Transport Strategy

City of London Corporation ED-INF2

Second Edition **October 2024**

Contents

Foreword

I am delighted to present this second edition of the City of London Corporation's Transport Strategy. It will guide how we design and manage streets, public space and transport in the Square Mile.

The City is one of the best connected places in the world. Transport has always been crucial to its success, enabling people to come here to work, to trade, to socialise, to exchange ideas and make their mark on the world. The City is home to 678,000 workers (November 2024), 8,600 residents and thousands of visitors. Accommodating all these people living, working, studying and enjoying all that the City offers is not without its challenges. We have competing demands on a finite amount of space, and our streets are not as welcoming, accessible or safe as we need them to be.

Following the pandemic, we have undertaken a thorough review and wide consultation with our partners, businesses, residents and workers to refresh our strategy.

The strategy remains bold in its vision and proposals: to prioritise people walking and wheeling, to make streets fully accessible to all, to improve the experience of people cycling and to ensure everyone is safe and feels safe when travelling in the City. This ambitious approach is essential to ensure the Square Mile is fit for the future. Since we published the first edition of this strategy in 2019, 73,000 more jobs have been added to the City's workforce. Our new City Plan makes provision for a minimum of 1.2 million more square metres of office floorspace by 2040, to accommodate 66,000 new jobs. All of which makes achieving this vision more pressing.

Meanwhile the opening of the Elizabeth Line means over six million people of working age can now access the City of London within one hour by public transport

And our Destination City initiative is supporting the Square Mile's growth as world-leading place for business and leisure.

With more people working, living in and visiting the city 24-hours a day, our approach to transport needs to respond to the challenges and opportunities this presents. The highest quality streets and transport connections remain key to a thriving Square Mile – maintaining the City's position as a world-leading business district.

In reviewing the strategy, we heard concerns about how our streets function today, and what new ideas we will need to make them better. This feedback showed continued support for the priorities of the Strategy and our changes. Overall, our approach is aiming to make sure our streets are inclusive and welcoming to everyone.

While the plan looks far ahead, the work to deliver these changes is already under way. A healthier and more accessible built environment is vital for a modern, successful and welcoming city. Delivering our ambition will require close partnership working with the City of London Police, the Mayor of London and Transport for London, our neighbouring boroughs and those across Greater London, as well as developers, businesses, voluntary organisations and our residents and workers.

I look forward to collaborating with all our partners to put these proposals into practice and work toward our shared goal of a Square Mile that is a great place to live, work, study and visit.

Shravan Joshi, Deputy MBE
Chairman, Planning and Transportation Committee

Introduction

The City of London (the City), also known as the Square Mile, is the historic heart of London and one of the world's leading financial and business centres. 1 in every 48 UK workers are employed in the City. It is home to 8,600 residents and a working population of over 678,000 people (November 2024). Each year the City also welcomes millions of domestic and international visitors.

How people and goods travel to and around the City has a significant impact on the experience of living, working and studying in or visiting the Square Mile. Facilitating the safe, clean and efficient movement of people and vehicles serving the City, alongside improving the quality of streets and public spaces, will be essential to ensuring the continued success of the City as a global centre for business and cultural destination.

As the highway authority for the Square Mile, the City of London Corporation (City Corporation) is responsible for the management of most streets within the City. Transport for London (TfL), the integrated transport authority for Greater London, manages the TfL Road Network (also known as red routes), of which there are several miles within the Square Mile (Figure 1). TfL also manages and operates London's public transport, the Congestion Charge and Emission Zones.

This Transport Strategy provides a 25-year framework for future investment in and management of the City's streets, as well as measures to reduce the social, economic, and environmental impacts of motor traffic and congestion. It also sets out our aspirations for improvements to the TfL Road Network and local,

national, and international transport connections. It details an ambitious approach to transport and the design and management of streets in response to the challenges arising from significant growth, fast-moving technological development and changing travel habits.

There is a projected increase of at least 66,000 jobs in the City up to 2040. To accommodate these, a minimum of 1.2 million m^2 of new office floorspace is required. Much of this will be accommodated in the City Cluster, the area that is already home to most of the City's tall buildings. The residential population will also grow, with around a thousand more people living in the Square Mile by 2040. This growth will lead to more people travelling on the City's streets - in particular more people walking and wheeling - and increased demand for high-quality public spaces. More residents, workers and visitors will also mean more deliveries and servicing of offices, homes, shops, pubs, cafés and restaurants.

This extra demand must be accommodated within a fixed amount of street space. The Square Mile's streets must enable the movement of people and vehicles to and within the City while also providing space for parking and loading. Our streets are also public spaces that provide workers, residents and visitors with places to meet, eat and drink, or just appreciate the unique character of the Square Mile. Attractive and safe public spaces, with seating and things to see and do, are a vital ingredient of a modern city.

The next 25 years will see major changes in transport technology. Vehicles will increasingly be connected and automated, and new mobility services will emerge. New technology can present great opportunities for travel and transport, but also presents challenges over how these new advancements are managed and controlled.

Automated vehicles, for example, may be able to use street space more efficiently and reduce collisions, but the availability of relatively cheap private transport could lead to more people choosing not to use public transport.

As the City grows it will be essential to reduce motor traffic and facilitate the movement of people by the most efficient and sustainable modes of transport. Reductions in traffic will also help improve air quality, reduce carbon emissions, and make our streets safer. Fortunately, most people already travel to and around the Square Mile on foot, by cycle or public transport. These travel trends are likely to continue in the future, but only if walking, wheeling, cycling and using public transport are convenient, attractive, inclusive and safe ways to travel.

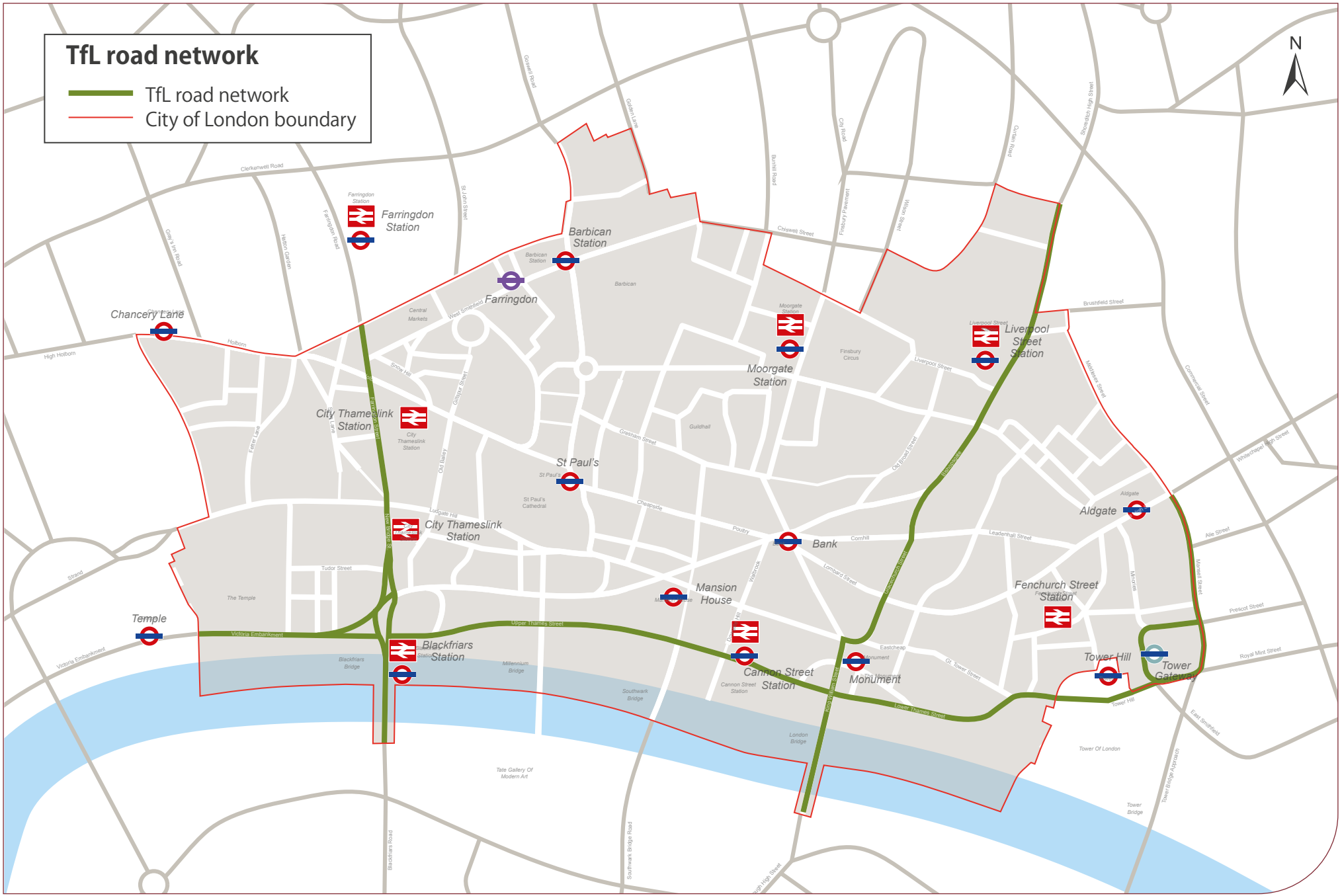


Figure 1: Transport for London road network

Travel and transport in the Square Mile

The City is one of the best-connected places in the world. TfL rates the whole of the Square Mile as having a public transport accessibility rating of above 6 – the highest possible score. This is made possible by an extensive public transport network with six mainline railway stations, 12 Underground and DLR stations, two Elizabeth line stations (Figure 2) and a high density and frequency of bus services.

Large numbers of commuters also use stations near the City, including London Bridge and Waterloo. There are also river bus services which stop at Blackfriars Pier and at Tower Pier just outside the City.

Significant improvements have been made to public transport provision, particularly with the construction of the Elizabeth line which operates trains to the City at Farringdon and Liverpool Street/Moorgate. These new services began running in 2022.

Data from 2017-2019 shows that 97% of all trips to, from and around the City were made by walking and wheeling (33%), cycling (5%) and public transport (60%) between 2017-2019 (Transport for London, 2023). Fewer than 3% of trips were made by other modes such as private car, taxi, private hire, and motorcycle. While this data was collected before the Covid-19 pandemic, the latest data from TfL suggests it is still broadly representative of current travel behaviour. Walking remains by far the main mode of travel within the City and a significant majority of people travelling to the City still do so by public transport and cycling.

93%

of commuter travel to the City is by

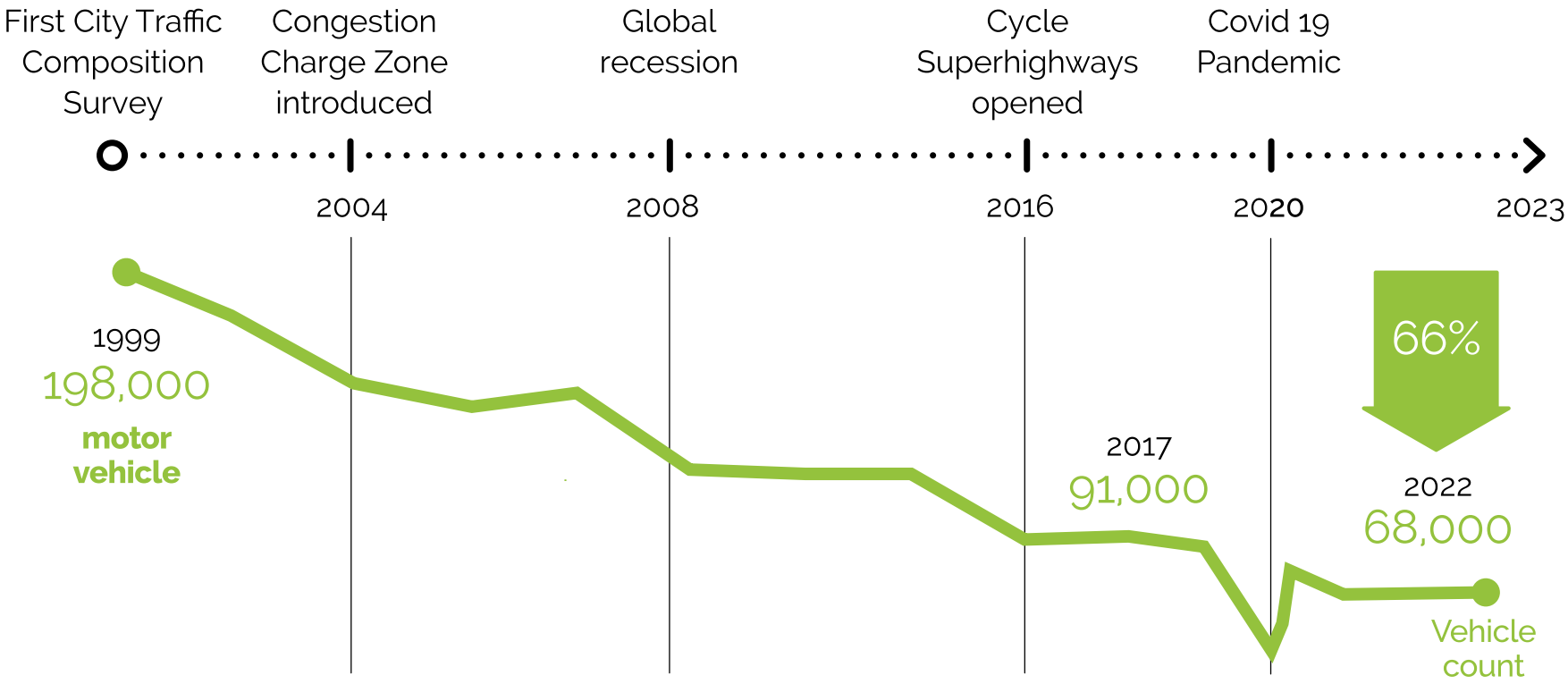
Public transport (84%)

Walking and wheeling (5%)

Cycling and micromobility (4%)

In recent years investment in cycling infrastructure has resulted in an estimated quadrupling in the number of people cycling in the Square Mile. People cycling now make up over a quarter of vehicles and this figure can rise to over 50% on some streets during rush hour. In 2022, people cycling made up a greater proportion of traffic on our streets than cars and private hire vehicles. People walking and cycling now make up more than two-thirds of all observed travel activity on the City's streets (City of London Corporation, 2023).

How motor vehicle volumes have changed across the City since 1999, 7am–7pm, 12 sites



Traffic in the City has changed significantly since the late 1990s, both in terms of total volume and overall composition. Traffic counts across the City show that overall motor traffic volumes have reduced by approximately two thirds since 1999, with the greatest reduction being in the number of cars and taxis. The greatest observed reductions have coincided with key events such as the introduction of the Congestion Charge, the global recession, the introduction of Cycle Superhighways, and the Covid-19 pandemic.

Our 2022 traffic surveys counted 21% fewer motor vehicles, 2% more people cycling, and 35% fewer people walking and wheeling compared to 2019 pre-pandemic levels. From 2019 to 2022, there were fewer recorded motor vehicles across all types, including vans and lorries, taxis, cars and private hire vehicles, and motorcycles. We are seeing more varied working patterns, with changes to numbers during the week, especially during the traditional AM and PM 'peak hours'. Recent counts show that evening footfall has returned closer to previous levels more than daytime (City of London Corporation, 2023).

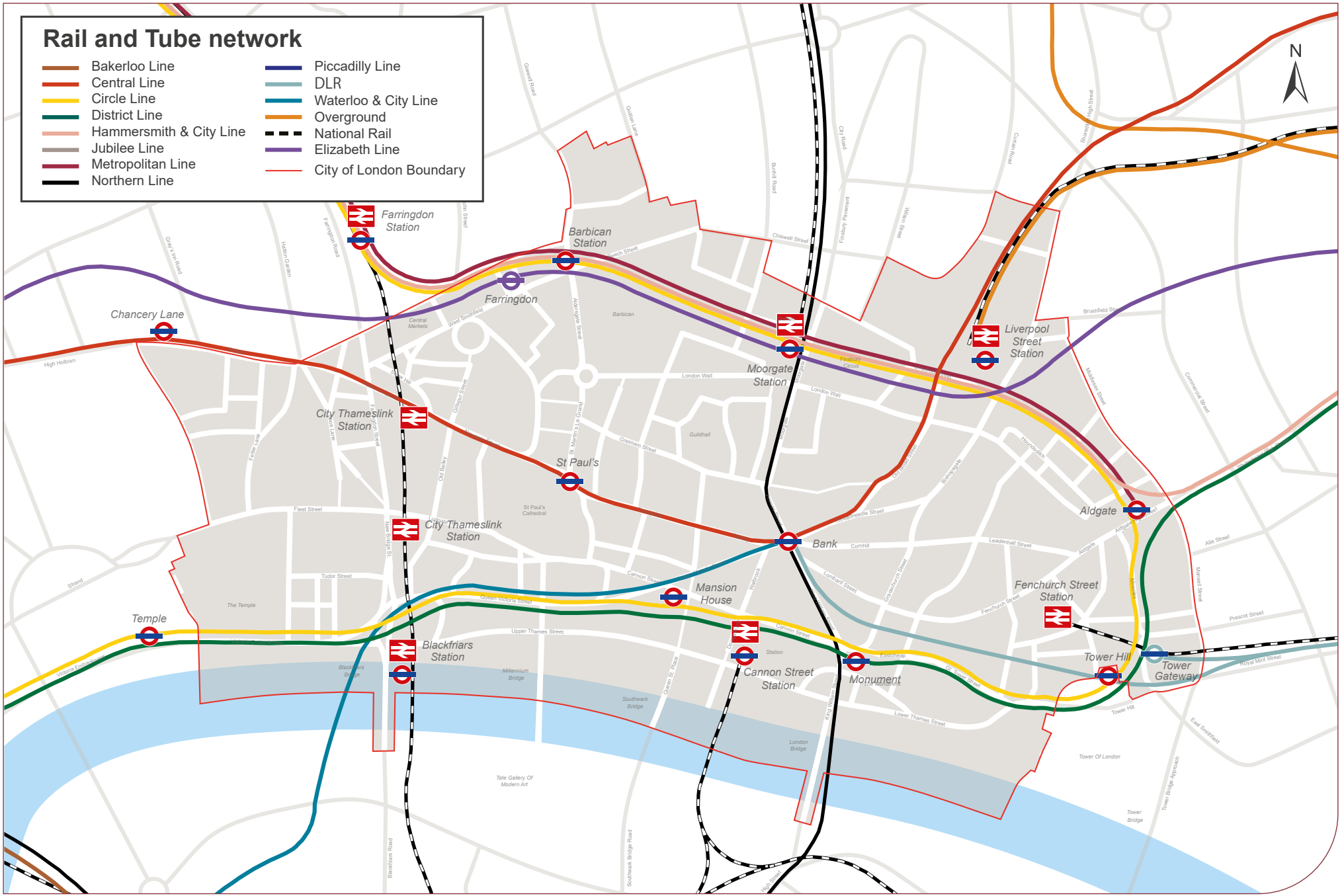


Figure 2: Public Transport network

How the Square Mile's streets have changed over the last 30 years

In common with cities around the world, the focus of transport planning and traffic management in the Square Mile during the 1960s, 70s and 80s was accommodating motor vehicles. Streets such as London Wall, Upper and Lower Thames Street and the Aldgate gyratory were rebuilt to maximise the flow of motor traffic. People walking were expected to cross these streets via bridges and subways. A thirty-mile network of walkways was planned, but never completed. Very few junctions had pedestrian crossings and pavement widths were kept to a minimum.

This approach began to change in the early 1990s, when the City Corporation approved an experiment to close Bank Junction to through movement and to retime traffic signals throughout the Square Mile. The proposals for Bank were part of a wider plan, 'Key to the future', which sought to reduce motor traffic in the centre of the City. These proposals took on an extra urgency following the IRA bombings of the Baltic Exchange and Bishopsgate in 1992 and 1993, leading to the introduction of a temporary 'Ring of Steel' in July 1993.

Around thirty years later the aspirations for Bank have been delivered, through the All Change at Bank project.

Officially known as the 'Traffic and Environment Zone', the Ring of Steel was made permanent in 1994. It significantly reduced the number of places where motor vehicles could enter the City, with many smaller streets closed to through traffic. This, together with carriageway narrowing and the installation of check points at the remaining access points, meant that fewer motor vehicles could enter the City. Motor traffic in the centre of the Square Mile fell by 30% as a result. Associated changes made key junctions outside the Ring of Steel more efficient by cutting out some of the movements, for example the Southwark Bridge/Queen Street/Upper Thames Street junction.

The Ring of Steel was extended in 1996 to incorporate St Paul's and Old Bailey and in 2000 to include Broadgate and a slight extension into Hackney. A further extension in 2003 brought the west of the City into the traffic management zone. Other functional changes through the 1990s and early 2000s saw pedestrian crossings added to 10 junctions and the installation of dropped kerbs and pedestrian refuges.

The last 20 years has seen an increased focus on improving the quality of the Square Mile's streets as places to walk, wheel, cycle and spend time. Overall, around a third of the City's streets have been improved over this period. 99% of guard railing was removed through the 2000s and around 100 granite courtesy crossings have been installed at junctions. Two-way cycling began to be introduced on one-way streets in 2006, with over 100 streets made two-way for people cycling by 2015. In partnership with TfL, three cycleways through the City have been completed. These have helped make cycling safer and enable more people to choose this increasingly popular mode of transport.

Starting in 2003, the Street Scene Challenge matched money generated from on-street parking and penalty charges to contributions from developers and occupiers – funding the delivery of multiple small schemes to improve the public realm across the Square Mile, such as Devonshire Square and Mitre Square. This collaborative approach has also funded significant improvements to:

- The area south of St Paul's, including converting the coach park into a new garden (completed 2011)
- The Cheapside quarter, including wider pavements to make Cheapside a more attractive place to shop and spend time (completed 2012)
- Holborn Circus, with more public space and seating and improved pedestrian crossings (completed 2014)
- The removal of the gyratory at Aldgate, which has enabled the creation of Aldgate Square – one of the largest public spaces in the Square Mile (completed 2018)
- Widening pavements, improving pedestrian and cycle crossings and creating new public spaces as part of the London Wall Place development (completed 2018)
- Public realm improvements around new offices for Bloomberg (completed 2018) and Goldman Sachs (completed 2019)

- All Change at Bank, an ambitious change to improve safety for people walking and cycling through Bank Junction, banning general motor vehicle traffic through the junction was made permanent in 2019. Work to enhance the benefits of the scheme and totally transform the space for people walking, wheeling and cycling through the area is nearing completion in 2024, with pavement widening, new tree planting and landscaping.

Understanding people's views of transport and streets in the Square Mile

The development of the Strategy has been informed by extensive engagement with the public and organisations with an interest in transport in the Square Mile. Engagement on the 2019 Transport Strategy took place in February and March 2018, and included:

- **City Streets survey:** 1,949 people accessed this survey which included questions on perceptions of the City's streets, priorities for the use of streets and kerbside space, and ideas and suggestions for future street and transport improvements
- **City Streets exhibition:** A supporting exhibition was held at the City Centre on Basinghall Street. The exhibition took visitors through historic and recent changes to the City's streets and presented future challenges. More than 7,000 people visited the City Centre over the two-month period
- **Stakeholder workshops:** 77 representatives from City businesses, transport user groups and other organisations with an interest in transport in the Square Mile attended workshops to share their views on the transport challenges and opportunities.

Engagement on the review of the Transport Strategy was undertaken in two phases between November 2022 and April 2024. The first phase aimed to understand people's views and inform changes to the Outcomes and Proposals. The second phase engaged stakeholders and the public in a consultation on the proposed changes to the Transport Strategy.

- **Stakeholder workshops, focus group events and one to one meetings:** representatives from transport and logistics organisations, neighbouring local authorities, City businesses, City schools and more came together to share their perceptions and priorities for use of the City's streets, and give their views on the transport challenges and opportunities.
- **Public perception survey:** Between 28 November and 19 December 2022, a public survey of workers, residents, students and visitors was undertaken. It contained wide ranging questions about participants' current travel patterns and perceptions of transport in the Square Mile. Through a combination of telephone interviews, an online panel, and face-to-face interviews nearly 1,000 responses were recorded.

