

City of London Corporation

Transport Strategy Delivery Plan

2025/26 - 2030/31



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Introduction

This Delivery Plan for the City of London Transport Strategy covers the five year period from 2025/26 to 2030/31. It sets out the main projects and initiatives that are delivering the proposals within the Transport Strategy. The projects within the delivery plan are categorised into nine areas which correspond with existing or proposed Healthy Streets Plans.

A short summary of each project is provided, which includes dates, funding source, full project budget where known, and an indication of which of the Transport Strategy proposals the project delivers against (see [City of London Transport Strategy](#) for details of the proposals). The Transport Strategy recently underwent a review and the City of London Transport Strategy second edition was adopted in July 2024.

Glossary

Funding sources abbreviations.

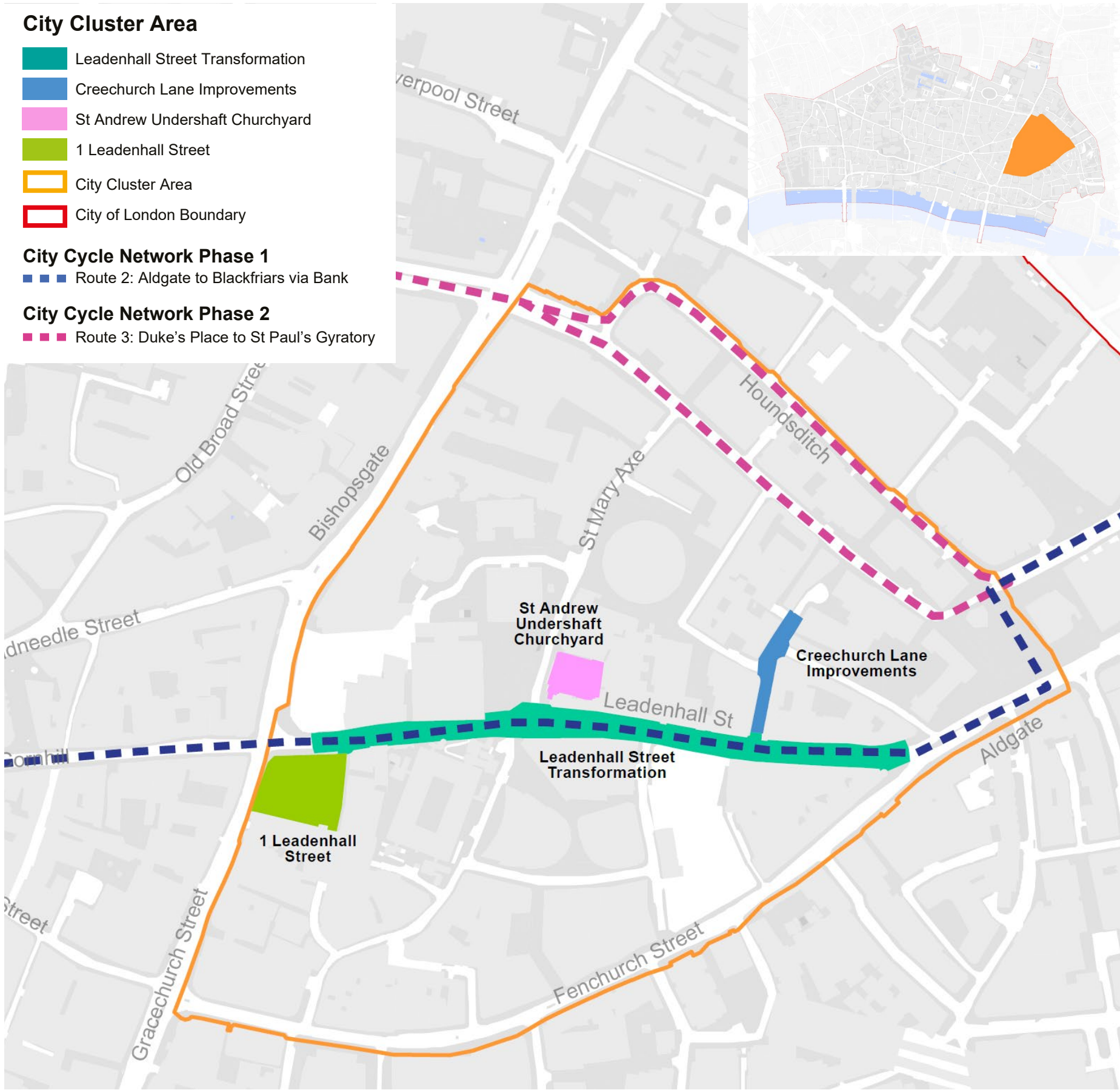
BID	Funding from Business Improvement Districts (the BID providing funding will be specified in individual projects)
CAS	Climate Action Strategy
CIL	Community Infrastructure Levy
CoL	Other City Corporation funds
GLA	Greater London Authority funds
LIP	Transport for London's Local Implementation Plan funding
OSPR	On Street Parking Reserve
S106	Section 106 developer funding through planning agreements
S278	Section 278 developer funded highway scheme
TfL	Other Transport for London funding



City Cluster Area

The City Cluster area has the highest concentration of tall buildings and office floorspace in central London. The forecast for future office demand indicates that considerable further growth is required. A programme of projects has been established to accommodate this growth and create a safer, more attractive place for people. The framework for this is set out in the Healthy Streets Plan (2021) and Public Realm Vision (2019) for the area.

Projects within the programme include street and public realm improvements to give more priority to people walking and wheeling. These will deliver pavement widening, as well as improved public spaces and greening. Much of the work will be delivered in partnership with the EC BID.



Leadenhall Street Transformation

This project aims to enhance the experience of people walking, wheeling, and cycling. The improvements will increase the width of the pavements along the street by up to three metres, improve existing and add new crossings, introduce trees and greening, and add seating. The project will also celebrate the rich history of the area by incorporating historical references into planters and seating. A public consultation on the Leadenhall Transformation project was undertaken at the end of 2024. The designs are now being finalised, and construction is due to start in early 2026.

Start date: 2023/24

End date: 2027/28

Funding source: OSPR, CIL, S106, EC BID

Total cost: £9,500,000

Delivery of proposals 1, 6, 7, 8, 9

Creechurch Lane

This project will deliver a permanent street layout to replace the temporary seating and greening measures on Creechurch Lane, enhancing the environment and making it more comfortable for people to walk, wheel and cycle. The project will include raising the junction of Creechurch Lane, Bury Street and Mitre Street, and the introduction of tree planting and greening (subject to underground utilities).

Start date: 2023/24

End date: 2025/26

Funding source: S106, EC BID

Total cost: £500,000 - £780,000

Delivery of proposals 1, 2, 7, 8

St Andrew Undershaft Churchyard

Relandscaping St Andrew Undershaft Churchyard with a focus on climate resilience measures. A central element of the redesign is the integration of sustainable drainage measures. This system is designed to not only capture water from the church roof for irrigating new planting beds but also to treat roof and surface water runoff before it enters the combined sewer system. The scheme will also provide additional seating, improved accessibility and increased greenery.

Start date: 2022/23

End date: 2025/26

Funding source: CAS, S106

Total cost: £639,000

Delivery of proposals 7, 8, 9, 10

1 Leadenhall Street

Introduction of a raised carriageway for the entire length of Whittington Avenue, and widened footways on Leadenhall Street and Gracechurch Street.

Start date: 2022/23

End date: 2025/26

Funding source: S278

Total cost: £831,000

Delivery of proposals 7, 8, 9, 10



Leadenhall Street Transformation visualisation

Liverpool Street Area

The Liverpool Street Healthy Streets Plan, adopted in May 2024, provides the framework for improvements to the streets and spaces in the area, including those associated with new developments.

