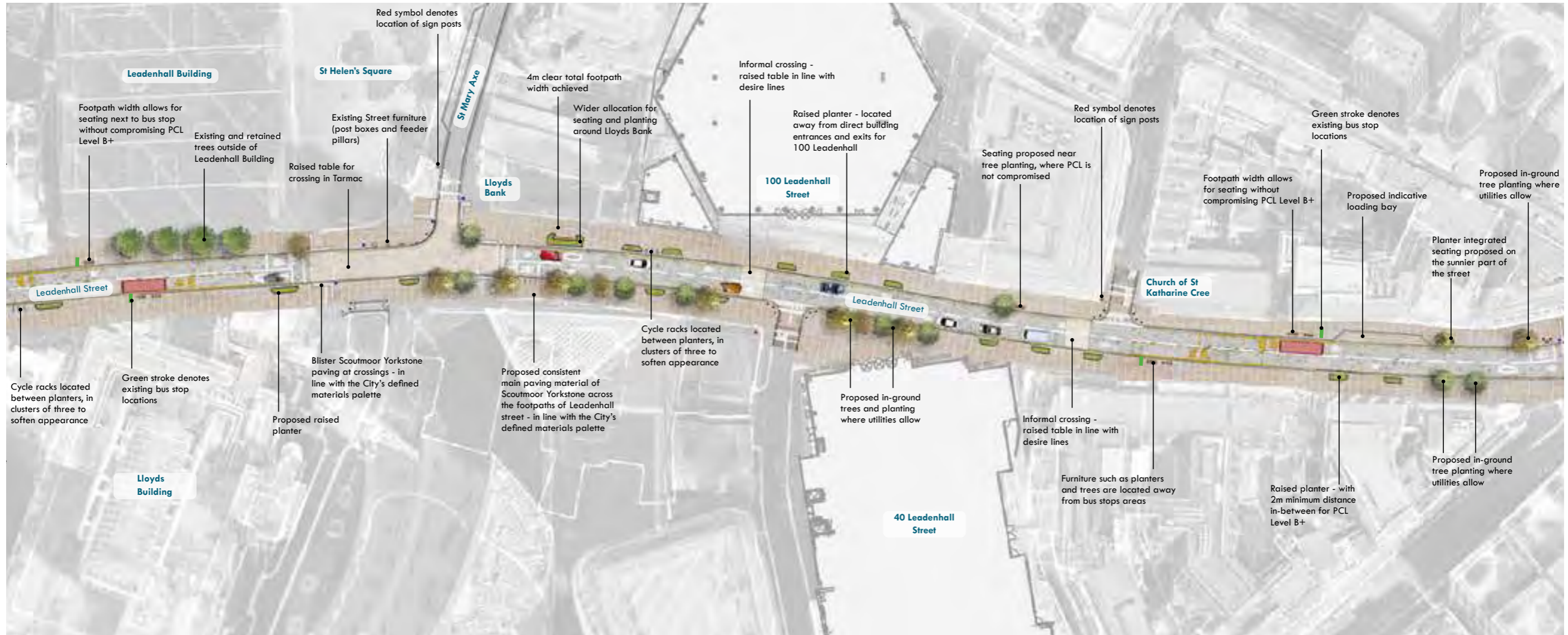
City Cluster Area

-  City Cluster Area Boundary
-  Minor Section 106 or 278
-  Cycle Network Phase 1 - Route 1
-  Bevis Marks Cycle Lane
-  Microbility Parking
-  City of London Boundary



City Cluster Area

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Artist's impression of Leadenhall Street proposed improvements

City Cluster Area Programme

The City Cluster Area is the densest area of tall buildings and office floorspace in central London. The forecast for future office demand shows that considerable further growth is anticipated, despite experiencing a slow down immediately following the Covid-19 pandemic. To better accommodate this growth and create a safer, more attractive place for people, a Healthy Streets Plan and public realm vision were completed in 2021. These set the framework for future schemes and opportunities as described below.

City Cluster projects include a series of street and public realm improvements to give more priority to people walking, including traffic management restrictions and pavement widening, as well as improved public spaces and greening. They are the Leadenhall

Street transformation, Creechurch Lane improvements and the relandscaping of Jubilee Gardens and St Andrew Undershaft churchyard. Much of the work will be delivered in partnership with the EC BID.

Start date: 2021/22

End Date: 2026/27 Phase 2, 2032/33 Phase 3

Funding source: S278, S106, CIL, other sources

Total cost: £25,000,000 + (Phase 3 subject to funding approval)

Delivery of proposals 1, 2, 11, 12, 13, 20, 24, 25, 29, 38

Liverpool Street Area programme

A Key Area of Change in the City Plan 2040, the programme incorporates Liverpool Street, Broadgate and Liverpool Street Station. Previous projects helped to accommodate the new Elizabeth Line station, which opened in 2022, changing the movements of people through the area. Further significant development is both underway and planned for this area, including at Liverpool Street Station. Some work has been delivered in previous years to accommodate the new Elizabeth Line station opening and a Healthy Streets Plan will set out future requirements and opportunities for the whole area, as outlined below:

Liverpool Street Healthy Streets Plan

Development of a Healthy Streets plan which will set out an integrated approach to improving the public realm and managing traffic in the area. This will support delivery of the Transport Strategy and make the most of opportunities created by new developments in the Liverpool Street area.