Public Consultation: Utilising the online Commonplace engagement platform, stakeholder workshops and public drop-in sessions over 800 contributions from more than 400 respondents were gathered in the seven-week consultation from the 16 November 2023 to 7 January 2024. A Strategy Board made up of City business representatives, representatives from the Greater London Authority and TfL, and transport experts also met in developing the first edition of the Strategy and during the review period for this second edition. This Board provided advice and acted as a sounding board for emerging proposals and response to the consultations.

Supporting the delivery of the City of London Corporate Plan

The Transport Strategy is one of a suite of strategies that help to deliver the City Corporation's Corporate Plan.

The Plan sets six outcomes:

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

The Transport Strategy will help contribute to Flourishing Public Spaces and a Vibrant Thriving Destination by:

- Reducing motor traffic levels to enable space to be reallocated to walking and wheeling, cycling, greenery and public spaces
- Making streets safer and reducing the number of traffic related deaths and serious injuries
- Enabling people to walk, wheel and cycle and reducing the negative health impacts of transport, such as poor air quality and noise
- Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together.

Providing a Leading Sustainable Environment will be supported by actions in the Transport Strategy to:

- Improve air quality and reduce carbon emissions and noise from motor traffic
- Ensure streets are well maintained and resilient to natural and man-made threats.

Dynamic Economic Growth will be supported by:

- Enabling the City to continue to grow and accommodating the associated increase in demand for our limited street space
- Improving the quality of streets and transport connections to help attract talent and investment
- Helping create a smarter City that supports and enables innovative transport technology and other mobility solutions
- Advocating for improved local, national and international transport connections.

Diverse Engaged Communities will be supported by:

- Ensuring that the City's streets and public spaces are places where no one is excluded or feels excluded
- Developing and growing our understanding of inclusivity, especially how it relates to our streets and public spaces
- Working collaboratively with our partners and diverse communities to meaningfully apply our Principles of Inclusivity. These will promote equity and support the four pillars of sustainability (economic, social, environmental, and institutional)

- Encouraging community participation and engagement and ensuring a diversity of voices are heard
- Building trust with local communities through transparency, accountability and demonstrating how engagement has informed our processes and plans.

The Transport Strategy also supports the City of London Policing Plan, which seeks to keep those who live, work, and visit the City safe and feeling safe.

Climate Action Strategy

The City Corporation adopted a Climate Action Strategy in 2020 which sets out how the organisation will achieve net zero, build climate resilience and champion sustainable growth, both in the UK and globally, over the next two decades.

The City Corporation has committed to achieve net zero carbon emissions in our own operations by 2027; achieve net zero carbon emissions across our full value chain including investments and supply chain by 2040; support the achievement of net zero for the Square Mile by 2040; and build climate resilience across our operations and the Square Mile.

The Climate Action Strategy is supported by all the measures in the Transport Strategy which result in carbon reduction, both through a reduction in motor vehicle use and a switch away from fossil fuel vehicles. Actions and targets reflect the need to support Climate Action by reducing carbon emissions and by creating a more resilient street network and public realm through use of materials and planting more trees and greening across our schemes.

Destination City

Destination City is the City Corporation's growth strategy for the Square Mile as a world-leading business and leisure location. Launched in May 2022, the first phase of the Destination City programme focused on delivering major events plus new and exciting seasonal arts and culture activity to enliven the City's streets and venues, encouraging audiences to experience this part of London in a new way.

Following a review in 2024, Destination City is currently in the transition to a second phase to recast Destination City as a partnership approach. Destination City will continue to deliver a seven-day-a-week Square Mile that is a global magnet for businesses and residents, visitors and workers alike.

Attracting new businesses and people to a dynamic and thriving City is vital for the Square Mile's future. Destination City supports a first-class culture and leisure offer that is a crucial part of growing our vibrant Square Mile to support London and the whole United Kingdom.

The Transport Strategy supports Destination City through making transformational changes to the Square Mile's streets, with wider pavements, al-fresco eating and drinking, and first-class infrastructure for people walking, wheeling and cycling. By using planning powers to create new inclusive public spaces and cultural experiences, our City roof gardens, terraces and viewing galleries are already a magnet for visitors. The Sky Garden at 20 Fenchurch Street has welcomed over 10 million visitors.

The second phase of the Destination City programme is currently being established and it will bring many new opportunities for stronger collaboration. The Transport Strategy will continue to support the delivery of the Destination City programme.

Alignment with the City Plan 2040

The emerging City Plan 2040, sets out the planning policies that will guide future growth and decisions on planning applications for the next 20 years.

Transport plays a key role in enabling and accommodating development, and the way the City grows affects demand for travel and public space. Reflecting this interrelationship, relevant policies and proposals in the City Plan 2040 and this Strategy are aligned. In particular, several proposals support and respond to the significant change anticipated in the following 'Key Areas of Change' (Figure 3):

- **Aldgate Tower and Portsoken:** there is likely to be further commercial development, especially through the refurbishment or redevelopment of older buildings. The area will also experience increased tourism activity, in line with the continued increase in tourist numbers in London as a whole. Opportunities include the potential redevelopment of the Mansell Street estate
- **Blackfriars:** public realm enhancements are proposed along the Riverside walk, and the development of the Thames Tideway Tunnel will create a large new public space
- **City Cluster:** a number of significant tall buildings are under construction, with further tall buildings permitted but not yet commenced. The planned intensification of development in a relatively small geographic area will inevitably lead to a significant increase in footfall and put more pressure on public transport, streets, open spaces and services, therefore requiring better walking and cycling routes, enhanced public realm, and specialised approaches to freight and servicing
- **Fleet Street and Ludgate:** significant occupational change in major buildings is expected in the short- to medium-term as buildings in this area are under development. A new combined court and City of London Police headquarters is also being developed. Retail provision along Fleet Street is being considered, encouraging greater diversity of retail, culture and leisure and the extension into the evening and weekends
- **Pool of London:** there is opportunity for renewal through development and public realm improvements that enhance heritage assets, such as Custom House; the churches of All Hallows by the Tower and St Magnus the Martyr; Adelaide House; Old Billingsgate Market and the quay, cranes and stairs on the riverside in front of Custom House. Although the area will retain its strategically significant office uses, there is significant potential to enhance the area for visitors, tourists, children and young people
- **Liverpool Street:** further development in the Liverpool Street area is anticipated following the completion of Elizabeth line at Liverpool Street station. Potential redevelopment of the railway station will initiate change in this area
- **Smithfield and Barbican:** a cultural quarter focused on the Barbican and the new London Museum (due to open in 2026); Smithfield Market, London's major wholesale meat market, is expected to relocate in the coming years.

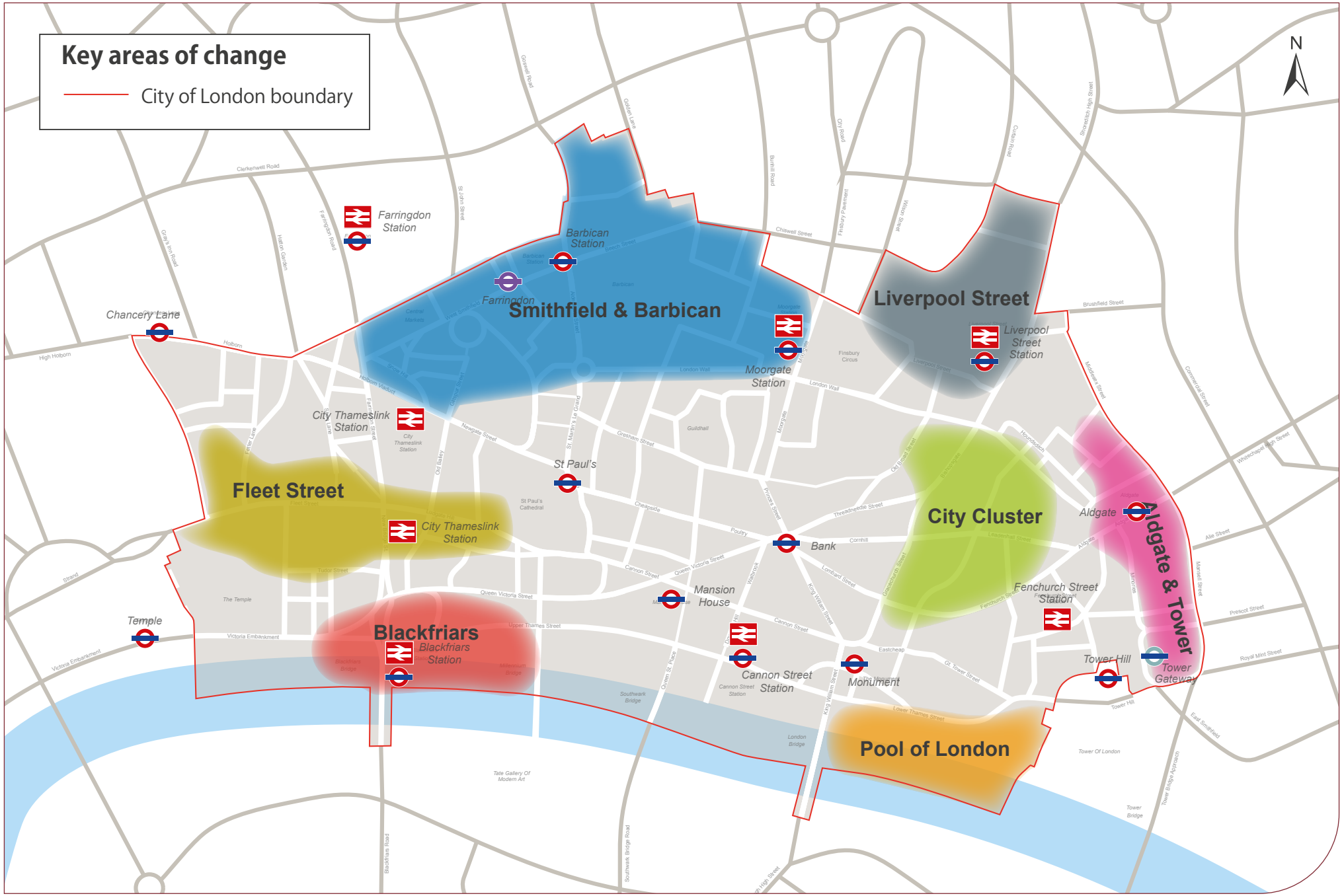


Figure 3: Key areas of change

Supporting the delivery of the Mayor's Transport Strategy

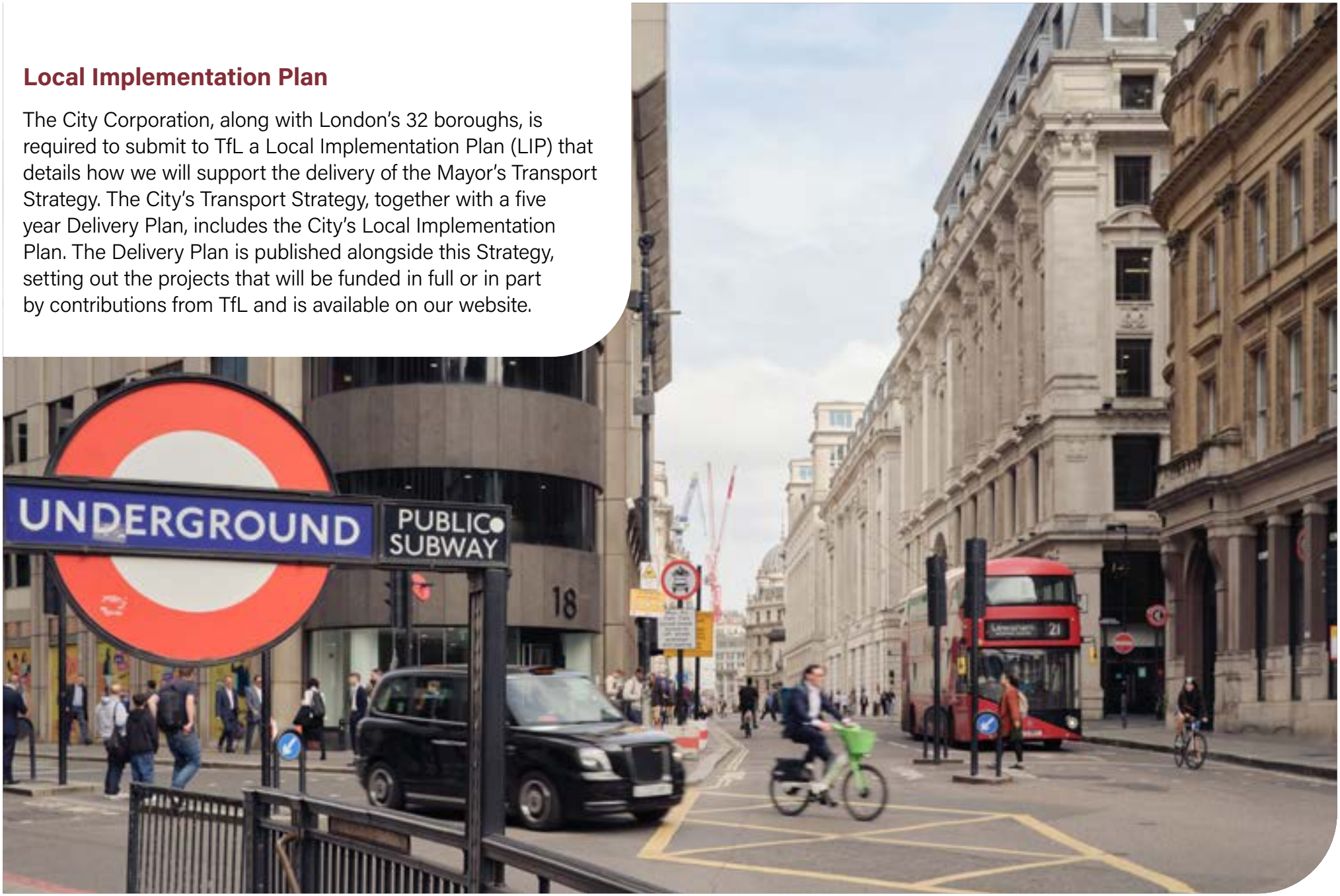
The Mayor's Transport Strategy (MTS) sets out the Mayor of London's policies and proposals to reshape transport in London by transforming the Capital's streets, improving public transport and creating opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport.

The three key themes of the MTS are:

- **Healthy Streets and healthy people:** Creating streets and street networks that encourage walking, cycling and public transport to reduce car dependency and the health problems it creates
- **A good public transport experience:** Enabling more people to travel by public transport, the most efficient way for people to travel over distances that are too long to walk or cycle
- **New homes and jobs:** Planning the City around walking, cycling and public transport use to unlock growth in new areas and ensure that London grows in a way that benefits everyone.

Local Implementation Plan

The City Corporation, along with London's 32 boroughs, is required to submit to TfL a Local Implementation Plan (LIP) that details how we will support the delivery of the Mayor's Transport Strategy. The City's Transport Strategy, together with a five year Delivery Plan, includes the City's Local Implementation Plan. The Delivery Plan is published alongside this Strategy, setting out the projects that will be funded in full or in part by contributions from TfL and is available on our website.



Vision, Aims & Outcomes

Our Vision

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

By delivering this Vision we aim to...

Ensure the Square Mile is a healthy, attractive and easy place to live, work, learn and visit.

Support the development of the Square Mile as a vibrant commercial centre and cultural destination and protect and enhance its unique character and heritage.

To create a future where...

- The Square Mile's streets are great places to walk, wheel and spend time
- Street space is used more efficiently and effectively
- The Square Mile is accessible to all
- People using our streets and public spaces are safe and feel safe
- Improve the experience of riding cycles and scooters in the City
- The Square Mile's air and streets are cleaner and quieter
- Delivery and servicing are more efficient, and impacts are minimised
- Our street network is resilient to changing circumstances
- Emerging transport technologies benefit the Square Mile
- The Square Mile benefits from better transport connections

Proposals

For each of the 10 Outcomes, this chapter outlines our ambitions, summarises the key issues and challenges, and sets out the proposals for delivery.

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The Healthy Streets Approach and inclusivity

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

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

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

To address this, we will take an inclusive approach to transport planning and delivery that will put the lived experience of people using our streets and spaces at the heart of our decision-making and delivery.

This will ensure that the City's streets and public spaces are places where no one is excluded or feels excluded, regardless of their age, disability, gender identity or reassignment, being married or in a civil partnership, being pregnant or on maternity leave, race or ethnicity, religion or belief, sex, sexual orientation or socio-economic background.

To achieve this it will be necessary to develop and grow our understanding of inclusivity, especially how it relates to our streets and public spaces. We will work collaboratively with our partners and diverse communities to promote equity and support the four pillars of sustainability (economic, social, environmental, and institutional) by meaningfully applying our inclusion principles.

Our inclusion principles

We have developed five inclusion principles to steer the development of our Inclusivity and Equity Action Plan and the delivery of this Strategy. These principles have been developed in accordance with national and international best practice and guidance, listed in the references section.

These principles are our current best understanding of an inclusive approach to transport planning and delivery. They have informed our approach to ensuring everyone can safely and confidently access and travel around the City of London. They will hold us accountable as we continue to remove barriers that may exclude people from accessing all the opportunities the City has to offer.

Our inclusion principles are:

- Improving our street network and supporting the improvement of London's public transport network to ensure everyone can experience the benefits of our policies and projects, and particularly those currently excluded
- Designing and delivering spaces and services which are inclusive by default and work to provide equitable access to all
- Encouraging community participation and engagement and ensuring a diversity of voices are heard through the decision-making process
- Building trust with local communities through transparency, accountability and demonstrating how engagement has driven change in our processes and plans
- Developing shared, local stories of inclusion best practice and lessons learnt, showing how changes to our streets and our polices have improved people's lives; and promoting a culture of inclusivity.

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

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

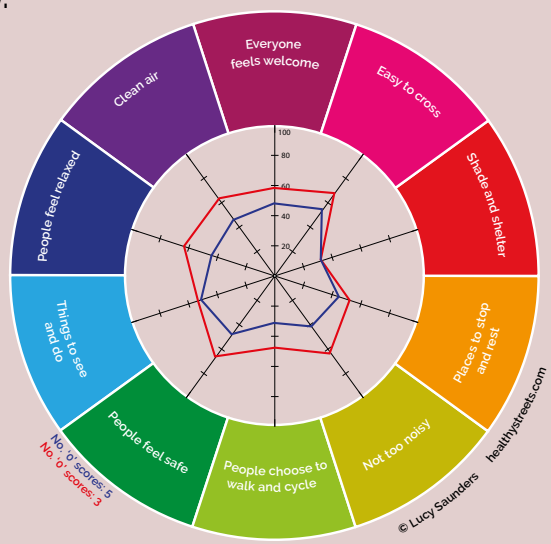
- Using the Healthy Streets Approach to inform strategic decision making and project prioritisation
- Using the Healthy Streets Design Check to assess proposals for projects that will have a significant impact on people's experience of using the City's streets and publishing the results
- Assessing planning applications against the Healthy Streets Indicators and requiring the use of the Healthy Streets Design Check on all developments that will have a significant impact on surrounding streets
- Assessing the health impacts of projects as part of the design process and post-implementation monitoring
- Including questions relating to the Healthy Streets Indicators in project monitoring and public perception surveys.

Healthy Streets Design Check

The Healthy Streets Design Check is a tool for designers and engineers that uses 19 metrics to assess how a street performs against the 10 Healthy Streets Indicators. It can be used to assess an existing street, proposed changes to a street or a completed project.

Using the Healthy Streets Design Check helps ensure that the factors that influence people's experience of being on street are properly considered. It also allows for easy comparison of different design options to help inform decision making and make it easier for people to understand the relative benefits of different proposals during consultations.

An example of the results from a Healthy Streets Check demonstrating improvements against each Indicator is shown below.



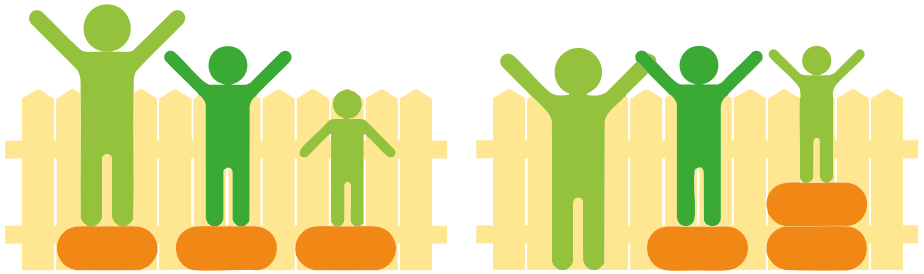
Proposal 1b: Embed inclusion in our approach to transport planning and delivery

We know we need to do more and do better to create an equitable and inclusive City, and that this change needs to happen as soon as possible. To achieve this at pace, an Inclusivity and Equity Action Plan will be developed by 2025. This will outline the key actions and steps we will take to deliver this proposal, alongside a series of qualitative and quantitative metrics and measures to ensure transparency and accountability as we implement this Strategy.

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

- Using inclusive design and delivery to inform strategic decision-making and project prioritisation
- Developing robust, comprehensive and evidence-based Tests of Relevance and Equality Impact Assessments (as per our Public Sector Equality Duty in the Equality Act 2010) for all projects and major policy decisions, striving to co-create these wherever possible
- Requiring our inclusion principles and the Healthy Streets Approach to be considered in transport assessments and the design and delivery of associated improvements
- Including mandatory questions on inclusivity and equity in project monitoring and public perception surveys

- Identifying new metrics to report our progress on improving inclusivity and equity and publishing updates to those metrics on an annual basis
- Using community engagement and tools such as the City of London Street Accessibility Tool (CoLSAT; Proposal 15) to identify opportunities to further improve the accessibility and inclusivity of our projects
- Ensuring that changes to streets are supported by community education, engagement and enforcement, whenever appropriate
- Developing internal guidance on what constitutes inclusive language and media, and how we best communicate with our stakeholders and audiences, including ensuring all texts are accessible when engaging and consulting on policies or projects we undertake
- Ensuring we reach a wide audience through representative networks, dedicated surveys and direct engagement with local interest and minority groups, among many others
- Ensuring staff involved in the delivery this Strategy and the Inclusivity and Equity Action Plan are formally trained in our inclusion principles, and have an understanding best practice and our responsibilities under the Equality Act 2010
- Engaging with the Mayor of London, the Greater London Authority, neighbouring boroughs, Transport for London, the Government, transport operators and other related partners to support and champion a more inclusive transport network
- Supporting and challenging our suppliers and delivery partners to embed inclusivity and equity in their processes and projects
- Building trust with local communities through transparency, accountability and demonstrating how engagement has driven change in our processes and plans
- Establishing effective feedback mechanisms and complaint procedures to address inclusivity concerns.



Equality Equity

Considering equity as well as equality means considering unfair and avoidable differences in the way people experience the transport network and streets, and taking specific steps to address these barriers, disparity and disadvantage (Transport for London, 2024).

Our corporate equity, equality, diversity and inclusion objectives

In March 2024, we published our corporate Equality Objectives, which proposed systemic change through championing and advancing equity, equality, diversity and inclusion in everything we do.

Consideration of equity, equality, diversity and inclusion is integral in the design, development, implementation and evaluation of our services in compliance with the Public Sector Equality Duty (and specifically Section 149 of the Equality Act 2010). Throughout the delivery of this Strategy we will look to take a community-centred approach, as set out in our Ethical Policy, to help us better understand the challenges our communities face and include them in our planning and decision-making processes.

The Transport Strategy will support the four City of London Corporation Equality Objectives:

- **Inclusive and Trustworthy Leadership:** This objective recognises the City Corporation has an inward and outward leadership role in advancing equity, equality, diversity, and inclusion (EEDI). It aligns to the Corporate Plan 2024-2029 and People Strategy 2024-2029.
- **Inclusive and Diverse Community:** This recognises it is essential to tackle unlawful discrimination, inequity and unfair bias and the need for systemic change.
- **Accessible and Excellent Services**: This aligns to the Corporate Plan outcome focussed on providing excellent services and our ambition to be world class.
- **Socio-Economic Diversity:** The focus is internal and external, including social mobility and social inclusion. It also aligns with aspirations in the Corporate Plan, People Strategy and our commitments through the Social Mobility Index.