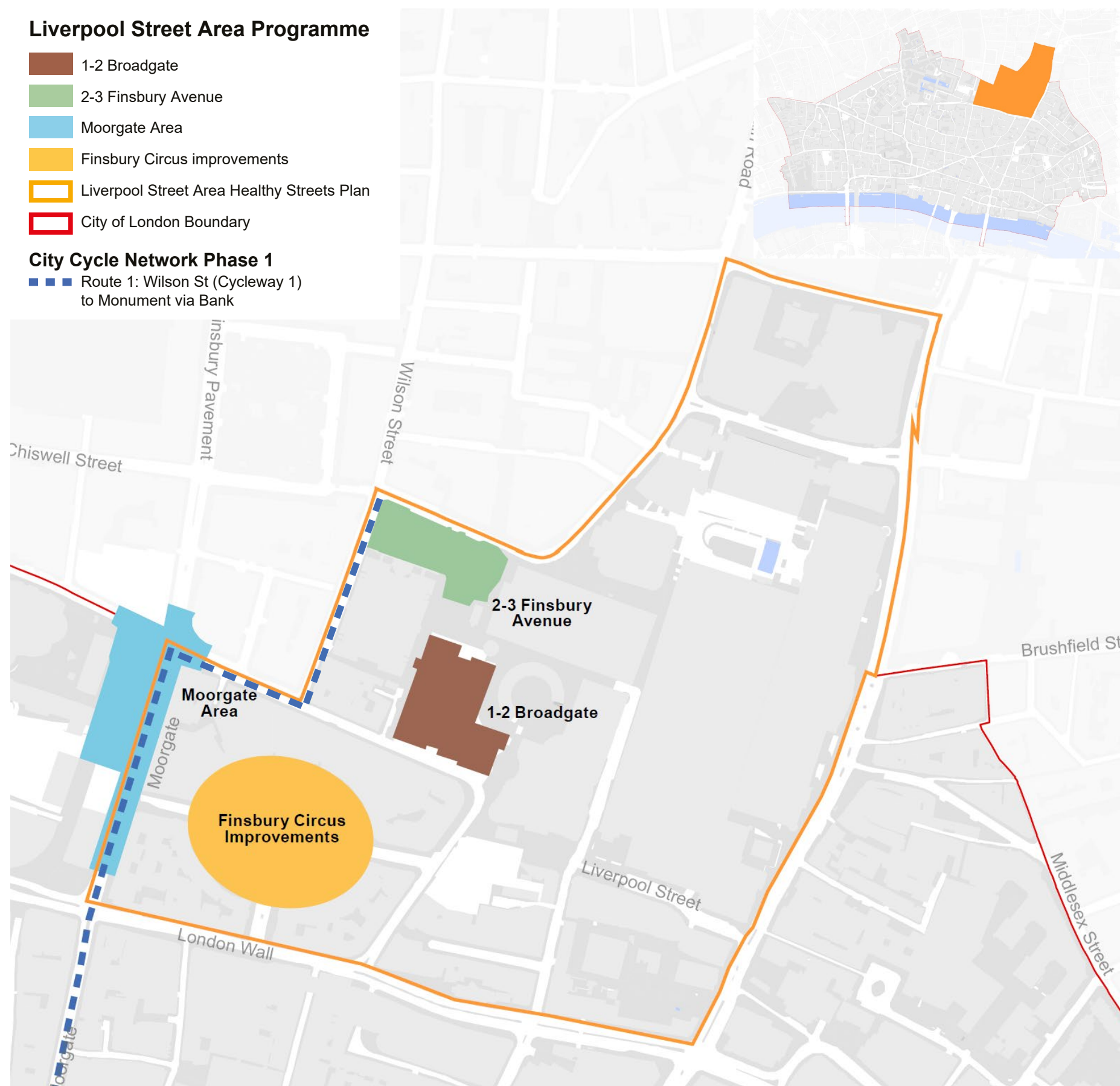
A Key Area of Change in the City Plan 2040, the area includes Liverpool Street, Broadgate and Liverpool Street Station. Significant development is both underway and planned for this area, including the potential redevelopment of Liverpool Street Station.

Liverpool Street Area Programme

- 1-2 Broadgate
- 2-3 Finsbury Avenue
- Moorgate Area
- Finsbury Circus improvements
- Liverpool Street Area Healthy Streets Plan
- City of London Boundary

City Cycle Network Phase 1

- Route 1: Wilson St (Cycleway 1) to Monument via Bank



Moorgate area

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

Start date: 2019/20

End date: 2028/29

Funding source: S278, OSPR, CIL, S106

Total cost: £6,000,000+

Delivery of proposals 1, 2, 7

Finsbury Circus

This project will deliver accessibility improvements and rearrange parking to accommodate more cycle and micromobility parking. The project includes wider pavements and raised carriageways to create safer and accessible crossings at the entrances to Finsbury Circus Gardens. This project will tie into public realm improvement works at the western arm of Finsbury Circus, and with works to transform Finsbury Circus Gardens.

Start date: 2024/25

End date: 2025/26

Funding source: S106

Total cost: £860,000

Delivery of proposals 1, 2, 7, 8

1-2 Broadgate

Public realm improvements to accommodate new walking desire lines and increased footfall associated with the development of 1-2 Broadgate. Works are due to start in summer 2025.

Start date: 2020/21

End date: 2025/26

Funding source: S278

Total cost: £900,000

Delivery of proposals 2, 5, 7

2-3 Finsbury Avenue

This project will deliver changes to the streets around the development at 2-3 Finsbury Avenue through a Section 278 agreement. The project will include repaving of pavements on Sun Street and Wilson Street, the removal of on-street parking bays and provision of a blue badge parking bay (subject to consultation), and tree planting and other greenery.