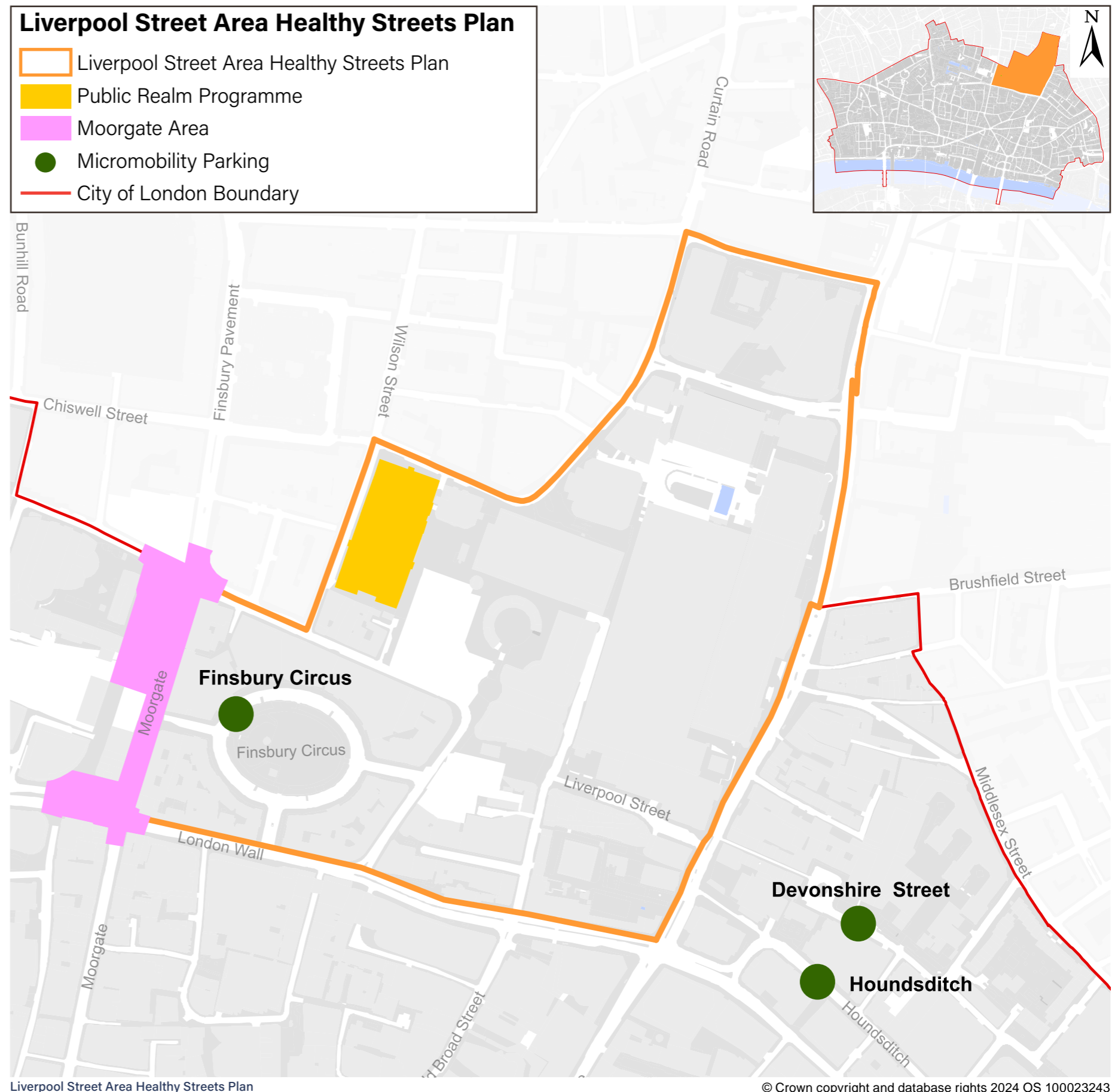
Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.

Start date: 2022/23

End date: 2024/25

Funding source: COL / Officer time

Total cost: £15,000 (delivery of plan only)



Liverpool Street Crossrail Integration

Further improvements to the public realm, and in particular the walking environment, around the new Liverpool Street Elizabeth Line station entrances. The first phase was completed in 2021/22. The programme of further work will be incorporated within the Healthy Streets Plan.

Start date: 2025/26

End date: 2027/28

Funding source: S106

Total cost: £1,400,000 (and further to be confirmed)

Delivery of proposals 1, 2, 7, 12, 20, 47

1-2 Broadgate

Public realm improvements to accommodate new walking desire lines and increased footfall associated with the development of 1-2 Broadgate.

Start date: 2020/21

End date: 2025/26

Funding source: S278

Total cost: £900,000

Delivery of proposals 2, 5, 7

Moorgate area

Street and public realm enhancements on Moorgate and around Moorgate Station entrances, including walking and cycling improvements to the junctions with Ropemaker Street and London Wall, as well as improvements to Moorgate (north of London Wall) and public realm improvements at Moorfields North.

Start date: 2019/20

End date: 2026/27

Funding source: S278, OSPR CIL S106

Total cost: £6,000,000+ (of which £3.09m is currently approved. Remainder subject to further funding bid)

Delivery of proposals 1, 2, 7, 20, 477



Artist's impression of Finsbury Circus Western Arm planned improvements

Fleet Street Area Programme

The neighbourhoods bordering Fleet Street and Ludgate Hill are undergoing significant development with more planned. The area incorporates the Fleet Street and Ludgate Key Area of Change identified in the emerging City Plan 2040 and the Fleet Street Quarter BID.

Fleet Street Area Healthy Streets Plan

A Healthy Streets plan was approved in November 2023 setting out an integrated approach to the public realm and traffic management to deliver the Transport Strategy. The plan exploits opportunities created through new developments in the Fleet Street area.

Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.

The Fleet Street Area Working Group was established in February 2024 to help guide the projects from the Healthy Streets Plan. The priority project is the Fleet Street Transformation which aims to start in 2024. Other projects include improvements to the courts and lanes off Fleet Street and the landscaping of Temple Avenue (south).