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

Walking and wheeling[1] are, and will remain, the main ways that people travel around the Square Mile. We want people walking and wheeling in the City to feel that their needs have been prioritised. By delivering this Strategy we will make the experience of walking and wheeling on our streets a more enjoyable and rewarding experience – a great way to travel and to discover all that the City has to offer.

Fewer, cleaner and quieter motor vehicles will mean that streets are less dominated by traffic and easier to cross. People driving and riding in the City will recognise the Square Mile as a place where people on foot come first – they will travel slowly and be prepared to give way to people walking and wheeling. Pavements will be wide enough to avoid feeling uncomfortably crowded, even during the hustle and bustle of the morning and evening commute. High-quality public realm, more seating, greenery, public art and events will mean that streets are also great places to stop, rest and relax.

Our recent survey of nearly 1,000 City workers, visitors, residents and students found that 76% of respondents thought that the walking environment in the City is pleasant (SYSTRA, 2023).

1 References to people walking and wheeling include people using: mobility aids such as wheelchairs, rollators or mobility scooters designed for use on the pavement, and people with physical, sensory or cognitive impairments who are travelling on foot. It also includes people who are using buggies, strollers, prams and pushchairs.

This research indicates that the two biggest priorities for respondents are to create streets that are accessible for all and make the City's streets a great place to walk (SYSTRA, 2023). The City's streets are busy with people walking at all times of the day, and between 7am and 11pm there are more people walking on our streets than travelling by any other mode (City of London Corporation, 2023).

65% of all travel movements in the Square Mile are made by walking or wheeling and almost all residents and workers in the City will walk at least once during the day (City of London Corporation, 2018). These numbers will increase as the City grows, with potentially a further 104,000 people walking on our streets within the next 20 years, as suggested by employment projections including all employment sectors (City of London Corporation, 2024).

The completion of the Elizabeth line in 2022 has intensified the arrival of people into the City – with each Crossrail train capable of accommodating 1,500 passengers, it transports thousands of people into the City on a daily basis (Transport for London, 2023).

We will continue to prioritise improving the walking and wheeling environment in the City and enhancing people's experience and ease of getting around.

97%

of on-street journeys that start or finish in the City are entirely or partially walked or wheeled, including to and from public transport

Wheeling - A term encompassing use of wheelchairs, mobility scooters, pushchairs and other mobility or carrying aids.

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

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

- Applying the Healthy Streets Approach (Proposal 1a) and considering the needs of people walking and wheeling first when delivering changes to streets
- Accepting that delivering priority for people walking and wheeling may result in delays or reduced capacity for other street users, while seeking to minimise the impact on essential traffic through general traffic reduction (Proposal 11)
- Increasing the number of pedestrianised or pedestrian priority streets from 25 kilometres at present, to 35 kilometres by 2030. By 2044, at least 55 kilometres will be pedestrian priority, equating to half of all streets (by length)
- Making streets easier to cross and giving people walking and wheeling greater priority at the entrances to side streets
- Widening pavements to provide more space, with the aim that all pavements will have a minimum Pedestrian Comfort Level of B+
- Ensuring that the City's 'Al fresco eating and drinking policy' is correctly applied. This puts the safety and accessibility of people walking and wheeling first when considering the potential to grant temporary pavement licences for outdoor eating and drinking. The longer term 10-year policy developed in 2024 will also ensure that safety and accessibility are prioritised when considering requests for al fresco eating and drinking.

Pedestrian Comfort Levels

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

TfL's Pedestrian Comfort Guidance recommends a minimum comfort level of B+.

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

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Key walking and wheeling routes

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

A series of north-south and east-west routes will provide improved walking, wheeling, and cycling connections to key attractions, destinations and public spaces. The north-south routes will link to the bridges across the Thames. The improved routes will deliver better crossings, improved safety, and improved accessibility. The routes are shown in Figure 5, and are as follows:

Routes north-south from:

- Millennium Bridge to Barbican via St Pauls Cathedral, which supports the new London Museum and Smithfield area changes
- Southwark Bridge to Barbican via Guildhall
- Cannon Street to Liverpool Street via Bank
- Blackfriars Bridge to Farringdon via Ludgate Circus (in partnership with TfL)
- Blackfriars Bridge to Farringdon parallel 'quiet route' (Black Friars Lane, Ludgate Broadway, Old Bailey, Giltspur Street)
- London Bridge to Liverpool Street via Bishopsgate including Monument junction (in partnership with TfL).

Routes east-west from:

- Farringdon to Aldgate via Smithfield and the Barbican
- Fleet Street to Aldgate via Bank and the City Cluster, including Ludgate Circus (in partnership with TfL)
- Temple to Tower Hill via the Thames Riverside.

Pedestrian priority streets

New pedestrian priority streets will be introduced across the Square Mile, with opportunities identified within Healthy Streets Plans (see Proposal 12). We will prioritise opportunities to introduce pedestrian priority on streets with a pavement width of less than two metres.

An indicative map of these streets is shown below in Figure 4.

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

Pedestrian priority streets

There are already 28 kilometres of streets in the Square Mile that, through various restrictions, limit access to motor vehicles to prioritise people walking and wheeling.

Pedestrian crossings

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

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

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

- Countdown timers
- Audible signals
- Far side signals
- Rotating cones
- Suitable tactile warning surfaces
- Engineering solutions to reduce steepness of dropped kerbs
- No ponding at dropped kerbs.

Continuous pavements and courtesy crossings

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

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

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Campaigns and promotion

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

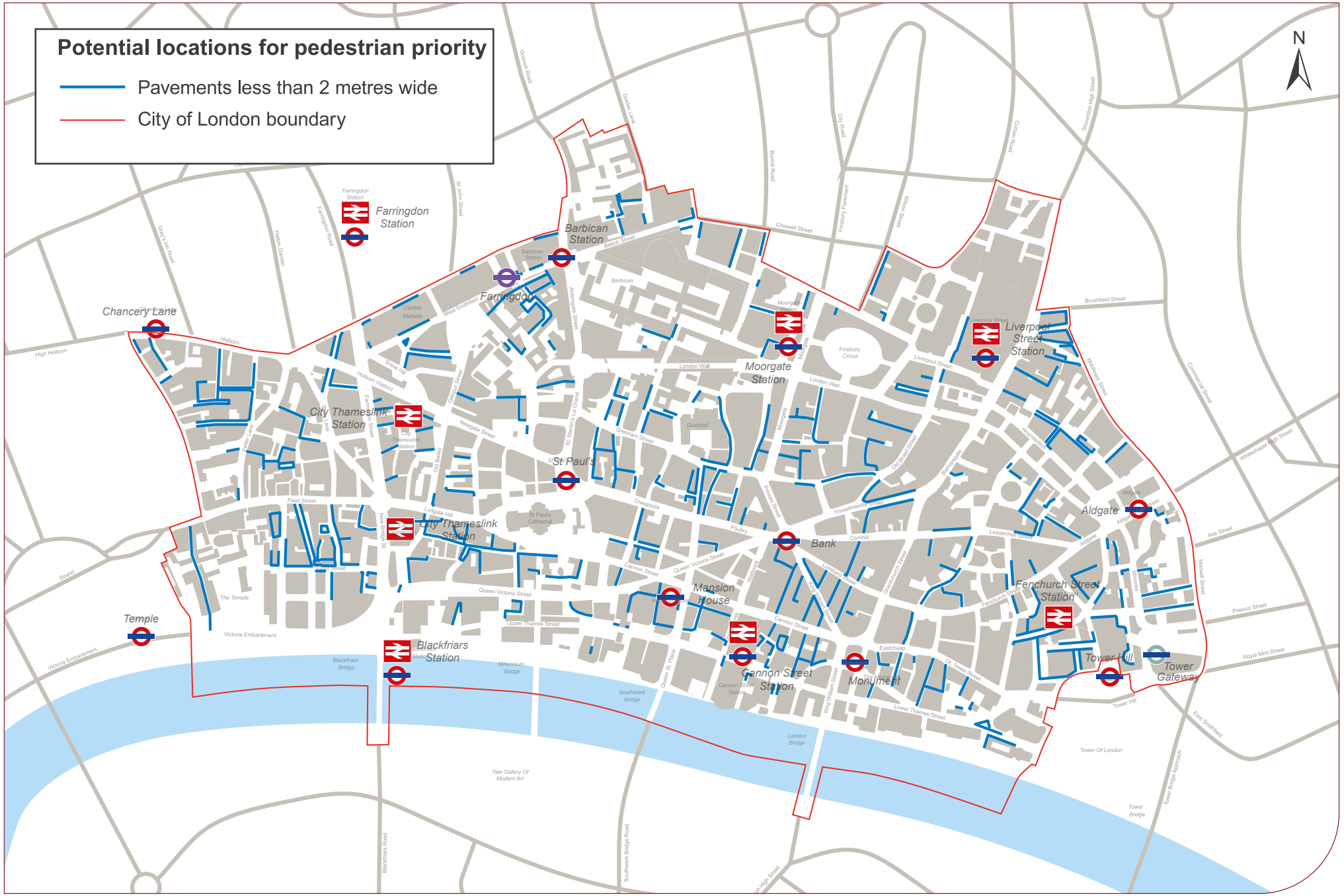


Figure 5: Potential locations for pedestrian priority

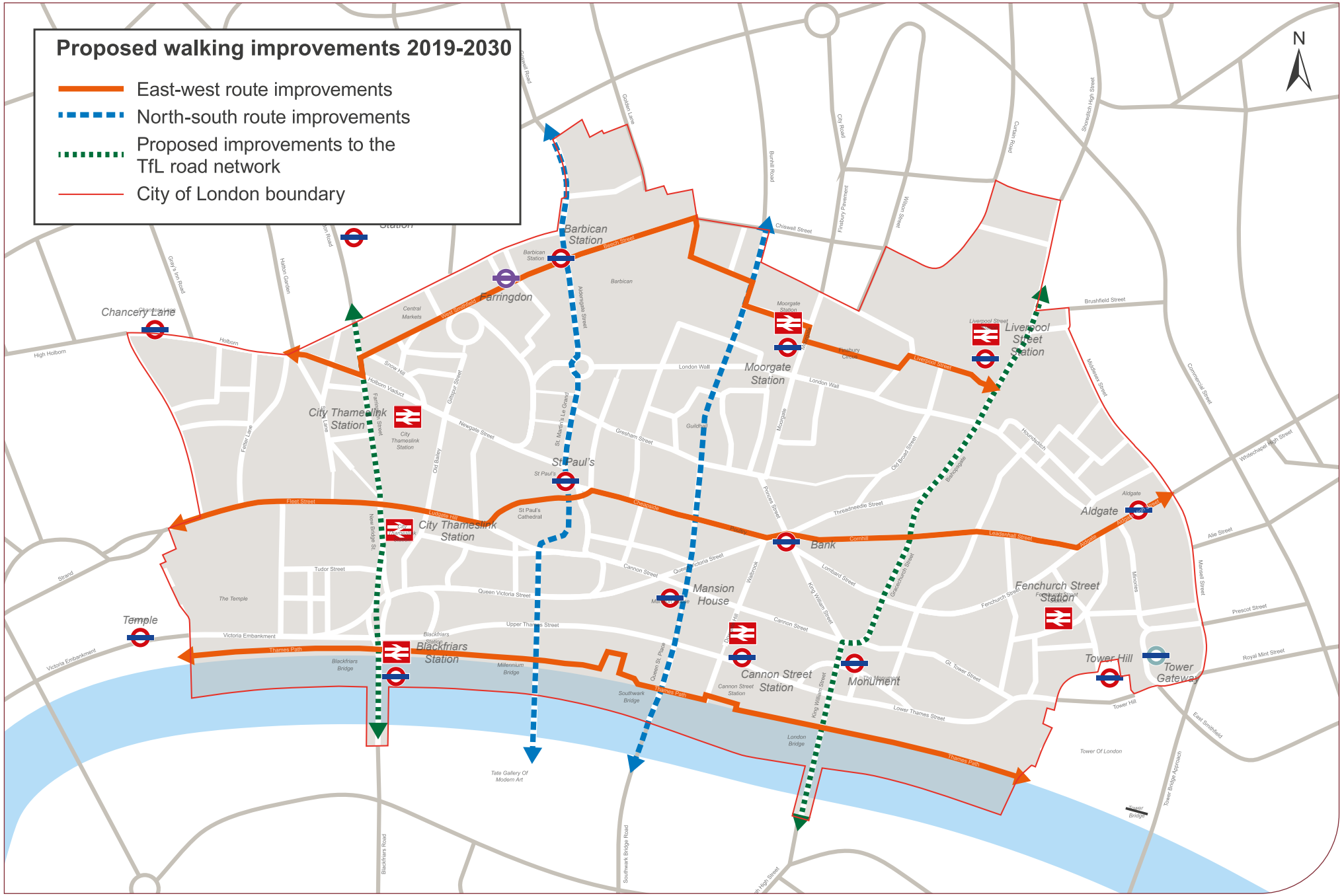


Figure 4: Proposed walking improvements

Proposal 3: Enhance the riverside walkway and improve walking and wheeling connections between the riverside and the rest of the City

We will work with Transport for London, landowners, developers and other partners to:

- Improve the connections between the riverside and the rest of the City by making it easier to cross Upper and Lower Thames Street. Improvements will include installing a new pedestrian crossing at the junction with Puddle Dock by 2025, to provide direct access to Blackfriars Pier. We will also work with TfL to explore the potential to improve accessible connections and install additional street-level crossings as an alternative to existing bridges over these streets
- Improve the quality of the public realm along the riverfront and identify opportunities to create new open spaces, exercise facilities and play areas
- Wherever feasible, use the redevelopment of sites along the riverside to widen the walkway and to activate the riverfront by introducing more ground floor leisure uses such as restaurants and cafes, where they will not adversely affect residents.

Proposal 4: Enhance the Barbican high walks

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

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

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

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

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

Proposal 6: Promote and celebrate walking and wheeling

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

- Updating and maintaining Legible London maps and directional signs across the Square Mile, including reference to accessible routes and lifts where possible
- Exploring the potential for additional wayfinding, for example to show elevated walkways and public spaces and through on-street cues or apps
- Improving people's awareness of traffic-free walking and wheeling routes, such as alleyways and routes through parks and gardens, through promotional activities and dedicated wayfinding
- Organising led walks, working with our partners, businesses, residents and heritage and cultural institutions to promote walking
- Continuing to share learnings, promote good practice and celebrate walking through an annual Walking and Cycling Conference
- Supporting London-wide, national and international walking campaigns.

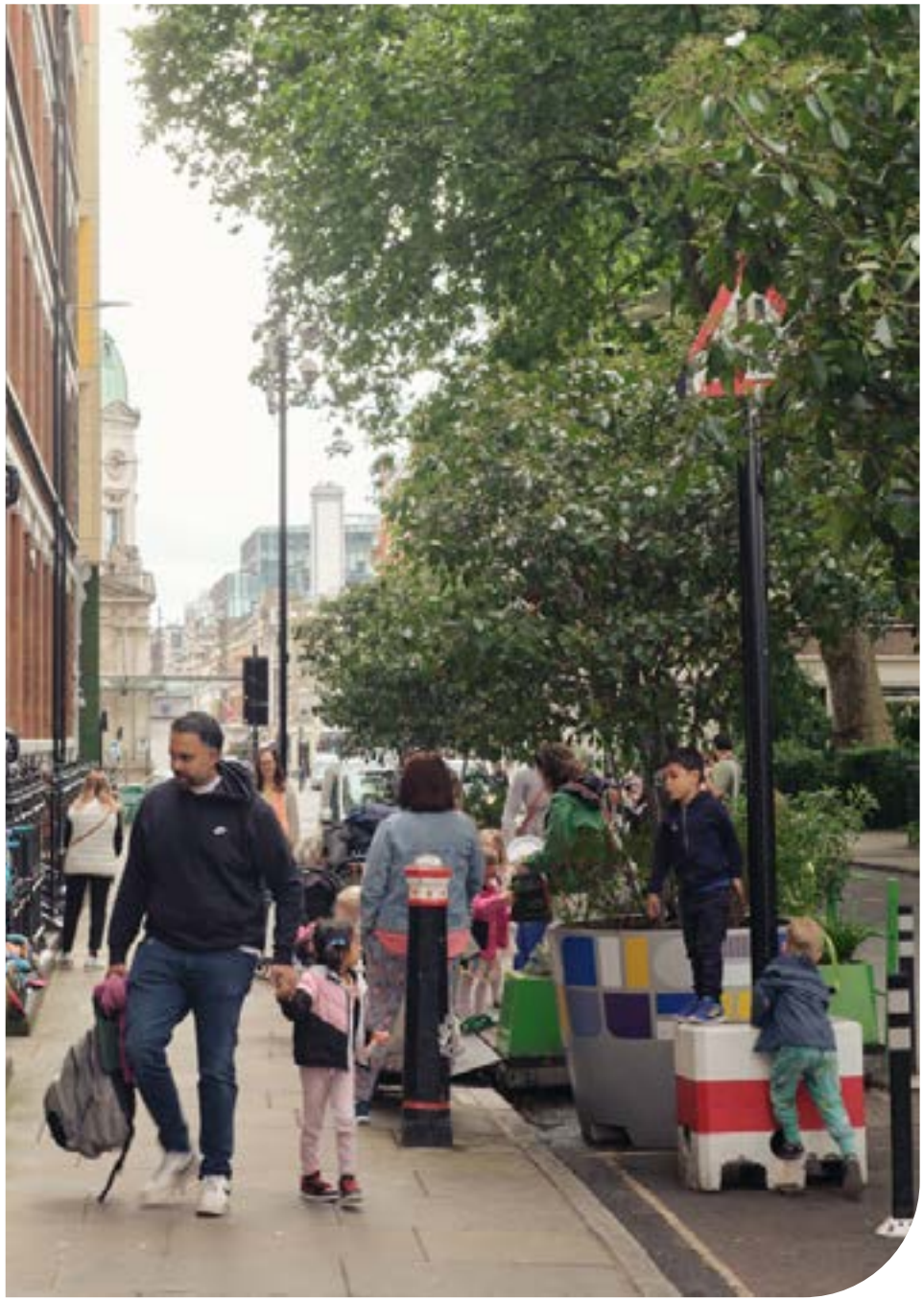
Legible London

City-wide installation of Legible London signs was completed in 2019 with just over 300 signs. Legible London maps and signs were developed by TfL to make it easier for people to walk around London. They provide a consistent approach to wayfinding, with over 2,000 signs and maps already installed across the Capital. Legible London maps are also provided in Underground stations, and at bus stops and cycle hire docking stations. The maps encourage people to walk or wheel by showing destinations that can be reached within five and 15 minutes.

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

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

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



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

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

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

We will work with BIDs and other partners to provide and maintain more greenery on the City's streets. This will include incorporating greenery and planting when making changes to streets and the public realm, including measures that deliver pedestrian priority, traffic calming and vehicle access restrictions. Where possible, new planting on City streets will incorporate sustainable drainage as set out in Proposal 9.

We will support delivery of the City Corporation's Biodiversity Action Plan (BAP) (City of London Corporation, 2021) through greening and tree planting on our streets and public spaces.

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

The green corridors, shown in Figure 6, will follow the following routes:

- A north-south route through Temples – Chancery Lane - Holborn
- A north-south route through St Pauls – Postman's Park – Barbican – connecting to Islington
- A north-south route through Aldgate – Minories – Tower Hill
- An east-west route through Embankment Riverside – Riverside Walk – towards Wapping
- An east-west route through Smithfield – Barbican – Finsbury Circus – Bishopsgate.

These will be delivered through planned projects, some of which are funded through the Climate Action Strategy, and through developer contributions to improve the public realm.

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

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

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

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

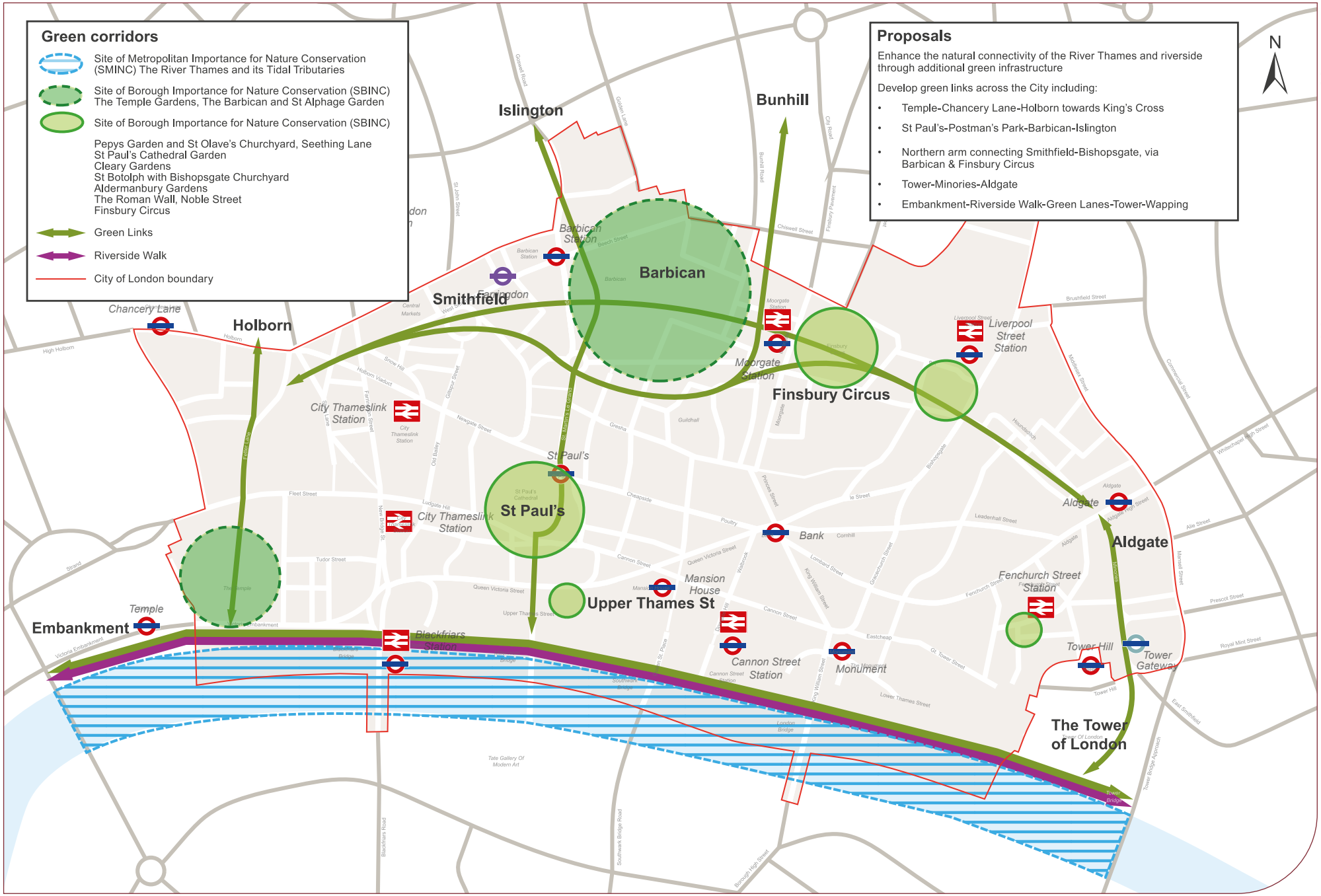


Figure 6: Proposed Green corridors

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

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

Planting additional trees is a commitment through our Climate Action Strategy (City of London Corporation, 2020), green corridors ('cool routes'), as set out in Proposal 8. In total 100 new street trees will be planted by 2025.

The potential impact on street users of sun exposure and any increase in wind speeds and tunnel effects from new developments (particularly tall buildings) will be assessed and mitigated through the planning process and the application of Thermal Comfort Guidelines (City of London Corporation, 2020).

Outcome 2: Street Space is used more efficiently and effectively

We want the use of the Square Mile's streets to better match the priorities of residents, workers and businesses. Street space will be used more efficiently, with more space and time provided for people walking, wheeling, cycling and travelling by bus. General reductions in the number of motor vehicles will help reduce delays for the essential traffic that remains.