Start date: 2023/24

End date: TBC

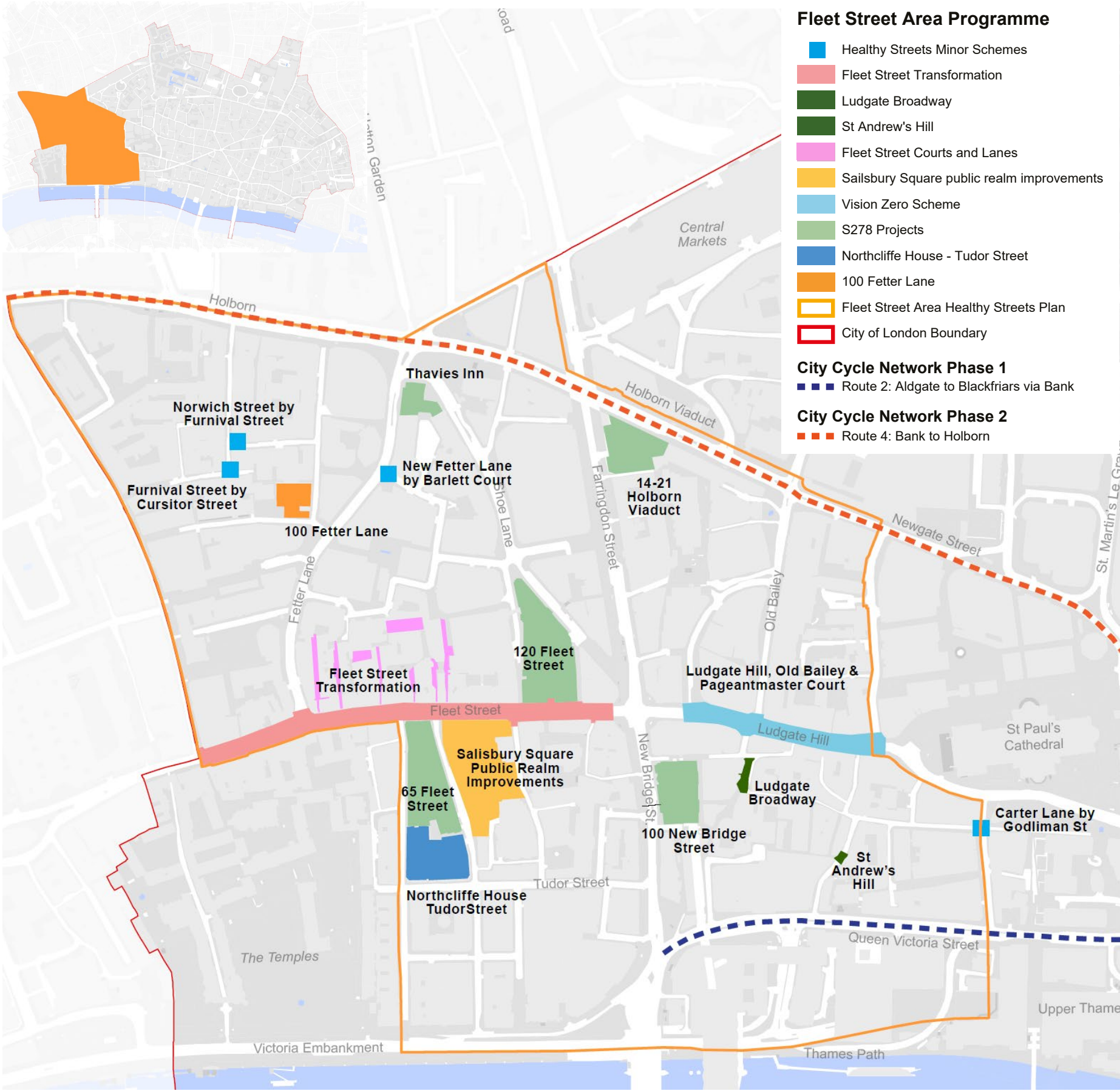
Funding source: S278

Total cost: £400,000 - £1,000,000

Delivery of proposals 2, 8

Fleet Street Area

The Fleet Street Area Healthy Streets Plan, approved in November 2023, sets out an integrated approach to improving the public realm and traffic management to deliver the Transport Strategy. The plan exploits opportunities created through new developments in the Fleet Street area. Potential improvements include pedestrian priority streets with timed restrictions for motor vehicles, improved crossings and public realm improvements, including widened pavements, tree planting, and places for people to rest and relax.



Fleet Street Transformation

This is the priority project in the area and will transform Fleet Street for people walking, wheeling and cycling. Better connecting Fleet Street to surrounding routes, it will also create a more vibrant and attractive place to spend time. It aims to provide wider pavements, on-street greenery and seating, and improved crossings and accessibility.

Start date: 2024/25

End date: 2029/30

Funding source: CIL, S278, FSQ BID

Total cost: £9,000,000 - 11,000,000

Delivery of proposals 1, 2, 7, 8, 11, 12, 18

Fleet Street Courts and Lanes

Public realm, lighting, wayfinding and greening improvements to the courts and lanes off Fleet Street.

Start date: 2024/25

End date: 2026/27

Funding source: CIL, S278, Fleet Street Quarter BID

Total cost: £500,000

Delivery of proposals 1, 2, 7, 8

Salisbury Square

Public realm improvements linked to the development of a new headquarters for the City of London Police, a courts facility and commercial office around the square. They include enlarging and enhancing Salisbury Square’s public space, creating new east-west walking routes between Dorset Rise and Whitefriars Street, and pavement and carriageway improvements on Dorset Rise, Salisbury Court, Whitefriars Street, Fleet Street and Primrose Hill.

Start date: 2024/25

End date: 2028/29

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

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

Delivery of proposals 1, 2, 5, 7, 8

Ludgate Broadway and St Andrew’s Hill

Improvements to deliver wider pavements, introduce sustainable drainage and tree planting. For Ludgate Broadway, additional improvements are planned to raise the carriageway to pavement level and improve accessibility. This project is part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change. Works are planned to commence in January 2026.

Start date: 2025/26

End date: 2026/27

Funding source: S106, S278, CAS

Total cost: £700,000

Delivery of proposals 1, 2, 5, 7, 8, 9, 10

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three-year programme, there will be four raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking, wheeling and cycling experience.

Current planned schemes include:

- New Fetter Lane by Bartlett Court - raised carriageway, tactile paving (2026/27)
- Carter Lane by Godliman St - extended raised carriageway, tactile paving (2027/28)
- Norwich St by Furnival St - raised carriageway, tactile paving (2027/28)
- Furnival Street by Curtisor Street - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £117,000

Delivery of proposals 1, 2, 16, 18

Ludgate Hill/Old Bailey/Pageantmaster Court Vision Zero Scheme

This project will make this junction safer for people walking, wheeling and cycling by introducing new signalised crossings alongside pavement widening on Old Bailey and Ludgate Hill.

Start date: 2025/26

End date: 2026/27

Funding source: OSPR

Total cost: £425,000

Delivery of proposals 1, 2, 6, 18, 22

Northcliffe House – Tudor Street

Minor improvements to integrate the development with surrounding streets and alleyways.

Start date: 2022/23

End date: 2025/26

Funding source: S278

Total Cost: TBC

Delivery of proposals 7, 8, 9, 10

Other S278 projects

Other ongoing S278 projects in the area are listed below. Total costs and start and end dates are to be confirmed.

- 65 Fleet Street – improvements to Fleet Street, Whitefriars Street and Bouverie Street
- 120 Fleet Street - improvements to Fleet Street, Shoe Lane, St Bride Street and Poppin's Court
- 100 New Bridge Street – improvements to streets around the development, being progressed with TfL
- 14-21 Holborn Viaduct – improvements to Holborn Viaduct and Newcastle Close, being progressed with TfL
- Thavies Inn – improvements to St Andrew Street and the creation of a small public space in Thavies Inn



St Andrew's Hill visualisation

Barbican and Golden Lane Area

The Barbican and Golden Lane area is the City's largest residential area. The cultural offer in the Barbican also attracts substantial numbers of visitors each year.

Barbican, Bunhill & Golden Lane Healthy Neighbourhood Plan

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

A public consultation was carried out in late 2024 on the draft plan. The results of the consultation will be presented to elected members in May 2025.

Start date: 2022/23

End date: 2025/26

Funding source: OSPR

Total cost: £141,000

Delivery of proposals 2, 7, 12



Moor Lane

Public realm improvements including greening on the eastern pavement were completed in February 2024. A consultant is being appointed to take forward designs for the remainder of the street in collaboration with the project Working Group. The designs will allow options for changes to traffic movement in the street to be considered and will give greater clarity on potential public realm design opportunities.

Start date: 2021/22

End date: 2026/27

Funding source: CAS, S106

Total cost: £2,970,000

Delivery of proposals 2, 7, 8, 9, 10, 13, 15, 22

London Wall/Moorgate Oval

This relandscaping project is part of the City of London Corporation's Cool Streets and Greening Programme, which seeks to enhance green spaces and introduce climate resilient planting.

The improvements will deliver a range of benefits including enhanced biodiversity and climate resilience with the introduction of multi-stem trees and additional planting, and the protection of an existing mature tree. A new pathway providing an additional route to Moorgate station and additional seating will also be installed. The relandscaping project incorporates a bust to commemorate and celebrate the life and work of the poet John Keats, who was born near the site.

Start date: 2023/24

End date: 2025/26

Funding source: CAS, S106

Total cost: £612,000

Delivery of proposals 1, 2, 7, 8, 10

Fann Street Healthy Streets Minor Scheme

A raised carriageway will be installed on Fann Street at the junction with Aldersgate Street in 2026/27. There will also be kerb build-out to reduce the size of the junction and tactile paving installed. This is part of a rolling programme of small-scale interventions at targeted locations across the City to reduce road danger, improve accessibility and enhance the walking and cycling experience.

Start date: 2026/27

End date: 2027/28

Funding source: LIP

Total cost: £35,000

Delivery of proposals 1, 2, 16, 18

Fann Street greening and SuDS

A project to introduce new planting beds and permeable paving at the western end of the street has been approved. This includes replacing the existing concrete planters with in-ground corten steel planters. Sustainable drainage will be introduced through permeable paving.