Start date: 2020/21

End date: 2030/31

Funding source: S278, CIL, S106, external sources

Total cost: £10m - £20m

Delivery of proposals 1, 2, 11, 12, 20, 38

Salisbury Square public realm improvements

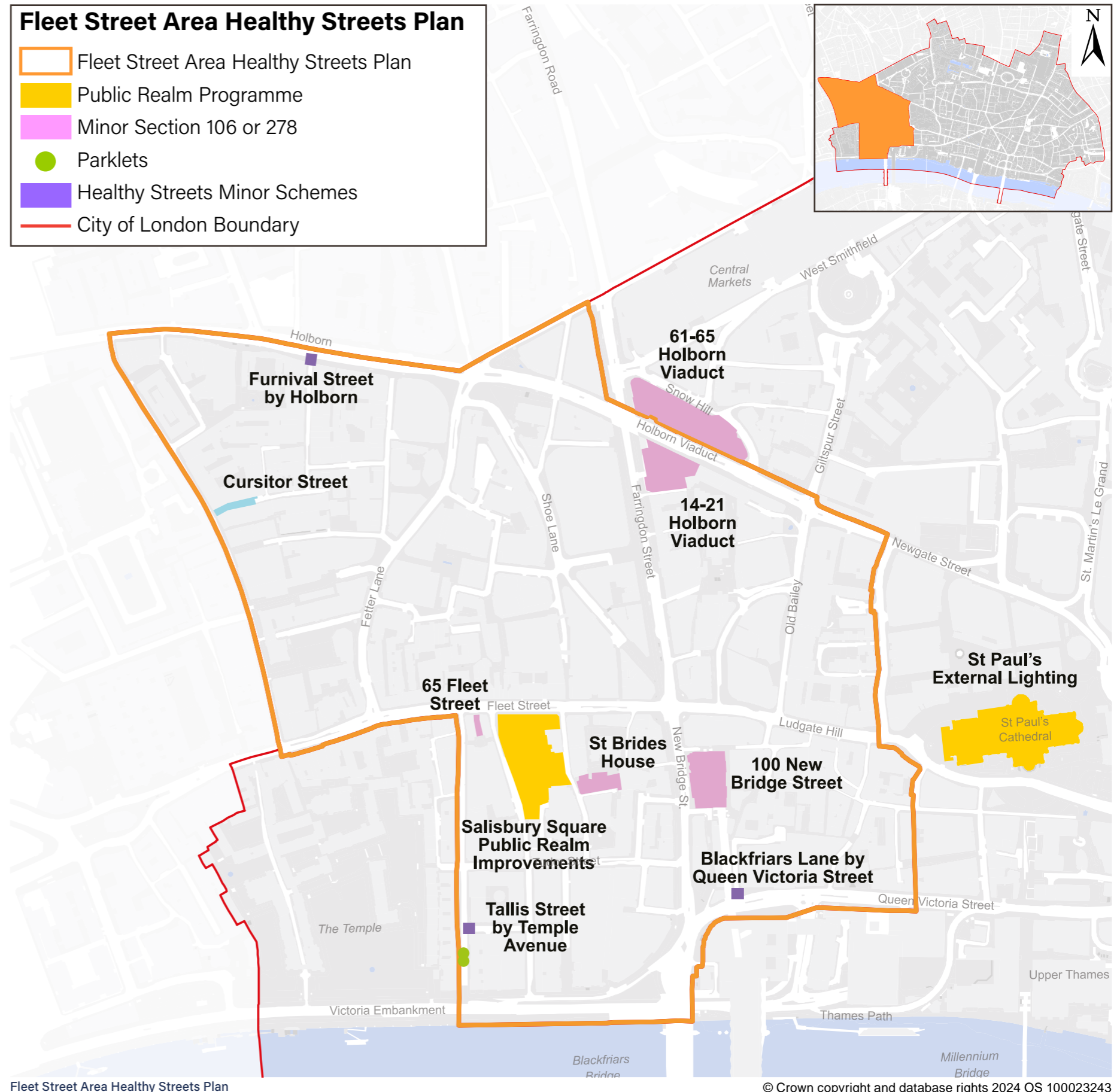
Public realm improvements linked to the development of a police headquarters, a law court building and commercial floorspace around the square. They include enlarging and enhancing Salisbury Square's public space; creating new east-west walking routes between Dorset Rise and Whitefriars Street, and; pavement / carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill.