Some streets will be used in different ways at different times of the day. For example, by providing space for people to walk and relax during the day, while allowing deliveries overnight. Temporary closures of streets to motor vehicles will provide opportunities for cultural and community events or simply enjoying the City. The kerbside will also be used more dynamically and effectively, with commercial vehicles having priority access to parking. With greater efficiency, loading activity will no longer cause obstructions, particularly at the busiest times of day.

Findings from our recent survey of nearly 1000 City workers, visitors, residents and students (SYSTRA, 2023) indicated that reducing motor traffic and making streets safer by reducing traffic were the joint fourth highest priorities (after accessible streets, making City streets great places to walk, and getting more people cycling).

Since 1999, there has been a 66% reduction of motor traffic levels in the Square Mile, while the number of workers in the City has increased by at least 50%. In 2022, 7am-7pm, 35% of motor vehicles in the Square Mile were cars (including private hire vehicles), 20% were taxis and 30% vans and goods vehicles.

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Cycles and buses represent the most space efficient modes of vehicular transport. Based on average occupancy, they require 200m^2 and 250m^2 of street space respectively to move 100 people. The same number of people travelling in a car or taxi would need 760m^2.

Managing traffic movement and access

Street space is a finite resource, and the Transport Strategy recognises the trade-offs between competing demands for that space. These trade-offs are weighted towards improvements for people walking and wheeling, and to a lesser extent people cycling, and to enhancing the public realm.

As noted under Proposal 2 - Put the needs of people walking and wheeling first when designing and managing our streets - we accept that delivering priority for people walking may result in delays or reduced capacity for other street users, while seeking to minimise the impact on essential traffic through general traffic reduction.

In a constrained environment like the City, it is only possible to give more space or priority on a street to people walking by reallocating space from or changing access for other street users. Where traffic changes are required, access for motor vehicles will be retained to ensure people who need to use a taxi, private hire vehicle or their own vehicle to travel to and within the City can reach their destination. Access is also required for deliveries and servicing. However, some increases in journey lengths will be unavoidable.

Decisions on reallocating space or changing access will be informed by a street's classification in the street hierarchy, illustrated in Figure 7, which sets out how each street should function in terms of vehicular movement. Its application and the phasing and coordination of project delivery (where streets are temporarily closed) ensures traffic can move around the City and access parking, loading space and properties.

The following statements set out our approach for managing the allocation of space and allowing access for the different types of traffic on the City's streets. All decisions will include an assessment of impacts on access and movement around the City through a project's Equalities Impact Assessments (EqIAs).

Walking and wheeling

Walking and wheeling, which includes people walking and wheeling to and from public transport, is the main way that people travel around the City and will be prioritised accordingly by:

- Creating pedestrian priority streets where traffic access is limited for all or part of the day
- Giving greater priority at junctions and side streets and making streets easier to cross
- Reallocating street space to widen pavements and enable public realm improvements

Where improvements for people walking are required, including to make streets more accessible, then these will take precedence over the use of the streets by other traffic, particularly motor traffic.

Cycling

Pedal cycles include electrically assisted pedal cycles, adapted cycles, cycles used as mobility aids and cargo bikes. They may have more than two wheels.

Where it does not conflict with the need to prioritise people walking, we will seek to maximise the choice of safe and convenient routes for people cycling. This includes allowing people cycling through the City on longer journeys to use local access and City access streets. This reflects the fact that cycles are a space efficient, zero emission, affordable and healthy form of transport that can be used independently by children and adults, as well as for deliveries and servicing. The number of people cycling on the City's streets has grown significantly over the last two decades and people cycling make up our single largest vehicle proportion.

We will allow cycling on most streets, including maintaining two-way cycling on streets that are otherwise one-way for motor vehicles and an assumption that people will be allowed to cycle though bus only restrictions. In some instances, the primary reason for seeking to restrict or limit motor traffic on a street will be to create safe and inclusive conditions for cycling.

Cycle access on streets or sections of streets that are entirely closed to motor vehicles will be considered on a case-by-case basis and streets designed accordingly, taking account of the availability of other safe routes and the potential for interactions between people walking and cycling.

Scooters and e-scooters

Scooters and e-scooters have the potential to provide a space efficient and low emission transport options that is likely to appeal to people who may not otherwise choose to cycle. Subject to the final classification of e-scooters in any future legislation, e-scooters will be treated in the same way as cycles in terms of street space and access. For e-scooters this currently only applies to those hired through the London-wide trial. Private e-scooters are not currently permitted to use public highway.

Buses

There are unlikely to be opportunities to improve bus journey times by reallocating space to bus lanes or other bus priority measures. In some instances, it may also be necessary to use space currently allocated to bus lanes for pavement widening. Maintaining and where possible improving bus journey times will instead need to be achieved through traffic reduction, both in general terms and, on local access streets, by restricting other traffic. We will seek to minimise any changes to bus routes, but this may be necessary in some instances.

Taxis

Taxi access where motor vehicles are otherwise restricted will be considered on a case-by-case basis, separately to other vehicles, including private hire vehicles, and against the objectives of the specific project. The impacts on access and of potentially longer journeys for passengers who need

to use a taxi will be assessed through a project's Equalities Impact Assessments. There is no assumption that taxis will be permitted through bus gates or other bus only restrictions.

We are actively seeking an as yet undeveloped automated solution for identifying taxis carrying registered disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

Freight and servicing

Freight and service vehicles provide a different service to other general traffic, however it is generally not possible to differentiate freight and servicing vehicles from general traffic when considering restrictions. Freight and servicing vehicles with a destination in the City are recognised as essential traffic. Access requirements for these purposes will be a specific consideration when any restrictions on access or movement are being considered.

L category vehicles

L category vehicles, which includes powered two and three wheelers such as mopeds and motorbikes (including electric cycles that are not classed as electrically assisted pedal cycles by the Driver and Vehicle Licensing Agency). While vehicles in this classification are still private transport, there may be some circumstances where we wish to differentiate L category vehicles from other private vehicles for the purposes of access.

General traffic

In most instances any restrictions or constraints on the use of streets will apply equally to private hire vehicles, freight and servicing and private cars.

All streets, except on sections that are pedestrianised or restricted to bus and/or cycles only, will continue to provide space for general traffic in accordance with access requirements and in line with the street hierarchy. It may be necessary to convert some streets to one-way for motor traffic to enable the reallocation of space to pavement widening. The impacts of potentially longer journeys for drivers or passengers will be assessed through a project's Equalities Impact Assessments.

We are actively seeking an as yet undeveloped automated solution for identifying private hire vehicles carrying disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

Proposal 11: Take a proactive approach to reducing motor traffic

Delivering this Strategy will result in a reallocation of street space from motor vehicles to provide more space for people walking, wheeling, cycling and spending time on the City's streets. To avoid unreasonably impacting the movement of essential motor traffic it will be necessary to reduce the overall volume of motor vehicles. Reducing motor traffic is also key to improving air quality, reducing carbon emissions, and delivering 'Vision Zero' which sets out how we will reduce personal injuries and deaths on our streets.

We will proactively seek to reduce motor traffic to support the delivery of this Strategy, with the aim of achieving at least a 25% reduction by 2030. Reductions in all types of motor traffic will be required to achieve this, with the most significant reductions being in the number of private cars and private hire vehicles using the City's streets.

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

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

- Continuing to monitor numbers of private hire vehicles (PHVs) operating in the City and supporting TfL's approach to managing the number of PHVs operating in London to an appropriate level. We will also work with TfL and large operators to reduce circulation and empty running, and promote ridesharing

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- Working with the taxi industry to reduce empty running of taxis within the Square Mile, including a City-wide review of taxi ranks and promotion of ride hailing apps, while ensuring suitable availability of taxis for those that rely on them for door-to-door transport
- Delivering Proposals 34 and 35 to reduce the number of delivery and servicing vehicles in the Square Mile, particularly at peak travel times
- Working with TfL to identify opportunities to optimise the number of buses travelling through the City without compromising public transport accessibility (Proposal 44)
- Not providing any additional on-street car and motorcycle parking, identifying opportunities to use parking reductions and restrictions to discourage private vehicle use and continuing to require all new developments to be car-free
- Working with businesses to reduce the use of private cars, private hire vehicles and taxis for commuting and for trips within the Square Mile and central London
- Introducing access restrictions and other measures to reduce through traffic in line with the City of London street hierarchy (Proposal 12)
- In addition to reducing traffic by 25% by 2030 we will aim for a reduction in motor traffic volumes of at least 50% by 2044. We will seek clarification of how the Mayor will approach road user charging, and how TfL will work with us and neighbouring boroughs to develop coordinated measures across central London. Achieving this level of traffic reduction is also likely to require new shared mobility services and other transport technology innovations, which the City Corporation will support and facilitate (Proposal 39).

Essential traffic

Walking

Cycling and micromobility

Buses

Freight and servicing with a destination in the City

Private and shared vehicles being used by people with particular access needs

Road user charging

London was a global leader in road user charging when the Congestion Charge was introduced to central London in 2003. There was an immediate reduction in congestion of 30% and 15% less circulating traffic (Greater London Authority, 2018)

The Congestion Charge is now over 20 years old. Although it has had some alterations since it was introduced it remains a relatively simple system while the challenges facing central London have changed considerably.

A thriving weekend and nighttime economy means that evening and weekend traffic levels (when the Congestion Charge is not in operation) are now similar to those on weekdays.

An updated road user charge, that could be varied according to patterns of demand, vehicle type or by distance travelled, would be more effective in reducing traffic levels and congestion in central London. A central London or London-wide approach, compared to a City-specific charge, would be the most beneficial model. TfL has initiated engagement on future road user charging system and approach. We support developing this to help deliver the City's objectives including traffic reduction.

Proposal 12: Design and manage the street network in accordance with the City of London street hierarchy

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

The categories in the hierarchy are:

London Access streets

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

City Access streets

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

Local Access streets

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

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

- The views and aspirations of different street users and City residents, workers and businesses

- How to best prioritise walking, wheeling, cycling and buses as the most efficient ways to move people
- How to incorporate the street's role as a public space and reflect the types of buildings and uses along it, including planned development
- How to provide appropriate access for delivery, servicing, and other commercial activities
- How to provide access for residents, disabled people and people with access requirements, such as heavy luggage or injuries and illness
- How to maintain emergency response times and access for emergency services.

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

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

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

Healthy Street Plans will be developed in consultation with residents, businesses, BIDs and other partners and stakeholders. Initial delivery will focus on implementing functional network changes, small scale projects to change the look and feel of streets and provide additional public space. This will be followed by full implementation, including major transformational projects, which will be programmed to correspond with major developments in the area. All Healthy Streets Plan areas will be reviewed on a 10-year cycle, so that changes in conditions are reflected in our plans and priorities. The identification of opportunities will be established through completing Healthy Streets Plans for the following areas (shown in Figure 8).

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

- City Cluster Healthy Streets Plan: Completed in 2021. Work to deliver the recommendations as part of the City Cluster Vision is in progress over the period to 2029, through an area programme including traffic management restrictions and pavement widening, focused on Leadenhall Street and St Mary Axe as key routes. A series of improvements to public spaces including climate resilient planting and sustainable drainage in St Helen's Churchyard, St Andrews Undershaft Churchyard, Jubilee Gardens. There is an activation and engagement programme with the Destination City team and in partnership with EC BID. This Healthy Streets plan will be reviewed in 2030.
- Fleet Street Area Healthy Streets Plan: Completed and adopted in 2024. The plan covers the area to the City boundary at Chancery Lane, north and south of Fleet Street including the Temples, and extends to St Pauls in the east past Ludgate Circus. Delivery of the recommendations will be over the period to 2033, including improvements associated with new development. This Healthy Streets Plan will be reviewed in 2033.
- Liverpool Street Area Healthy Streets Plan: Completed in 2024. The plan covers from London Wall to the City northern boundary and Bishopsgate on the east. The plan includes improvements such as pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax. Delivery of the recommendations will be in conjunction with developments in the area. This Healthy Streets Plan will be updated in 2034.

Healthy Streets Plans to be developed by 2027 include:

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

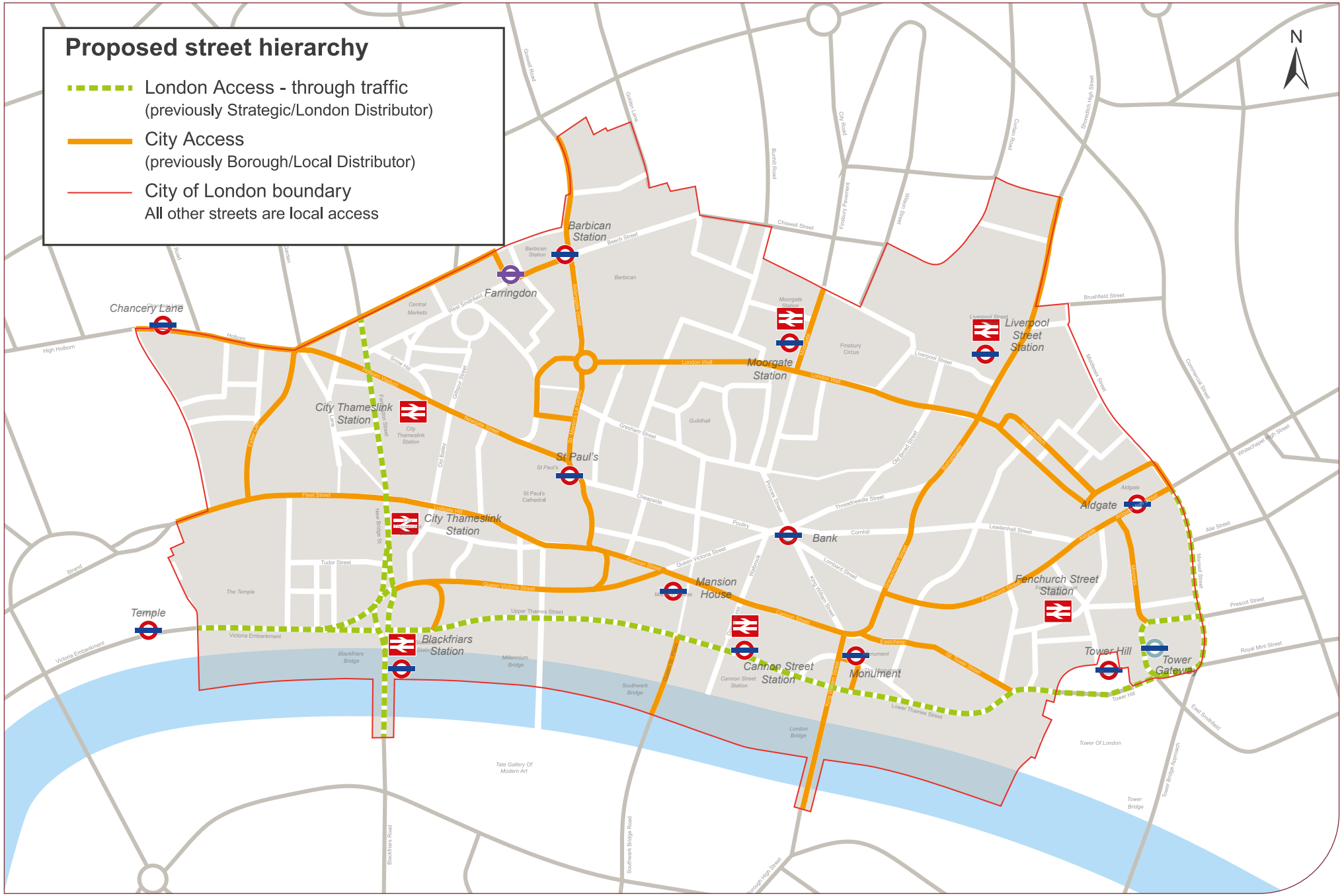

Figure 7: Proposed Street Hierarchy

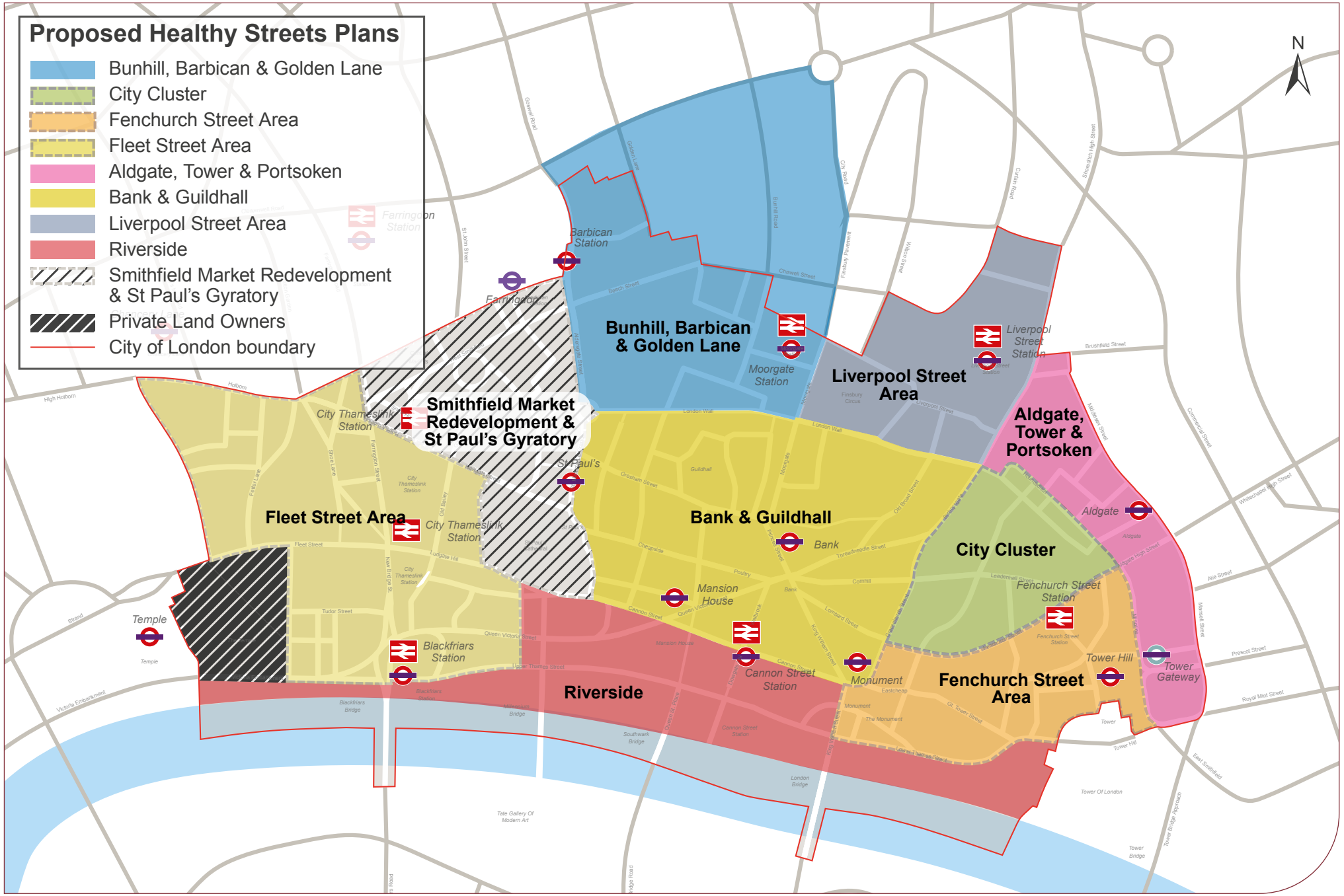

Figure 8: Proposed Healthy Street Plans

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

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

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

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

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

- Identify opportunities, through Healthy Streets Plans and individual projects, to reallocate space from on-street car and motorcycle parking to increase the space available for people walking and wheeling, support the delivery of cycle infrastructure and provide additional public space and cycle and scooter parking
- Ensure adequate on-street provision of short stay commercial parking, disabled bays, taxi ranks, loading bays and coach bays
- Ensure adequate provision of off-street long stay parking provision, including dedicated disabled bays, while identifying spare capacity in City Corporation car parks and exploring alternative uses for this space
- Identify opportunities to reduce obstructions caused by vehicles loading or waiting to pick up passengers, particularly at peak travel times
- Ensure cycle and bus lanes are kept clear of obstructions from stationary or parked vehicles.

We will complete and consult on the outcomes of the City-wide kerbside review by 2025, with further reviews conducted at least every five years. Each review will include a comprehensive data collection exercise to understand current use of the kerbside and City Corporation car parks. No strategic changes to the provision of kerbside facilities will be implemented before the review is completed or consulted on.

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

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

Outcome 3: The Square Mile is accessible to all

Everybody must be able to travel easily, comfortably and confidently to and around the Square Mile. Delivering this Strategy will help remove obstacles to walking, wheeling, cycling and using public transport. Pavements and crossings will be smooth, level and wide enough to avoid uncomfortable crowding. Streets will be cleaner, quieter and less stressful places that offer more opportunities to stop and rest. Changes to streets will be supported by new transport technologies that will emerge over the next 25 years, including new shared transport services. Advancements in transport innovations will help provide specialised and tailored accessibility support and an accessible public transport network will mean that people with limited mobility are no longer penalised by having to make longer or more expensive journeys.

13% of Londoners currently consider themselves to have a disability that impacts their day to day activities 'a little' or 'a lot' (Transport for London, 2024). This is expected to rise due to an ageing population. Almost every journey starts and ends with some amount of walking and wheeling, if only to the vehicle, station or stop. However, too often poor pavement surfaces, street clutter including dockless e-cycles, and lack of dropped kerbs create barriers and inequalities (Transport for All, 2023).

Across London the proportion of disabled Londoners who travel by Underground and National Rail is considerably lower than for non-disabled Londoners. Gaps in the step-free public transport network mean that a step-free journey is on average 5.76 minutes slower for customers requiring step free access. It has been found that 12.5% of disabled people don't feel TfL provides a safe service (Transport for London, 2024).

Findings from our recent survey of nearly 1,000 City of London workers, visitors, residents and students (SYSTRA, 2023) ranked creating streets that are accessible to all as the most important outcome of this Strategy. It also found disabled respondents were more likely than those without disabilities to disagree (44.4% vs 19.3%) with the statement that "our City streets are accessible for people of all ages and abilities". Workshop engagement with disability groups also noted the Strategy should better consider the needs of disabled people and others reliant on motorised transport.

City of London Street Accessibility Tool

The City of London Street Accessibility Tool (CoLSAT) (City of London Corporation, 2022) was created based on interviews with 34 disabled people in 12 different needs segments. The segmentation attempted to represent the full spectrum of disabled peoples' needs including:

- five segments representing people with mobility impairments,
- four covering people with sensory impairments and
- three covering neurodivergent people

It enables our street designers to easily identify how street features impact on the different needs of disabled people.

The tool's key feature is that it recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. It identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets.

City of London Street Accessibility Tool

CoLSAT in practice

CoLSAT has been in regular use since its development and is applied to all projects. The tool is used in conjunction with national guidance, road safety audits, equality impact assessments and engagement to inform decision making.

When designing and delivering changes to our streets and public spaces CoLSAT highlights potential issues early. This enables meaningful discussions with stakeholders to identify solutions, remove barriers and make design changes to improve standards of accessibility.

CoLSAT's ease of use helps identify design changes, for example at Bank junction:

- level surfaces and 25mm kerb upstands were abandoned in favour of 60mm kerb upstands
- additional tactile paving was applied to fully delineate pavement and carriageway on traffic tables
- where possible, the spacing between security bollards was increased

CoLSAT was developed working with Urban Movement and Ross Atkin Associates and has won the "Transport Accessibility Award" at the CiTTi Awards and the "Best Practice in Diversity, Inclusivity and Accessibility Award" at the UK National Transport Awards. It is free to download from the City Corporation website and we are encouraging everyone to use it.

Proposal 15: Make the City's streets more accessible and apply the City of London Street Accessibility Tool

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

- Applying the City of London Street Accessibility Tool (CoLSAT) on all projects to identify opportunities to improve accessibility
- Delivering accessibility improvements at locations that are not covered by existing or planned projects through the Healthy Streets Minor Schemes programme. A proportion of our Local Implementation Plan (LIP) funding will be committed on an annual basis to fund these schemes
- Continuing to engage disabled users of our streets and groups representing the needs of different street users to expand and improve CoLSAT, ensuring the tool and the data within it remains robust and adaptable to change
- Completing an audit to identify locations with sub-standard or missing accessible crossing points. Necessary improvements will be delivered through the Healthy Streets Minor Schemes programme if not covered by existing or planned projects
- Establishing a mechanism for people to report accessibility problems and identify barriers on our streets and public spaces
- Working with developers to apply CoLSAT when assessing the transport impacts of planned developments and to identify accessibility improvements that can be delivered through Section 278 projects
- Encouraging TfL to apply CoLSAT to projects on the TfL Road Network within the Square Mile.