Start date: 2025/26

End date: 2026/27

Funding source: CAS

Total cost: £180,000

Delivery of proposals 1, 2, 7, 8, 10

1 Golden Lane

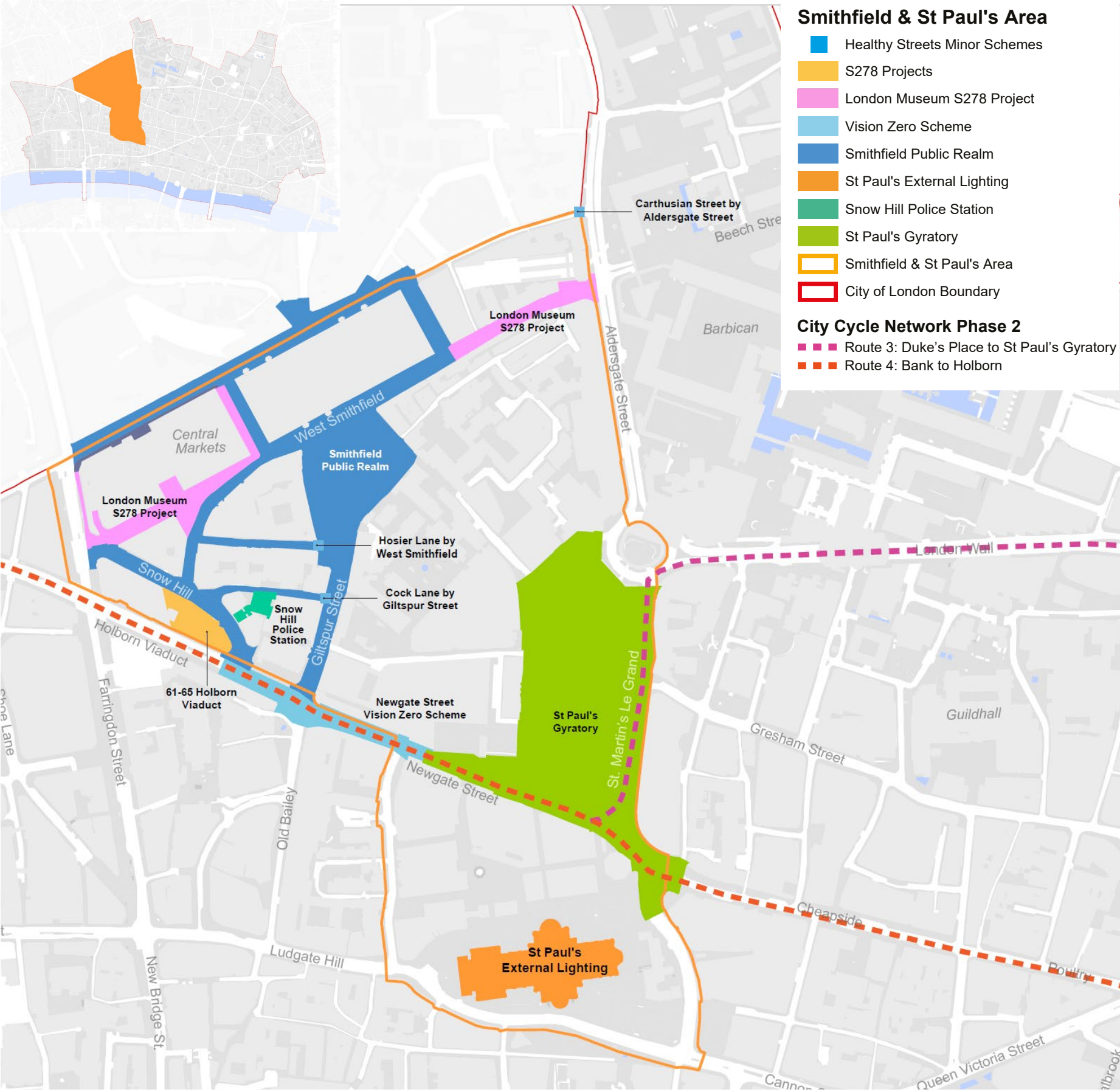
S278 works for the 1 Golden Lane redevelopment, granted planning permission in 2022. This will include improvements to Golden Lane and other more minor changes around the development. Total cost and start and end dates are to be confirmed.



London Wall/Moorgate Oval visualisation

Smithfield and St Paul's Area

The Smithfield and St Paul's area will see significant change in the coming years, including the opening of the London Museum and the future redevelopment of the Meat Market. There is no Healthy Streets Plan for this area as it is largely covered by the projects below.



St Paul’s Gyratory

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

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

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

Start date: 2013/14 phase 1, 2026/27 phase 2

End date: 2026/27 phase 1, 2030/31 phase 2

Funding source: CIL, OSPR, S278

Total cost: £13,000,000 - 17,000,000 phase 1, £9,000,000 – £12,000,000 phase 2

Delivery of proposals 1, 2, 7, 8, 11, 12, 18, 22

Smithfield Public Realm

This project aims to provide a welcoming public realm and streetscape for all. The project will be delivered in phases to align with key developments in the area.

The first phase will support the London Museum’s relocation to West Smithfield with public realm improvements on Snow Hill, Smithfield Street, East Poultry Avenue and part of Charterhouse Street.

The second phase will support the Meat Market’s transformation from 2028 with public realm improvements across the area, including Charterhouse Street, Lindsey Street, Hoiser Lane, Cock Lane, Giltspur Street, West Smithfield, the Smithfield Rotunda Garden, and Smithfield car park.

Start date: 2019/20

End date: Phase 1 2027/28, Phase 2 post 2030

Funding source: S106, OSPR, CIL

Total cost: £12,000,000

Delivery of proposals 2, 7, 12

London Museum S278 project

The S278 works will align with the London Museum build programme and are integrated with the wider public realm proposals. Initial works will focus on the General Market building, ready for its opening in mid-2026. This will be followed by works around the Poultry Market from mid-2026, in time for the full Museum opening in 2028.

To manage the design and construction cost-effectively, and minimise disruption, the S278 projects and City of London-led projects will be delivered in parallel. City officers, Museum staff and contractors meet regularly to align plans with the Museum’s construction and the S278 project.

Start date: 2019/20

End date: 2028/29

Funding source: S278

Total cost: £3,000,000 - £4,000,000

Delivery of proposals 2, 7, 12

St Paul’s External Lighting

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

Start date: 2013/14

End date: 2026/2027

Funding sources: S106, external sponsorship, CIL

Total cost: £2,075,000

Delivery of proposal 7

Newgate Street Vision Zero scheme

Making the area of Newgate Street between Warwick Lane and Snow Hill safer for people walking, wheeling and cycling through junction and crossing improvements and safer cycling facilities.

Start date: 2025/26

End date: 2026/27

Funding source: OSPR

Total cost: £1,000,000

Delivery of proposals 1, 2, 6, 18, 22

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three year programme, there will be three raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience.

- Cock Lane by Giltspur Street - raised carriageway, tactile paving (2025/26)
- Hosier Lane by West Smithfield - raised carriageway, tactile paving (2025/26)
- Carthusian Street by Aldersgate Street - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £77,000

Delivery of proposals 1, 2, 16, 18

Snow Hill Police Station

Minor improvements to Snow Hill and Cock Lane.

Start date: 2023/24

End date: 2025/26

Funding source: S278

Total cost: TBC

Delivery of proposals 7, 8, 9, 10

61-65 Holborn Viaduct

This S278 project will include improvements to walking and cycling in Snow Hill. Total cost, start date and end date are to be confirmed.



Greystones Square visualisation

Bank and Guildhall Area

Bank and Guildhall Area Healthy Streets Plan

A Healthy Streets Plan will be produced for this area, from the reconfigured St Paul's gyratory to Bishopsgate in the east, in 2027/28. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy.