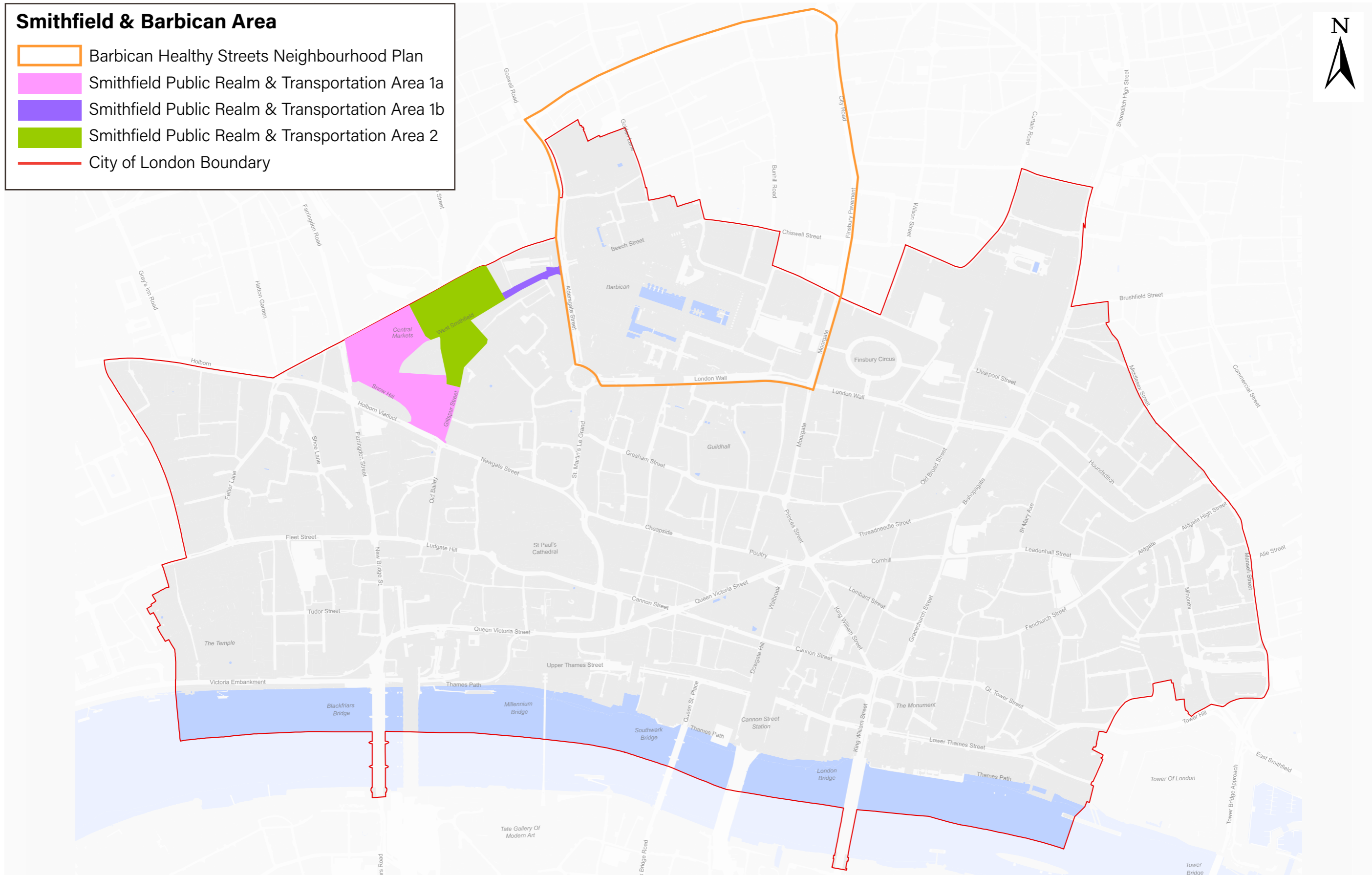
Start date: 2022/23

End date: 2025/26

Funding source: Unilateral undertaking (equivalent of a S278 for projects where the City Corporation is the developer)

Total cost: £5,000,000 - £6,000,000 (TBC)





Smithfield and Barbican Area

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Smithfield and Barbican Area Programme

The Smithfield and Barbican programme covers the Barbican and Golden Lane area, the City's largest residential area. The cultural offer in the Barbican also attracts substantial numbers of visitors each year. The Smithfield area will see significant change with the opening of the Farringdon Elizabeth Line station entrances, the Meat Market's relocation, and the arrival of the Museum of London.

West Smithfield Public Realm and Transportation measures / London Museum S278 project

This project incorporates the development of the Smithfield Healthy Streets Plan and aims to provide a welcoming public realm and streetscape for all. The project will be delivered in phases to align with key projects in the area as follows:

- A first phase will support the Museum's relocation to West Smithfield. This will align with the Museum of London build-programme, including initial works around the General Market building ready for its opening in mid-2026. Followed by S278 works around the Poultry Market, from mid-2026, in time for the full Museum opening in 2028. To manage the design and construction cost-effectively, and minimise disruption, the S278 projects and City of London-led projects will be delivered in parallel.
- A second phase will support the Meat Market's transformation following its proposed relocation to Barking Riverside. This incorporates the Smithfield section of the Barbican & Smithfield Healthy Streets Plan. The Meat Market is forecast to be operational at Smithfield until 2028. Design will begin on the S278 once any proposed redevelopment of the site is known.

Start date: 2019/20

End date: Phase 1 2026/27. Phase 2 post 2030

Funding source: CoL, S106 OSPR, S278, CIL

Total cost: £12,000,000 Public Realm; £3-7m S278 project.

Delivery of proposals 2, 7, 12

Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan

Working in partnership with Islington Council to develop a joint healthy neighbourhood plan. This will set out an integrated approach to improving the public realm and managing traffic to support delivery of the Transport Strategy. It will also look at any opportunities created by new developments in the Barbican, Bunhill & Golden Lane area.

Start date: 2020/21

End date: 2026/27

Funding source: OSPR

Total cost: £141,000

Delivery of proposals 2, 7, 12

Moor Lane public realm enhancements

Public realm enhancements on Moor Lane to provide greening and an improved walking environment, including wider pavements. The works to the east pavement on Moor Lane were substantially completed in February 2024, with west pavement works due to be delivered in 2025/26.

Start date: 2021/22

End date: 2025/26

Funding source: S106, S278, CoL - CAS

Total cost: £2,970,000

Delivery of proposals 2, 5, 7

Healthy Streets Plans

Aldgate, Tower and Portsoken

This area is bounded on the east by the City Boundary with Tower Hamlets, at Mansell Street and Middlesex Street. It includes the junction at Minories Gyrotory near Tower Hill and Aldgate Station in the north.

Start date: 2024/25

End date: 2026/27

Funding source: S106

Fenchurch Street area

This includes the area around Fenchurch Street Station and proposed upgrade, extends to include area south to the Thames, and includes Eastcheap and Monument junction.

Start date: 2024/25

End date: 2025/26

Funding source: S106

Bank and Cheapside area

Covers the area from reconfigured St Paul's gyratory to Bishopsgate in the east.

Start date: 2025/26

End date 2026/27

Funding source: TBC

Riverside area

Addressing links to the Thames path, south of Upper and Lower Thames Street.