Proposal 16: Keep pavements free of obstructions

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

- Not permitting A-boards on the public highway
- Only allowing outdoor seating where businesses can demonstrate that adequate width (including private space) will be maintained during the busiest time of day
- Working with owners and landlords and using highways powers and the licensing system to prevent pavements and streets being blocked by people standing outside bars and pubs, including prohibition of furniture that encourages this
- Ensuring operators of dockless cycle and scooter hire schemes require users to leave cycles and scooters in designated parking locations and promptly remove any cycles not left in these locations (see Proposal 23)
- Continuing to reduce clutter by removing unnecessary street furniture and ensuring remaining furniture is positioned to maintain a clear walking and wheeling route, including identifying opportunities to affix signs to buildings
- Seeking to maintain a pedestrian comfort level of B+ when installing new street furniture, signage, trees and greenery, bollards and security features (see Proposal 2)
- Minimise the extent to which temporary signage reduces pavement width and work with contractors, utilities and developers to ensure signs are placed in the carriageway when they will not pose risk to road users

- Review the role of pavement obstructions in incidences of trips, falls and claims against the City Corporation
- Where it is essential to locate electric vehicle charging infrastructure on-street, charge points will be installed in the carriageway rather than on the pavement (see Proposal 26)
- Enforce against people who park on the pavement.

* Pavements and streets are used in lieu of the legal definition of public highway which includes all publicly adopted carriageway, pavements and City walkways. The Highways Act 1980 requires highways authorities to maintain free, unobstructed access along the highway (Section 130) and allows the City Corporation to restrict any furniture on its highway though section 115(E)(1)(b)(i) of the Act.

Proposal 17: Support and champion accessibility improvements to Underground stations

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

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

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

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

Step-free access to London Underground and DLR stations in the City

Full step-free access	Partial step-free access	No step free access
Moorgate	Barbican	Mansion House
Liverpool Street	Tower Hill	Monument
Farringdon		Aldgate
Bank*		St Pauls
Blackfriars		Chancery Lane
Tower Gateway		

*Bank station upgrade was completed in February 2023. This delivered step-free access on the Northern line and improved step-free access to the DLR

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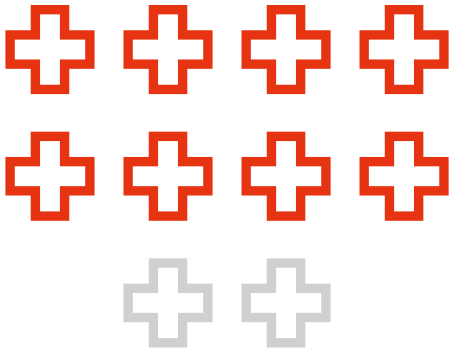
Outcome 4: People using our streets and public spaces are safe and feel safe

No one should be prevented from choosing a particular mode of transport because of concerns for their personal safety. Delivering this Strategy will result in fewer motor vehicles on our streets and those vehicles will be moving at slower speeds. Collisions will occur less often and will not result in death or serious injury. Fewer, slower vehicles, together with high-quality street lighting, will also mean that streets feel safer at all times of the day. Motor vehicles themselves will be equipped with advanced sensors and better automatic safety features that will further reduce or eliminate human driving error. Security features will be sensitively incorporated into the streetscape and will incorporate features that help make streets more attractive places to walk and spend time. The Square Mile will continue to experience a low rate of crime and fear of crime, supported by reductions in thefts of and from vehicles.

In 2022, 59 people were reported as seriously injured in traffic collisions on the City's streets, including 27 while cycling, 17 while walking and wheeling, and eight while riding a moped or motorcycle. Other than during the Covid-19 pandemic period when serious injury numbers reduced, the number of people reported killed and seriously injured in the Square Mile has remained relatively consistent, fluctuating between 50 and 80 per year, since 2010 (City of London Corporation, 2024). Around eight out of 10

8 in 10

collisions where someone was reported killed or seriously injured on City streets involved a motor vehicle



collisions in the Square Mile that result in a death or serious injury involve a motor vehicle (Transport for London, 2024).

The City is fortunate to experience low levels of crime and fear of crime, with 64% of people reporting that they feel safe from crime and terrorism. However, some groups experience crime and fear of crime more than others, particularly women and girls. For example, from our recent survey, women were less likely to agree than men that City streets were well-lit at night (SYSTRA, 2023). We will continue to provide effective and proactive policing, well designed and maintained public spaces and proportionate security measures that ensure people are safe and feel safe.

Proposal 18: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

Our commitment to the ambition of Vision Zero means we will seek to eliminate transport related deaths and serious injuries from the streets of the Square Mile by 2040.

Our interim target is that there are fewer than 20 series injuries a year and no deaths by 2030.

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

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

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

- Being proportional in our efforts to tackle the sources of road danger, focusing on those users of our streets who have the greatest potential to harm others due to the size and speed of their vehicle

- Recognising that people will always make mistakes and that collisions can never be entirely eliminated. Our streets must therefore be designed, managed and used to cater for an element of human error and unpredictability
- Reducing vehicle speeds on our streets to minimise the energy involved in collisions and protect people from death or injury
- Seeking to reduce slight injuries and fear of road danger alongside the principal focus on eliminating death and serious injuries.

Further details on how we will work towards Vision Zero were published in the Vision Zero Action Plan which was adopted in February 2024 (City of London Corporation, 2024). We will review the plan at least every five years to ensure that it remains appropriate and up to date.

Safe streets

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

The current priority locations (Figure 9) for investment are:

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

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

We will also use collision data to highlight priority locations on the TfL Road Network and work with TfL to deliver the necessary improvements including at Monument junction, Ludgate Circus, and at the junction of Bishopsgate, Wormwood Street and Camomile Street. There are further casualty hotspots on or near to

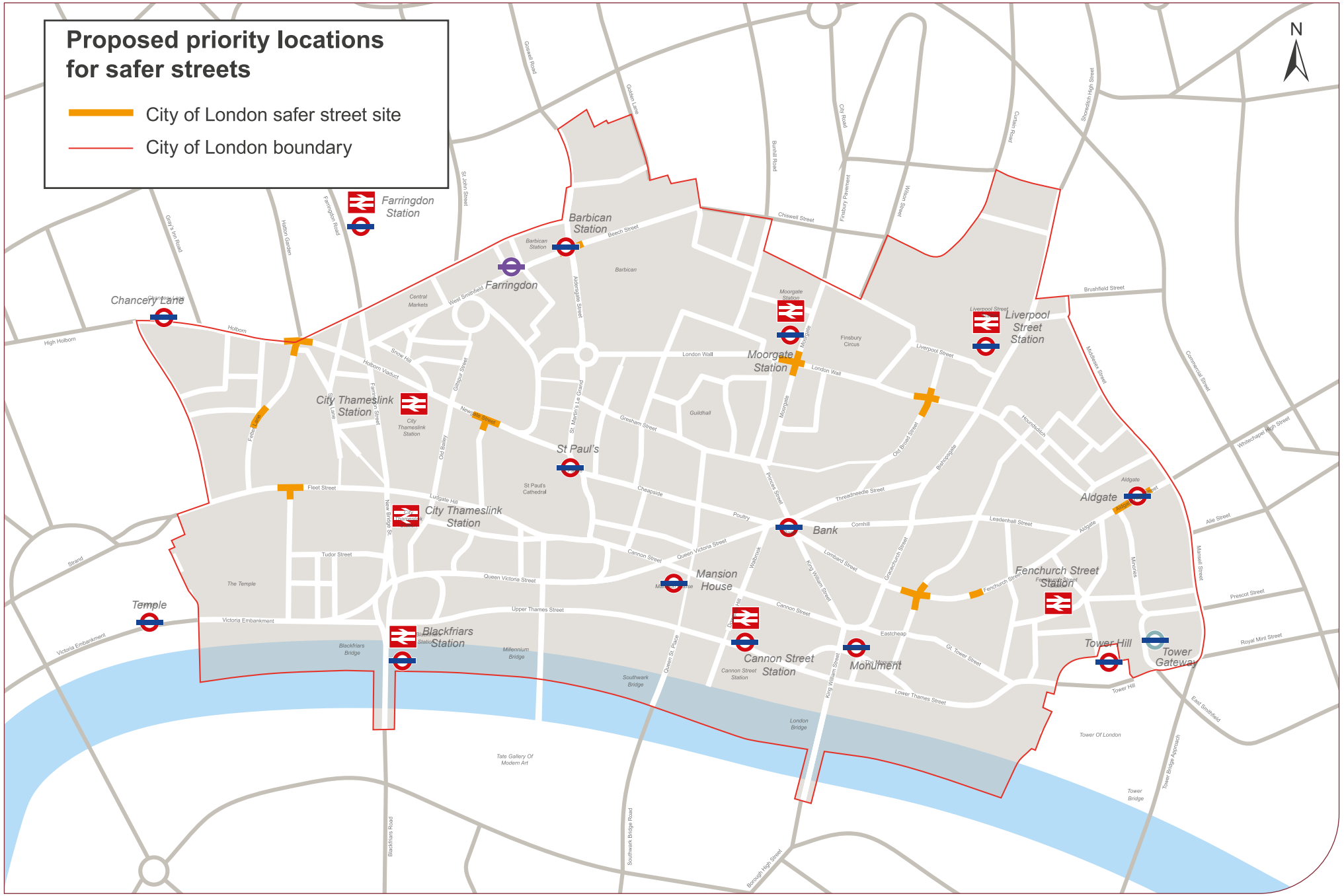


Figure 9: Safer Street priority locations

the City boundary, which are the responsibility of neighbouring London boroughs. We will engage with these partners to encourage them to address these locations though remedial engineering measures to reduce risk to people travelling to and from the Square Mile.

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

- The development of a City of London Vision Zero design audit, applied to all engineering schemes, to ensure that guidance and best practice have been applied
- Delivering Safe Streets interventions through other planned projects and programmes
- Enhancing the delivery of Safe Streets initiatives through effective monitoring and reporting
- Continuing to maintain a smooth and level surface on pavements and carriageways to reduce the risk of trips and falls by people walking, wheeling and cycling in the City.

Safe speeds

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

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

- Identifying locations across the Square Mile where trials of innovative signage will help create lower speed environments and reduce road danger. This may include advisory lower speed limit signage on particular streets
- Using projects that deliver changes to the City's streets to help create low speed environments
- Installing speed indicator devices at locations with the lowest levels of speed limit compliance and highest risk of serious collisions
- Introducing advanced driver assistance systems (ADAS) in our own vehicle fleet and promoting its use by other fleets that operate in the City, including the fleets of City Corporation partners, suppliers and service providers
- Using City Corporation channels, including to the business community, to amplify national and London speed awareness campaigns.

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

Safe vehicles

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

- Continuing to engage with TfL to provide insight, data and advice on the approach to reduce the risk posed by London buses
- Encouraging TfL to identify all opportunities to improve safety, both in the design specification for taxis and in its influence over private hire vehicle operators
- Seeking the highest standards through the use of the innovative CityMark initiative, which encourages construction sites to take a more holistic view of safety beyond the hoardings and to prioritise the reduction of risk to other street users. The City Corporation adheres to the highest gold standard of FORS (Fleet Operator Recognition Scheme) as well as CLoCS (Construction Logistics and Community Safety) and we will promote these standards to suppliers and partners
- Collaborating with partners to improve vehicle standards and maintenance and seek to support the development of a motorcycle fleet accreditation standard
- Supporting the City of London Police's education, engagement and enforcement against people driving or riding vehicles that put themselves and others at risk
- Raising vehicle safety standards, through the City Corporation setting the benchmark through its own fleet, whilst using procurement processes, supply chain and influence on other businesses to further extend the benefits
- Continuing to inspect hundreds of vehicles each year with the City of London Police Commercial Vehicles Unit and continue to support the London Freight Enforcement partnership alongside Transport for London, the Metropolitan Police and the Driver and Vehicle Standards Agency.

Safe behaviours

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

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

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

Compulsory Basic Training for new and novice powered two-wheeler riders and compulsory requirement for Safer Urban Driving in Driver Certificate of Professional Competence (CPC)

- Working with TfL's Taxi & Private Hire team to encourage them to strengthen safety requirements where possible, for example driver safety training, police incident reporting and Disclosure and Barring Service check frequency.

Post-Collision Learning, Analysis and Support

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

The City Corporation and City of London Police will:

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

Trial of advanced driver assistance systems on City Corporation fleet vehicles

In 2023, we undertook a trial of three different advanced driver assistance systems on vehicles within the City Corporation fleet. The trial intended to inform our understanding of which system would be most appropriate to use in the City's fleet to help improve safety, reduce fuel and CO_2 emissions and aid in the management and operation of the fleet. The trial included a form of intelligent speed assistance, a driver coaching and gamification tool and a telematics device.

The trial concluded that the driver coaching and gamification system was the one most appropriate for use in the City's fleet due to the fuel reduction, driver behavioural improvements and risk reduction demonstrated. We are seeking to expand the use of the technology across the City Corporation's fleet to multiply the benefits and cost saving potential.

Proposal 19: Work with the City of London Police to reduce crime and fear of crime

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

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

Collaboration between the City Corporation and City of London Police will address crime trends, hotspots and crowded places and identify opportunities to reduce crime, particularly against women and girls through changes to street design and management, enforcement and awareness campaigns.

Further measures to reduce crime and fear of crime will include:

- Identifying locations of concern for powered two-wheeler and cycle theft and working with the City of London Police to explore the potential for additional or improved facilities and police presence to address this
- Running campaigns with motorcycle and cycle groups to promote best practice locking and security measures
- Supporting City, London and national safety campaigns, such as the City of London Police's Operation Reframe, a partnership approach to support the night-time economy by providing a reassuring high visibility presence.

Proposal 20: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets

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

- Discreet and installed to avoid reducing the space available to people walking, wheeling and cycling, including those using nonstandard cycles (see Proposal 22)
- Multi-functional, incorporating seating, greenery or public art where possible to improve the experience of walking, wheeling, cycling and spending time on streets
- Designed and installed to take account of the access needs of disabled people
- Designed and installed to take account of access requirements for servicing.

We will also work with industry partners to develop hostile vehicle mitigation standard benches, planters, cycle parking and other street furniture. This will include moveable security features to support timed access restrictions for motor vehicles.

Proposal 21: Install and operate street lighting in accordance with the Lighting Strategy

The City Corporation has completed its upgrade of street lighting in accordance with the City of London Lighting Strategy (City of London Corporation, 2018). In 2023 the City Corporation adopted a new lighting guidance, which will support its net zero ambition. The 'Lighting SPD' will provide guidance for developers on lighting buildings and the spaces between them, covering the design, delivery, operation and maintenance of artificial light within the City. The new initiative will also require developers to submit detailed plans to minimise light pollution, at the early stages of their planning applications. Existing developments will be actively encouraged to join the City Corporation's Considerate Lighting Charter to improve lighting operation and management.

The following principles will be embedded in the ongoing operation of street lighting and applied to new lighting delivered by transport and public realm projects and, through the planning process, developments:

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

Outcome 5: Improved experience of riding cycles and scooters in the City

Most of the vehicles on the City's streets will be cycles, with more people choosing to cycle and cycles being used for more types of journeys. We want the range of people choosing to cycle to match the diversity of people who live, work, study in and visit the City. Most people, whether they choose to cycle or not, will consider cycling to be a safe, easy and pleasant way to travel around the Square Mile. Reduced traffic, slower speeds and a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of concerns about safety.

Over the lifetime of the Strategy we expect scooters and possibly other forms of micromobility* to be legalised for use on street, classified in a similar way to cycles. The cycle network will cater for all types of cycles and scooters, including cycles as mobility aids and cargo cycles. Different types of cycles will also be available for hire across the City, supporting more flexible cycling. A safer and calmer cycling experience will in turn encourage more considerate and appropriate cycling behaviour that reflects the priority given to people walking and wheeling on the City's streets.

Our recent survey of almost 1,000 residents, workers and visitors found that 36% of people consider the experience of cycling in the City to be pleasant (and 17% disagreed). We want this figure to be 75% by 2044. 33% of respondents agreed that it is safe to cycle in the City, but 18% disagreed (SYSTRA, 2023).

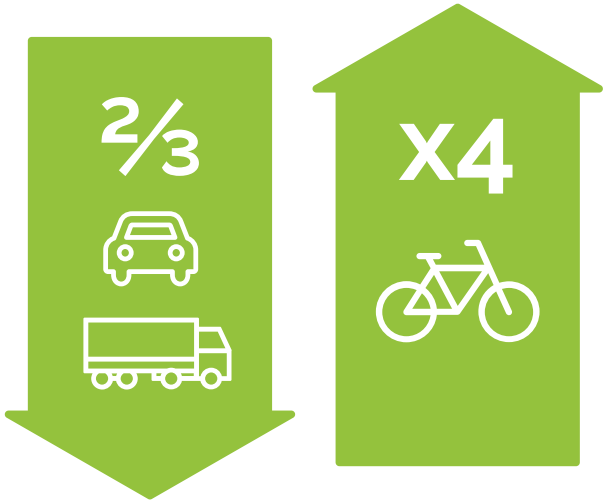
*Micromobility refers to a range of small, lightweight vehicles that can be safely and legally used in cycle lanes. Micromobility includes fully active modes like cycling and scooting. It also includes partially active modes, for example electric bikes (e-bikes) and electric scooters (e-scooters) with electric assist limited to 15.5mph. Any cycle with an electric motor capable of propelling it over 15.5mph or without pedals that can be used to propel the bike is classed as a motorcycle or moped. Since 2020, a trial e-scooter rental scheme has been operational in the City, although it is still illegal to use privately-owned e-scooters or other powered transporters on public roads. Anything defined by DVLA as a cycle or permitted to use cycle lanes and other infrastructure will be included in our cycle network planning.

On average, 23 people each year have been seriously injured whilst cycling on our streets between November 2021 to November 2023 (Transport for London, 2024). We recognise that the current situation on many of our streets is also leading to perceived and real conflicts between people who cycle and other streets users, with negative interactions between people walking, wheeling and cycling or using other forms of micromobility being raised as a significant issue in public consultations.

Despite these challenges, the number of people choosing to cycle or use other forms of micromobility in the Square Mile has grown significantly over the last 20 years. People cycling now make up nearly a third of all vehicular traffic during the daytime in the City, compared with less than 4% in 1999 (City of London Corporation, 2023) There is significant potential to further increase the number

of people cycling. Analysis by TfL has found that up to 15,700 trips a day to the City that are currently made by motorised modes could potentially be cycled in part or full. Over two thirds of these trips are currently made by taxi or car (Transport for London, 2017).

In 2023 the number of motor vehicles since 1999 is down by two thirds, and the number of people cycling has increased fourfold



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Proposal 22: Improve the experience of riding cycles and scooters and prepare for future forms of 'micromobility'

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

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

> Motor traffic volumes are kept below 150 vehicles an hour in each direction at the busiest time of day and priority is given to people cycling over motor vehicles. If necessary, we will introduce traffic management measures to reduce the number of vehicles on these streets
>
> or...
>
> Protected cycle lanes that are a minimum of 1.5m wide per direction of travel are provided, with at least 2m wide protected cycle lanes wherever possible.

The core network streets meet LTN 1/20 or London Cycling Design Standards (LCDS 2016) and the New Cycle Route Quality Criteria (NCRQC 2019). We will align with any future changes to these standards to ensure our approach remains consistent with best practice.

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

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

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

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

- Aldgate to Blackfriars via Queen Victoria Street by 2028
- Moorgate by 2028
- Holborn Circus via Bank including connecting the City Cluster to Cycleway 2 and Cycleway 6 by 2035
- City Cluster to St Pauls via London Wall (in conjunction with planned network improvements at St Paul's Gyratory) by 2035
- Monument Junction to Cycleway 4 in partnership with TfL by 2030
- The remaining sections of the core cycle network will be delivered by 2035.

On Local Access streets that do not form part of the core cycling network, we will aim to keep motor traffic volumes below 150 vehicles an hour in each direction at the busiest time of day to give priority to people cycling and using scooters over motor vehicles. For the majority of Local Access streets this will require relatively

little intervention, other than junction improvements. Traffic levels are already low, and this Strategy will deliver reductions in traffic volumes (Proposal 11) and reduce speeds through street design. In cases where traffic volumes exceed this limit, we will seek to reduce traffic volumes through changes to access and traffic management.

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

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

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

- Review all shared pedestrian/cycle/scooter spaces, such as Queen Street, and contraflow cycle lanes, and where necessary propose physical changes, campaigns, education, engagement and enforcement to improve interactions between people walking and wheeling, people riding cycles and scooters, and people driving
- Use signage and road markings to emphasise priority for people cycling and scooting over motor vehicles
- Introduce safety improvements at the priority locations identified in Proposal 18 to ensure they are safe and easy places to cycle and scoot.
- Trial temporary schemes and infrastructure when appropriate to review impacts on other street users and accelerate the delivery of the cycle network
- Work to incorporate design standards and guidance, the TfL Cycle Route Quality Criteria and DfT Technical Note 1/20, when designing and delivering cycling infrastructure improvements in the City.