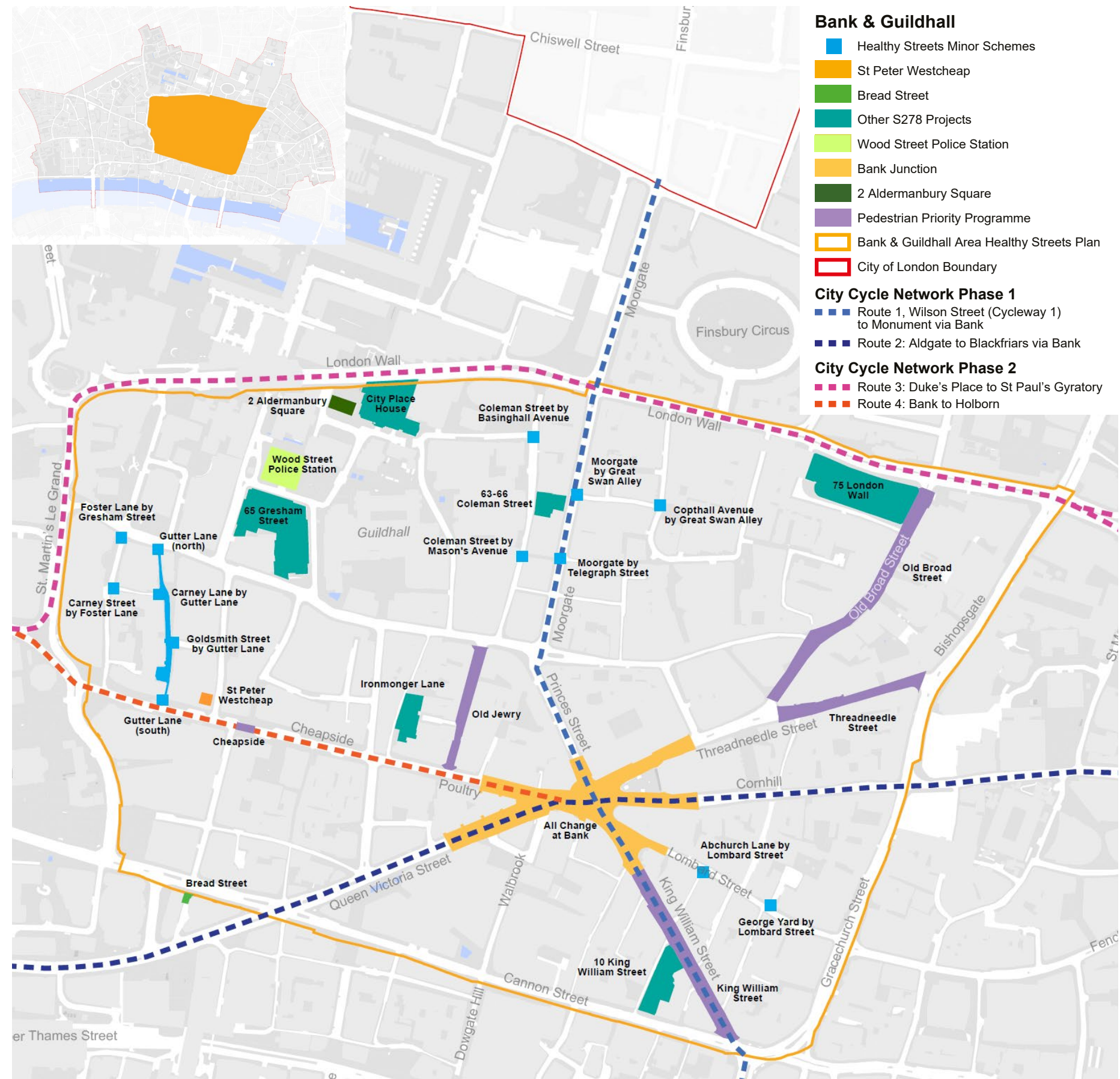
Start date: 2027/28

End date 2027/28

Funding source: TBC

Total cost: TBC

Delivery of proposals 1, 2, 6, 7, 8, 12



Bank Junction

The All Change at Bank project was substantially completed in 2024 with the exception of some small elements of public realm work such as additional seating which will be completed over 2025.

A review of the traffic restrictions at Bank concluded in May 2024. The Court of Common Council voted to allow taxis to access Bank Junction for a trial period. The change is expected to come into effect in summer 2025, subject to TfL approval.

Start date: 2023/24 (traffic restrictions review)

End date 2026/27

Funding source: OSPR

Total cost: £800,000

Delivery of proposal 12

Moorgate cycle lane

Installation of a northbound cycle lane between the junction with Lothbury/Gresham Street and Moorgate.

Start date: 2025/26

End date: 2025/26

Funding sources: TfL

Total cost: £35,000

Delivery of proposals 1, 18, 22

St Peter Westcheap and Bread Street

Relandscaping at St Peter Westcheap and the creation of a rain garden with seating on Bread Street. These projects are part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change.

Project start: 2023/24

Project end: 2027/28

Funding source: OSPR

Total budget: £300,000

Delivery of proposals 1, 7, 8, 9, 10

Pedestrian Priority Streets Programme

A series of street improvements to give more space and priority to people walking and wheeling. Schemes include traffic access restrictions, pavement widening and associated public realm improvements.

The programme is delivering four schemes:

- King William Street – significant enhancements to the public realm between Monument and Bank. Works include the widening of pavements, new raised tables to make it easier to cross the street and side roads, new trees, seating and a fully reconstructed carriageway. Under construction from July 2024 to the end of 2025. This includes S278 works as part of the 10 King William Street development.
- Cheapside – planting and new permanent seating to be delivered in 2025 near the junction with Bread Street and in Bow Churchyard.
- Old Jewry – improvements on hold while awaiting the outcome of a traffic experiment to allow motor traffic southbound with contra-flow cycling northbound. Experimental traffic order started in July 2024 and a decision will be made in September 2025.
- Old Broad Street and Threadneedle Street – pavement widening and accessibility improvements, including seating, reconfigured crossings and raised tables, to make it easier to cross the street following the change on Old Broad Street to one-way working for motorised traffic with contra-flow cycling. The scheme will be designed in 2025.

Start date: 2021/22

End date: 2026/27

Funding source: OSPR, S278

Total cost: £8,150,000

Delivery of proposals 1, 2, 7,8, 16, 18

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three year programme, there will be eleven raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience. The southern and northern sections of Gutter Lane will be closed, subject to consultation, and the carriageway raised to footway level at these sections.

2025/26

- Moorgate by Telegraph Street - raised carriageway, tactile paving
- Moorgate by Great Swan Alley - raised carriageway, tactile paving
- Coleman Street by Mason’s Avenue - raised carriageway, tactile paving
- Coleman Street by Basinghall Avenue - raised junction with pavement widening if possible
- Abchurch Lane by Lombard Street - raised carriageway, tactile paving
- George Yard by Lombard Street - raised carriageway with granite setts and new tactile paving
- Gutter Lane - consultation on proposed road closure

2026/27

- Gutter Lane (north) - road closure and raise to footway level
- Gutter Lane (south) - road closure and raise to footway level
- Foster Lane by Gresham Street - raised carriageway, tactile paving
- Carey Lane by Foster Lane - raised carriageway, tactile paving
- Carey Lane by Gutter Lane - raised carriageway, tactile paving
- Goldsmith Street by Gutter Lane - raised carriageway, tactile paving

2027/28

- Copthall Avenue by Great Swan Alley - raised carriageway, tactile paving

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £497,000

Delivery of proposals 1, 2, 16, 18

2 Aldermanbury Square

As part of S278 works for 2 Aldermanbury Square, there will be improvements for people walking, wheeling and cycling on London Wall, a reconfigured junction at Basinghall Street and Aldermanbury, and a new public route through the development with greening. The development will also lead to improvements on the Bassishaw Highwalk.

Start date: 2022/23

End date: 2026/2027

Funding source: S278

Total cost: £100,000

Delivery of proposals 2, 4, 5, 6, 7, 8, 15

Wood Street Police Station

Creation of a new public space through removal of a traffic lane adjacent to the development on Wood Street, and other improvements on Wood Street and Love Lane.

Start date: 2023/24

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7, 8, 15

Other S278 projects

Other improvements to transport and the public realm around developments in this area include:

- 65 Gresham Street – pedestrian priority improvements to Aldermanbury and other more minor changes around the development
- 63-66 Coleman Street – improvements to streets around the development, including new pedestrian priority measures in Great Swan Alley
- 75 London Wall – improvements to London Wall, Old Broad Street and Great Winchester Street in the vicinity of the development
- Ironmonger Lane – scope to be determined



King William Street visualisation

Riverside Area

Riverside Area Healthy Streets Plan

Development of a Healthy Streets Plan will begin in 2026/27. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy. It will address links to the Thames path south of Upper and Lower Thames Street.

Start date: 2026/27

End date 2027/28

Funding source: TBC

Total cost: TBC

Delivery of proposals 1, 2, 3, 6, 7, 8, 12



Little Trinity Lane and Knightrider Court

Public realm enhancements at the southern end of Little Trinity Lane, which will introduce a raingarden, biodiverse planting, new trees, seating and repaving. This is due to completed in April 2025. There will also be improvements at Knightrider Court with a raingarden, seating and pavement widening, due to be delivered in autumn 2025.