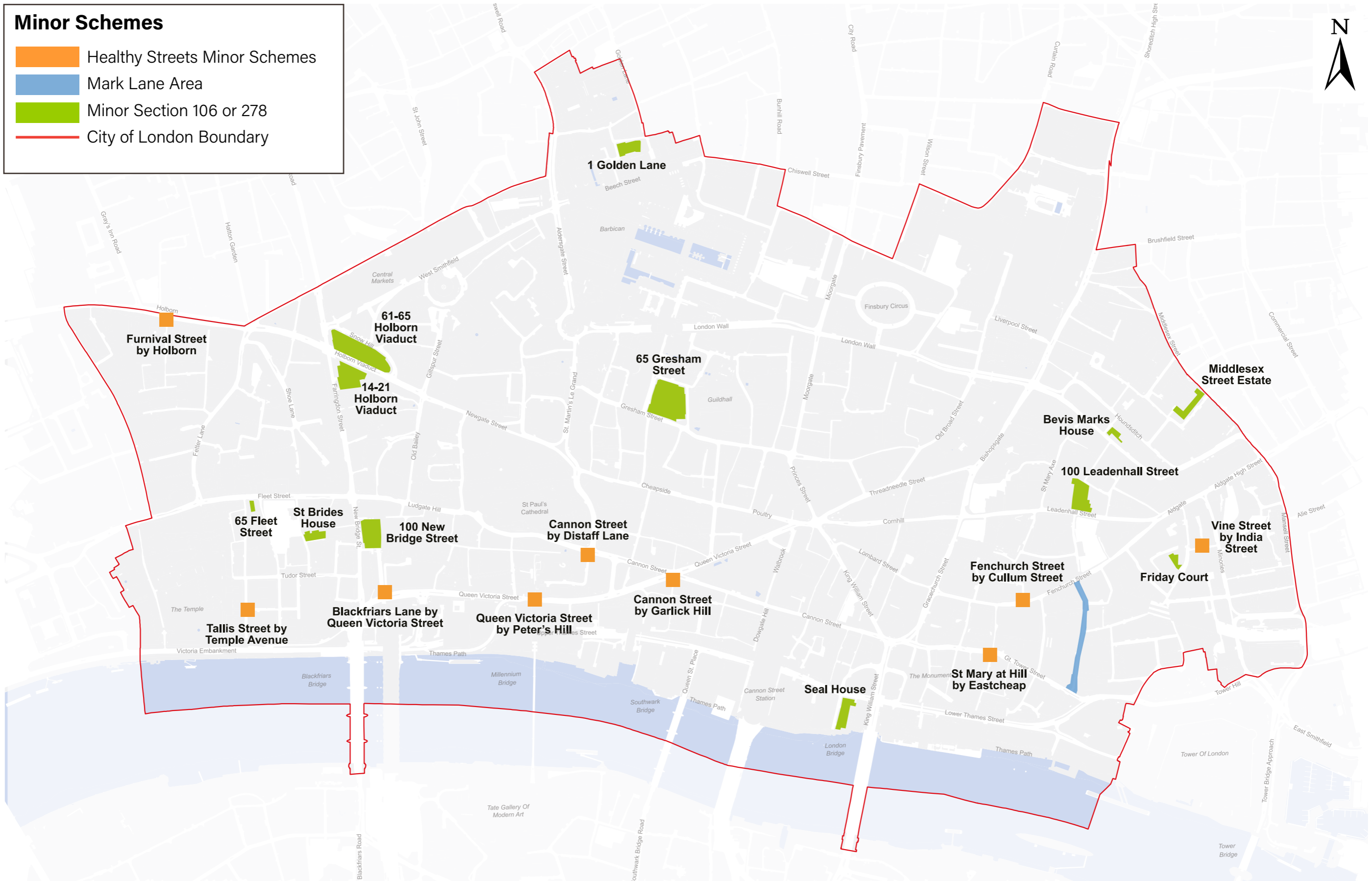
Start date: 2025/26

End date 2026/27

Funding source: TBC

Minor Schemes

- Healthy Streets Minor Schemes
- Mark Lane Area
- Minor Section 106 or 278
- City of London Boundary



Minor Schemes in the City of London

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Minor Schemes Programme

This programme includes a number of minor schemes to address relatively small areas or issues, that, when combined, deliver significant change to the City streets. These schemes include addressing road danger issues, making streets accessible to all, and small scale S278 schemes directly associated with new developments.

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. This mainly includes raised carriageways at junctions and pedestrian crossings carriageway narrowing and other accessibility measures. Identified schemes are:

- Moor Lane by Silk Street – raised existing zebra crossing (delivery deferred from 2023/24 to enable co-ordination with other projects)
- Silk Street by Milton Street – Raised existing zebra crossing (delivery deferred from 2023/24 to enable co-ordination with other projects)
- New Fetter Lane/Fetter Lane and Breams Building – raised carriageway include an existing zebra crossing (delivery deferred from 2023/24 to enable co-ordination with other projects)
- Coleman Street by Basinghall Avenue – raised carriageway with a footway build-out to accommodate additional cycle parking (design only this financial year, delivery to be deferred until 2025/26)
- Noble Street by Gresham Street – raised carriageway with a footway build-out to accommodate additional cycle parking
- Staining Lane by Gresham Street – raised carriageway with footway build-out to accommodated additional cycle parking
- St Dunstan Hill by Great Tower Street – raised carriageway.
- Abchurch Lane by Lombard Street – raised carriageway
- Bread Street by Queen Victoria Street - raised carriageway
- Shoe Lane by Charterhouse Street – raised carriageway with footway build-out to accommodate additional cycle parking

Start date: 2024/25

End date: 2028/29

Funding source: TfL – LIP

Total cost: £325,000 (for 2024/25)

Delivery of proposals 1, 2, 16, 20

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

Section 278 projects associated with developments were initiated in 2023/24 for numerous sites. Each will be developed and implemented over the period of this plan. The timescale for implementation will vary depending on developer agreement, and the impact of any other works in the specific area. Schemes in progress 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

Further projects will be added as S278s are agreed for new developments.