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

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

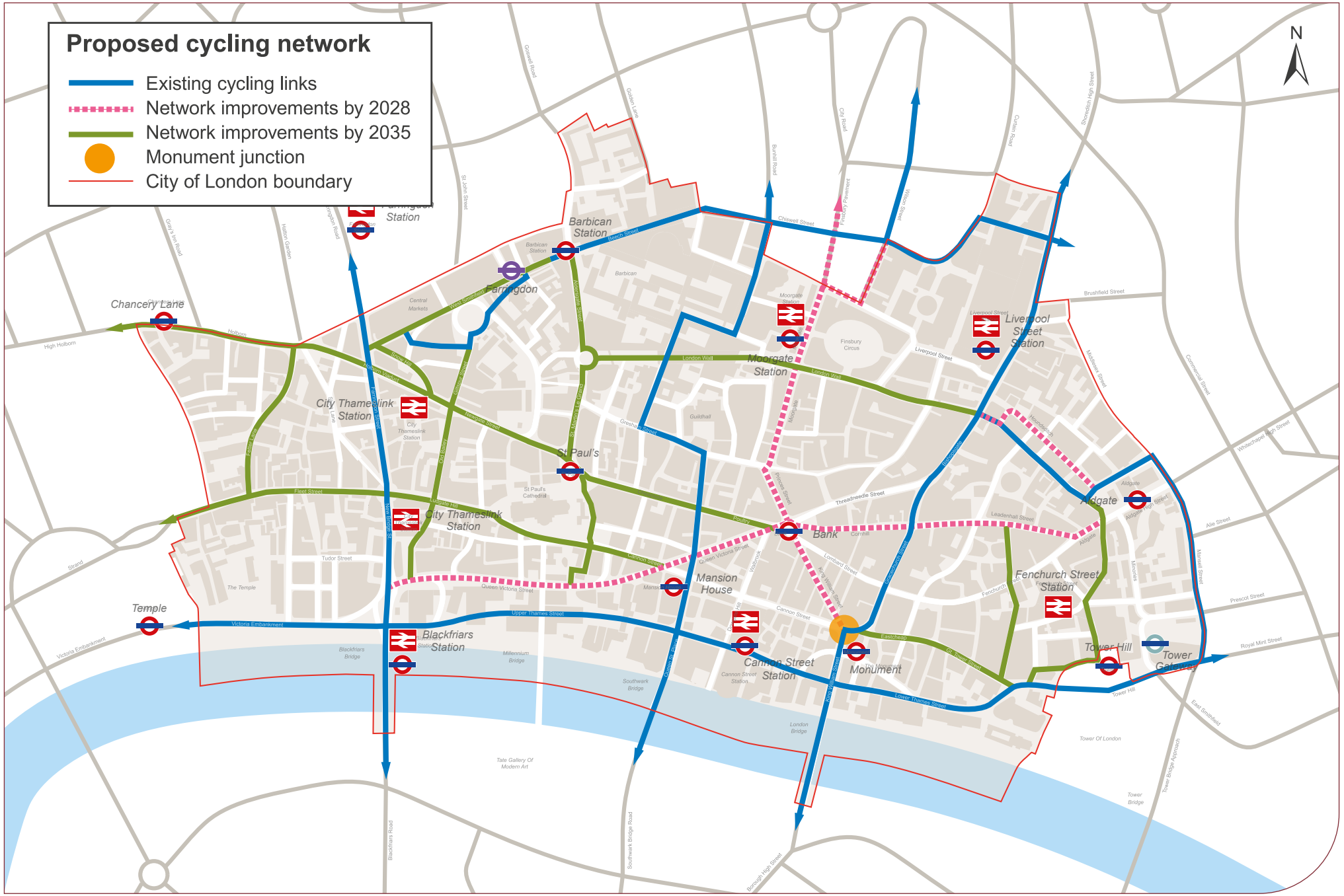
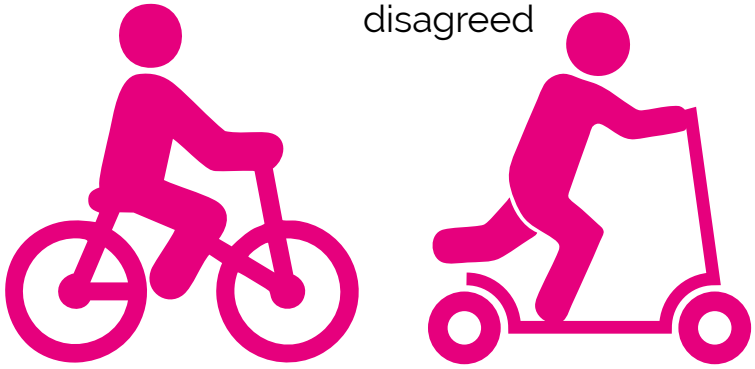
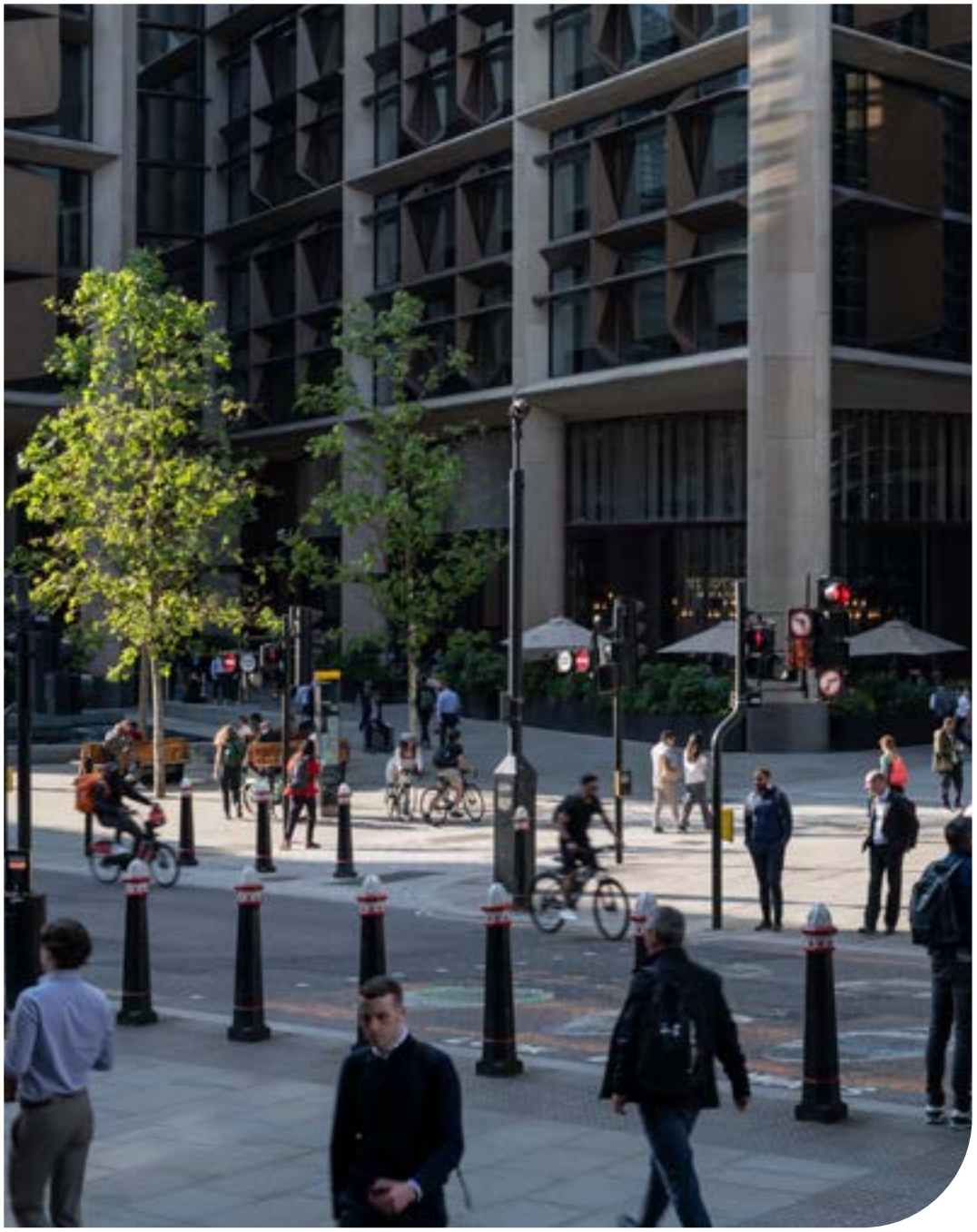


Figure 10: Proposed cycling network

Our recent survey of almost 1000 residents, workers and visitors found that **36%** of people consider the experience of cycling in the City to be pleasant and **17%** disagreed





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Proposal 23: Increase the amount, variety and quality of cycle and scooter parking and facilities in the City

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

- Review the availability and distribution of both on- and off-street public and residential cycle and scooter parking to ensure adequate provision, taking account of forecast demand
- Review and report on the demand for cycle and scooter parking and identify pavement and carriageway space available to accommodate parking that does not negatively impact other street uses and users, including for:
  - cargo cycles
  - adapted cycles and scooters
  - dockless hire cycles
  - rental e-scooters
- Review, in collaboration with Network Rail and Transport for London, current parking distribution and available potential cycle and scooter parking locations around City stations
- Identify requirements for public and residential cycle and scooter parking that can accommodate cargo cycles and adapted cycles, including retrofitting existing cycle parking
- Review facilities and demand to promote the use of City Corporation car parks for long-stay cycle and scooter parking
- Explore the potential for innovative parking solutions that increase the space efficiency, security and quality of cycle and scooter parking to mitigate against cycle and scooter theft and vandalism
- Assess the potential for commercially operated cycle parking hubs that provide enhanced security and facilities and support provision of these through the development and planning conditions process
- Assess occupancy levels of cycle parking in recently completed commercial buildings to understand current use and inform future planning policy on workplace cycle and scooter parking.

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

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

- Dockless hire vehicles and schemes fully comply with all local and national standards and legislation, especially concerning the construction and safety standards of vehicles
- Dockless hire vehicles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users
- Dockless hire scheme operators cover the costs of any additional infrastructure required to facilitate their schemes
- Dockless hire scheme operators use zero emission capable or preferably non-motorised vehicles as part of their operations

- Dockless hire scheme operators actively restrict their users from parking outside designated areas and quickly remove vehicles that are not parked in these areas
- Dockless hire scheme operators seek and retain accreditation with Collaborative Mobility UK (CoMoUK).

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

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

- Ensure all new developments provide secure cycle parking facilities that are at least in line with the London Plan's minimum standards for cycle parking including an appropriate mix of foldable bike parking and full-size bike parking, have step free access to cycle parking and in particular to non-standard cycle parking spaces and include lockers and showers in commercial developments
- Ensure that development proposals demonstrate how cycle parking facilities will cater for non-standard cycles, including adapted cycles for disabled people
- Encourage the provision of parking facilities that are suitable for non-standard cycles, including providing off-street storage for cargo bikes and hand carts in developments that include ground floor retail and takeaway food outlets
- Provide on-site short-stay cycle parking for visitors and, where possible, additional public cycle parking and dockless vehicle parking bays in the public realm

- Contribute to improving conditions for cycling on adjacent streets, particularly those that connect to or form part of the core cycling network
- Ensure that cycle parking in new developments minimises potential negative interactions between people walking, wheeling and cycling, particularly on pavements.

Proposal 24: Support and celebrate micromobility in the City

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

- Connecting businesses and residents to additional cycling support services, such as maintenance and insurance
- Supporting City of London Corporation employees to cycle more and work with businesses and heritage and cultural institutions in the Square Mile to encourage more of their workers and visitors to cycle and use scooters
- Improving people's awareness of the cycling network and cycle routes to the City through promotional activities and wayfinding
- Supporting organisations and businesses to organise group and guided led rides, working with businesses and heritage and cultural institutions to promote cycling
- Supporting London-wide, national and international cycling campaigns and hosting periodic cycling events
- We will continue to share learnings, promote good practice and celebrate walking through an annual Walking and Cycling Conference
- Targeting campaigns and promotional activities to encourage a more diverse range of people to cycle and use scooters and promote better behaviours when cycling and travelling by scooter.

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 25 km/h (15 mph) and is ideal for trips up to 10 km

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

By 2044, transport related local air pollution and carbon emissions will have been cut to virtually zero and streets will be quieter more relaxing places. Together with wider action to reduce emissions from buildings and development, this will mean that the City enjoys some of the cleanest urban air in the world. There will be fewer motor vehicles and those remaining will be powered by electricity or other zero emission technologies. Emerging automation technology will reduce speeds and avoid aggressive acceleration and braking, leading to less tyre and brake wear. New approaches to noise management will mean that street works cause less disturbance.

Poor air quality has been linked to poor respiratory health. A recent report highlighted the health inequalities caused by poor air quality and its often disproportionate impacts on some groups with protected characteristics, particularly the elderly and some disabled people (Greater London Authority , 2023). Exposure to high concentrations of Nitrogen Dioxide (NO_2) can irritate the airways of the lungs, increasing the symptoms of those suffering from lung diseases. Fine particles (PM_{10} and $PM_{2.5}$) can be carried deep into the lungs where they can cause inflammation and a worsening of heart and lung diseases (DEFRA, 2024).

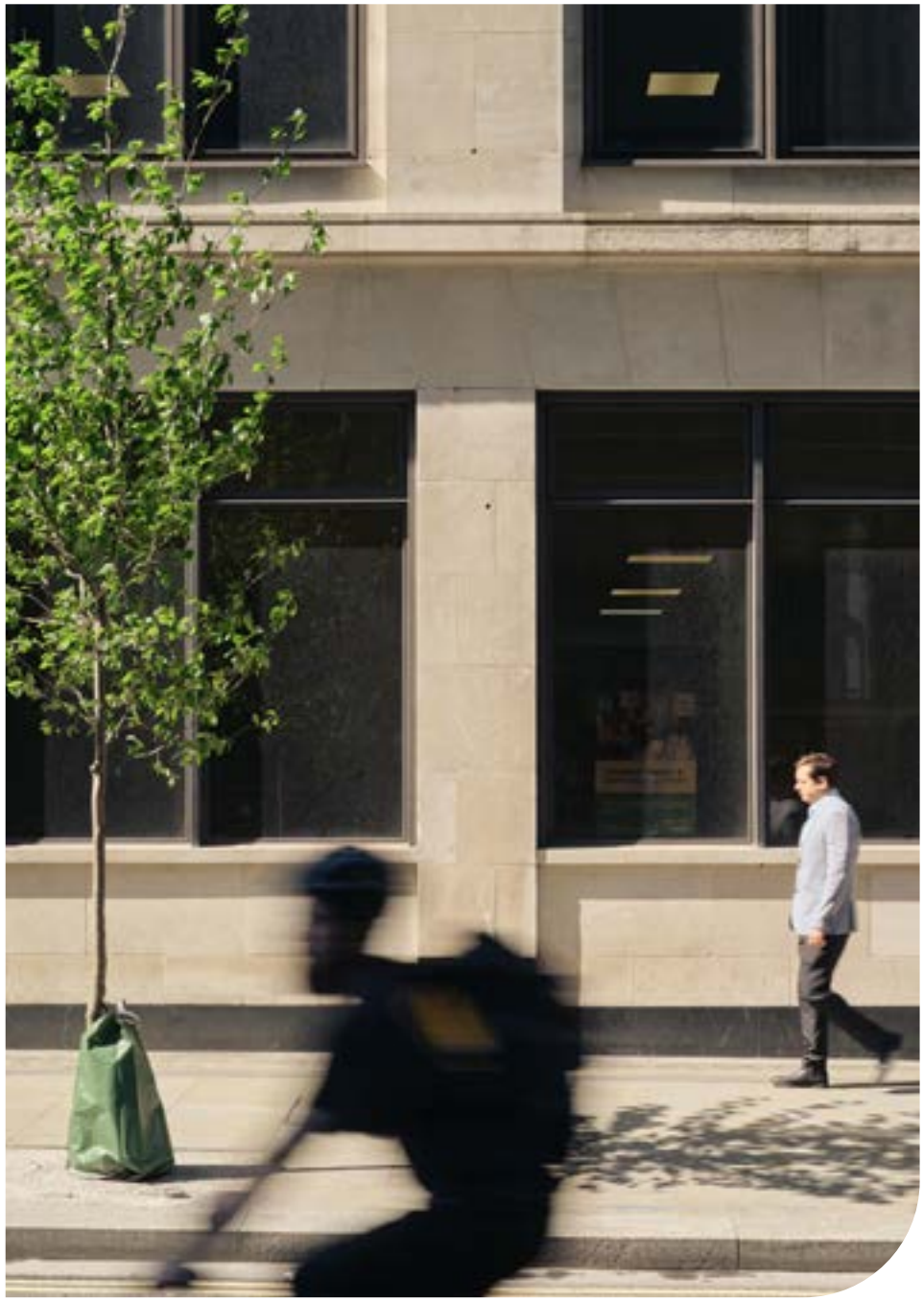


Figure 11: City of London LAEI mean NO_2 concentrations 2025 projection map

Figure 12: City of London LAEI mean PM_{10} concentrations 2025 projection map

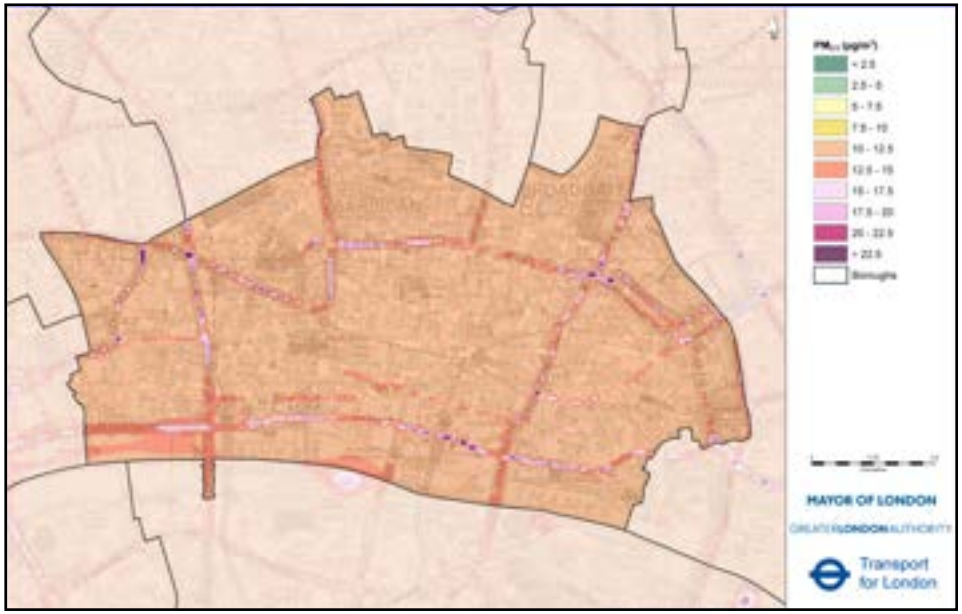


Figure 13: City of London LAEI mean $PM_{2.5}$ concentrations 2025 projection map

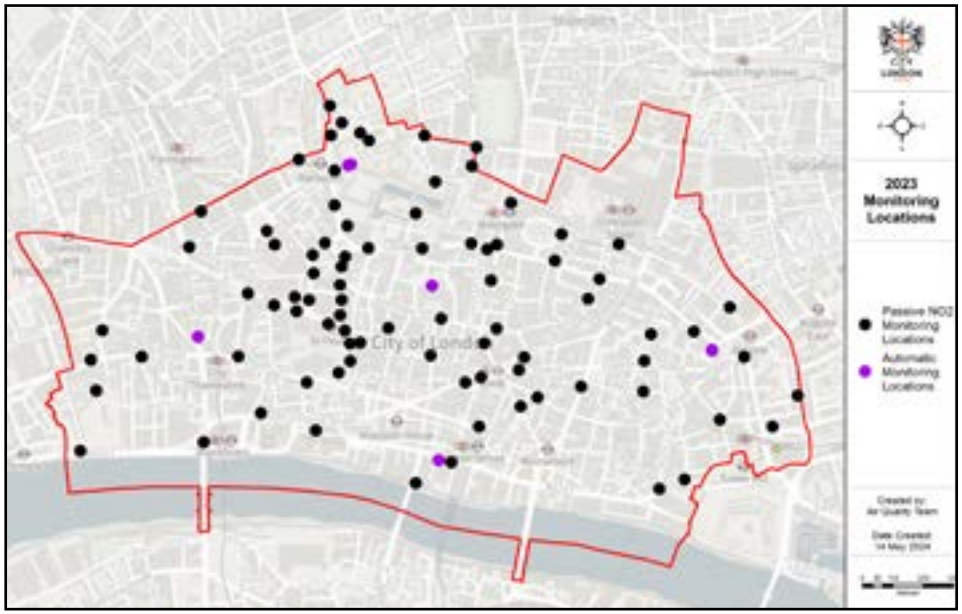


Figure 14: City of London monitoring locations

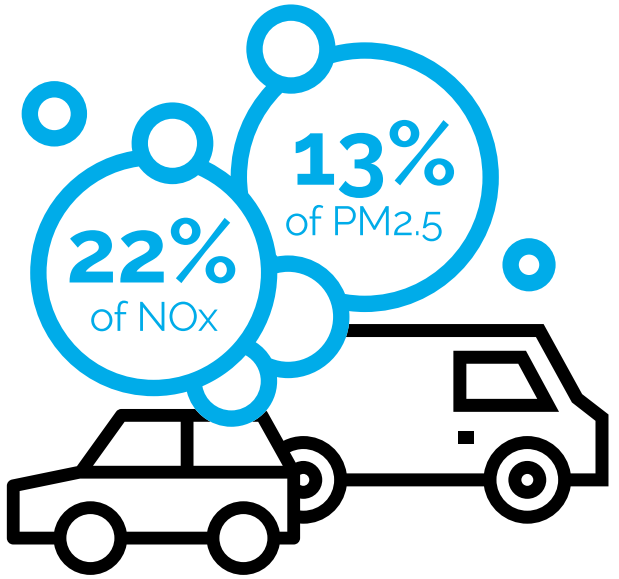
In 2021, 93% of the Square Mile met its target, as set by the UK government, for NO_2, while PM_{10} and $PM_{2.5}$ levels were both below the target. The World Health Organization (WHO) recommended Air Quality Guidelines were revised in 2021 and are set well below the government targets (World Health Organisation, 2021). Current annual mean concentrations of NO_2, PM_{10} AND $PM_{2.5}$ within the Square Mile exceed these and the WHO recognises that there is no safe limit for these pollutants.

In 2019, road transport was responsible for 22% of NOx, 7% of PM_{10} and 11% of $PM_{2.5}$ in the Square Mile (Greater London Authority, 2019). Since the publication of our first Transport Strategy in 2019, data shows improvements in air quality at each of our roadside monitoring sites across the City. However, despite having achieved significant improvements over the last 5 years, current air quality monitoring still records exceedances of the annual mean AQO for NO_2 close to our most heavily trafficked streets (City of London Corporation, 2024).

Brake and tyre wear and tiny deposits of material from the road surface mean that motor vehicles will continue to be a significant source of particulate matter even once the majority of vehicles are zero tailpipe emission capable.

In 2021, 17% of the Square Mile's CO_2 emissions (scope 1, 2 and 3) were produced by transport (City of London, 2024). The carbon emissions from electric vehicles are dependent on the source of electricity. However, electric vehicles are far more efficient in fuel use/CO_2 output than combustion engines (European Environment Agency, 2016). An EU study based on expected performance in 2020 found that an electric car using electricity generated solely

Road transport is responsible for 22% of NOx emissions and 13% of $PM_{2.5}$ emissions in the Square Mile. Current air quality monitoring records exceedances of NO_2 objectives close to our busiest streets.



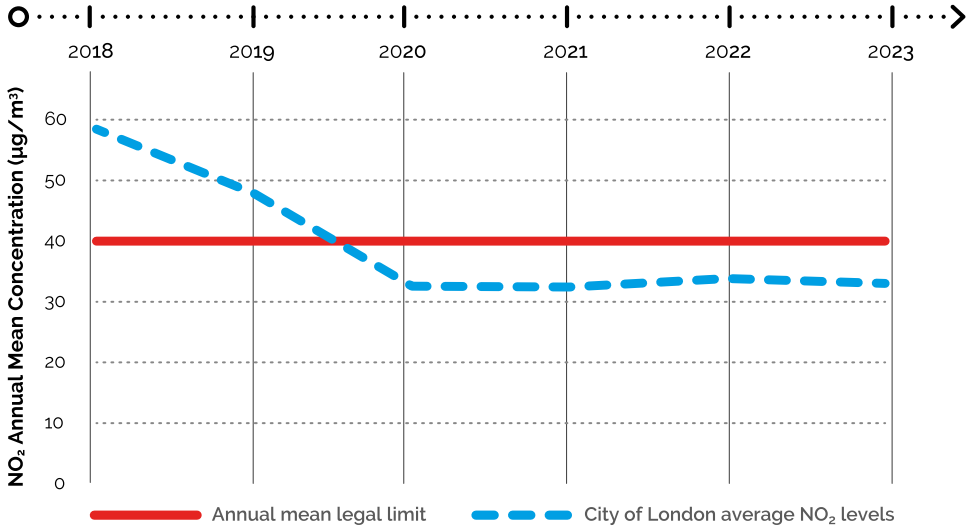
by an oil-fired power station would use only two-thirds of the energy of a petrol car travelling the same distance (European Commission, 2020). However, it should be noted that electric vehicles still contribute to non-exhaust emissions, which are produced by the wearing down of brakes, tyres, and road dust and can be detrimental to human health. Electric vehicles are heavier and, whilst zero tailpipe, can contribute to higher brake and tyre wear as a result, so particulate matter must be minimised by an overall reduction of vehicle traffic (OECD, 2020).

The direct health impacts of noise pollution include sleep disturbance, stress, anxiety, high blood pressure, poor mental health and school performance, and cognitive impairment in children. Risk of cardiovascular disease increases significantly when noise levels exceed 60 decibels, as they often do on urban streets. Noise can also discourage people from walking, wheeling, cycling and spending time on streets (Greater London Authority, 2018).

Proposals relating to air quality directly support the City's Air Quality Strategy (City of London Corporation, 2019), which is undergoing review for the next period 2025 to 2030. The Air Quality Strategy addresses all sources of air pollution in the Square Mile, such as construction machinery, domestic and commercial heating and commercial cooking. Work to monitor and manage cross boundary pollution is also included in the Strategy.

The Air Quality Strategy includes a full monitoring programme, some of which is directly related to anticipated changes resulting from Transport Strategy proposals.

Annual Mean NO_2 Concentration



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Proposal 25: Support and deliver air quality improvements

Through supporting vehicle emission controls as part of a new approach to road user charging (Proposal 11) and City specific measures, we aim for 90% of motor vehicles entering the Square Mile to be zero emission capable by 2030.