These schemes are part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change.

Start date: 2020/21

End date: 2025/26

Funding source: CAS, S106

Total cost: £840,000

Delivery of proposals 1, 7, 8, 10

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. In 2027/28 there will be raised carriageways introduced on two side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience.

Current planned schemes in this area:

- Garlick Hill, Great Trinity Lane & Great St Thomas Apostle - raised junction (2027/28)
- Cloak Lane by College Hill - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £87,000

Delivery of proposals 1, 2, 16, 18

Millenium Bridge House

This project will deliver changes to the public highway in the vicinity of the redevelopment at Millenium Bridge House through a Section 278 agreement. This project will include enhancements on Millennium Bridge Approach at Peter’s Hill, Lambeth Hill, Trig Lane and Paul’s Walk which forms part of the Thames Path.

Start date: 2021/22

End date: 2025/26

Funding source: S278

Total cost: £300,000

Delivery of proposals 1, 2, 7, 8, 9

Seal House

As part of a Section 278 agreement, this project will deliver changes to the public highway in the vicinity of the redevelopment at Seal House at 1 Swan Lane, which was granted planning permission in 2019. This project will include improvements to the Riverside Walk and Swan Lane, not including Swan Lane Pier.

Start date: 2027/28

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 1, 2, 3, 7, 8

Arthur Street

Creation of a small public space and a new cycle filter at the junction of Arthur Street and London Bridge, and pavement improvements on Arthur Street.

Start date: 2022/23

End date: 2025/26

Funding source: S278

Total cost: TBC

Delivery of proposals 1, 2, 22



Little Trinity Lane visualisation

Aldgate, Tower and Portsoken Area

Aldgate, Tower and Portsoken Healthy Streets Plan

Development of a Healthy Streets Plan will begin in 2026. 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 plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy.

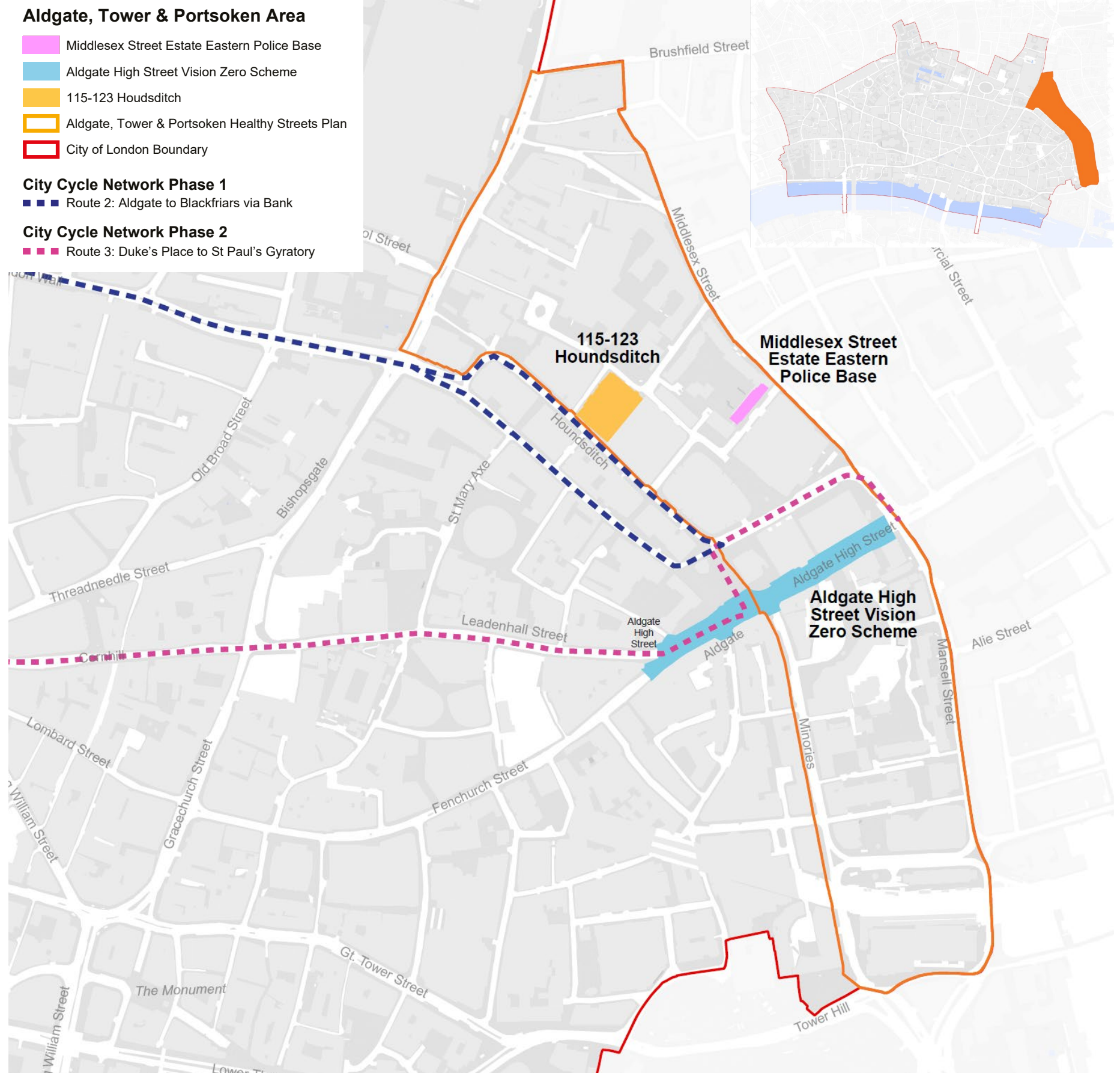
Start date: 2026/27

End date: 2027/28

Funding source: S106

Total cost: £250,000

Delivery of proposals 1, 2, 6, 7, 8, 12



Aldgate High Street Vision Zero scheme

This project will make Aldgate High Street safer for people walking, wheeling and cycling through the area by incorporating junction improvements such as revised junction layouts, new signalised crossings and raised carriageways to improve accessibility for users.

Start date: 2025/26

End date: 2026/27

Funding source: OSPR

Total cost: £885,000

Delivery of proposals 1, 2, 6, 18, 22

Middlesex Street Estate

Introduction of greening in Gravel Lane as part of S278 works for the City of London Police Eastern Base, which gained planning approval in 2024.

Start date: 2024/25

End date: 2026/27

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 7, 8

115-123 Houndsditch

A Section 278 project which will deliver pedestrian priority improvements in Cutler Street, and other improvements on Houndsditch and White Kennett Street in the vicinity of the development.

Start date: 2024/25

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 7, 8, 9

Fenchurch Street Area

Fenchurch Street Area Healthy Streets Plan

A Healthy Streets Plan is in progress for this area. The area includes the area around Fenchurch Street Station and proposed upgrade, extends to include area south to the Thames, and includes Eastcheap and Monument junction. The plan will set out a framework for improvements to the public realm and traffic management to deliver the Transport Strategy.