Start date: 2023/24

End date: 2029/30

Funding source: S106 / S278

Total cost: TBC

Accessible crossings

Audit of streets and programme of minor works to address accessibility issues for locations not within other schemes and projects. Using the City of London Street Accessibility Tool (CoLSAT) to identify locations where dropped kerbs are needed, or where there are incorrect or missing tactiles, pavement obstructions and any other features which impact the accessibility of our streets. Work will be delivered through the Healthy Streets minor schemes programme.

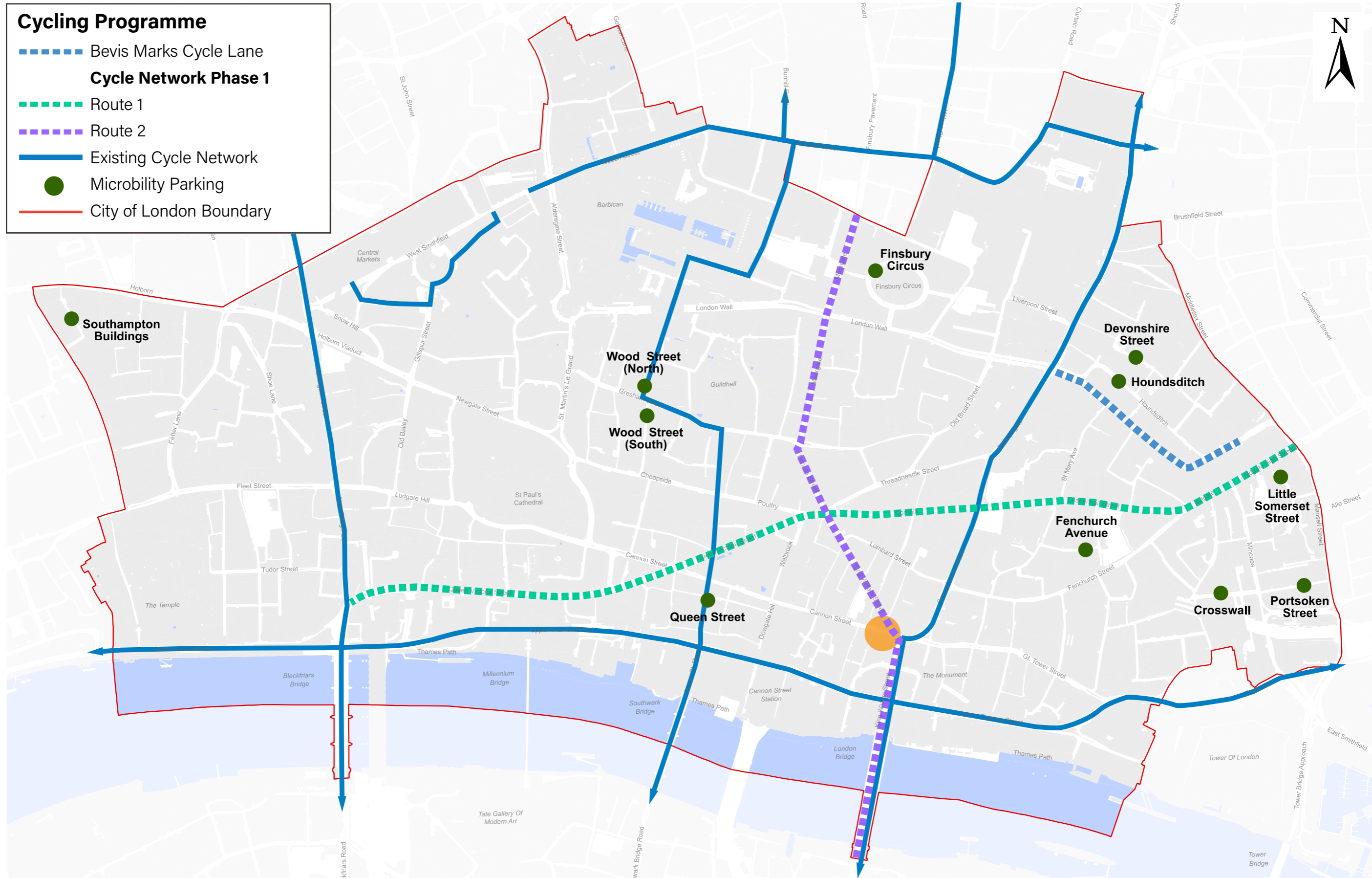
Start date: 2023/24

End date: 2024/25

Funding source: TfL – LIP

Total cost: £15,000

Delivery of proposals 1, 2, 11, 16



City of London Cycle Programme

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Cycling Infrastructure Programme

The Transport Strategy includes proposals to further develop the cycle network of safe and comfortable routes across the City. These routes tie in with the London-wide cycle network and are delivered in partnership with TfL. The programme also provides parking for cycles, 'dockless' e-bikes and e-scooters. Design focuses on improving cycle security and reducing the impact on other people using pavements.

City Cycle Network Phase 1

Development and delivery of improvements to:

- Route 1: Wilson Street (Cycleway 1) to Monument via Bank
- Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)

Start date: 2019/20

End date: 2027/28

Funding sources: TfL

Total cost: £2,000,0000 - £4,000,000 (allocation not confirmed)

Delivery of proposals 1, 11, 12, 20, 24

City Cycle Network Phase 2

Development and delivery of improvements to:

- Route 3: Duke's Place to St Paul's Gyratory
- Route 4: Bank to Holborn

Start date: 2023/24

End date: 2034/35 (Route 3), 2029/30 (Route 4)

Funding sources: TfL

Total cost: TBC

Delivery of proposals 1, 11, 12, 20, 24

Moorgate

Installation of protected, northbound cycle lane between junction with Lothbury/Gresham Street and Moorgate.

Start date: 2025/26

End date: 2025/26

Funding sources: TfL

Total cost: £35,000

Delivery of proposals 1, 11, 12, 20, 24

Micromobility Parking

Rolling programme to provide new and improved parking for private cycles and dedicated parking bays for dockless cycles and e-scooters in suitable locations. 75 sites identified for delivery in 2024/25.