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

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

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

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

Ultra Low Emission Zone (ULEZ)

The ULEZ is the world's first 24-hour Ultra-Low Emission Zone, implemented and managed by TfL. It launched in 2019, covering central London (including the City), before being extended up to the North and South Circular in 2021 and all the way to the M25 in September 2023. The ULEZ aims to reduce the proportion of polluting vehicles on London's roads by setting emission-based standards. Those vehicles not meeting the standard set are charged a daily fee. Compliance with the ULEZ in central London has resulted in substantial reduction in Nitrogen Oxides.

In February 2023, for the inner London area, the Greater London Authority (GLA) reported that:

- 94.4% of vehicles seen driving within the inner London zone met ULEZ emissions standards
- The proportion of diesel cars on London's roads continues to decrease
- Pollution emissions have reduced drastically, with nitrous oxide (NOx) emissions 26% lower and $PM_{2.5}$ 19% lower in 2023 than in 2019 within the inner London ULEZ
- There has been an overall reduction in vehicles and traffic within the zone since its implementation. The Mayor of London has announced that he is not progressing a Central London zero emission zone (ZEZ), and analysis shows that ULEZ has had a significant impact on air quality. Locally just 7% of the City monitoring points exceed the legal NO_2 limit of 40µg/m^3 in 2022, compared to 33% in 2019 before the ULEZ was introduced.

ULEZ has been successful in reducing NOx and NO_2 and increasing the uptake of zero emission vehicles. The remaining pollutants of concern (PM_{10} and $PM_{2.5}$) tend to be transboundary and need broader measures; this, alongside the difficulty of implementing ZEZs that rely on penalty charge notices, means that a different approach is required to achieve further reductions in air pollution in the City. The opportunity to develop the next generation of road user charging to be smarter in tacking air pollution and traffic reduction replaces previous commitments to local zero emission zones. We will still consider emission-based restrictions if necessary after first aiming to reduce overall traffic volumes. We will coordinate proposals with TfL, London Councils and London's boroughs to ensure alignment with other existing and planned zero emissions areas and streets. (Greater London Authority, 2023)

Proposal 26: Install additional electric vehicle charging infrastructure

We will install additional publicly accessible electric vehicle charge points to support the transition to zero emission capable vehicles. An update to the Electric Vehicle Charging Action Plan will be published in 2025 based on forecast demand to 2030. This will be updated on a minimum of a five-year basis. This will identify how many charge points, including charging hubs, are required up to 2030 as well as longer-term forecasts. In developing the plan we will consider the charging needs of:

- Residents
- Blue and Red Badge holders
- Electric wheelchair/mobility scooter users
- Taxis
- Freight and servicing
- Electric motorcycles and mopeds
- Electric cycles and scooters.

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

Up to five new locations for rapid charge points on-street will be commissioned by 2025.

Through the planning process we will require the installation of rapid charge points in new developments with off-street loading. We will also encourage the owners, managers and occupiers of existing buildings with loading bays to install rapid charge points.

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

Existing electric vehicle charging provision

Fast charge points (50 in total) are currently available for visitors and residents in all City Corporation public car parks and in the Barbican residents' car park (22 charge points). We partnered with TfL to deliver a rapid charging hub (6 charge points) for taxis in Baynard House car park and installed one taxi only rapid charge point on Noble Street.

Proposal 27: Request an accelerated roll out of zero emission capable buses

We will urge TfL to prioritise zero emission capable buses on routes through the Square Mile, with the expectation that all buses serving the City will be hybrid or zero emission by 2025. In the longer-term we will request that all buses serving the City are electric or hydrogen by 2030, ahead of TfL's current commitment for 2034.

Proposal 28: Support small businesses to accelerate the transition to zero-emission capable vehicles

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

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

Proposal 29: Make the City of London's own vehicle fleet zero emissions

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

© Cargo Bike Share

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

Proposal 30: Reduce the level of noise from motor vehicles

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

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

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

Proposal 31: Reduce noise from streetworks

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

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

A review of the Code of Practice will be undertaken in 2025 to ensure it reflects best practice, with further updates as required. The review will also consider how we can better work with TfL, utility companies and contractors to improve the level of adherence to the Code.

Proposal 32: Encourage innovation in air quality improvements and noise reduction

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

Proposal 33: Ensure street cleansing regimes support the provision of a world-class public realm

The City's street cleansing regime will ensure all walking and wheeling routes, cycle routes and public realm areas as well as streets are cleaned to a high standard and kept free of litter.

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

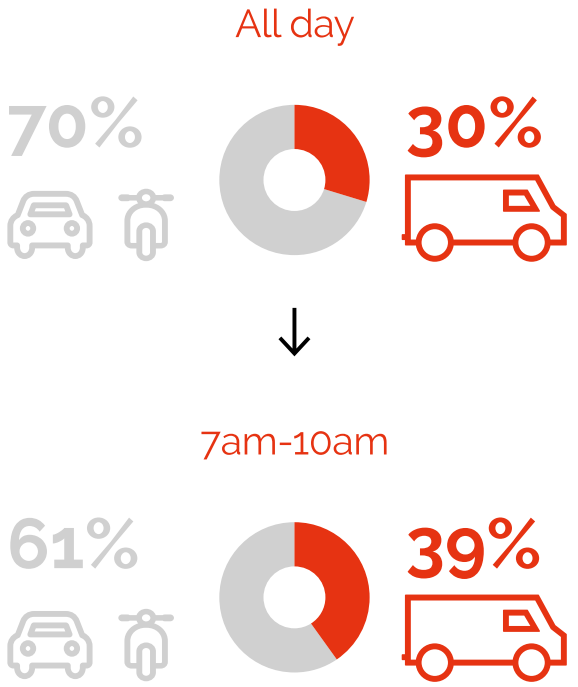
Outcome 7: Delivery and servicing needs are met more efficiently, and impacts are minimised

Deliveries and servicing are an essential part of a thriving business district. Delivering this Strategy will ensure these needs are met by fewer, quieter, safer and cleaner lorries and vans. Deliveries for buildings or areas of the City will be grouped together at consolidation centres, meaning fewer, fuller vehicles making deliveries. The lorries and vans making these deliveries will use the return journey to transport waste and recycling. The Thames will also carry goods into the City as well as waste out, including the materials needed for construction projects. Logistics hubs within the City will enable deliveries to be made by cargo bikes and pedestrian porters. Cargo bikes will also be used for servicing businesses and buildings, with tools and parts securely stored at locations within the Square Mile. New technologies will help improve the routing of deliveries and make it easier to find a place to park or unload. We endorse and support any expansion of deliveries made to the City by rail or river.

During the day, freight and servicing vehicles make up 30% of motorised traffic in the Square Mile. This proportion increases to 39% between 7am and 10am, coinciding with the busiest times of day for walking and cycling.

Projections for 2025 indicate freight and servicing activities are still expected to contribute 14% of transport related NOx and 27% of $PM_{2.5}$ emissions in Central London (Greater London Authority, 2019).

Freight makes up 30% of motorised traffic and 39% in the AM peak



Large goods vehicles make up only 4% of vehicles on the City's streets (City of London Corporation, 2023). However, between November 2018 and November 2023, 17% of collisions that resulted in someone being seriously injured involved a large goods vehicle (Transport for London, 2024).

Proposal 34: Reduce the number of freight vehicles in the Square Mile

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

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

Retiming and rerouting deliveries

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

Measures to encourage retiming will include:

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

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

Consolidation

An engagement exercise with City businesses will promote and encourage the use of consolidation services. This will include developing a consolidation toolkit for City businesses, informed by monitoring of the benefits arising from businesses that have consolidated their deliveries.

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

We no longer plan to provide a City Corporation-managed consolidation centre as this service is now well provided by market operators.

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

Last mile logistics

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

- Seeking a coordinated approach to last mile logistics across central London, working with neighbouring boroughs, Transport for London, the Greater London Authority and developers to identify sites that serve the Square Mile, including beyond the City boundary
- Exploring opportunities for new sites within or adjacent to the Square Mile for last mile logistic hubs
- Working with developers and landowners to integrate last mile logistic hubs as part of major City developments
- Promoting cargo bike usage amongst businesses in the City and highlighting businesses that are adopting good practice in relation to cargo bike usage.

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

Increase the use of the River Thames for freight

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

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

Encourage freight into the City by rail

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

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

Reducing the impact of construction logistics

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

- Work with TfL to update Construction Logistics Plan guidance and help ensure that it is followed in the Square Mile. We will

push for updated guidance to include stricter expectations for construction consolidation and on-site waste compaction, as well as reviewing the potential for emerging technology, such as 3D printing or higher payload and carrying potential of new rigid axle vehicles to reduce the number of deliveries

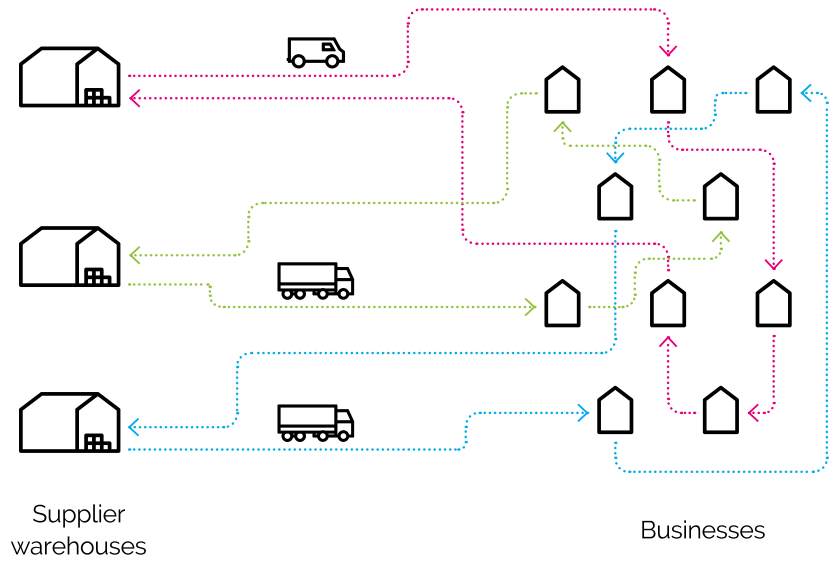
- Work with developers and contractors to adapt and develop construction delivery management systems to facilitate retiming of deliveries to outside the 7-10am peak
- Through the planning process, require all development within the City to consider use of the River Thames for the movement of construction materials and waste.

Procurement and personal deliveries

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

- Share information on the impact of personal deliveries on traffic in the City, including air quality, carbon emissions, and road danger, and promote the use of click and collect services
- Establish a collaborative procurement programme for the Square Mile by 2028. This will allow businesses, particularly small- and medium-sized businesses, to share suppliers and waste services. We will work with BIDs to trial the programme prior to rolling out the approach more broadly
- Identify opportunities for other City Corporation initiatives, such as Plastic Free City and our Circular Economy Framework, to support efforts to reduce the number of deliveries and waste collections.

How freight consolidation works



Freight consolidation

Freight consolidation involves routing deliveries to a business, building or area via a warehouse where they are grouped together prior to final delivery. This approach means that the final stage of delivery is made by fewer, fuller vehicles, significantly reducing the number of lorries and vans making deliveries.

The City Corporation already mandates the use of consolidation centres in planning consents to mitigate the impact of new development on City streets. Case studies have shown that freight consolidation can reduce the number of vehicle delivery trips by up to 80% (AXA, 2021). Enabling freight consolidation is critical to achieving our targets for reducing freight vehicles.

Proposal 35: Develop a sustainable servicing programme

We will work with servicing businesses and facility and property managers to share good practice in relation to reducing motor vehicle trips. This will provide examples of how to reduce the number of vans and other service vehicles in the Square Mile while seeking to improve response times and quality of service. We will work with BIDs to promote opportunities for more sustainable servicing practices to businesses in their area.

We will work with TfL and other neighbouring boroughs to inform the development of future guidance that draws together case study examples of best practice in servicing. We will also explore the potential to provide secure storage space in car parks and other underutilised assets.

Outcome 8: Our street network is resilient to changing circumstances

It is inevitable that people using our streets and transport networks will experience occasional disruption. This includes disruption caused by construction and streetworks, breakdowns and severe weather.
By delivering this Strategy we will ensure that these disruptions have as little impact on the ease and experience of travelling in the City as possible. Streets will be kept open to people walking, wheeling and cycling during construction and streetworks. Long-term works that require streets to be closed to traffic will provide an opportunity for people to enjoy the benefits of a traffic-free environment, and to assess the potential for permanent change. When necessary, alternative routes will be made available for motor traffic on streets that are normally only used for access. The Square Mile will be prepared for the impacts of a changing climate or more extreme weather events; enabling people to comfortably use the City streets regardless of the weather.

In 2023/24, the City Corporation received over 10,000 applications for permits to work on the highway, approximately half of these are from utility companies, and half for street maintenance and improvements. 96% of these applications were approved. Since 2021, combining streetworks through collaborative working 'saved' 998 excavation days on City Streets.

Extreme weather events, including increasing levels of rainfall and temperatures, are becoming more frequent as a result of a changing climate (Buro Happold, 2020). The City Corporation is committed to increasing climate resilience through the work of the City's Climate Action Strategy (City of London Corporation, 2020). This includes building climate resilience into the design of City streets and public spaces.

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The City Corporation receives over

5,000

requests a year for our streets to be dug up for IT, electricity, water and gas works

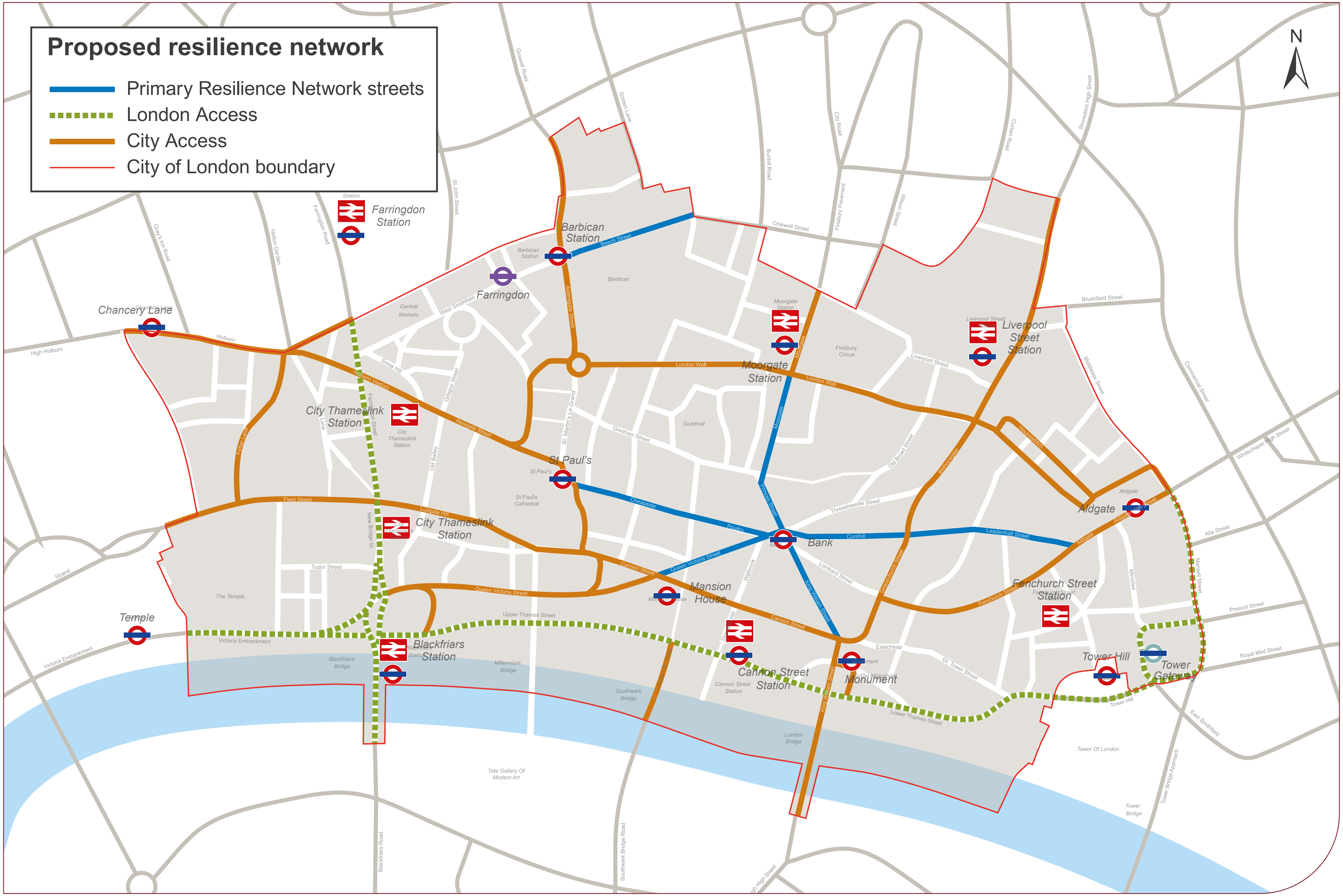


Figure 15: Proposed resilience network

Proposal 36: Allow some Local Access streets to function as City Access streets during significant disruption

We will maintain a primary 'resilience network' for motor vehicles that can be 'switched on' in response to significant planned or unplanned disruption (Figure 15). Local Access streets on the resilience network will be designed to allow temporary reopening to through traffic or occasionally accommodate higher volumes of motor vehicles. This approach will also ensure that emergency services can use these streets when necessary.

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

Proposal 37: Reduce the impact of construction and streetworks

The needs of people walking and wheeling will be prioritised during streetworks and construction, with the aim of maintaining a comfortable and accessible walking route on both sides of the street, with space reallocated from general traffic as necessary.

Accessible diversions must be provided if space constraints do not allow an acceptable level of temporary provision.

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

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

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

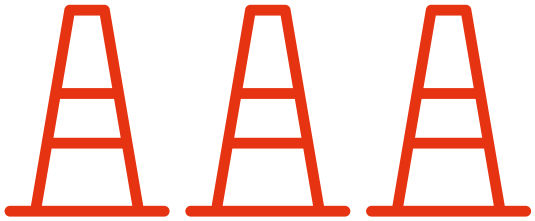
Within the context of the Network Management Duty, we will encourage the drafting of legislation to allow penalties to be charged against developments that overrun their agreed licence periods for scaffolds and hoardings.

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

We will seek to minimise disruption caused by streetworks by:

- Encouraging collaborative working and coordinating streetworks
- Exploring the potential for new technology to reduce noise and the extent of works and speed up delivery
- Reducing the duration of works by allowing extended and night-time working where noise considerations allow, while maintaining protection for residents
- Improving signage and permit information, to include contact details, purpose of works and other information such as reason for site inactivity
- Improving communication through better engagement with businesses and residents for longer duration work
- Work with TfL to improve communication on the impact of streetworks and other maintenance on public transport services
- We will work with TfL to explore the potential to further adjust traffic signal timings to reflect actual and modelled traffic flows during periods of network disruption. We will also explore new adaptive traffic control technologies as they emerge (Proposal 39).

We will work with the utilities sector to develop and adopt a Utilities Infrastructure Strategy will identify future infrastructure requirements (based on City Plan 2040 growth forecasts) and a programme of planned investment. This will help improve the coordination of large-scale utilities works and minimise associated disruption.



-998

days

Since 2021, combining streetworks through collaborative works saved 998 excavation and closure days

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

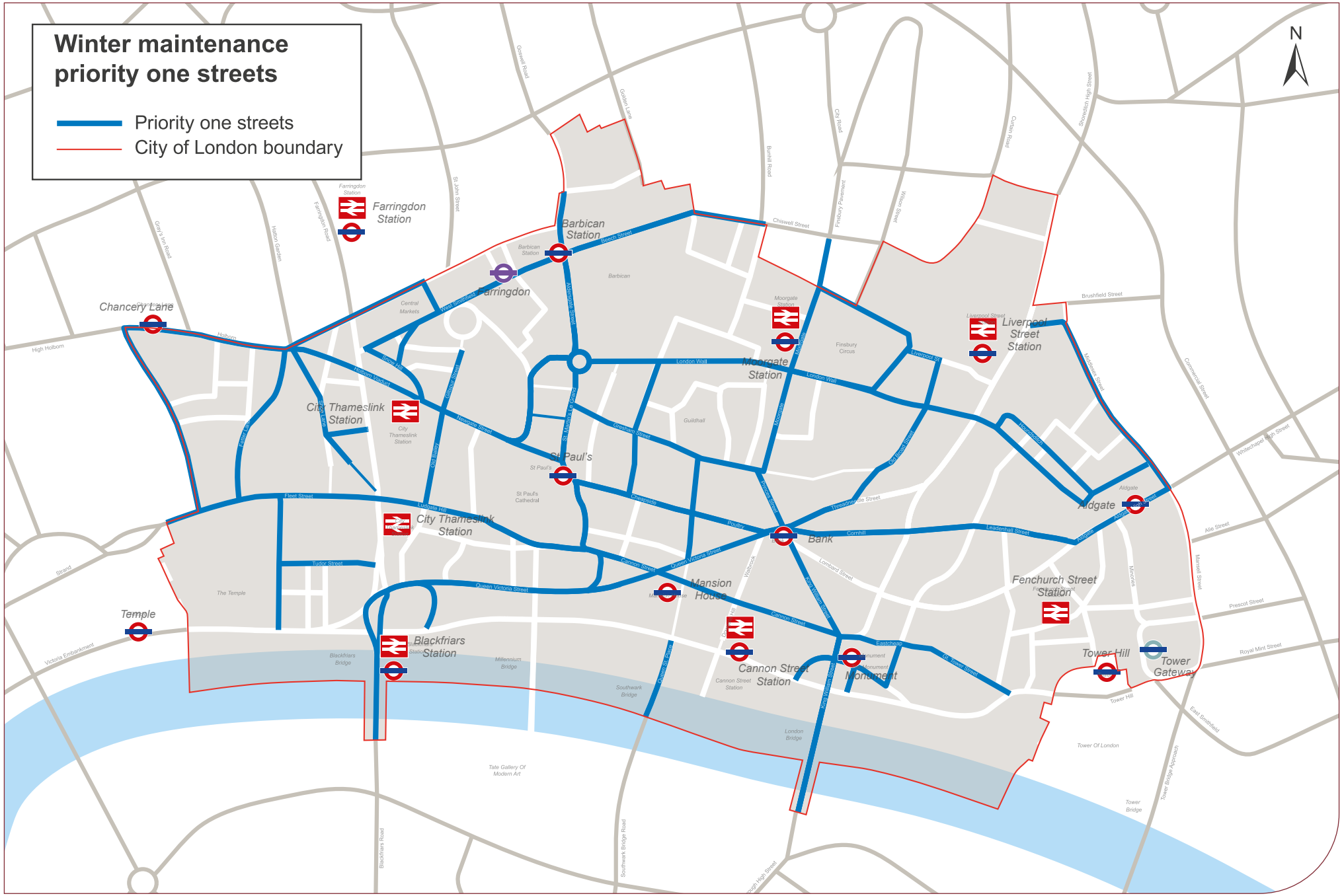


Figure 16: Winter maintenance map

Proposal 38: Make the street network more resilient to severe weather events

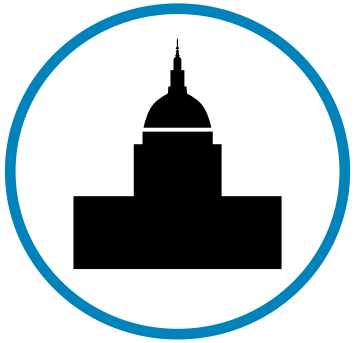
We will ensure principles of the City's Climate Action Strategy are embedded and reflected in transport and public realm interventions to help reduce the impacts of climate change on the City's streets. This includes:

- Increasing the resilience of the City's public realm to extreme weather. We will mitigate the impact of flooding events by incorporating greening, planting and SuDS (such as rain gardens) where feasible into the landscape of streets, to better manage surface water from rainfall
- Increasing the amount of permeable street surfaces, where possible, to minimise rainwater runoff and mitigate flood risk
- Planting more trees on City streets, to create more shade and reduce the impact of the urban heat island effect (an impact where the inner-city experiences higher temperatures than the surrounding suburbs and countryside). We will plant at least 100 new climate resilient street trees by 2025
- Replanting across City Gardens, with climate resilient plants and landscaping. At least 14 locations will be partially or fully replanted by 2026 to improve climate resilience and biodiversity.