Start date: 2024/25

End date: 2025/26

Funding source: S106

Total cost: £240,000

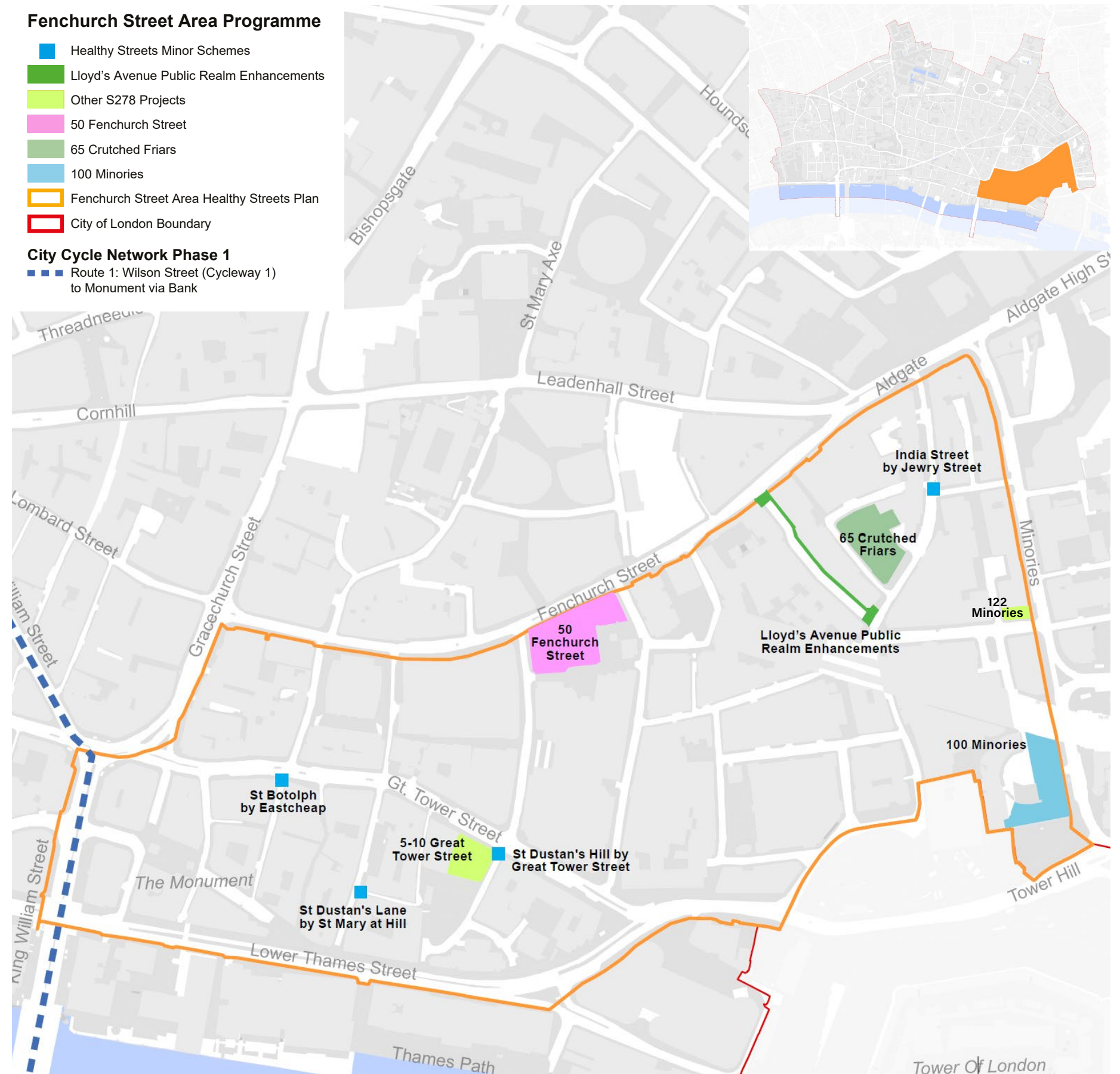
Delivery of proposals 1, 2, 6, 7, 8, 11, 12

Fenchurch Street Area Programme

- Healthy Streets Minor Schemes
- Lloyd's Avenue Public Realm Enhancements
- Other S278 Projects
- 50 Fenchurch Street
- 65 Crutched Friars
- 100 Minorities
- Fenchurch Street Area Healthy Streets Plan
- City of London Boundary

City Cycle Network Phase 1

- Route 1: Wilson Street (Cycleway 1) to Monument via Bank



Lloyd’s Avenue

This scheme is part of the City-wide Cool Streets and Greening programme aiming to embed nature-based adaptation to climate change. It will include raingardens, trees and seating.

Start date: 2025/2026

End date: 2025/2026

Funding source: CAS, S106

Total cost: £550,000

Delivery of proposals 1, 2, 7, 8, 9, 10

Healthy Streets Minor Schemes

These schemes are part of a rolling programme of small-scale interventions at targeted locations across the City. Over a three-year programme, there will be four raised carriageways introduced on side streets in this area to reduce road danger, improve accessibility, and enhance the walking and cycling experience. Further schemes will be planned and allocated funding as they are developed.

Current planned locations in this area:

- Botolph Lane by Eastcheap - raised carriageway, tactile paving (2026/27)
- St Dunstan’s Lane by St Mary at Hill (by Premier Inn Hotel) - raised carriageway with granite setts (2027/28)
- St Dunstan’s Hill by Great Tower Street - raised carriageway, tactile paving (2027/28)
- India Street by Jewry Street - raised carriageway, tactile paving (2027/28)

Start date: 2025/26

End date: 2027/28

Funding source: LIP

Total cost: £104,000

Delivery of proposals 1, 2, 16, 18

100 Minories

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

Start date: 2019/20

End date: TBC

Funding sources: S106, S278

Total cost: £650,000 - £850,000

Delivery of proposals 1, 2, 7, 8, 9

65 Crutched Friars

Potential creation of a new pocket park in Rangoon Street and other more minor changes around the development of 65 Crutched Friars, which was granted planning permission in 2023. The development will also create a new permanent home for the Migration Museum and a new public courtyard fronting Northumberland Alley.

Start date: 2024/25

End date: 2027/28

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7, 8, 15

50 Fenchurch Street

A Section 278 project which will deliver improvements to Fenchurch Street, Mark Lane, Mincing Lane and London Street.

Start date: 2024/25

End date: 2028/29

Funding source: S278

Total cost: TBC

Delivery of proposals 2, 5, 7, 8

5-10 Great Tower Street

This Section 278 project will deliver minor improvements to accessibility on St Dunstan’s Hill. Total cost, start date and end date are to be confirmed.

122 Minories

This S278 project will include pedestrian priority improvements at the junction of Vine Street and Crosswall. Total cost, start date and end date are to be confirmed.



Lloyd's Avenue visualisation

City-wide projects

City Cycle Network

The Transport Strategy includes proposals to further develop the network of safe and comfortable cycle routes across the City. These routes tie in with the London-wide cycle network and are delivered in partnership with TfL. More detail on the routes is provided on the following page.

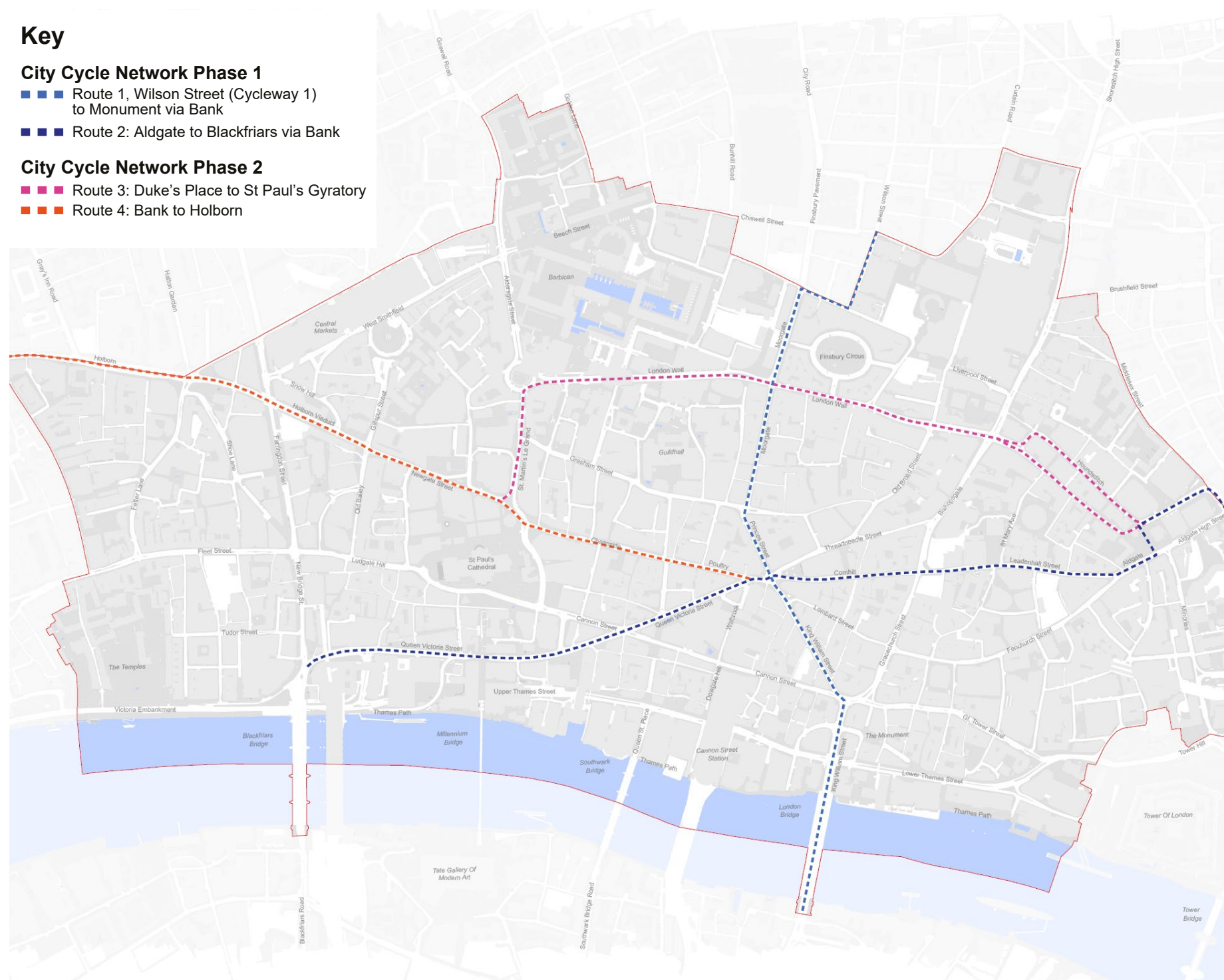
Start date: 2019/20 (Phase 1), 2023/24 (Phase 2)