Start date: 2020/21

End date: 2028/29

Funding sources: CoL, LIP, Dockless operators





Total cost: £119,000 (for 2023/24 – 2024/25)

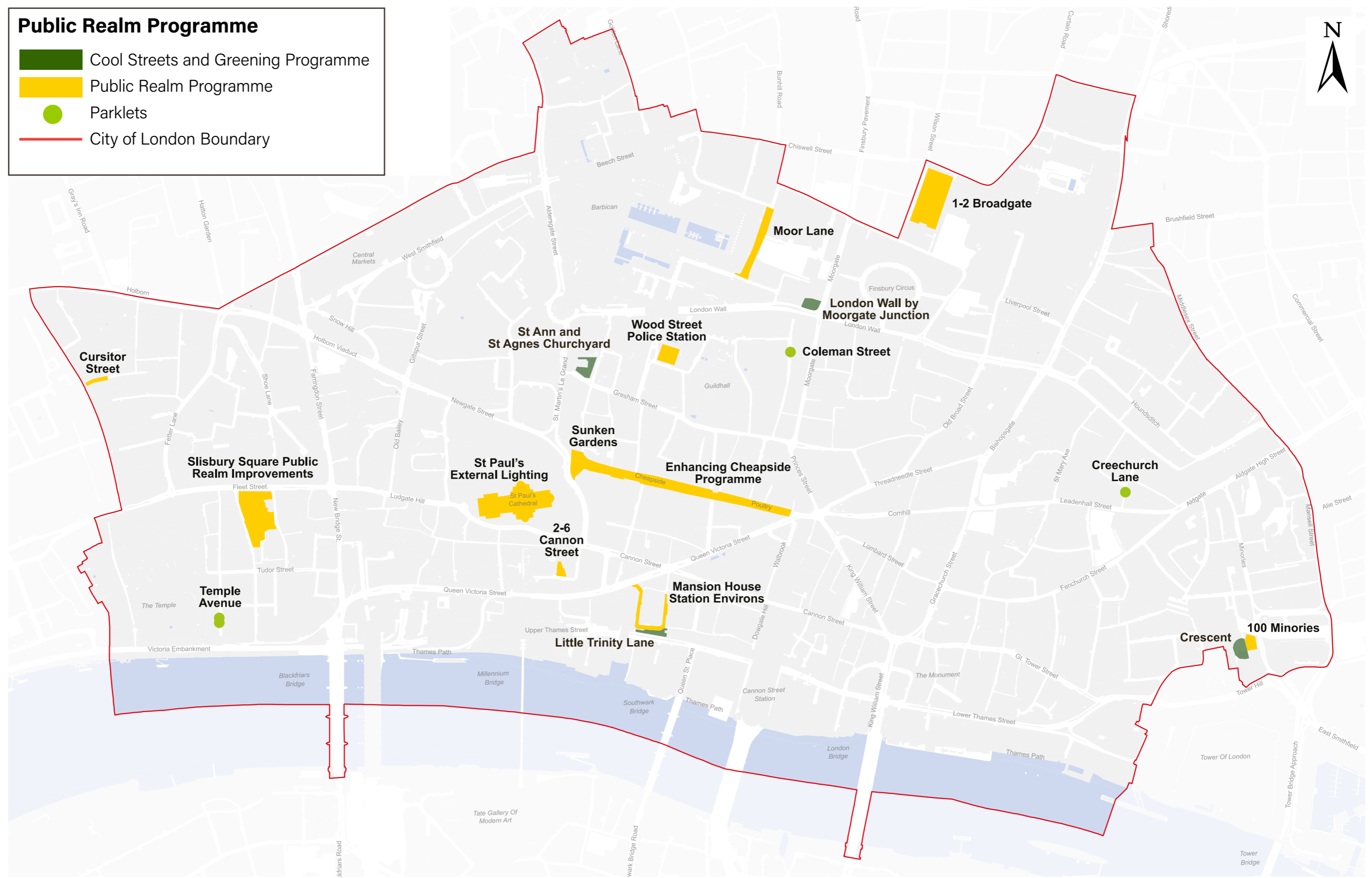
Delivery of proposal 40



New improved cycle parking on Silk Street

Public Realm Programme

-  Cool Streets and Greening Programme
-  Public Realm Programme
-  Parklets
-  City of London Boundary



City of London Public Realm Programme

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Public Realm Programme

This programme includes a series of public realm improvements, mostly associated with new development. It delivers high quality materials and continuity of style around the City. It is rolling out elements of the Climate Action Strategy through tree planting, greening, Sustainable Drainage Systems, climate resilient materials and planting, across all projects as a new standard. The non-exhaustive projects below include some current highlights.

100 Minorities public realm enhancements

S278 funded repaving and highway improvements around 100 Minorities and the creation of a new public space.

Start date: 2019/20

End date: TBC

Funding sources: S106, S278,

Total cost: £650,000,000 - £850,000

Middlesex Street (Petticoat Lane Market)

Public realm improvements to support a rejuvenated market and to give additional priority to people walking.

Start date: 2020/21

End date: 2024/25

Funding sources: S106, CAS

Total cost: £900,000

Delivery of proposals 2, 6, 13

Parklets

Temporary seating and planting areas at a number of locations around the City. These will be monitored and reviewed to recommend whether to make them permanent.

Start date: 2020/21

End date: 2024/25

Funding sources: OSPR

Total cost: £480,500

Delivery of proposals 1, 7

St Paul's External Lighting

A new innovative, sustainable and energy efficient lighting system to replace the ageing external lighting of St Paul's Cathedral, with a new innovative, sustainable and energy efficient system. The project aims to enhance the quality of the evening environment and encourage people to spend more time in the area while reinforcing the views of St. Paul's Cathedral from across London.