We will continue routine emergency planning for severe weather events, ensuring the street network, including pavements, and transport system remains open and functional during periods of extreme weather. Figure 16 shows the roads and pavements that are prioritised for prevention and removal of ice and snow.

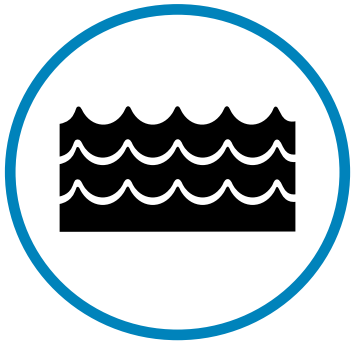
The City Corporation Commits to achieving:

Net zero by 2040
in the Square Mile



Net zero by 2027
in the City Corporation's operations

Net zero by 2040
across the City Corporation's full value chain



Climate resilience
in our buildings, public spaces and infrastructure

Outcome 9: Emerging technologies benefit the Square Mile

The advent of new transport technology innovations, such as autonomous vehicles and new apps and services, promise to change the way our streets function and the way we choose to travel on them. Delivering this Strategy will ensure that transport innovations are seamlessly integrated into the fabric of the City and improve the experience of travelling and spending time on the Square Mile's streets.

We welcome innovative approaches and the potential for partnerships to develop them. We will consider opportunities for testing and supporting new opportunities that help deliver our objectives.

Further investment from central government in the UK was announced in 2023, including up to £150 million for Connected and Automated Mobility. The Automated Vehicles (AV) Act (UK Government, 2024) became law in May 2024 and is designed to deliver a comprehensive legal framework for self-driving vehicles with safety and innovation at its core (Department for Transport, 2024). The Department for Transport suggests that self-driving vehicles could be on British roads by 2026.

Forecasts indicate that a quarter of global new vehicle sales in 2035 will be autonomous (Connected Places Catapult, 2020). Disruptive technologies, such as Uber and dockless bikes have already demonstrated their ability to rapidly change how people travel. They have also highlighted the potential negative impacts of these changes. While no one is certain of what the future holds the City must be ready to respond in a way that supports the successful implementation of this Strategy.

The Connected Places Catapult projects that

25%

of global new vehicle sales in 2035 will be connected and autonomous vehicles

Proposal 39: Support, enable and facilitate innovation in transport and the public realm

We will engage with industry, academia, government Catapults, local governments, and local and international partners to support, enable and facilitate transport innovation and technology trials across the City.

We will prioritise supporting and facilitating innovations and projects that:

- Enable disabled passengers to hire and travel by taxis and private hire vehicles more easily by permitting those vehicles carrying disabled passengers through motor vehicle restrictions in parts of the City
- Ensure kerbside space is used as efficiently as possible through adopting new technologies and approaches to booking and reserving kerbside space when appropriate
- Enhance our data collection and processing capabilities, including through the use of sensors, AI processing and dashboards
- Explore the use of GPS-enabled technologies and geofencing to aid the regulation of dockless vehicles (Proposal 22), drones and droids.

We recognise the significant potential for new technologies to improve the City's streets and will openly enter into discussion with innovators. Future transport innovations will be considered appropriate for trial and use in the City context if they support

the delivery of Healthy Streets and adhere to the following requirements (when applicable):

- Support priority for people walking and wheeling, and efforts to enable more people to choose to walk, wheel, cycle and take public transport, and not shift people from these sustainable travel modes to unsustainable travel modes
- Contribute to efforts to reduce motor vehicle volumes and mileage and not increase motor traffic volumes
- Ensure that all users are accommodated and that no street user is excluded

- Lead to an overall increase in vehicle occupancy and loading
- Help make our streets safer and not increase road danger, collision rates, collision severity, terrorism risk, or the need for additional policing or enforcement
- Reduce vehicle speeds and ensure vehicles travel at speeds appropriate to conditions and the City context
- Minimise obstructions to vehicles and people walking, and not permanently obstruct pavements or add clutter
- Improve the efficiency of kerbside use and not increase parking or loading space requirements
- Help spread travel demand, for both people and goods, more evenly across the day, such as outside morning, lunchtime and evening peaks and overnight
- Help make streets and the City's air cleaner and quieter by reducing transport related emissions and noise
- Improve the experience of using the City's streets and open spaces and support efforts to increase the amount of public space.

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

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

Emerging transport technologies

Autonomous vehicles, also known as driverless cars or AVs, are vehicles equipped with sensors and on-board computers that allow them to effectively drive themselves. There are many levels of automation, from partial automation, which can include self-parking cars and adaptive cruise control, to full automation and a hands-off driving experience. The autonomous operation of motor vehicles on our streets could significantly reduce road danger and improve traffic flow.

Drones, also known as unmanned aerial vehicles or UAVs, are small flying vehicles which rely on remote-controlled piloting or fly using onboard sensors and GPS. The operation of drones in the City could improve delivery times of sensitive or high-value goods such as medical supplies and may aid in asset inspection, construction site monitoring, and emergency services activities.

Droids are small-wheeled vehicles that are controlled by remote-controlled piloting or onboard sensors and GPS. The use of droids in the City could include couriering and deliveries.

Shared mobility services are transport services that share the use of a vehicle for personal travel, examples include ridesharing and pooled rides.

Proposal 40: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile

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

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

Outcome 10: The Square Mile benefits from better transport connections

Public transport will remain the main way that people travel to the Square Mile and continued investment will ensure that the City remains one of the most well-connected business districts in the world. Over 96% of office floorspace in the City lies within a five-minute walk from a National Rail, Underground, Elizabeth line or DLR station.

Public transport will provide efficient and direct 24-hour connectivity to major local, regional, national, and international destinations. The completion of the Elizabeth line added new, accessible platforms at Moorgate/Liverpool Street and Farringdon and provides fast and direct connections within central London and beyond to Heathrow Airport, Essex and Berkshire. TfL reported that at Liverpool Street the line opening prompted a 150,000 increase in station movements (entries, exits and interchanges) per day in the midweek (Transport for London, 2023). With the opening of the Elizabeth line in 2022, over 6.37 million people of working age can now access the City of London within one hour by public transport (City of London Corporation, 2023). The opening of this new infrastructure, alongside the building of new rail and underground connections, has provided the additional capacity people need to get to the City quickly and comfortably from across Greater London and the UK. Expanded Night Tube and 24-hour bus networks will

Over **96%** of office floorspace in the City lies within a five-minute walk from a National Rail, Underground, Elizabeth line or DLR station

serve and grow the City's thriving cultural offer and night-time economy. Further long-term improvements such as Crossrail 2 and National Rail link improvements are still necessary.

Although there have been adjustments in the travel to work patterns, forecasts indicate that at least 66,000 more jobs will be created in the Square Mile by 2040, and adequate public transport capacity is key to facilitating this (City of London Corporation, 2024). The Mayor and TfL are still committed to expanding the Capital's public transport networks to ensure the service meets the needs of the Capital in the longer-term future. We will work with TfL to support the delivery of these aspirations.

Proposal 41: Support and champion better national and international connections to the Square Mile

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

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

Proposal 42: Support and champion improved connections to the Square Mile from Greater London and the surrounding region

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

- Devolution of suburban rail service franchising to TfL, with a view to providing a London Suburban Metro service by 2030
- Accessibility improvements to rail and Underground stations in the Square Mile, as outlined in Proposal 17
- The delivery of Crossrail 2 as soon as reasonably possible
- Enhancing the coverage and frequency of 24-hour public transport services in central London, including increasing the number of lines operating night tube services, enhancing the 24-hour bus network, and improving night-time DLR and rail operations, including the Elizabeth line. Any extensions to operating hours must take account of the need to avoid noise and other impacts on people living in, working in, studying in, and visiting the City
- Enhanced 24-hour bus services to/ from the City
- Improvements to Liverpool Street Rail Station, including enhancing step free access and improving entry points. This may be achieved through the proposed Liverpool Street redevelopment, for which planning permission is currently being sought
- Exploring the feasibility of weekend operation of the Waterloo and City Line in the longer term, especially in light of the Destination City programme
- Improvements to street level interchange between Fenchurch Street and Tower Hill, Tower Gateway and Aldgate stations, including wayfinding, as a longer-term aspiration
- Access and capacity improvements at Aldgate Station and exploration of the feasibility of a direct interchange between Aldgate and Aldgate East stations
- Extending the Metropolitan Line to Watford Junction and the Bakerloo Line to Lewisham
- The delivery of more high-quality cycling routes to and through central London
- Improved walking and wheeling connections to boroughs neighbouring the City
- Additional Thames Clipper passenger services serving Kent and Essex
- Increased inward rail freight to mainline stations in the Square Mile.

Proposal 43: Support the increased use of the Thames for passenger services

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

promotion of river services, including the expansion of Thames Clippers services to Kent and Essex, enhancing walking routes to Blackfriars and Tower piers and improving overall pier efficiency and accessibility.

We will explore the potential to reinstate Swan Lane pier for leisure and passenger services and light freight. We will also work with river passenger service operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity.

We will encourage TfL and riverboat operators in the medium term, to introduce more affordable fares on river services that are aligned more closely with the rest of the TfL network, and to work to ensure river services are accessible.

Proposal 44: Review bus provision across the City

We will work with TfL to improve bus journey times to and connectivity through the Square Mile by:

- Reviewing bus routing and frequency throughout the City to ensure they are optimised
- Introducing targeted junction improvements to enhance bus priority where possible, recognising that bus priority in the Square Mile is most effectively delivered by reducing general traffic
- Identifying opportunities to improve bus priority when developing and implementing Healthy Streets Plans (see Proposal 12) and projects.

The key routes for bus priority measures are shown in Figure 17. Improvements to these routes will be delivered by 2030.

Proposal 45: Support the Mayor of London in retaining locally-generated taxation

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

Proposal 46: Encourage continued Government investment in major London transport projects

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

Network improvements have increased the number of people within a 60 minute commute of the City to 6.37 million

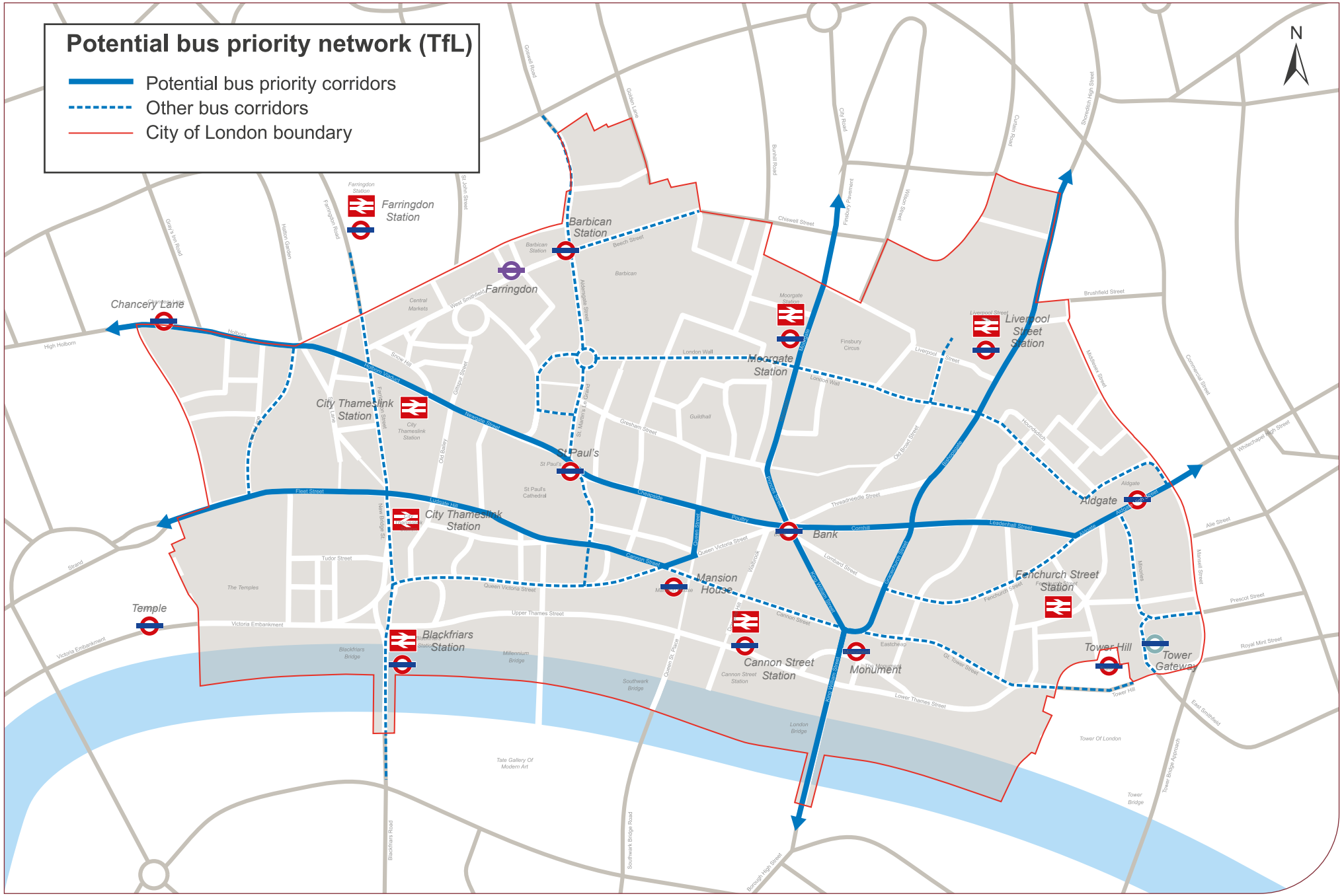


Figure 17: Bus priority network

Outcome 11: Delivering the Strategy

Projects and programmes

The major projects and programmes that will be delivered by the Transport Strategy are summarised below. Further details on the projects that will be delivered will be set out in the Transport Strategy Delivery Plan. The Delivery Plan will be published on an annual basis.

Managing delivery

Further details on the actions and programmes to deliver elements of this Strategy will be set out in a series of reviews and delivery plans, including:

- The Transport Strategy Delivery Plan, a five-year delivery plan that will be updated on an annual basis
- Healthy Streets Plans, providing details of how we will manage the street network in areas of the City in accordance with our proposed street hierarchy (Proposal 12)
- A City-wide kerbside review to better understand and manage kerbside activities on our streets (Proposal 14)
- Inclusion Action Plan, that will outline the key actions and steps we will take to deliver Proposal 1b, alongside a series of qualitative and quantitative metrics and measures to keep us transparent and accountable as we implement this Strategy.
- Cargo Bike Action Plan. This document will set out barriers to the use of cargo bikes followed by actions to encourage the uptake of their use in the City. It will set out ambitious targets for cargo bike usage, and we will monitor numbers of bikes through bi-annual counts.
- Vision Zero Action Plan, a five-year delivery plan for measures to achieve Vision Zero and implement the safe systems approach (Proposal 18).

We will continue to engage and consult with City residents, workers, businesses and other relevant street users and partner organisations as we develop and deliver this Strategy. Any projects that will lead to significant and permanent changes to the form or function of our street network will also undergo transport and traffic modelling. Impact assessments, including Equality Impact Assessments, will be conducted for all relevant projects and proposals. These will test options and ensure potential benefits are maximised and any potential negative impacts are identified and mitigated. Modelling and assessments will consider potential impacts beyond the Square Mile.

Proposal 47: Improve our monitoring of transport in the Square Mile

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

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

- Exploring opportunities to make our databases more publicly accessible (in compliance with GDPR) when relevant
- A measure to capture carbon savings associated with traffic reduction and the switch to electric vehicles.

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

Funding delivery

The delivery of this Transport Strategy will be funded from a range of sources, including:

- LIP Corridors and Neighbourhoods – an annual allocation from TfL that contributes to projects identified in our LIP
- Strategic funding – funding from TfL, GLA or other sources for specific priorities or initiatives, such as cycling infrastructure, air quality improvements and bus priority
- The City Corporation's on-street parking reserve – reinvesting revenue from parking charges and penalty charge notices
- Contributions from developers through the Community Infrastructure Levy, Section 106 and Section 278.

The long-term nature of this Strategy means we have not scoped the full cost for all projects and programmes outlined above. However, a core principle will be to generate the necessary revenue/funding to make the delivery of this Strategy largely self-supporting.

Measuring and reporting progress

Progress on delivering this Strategy will be publicly reported to the City Corporation's Planning and Transportation Committee on an annual basis. Every two years we will publish a City Streets report which will include data on our targets set out in Table 2, the key performance indicators set out in Table 3, and analysis of traffic trends based on our vehicular and pedestrian traffic counts collected every two years.

City of London Key Targets

City of London Key Targets	Baseline	2030	2044
Reduction in all-day motor vehicle traffic volumes (24hr)	185k	139k (-25%)	93k (-50%)
Proportion of people who strongly agree that their experience of walking in the City as pleasant	28% (2022)	50%	75%
Number of kilometres of pedestrian priority streets	25km (25%)	35km (33%)	55km (55%)
Number of people killed and seriously injured on our street (annual)	61 - KSIs	20 KSIs	0 KSIs
Proportion of people who strongly agree that their experience of cycling in the City as pleasant	10% (2022)	45%	75%
Increase in the number of people cycling (24hr)	44k	66k (+50%)	88k (+100%)
Increase in the proportion of zero emission capable vehicles entering the City	2022 baseline 30%	90%	100%
Reduction in all-day motorised freight vehicle volumes (24hr)	39k	-15%	-30%
Reduction in peak-time motorised freight vehicle volumes	18k	-50%	-90%
NEW: Reduction in carbon tonnes from transport on City streets	2022 baseline	Tbc	Tbc
NEW: Disabled people who strongly agree that City streets as accessible for people of all ages and abilities'	2024 baseline	Tbc	Tbc

Traffic KPIs measured across 15 locations. KPIs are measured using Autumn traffic counts.

Partnerships and leadership

We recognise that we cannot deliver this Strategy on our own and will work with a range of partners to achieve the vision, aims and outcomes for streets and transport in the Square Mile. This will include working in partnership with:

- City residents and residents' associations
- City businesses and institutions
- City Corporation Considerate Contractors Scheme (CCS)
- The City of London Police
- Business Improvement Districts (BIDs)
- The Mayor of London and TfL
- London Councils and London's boroughs
- Property developers and the construction industry
- National Rail and river service operators
- Transport industry and representative bodies
- Campaign organisations and special interest groups
- Developers of new transport technologies.

We recognise that our unique position as a global financial district allows us to be particularly bold in our proposals for changing and improving streets and transport. Nevertheless, the lessons we will learn from delivering this Strategy may be insightful and relevant to London's boroughs and other cities and transport authorities. Likewise, we can learn from and be inspired by the experiences of others.

We will share our experiences and identify transferable best practice by:

- Hosting and contributing to conferences, seminars and other events that highlight and discuss best practice
- Networking and developing knowledge-sharing relationships with London's boroughs to capture lessons learnt from the development and delivery of this Strategy
- Establishing and maintaining relationships with other cities, both in the UK and internationally, and participating in local, national and international networks
- Sharing knowledge with relevant private sector, academic and third sector organisations.

Proposal 48: Support change across London that is aligned with this Strategy

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

Updating the Transport Strategy

This Strategy will be reviewed and updated every five years to ensure it reflects the priorities of City residents, workers and businesses, changing circumstances and developments in transport technology. Updates will be informed by in depth engagement and analysis of economic, social and transport trends, and will be subject to formal consultation.

Glossary

Accessible: easy to reach, enter and use

Autonomous vehicle (AV): also known as a self-driving vehicle, a vehicle capable of sensing its environment and operating without human involvement

BID: Business Improvement District

Blue Badge: the Blue Badge scheme helps disabled people park closer to their destination

Cargo bike: a bicycle with a large container attached, designed for transporting heavy loads, or passengers, including children

Climate action: refers to the efforts taken to reduce greenhouse gases and greenhouse gases and carbon emissions, and build resilience to adapt to climate change

Climate change: a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability over comparable time periods

Climate resilience: the ability to anticipate, prepare for and respond to hazardous events, trends or disturbances related to climate change

Congestion Charge: a daily charge to be paid by those who wish to drive a vehicle inside the Congestion Charge zone, which operates in Central London

Connected vehicle: a vehicle that is able to communicate with its surrounding environment to provide information to the driver about road, traffic and weather conditions

Consolidation centre: a warehouse where lots of deliveries are sorted and grouped together prior to a single final delivery

DfT: Department for Transport

Droids: small-wheeled vehicles that are controlled by remote-controlled piloting or onboard sensors and GPS

Drones: small flying vehicles which rely on remote-controlled piloting or fly using onboard sensors and GPS, also known as unmanned aerial vehicles or UAVs

Equality: ensuring every individual has an equal opportunity to make the most of their lives and talents. It is also the belief that no one should be excluded because of their protected characteristics.

Equity: whilst equality means each person is given the same resources or opportunities. Equity recognizes that each person has different circumstances and allocates the exact resources and opportunities needed to reach an equal outcome.

Equality Impact Assessments (EQIA): a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by policy and decision making within an organisation. It is also an opportunity to identify any positive impacts for a protected equality group in line with the three equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations) as per our Public Equality Duty in the Equalities Act 2010. Engaging and striving

to co-creating EQIA and sharing these with interested groups, and ensuring that the findings and mitigations are materially incorporated into our policies and projects.

EV: electric vehicle

Freight consolidation: involves routing deliveries to a business, building or area via a warehouse, typically located further out of town

Freight: goods transported in bulk, usually by lorry, van, boat, train or aircraft

General Data Protection Regulation (GDPR): the Data Protection Act 2018 is the UK's implementation of the General Data Protection Regulation (GDPR). Under the Data Protection Act 2018, you have the right to find out what information the government and other organisations store about you

Healthy Streets Plans: is a set of proposals to redesign streets and manage access to make streets more accessible, engaging and safe places for people to walk, wheel, cycle and spend time in

Inclusive design: "Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society"

KSI: Killed or seriously injured (in a road traffic collision)

Last mile delivery: refers to the final leg of the delivery process. It usually begins at a transportation hub (such as a parcel sorting facility or regional hub) and ends at the final destination of the customer's home or business address

Logistics: overall process of managing how resources are acquired, stored, and transported to their final destination

NO_2: one of a group of highly reactive gases known as oxides of nitrogen or nitrogen oxides (NOx). NO_2 is used as the indicator for the larger group of nitrogen oxides

NOx: a mixture of gases that are composed of nitrogen and oxygen

PM_{10}: inhalable particles, with diameters that are generally 10 micrometers (µm) and smaller

$PM_{2.5}$: fine inhalable particles, with diameters that are generally 2.5 micrometers (µm) and smaller

Protected characteristic: under the Equality Act 2010, the protected characteristics are: age, disability, gender identity or reassignment, marriage and civil partnership, pregnancy or maternity, race, religion or belief, sex and sexual orientation

The Public Sector Equality Duty: comes from section 149 of the Equality Act 2010 and requires public bodies to publish relevant, proportionate information showing compliance with the Equality Duty, and to set equality objectives

Red Badge: the City of London's Red Badge Scheme provides extra parking facilities within the City of London for City residents and workers with disabilities

SuDS: Sustainable Drainage Systems, a range of sustainable measures for surface water management which reduce the amount, flow or rate of surface water discharge into sewers

Transport Assessments: an approach that helps identify the transport impacts of a new development and ensures planning applications show how the new development supports Vision Zero and the Healthy Streets Approach

TfL: Transport for London

UAV: unmanned aerial vehicles, otherwise known as drones, are remote controlled pilotless aircraft, or small flying devices

ULEZ: the Ultra Low Emission Zone refers to a daily charge payable by vehicles that do not meet certain emissions standards and covers all London boroughs since August 2023

Wheeling: A term encompassing use of wheelchairs, mobility scooters, pushchairs, scooters and other mobility or carrying aids.

Zero emission capable (ZEC) vehicle: should emit very small quantities of CO_2, and be capable of being operated with no (zero) exhaust emissions for a certain distance

ZEZ: zero emission zone

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