Start date: 2013

End date: 2026/2027

Funding sources: S106, External sponsorship, City Fund

Total cost: £2.075M

Delivery of proposal 7



Photo: James Newton

Strategic Transport Projects

Strategic Transport projects are initiatives or activities that help deliver the Transport Strategy. They include feasibility work, analysis and studies that inform the efficient and effective working of the section as a whole or specific teams within it. Strategic Transport also initiate new areas of work before embedding them as business-as-usual. For example, the delivery of Electric Vehicle Infrastructure, which was novel and is becoming standardised.

Collision analysis and mitigation

A review of the ten locations with the highest collision and personal injury rates and initial feasibility work to consider deliverability and priority for improvements.

An additional funding bid has been submitted for feasibility work, detailed design and delivery of an additional site (Ludgate Hill/Old Bailey), as part of the same package. This site was selected following a Healthy Streets Minor Scheme investigation, finding that this site had a high collision record and that there is a good potential scheme available.

Start date: 2023/24

End date: 2026/27

Funding sources: OSPR / LIP / S278 / Local Risk

Total cost: £10-15m

Delivery of proposal 20

Junction	Location	Status
1	London Wall / Moorgate	Being investigated as part of the London Wall Corridor Study, see Major Projects section. Options expected late 2024. Delivery 2025 onwards, subject to funding.
2	London Wall / Old Broad Street	Being investigated as part of the London Wall Corridor Study, see Major Projects section. Options expected late 2024. Delivery 2025 onwards, subject to funding.
3	Holborn Circus	Feasibility work anticipated to commence later in 2024 subject to funding.
4	Aldersgate Street / Long Lane (Outside Barbican Station)	Feasibility work anticipated to commence later in 2024 subject to funding.
5	Aldgate High Street (Outside Aldgate Station)	Feasibility work anticipated to commence later in 2024 subject to funding.
6	Newgate Street / Warwick Lane	Feasibility work anticipated to commence later in 2024 subject to funding.
7	Fleet Street / Bouverie Street	Included in Fleet Street Healthy Streets Plan area, and currently being considered in detail by Fleet Street Quarter BID for design and funding.
8	Fenchurch Street / Lime Street	Scheme developed, plan to incorporate as part of nearby S278 agreements.
9	Fetter Lane / New Fetter Lane	Scheme developed. Implementation programmed for autumn/winter 2024.
10	Fenchurch Street / Mincing Lane	Interim scheme developed. Delivery expected in 2025. Further measures covered by the Fenchurch Street Healthy Streets plan area.

City of London Street Accessibility Tool (CoLSAT)

Further work to extend the tool to include people who use a cycle as their primary mobility aid has been completed. We have improved quality / confidence scores for mobility scooter users and delivered training to City Corporation members and officers. We have also made some changes to the Tool to ensure it complies with the Microsoft guidelines on accessible Excel sheets.

We aim to launch the updated COLSAT in 2024, with the aim to encourage our partners and other third parties to use the tool to improve accessibility of their streets and public spaces. Start date: 2023/24

End date: 2024/25

Funding sources: City funds and officer time

Total cost: £5,000

Delivery of proposals 1, 2, 11, 16

Sustainable Servicing Programme

Policy and guidance working with TfL, to develop guidance for operators. We aim to promote a shift to cargo bikes for service operators, such as lift mechanics and electricians; and provide other ancillary facilities such as secure storage. The overall aim is to reduce the amount of motor vehicles used for this activity.

Start date: 2023/24

End date: 2024/25

Funding sources: CoL

Total cost: Officer time

Delivery of proposal 39

Shared use review for walking and cycling areas

Review of locations and principles where people walking and cycling share the same space to consider whether any changes are needed.

Start date: 2024/25

End date: 2025/26

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 1, 2, 20, 24

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). Across the four boroughs and the City, the overall aim of the ZEN is to decarbonise local transport. Over 3 years the programme will deliver, a network of cargo bike share hubs for public use residents and businesses; grants to businesses for cargo bikes and e-bikes, and events that promote air quality improvements or active travel.

Start date: 2024/25

End date: 2026/27

Total budget: £884,000, and officer time

Last mile delivery hubs

Work with neighbouring boroughs and TfL to identify opportunities and find suitable locations for delivery hubs.

Start date: 2019/20

End date: 2024/25

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 2, 11, 32, 38, 39

Kerbside Review

Comprehensive review of on-street parking and loading activity with recommendations for changes where appropriate. Including development of a kerbside strategy.

Start date: 2022/23

End date: 2024/25

Funding sources: LIP

Total cost: £100,000

Delivery of proposals 11, 14

EV Infrastructure Action Plan

Following an assessment of demand for new charging infrastructure up to five locations for new charging points will be put to market in 2023/24 and 2024/25.

Start date: 2019/20

End date: 2024/25

Funding sources: DfT; CoL; private sector.

Total cost: TBC

Primary delivery proposal: 30

Access for disabled people travelling by taxi and private hire

Work with London Councils to develop and trial a system to allow access to otherwise restricted streets for disabled people using Taxicard to travel by taxi or private-hire vehicle.

Start date: 2023/24

End date: 2025/26

Funding sources: CoL

Total cost: £10,000

Primary delivery proposal: 16

Events and Campaigns

This section describes the series of events that support Destination City and the BIDs, helping to provide more amenity and enjoyment on our streets. Campaigns are aimed at further education and engagement to improve behaviour, particularly around road danger and anti-social behaviour. These campaigns are developed and delivered in partnership with the City of London Police and some wider national and London campaigns with TfL and neighbouring boroughs.

Road Danger Reduction Campaigns

Opportunities to align with national campaigns, along with locally targeted behaviour change and community engagement activity to reduce road danger. This will be delivered in partnership with the City Police.

Start date: 2019/20

End date: Ongoing

Funding sources: TfL – LIP

Total cost: £25,000 (for 24/25)

Primary delivery of proposals: 6, 13, 20, 21, 34.