End date: 2027/28 (Phase 1), 2034/35 (Route 3), 2029/30 (Route 4)

Funding sources: TfL

Total cost: £2,000,000 - £4,000,000 (Phase 1, allocation not confirmed), Phase 2 - TBC

Delivery of proposals 1, 11, 12, 18, 22



Phase 1

Development and delivery of improvements to Route 1 and Route 2.

Route 1: Wilson Street (Cycleway 1) to Monument via Bank

This route links Cycleway 1 (Wilson Street) to Cycleway 4 (Monument), creating a direct north-south cycling connection through the City via Bank Junction. It will be delivered primarily through separate but coordinated projects, including Moorgate area, All Change at Bank, the Pedestrian Priority Streets Programme, and other developments projects. The remaining minor street improvements will be funded by TfL and completed by 2027.

Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)

Consultation has been completed during 2024 and the results will be reported to committee in July 2025. The improvements proposed are described below.

At Aldgate proposed improvements include:

- An eastbound cycle lane protected with flexible posts on Aldgate
- New raised side street crossings for cycling, walking and wheeling on Duke’s Place and Houndsditch
- Upgrading the eastbound cycle lane with traffic island separators on St Botolph Street
- A new eastbound bus stop by-pass for cycling incorporating a raised zebra crossing on St Botolph Street

Between Aldgate and Queen Street:

- Improvements to Leadenhall Street are being developed under a separate, reported here under Leadenhall Street transformation. They include measures to slow traffic, widen pavements and improve crossing points.

Queen Victoria Street between Queen Street and New Bridge Street measures include:

- Single lane cycle tracks protected by traffic island separators or flexible posts
- A two-way cycle track protected with traffic island separators;
- Bus stop by-passes at two locations.
- Dedicated traffic light stages or early ‘green’ traffic lights for cycling at junctions.

Further improvements on Aldgate and Aldgate High Street are also being delivered separately and this is set out in this report with the Aldgate, Tower and Portsoken Area schemes.

Phase 2

Development and delivery of improvements to:

Route 3: Duke’s Place to St Paul’s Gyratory

Route 4: Bank to Holborn

Cycle and micromobility parking programme

Rolling programme to provide new and improved parking for private cycles and dedicated parking bays for dockless cycles and e-scooters. Design focuses on improving cycle security and reducing the impact on other people using pavements.

A kerbside review identified over 75 potential new e-scooter & cycle hire locations. This was mapped against rental operators’ high demand hotspots to create a prioritised parking delivery programme. This programme will provide an estimated 1,400 new spaces for e-scooters and dockless cycles and is expected to be completed by 2026.

In 2025/26, 40 sheffield stands for private cycles and 28 dockless bays will be delivered. The dockless bays will be subject to consultation.

Start date: 2020/21

End date: 2028/29

Funding sources: CoL, LIP, dockless operators

Total cost: £144,000

Delivery of proposals 6, 16, 22, 23, 24, 40

Legible London updates

Programme of updates to the 300+ Legible London map and directional signs across the City, most of which were installed more than five years ago. The signage will be updated in area-based phases.

Start date: 2024/25

End date: 2026/27

Funding sources: OSPR, CIL, S106

Total cost: £400,000

Delivery of proposal 6



Queen Victoria Street visualisation

Strategic transport initiatives

Delivery of the Transport Strategy through strategic and policy initiatives or activities, including feasibility work, analysis and studies. The Strategic Transport team also initiate new areas of work before embedding them as business-as-usual. For example, the delivery of electric vehicle charging infrastructure was novel and is becoming standardised.

Sustainable servicing programme

Working with TfL to develop policy and guidance for operators. We aim to promote a shift to cargo bikes for service operators, such as lift mechanics and electricians, and provide facilities such as secure storage. The overall aim is to reduce the amount of motor vehicles used for servicing.

Start date: 2024/25

End date: 2025/26

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 34, 35

Zero Emission Network (ZEN)

In partnership with the London Boroughs of Hackney, Newham and Tower Hamlets, and the City of Westminster, the City Corporation has joined the Zero Emissions Network (ZEN), funded by the Mayor's Air Quality Fund (MAQF4). Across the four boroughs and the City, the overall aim of the ZEN is to decarbonise local transport. Over three years the programme will deliver a network of cargo bike share hubs for public use by residents and businesses, grants to businesses for cargo bikes and e-bikes, and events that promote air quality improvements or active travel.

Start date: 2024/25

End date: 2026/27

Funding source: GLA - Mayors Air Quality Fund, CoL

Total budget: £884,000, officer time

Delivery of proposals 6, 23, 34

Pedestrian zones timing review

A review of the timings of existing pedestrian zones. There are some differences in times of the restrictions for different streets. All these locations will be reviewed to ensure they still meet the requirements. People walking and wheeling will remain the priority. Any changes will be delivered by the usual process for changing traffic orders.

Start date: 2025/26

End date: 2026/27

Funding source: CoL

Total cost: Officer time, CoL

Delivery of proposals 2, 13, 14

Deliveries and consolidation

Area based work to promote consolidation for freight deliveries to existing buildings in partnership with Business Improvement Districts (BIDs).

Start date: 2024/25

End date: 2025/26

Funding sources: CoL

Total cost: Officer time

Delivery of proposals 2, 11, 34, 35

Kerbside review

Consideration of changes to parking charges and the Controlled Parking Zones will be considered in 2025/26. Further work will be undertaken on reviewing taxi provision and coach parking.

Start date: 2022/23

End date: 2025/26

Funding sources: LIP, CoL

Total cost: £15,000, officer time

Delivery of proposals 11, 14

EV Infrastructure Action Plan

Following an assessment of demand for new charging infrastructure, up to five locations for new charging points will be put to market in 2025/26. We are progressing a partnership bid to the Office for Zero Emission Vehicles with neighbour boroughs. Delivery of the locations will be dependent on the market take up.

Start date: 2019/20

End date: 2026/27

Funding sources: DfT, CoL, private sector

Total cost: TBC

Delivery of proposal 26

Access for disabled people travelling by taxi and private hire

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

Start date: 2023/24

End date: 2026/27

Funding sources: CoL

Total cost: £10,000

Delivery of proposals 1, 15

Inclusivity Action Plan

We included a new overarching proposal in the refreshed Transport Strategy which sets out how we will be more inclusive in how we work, engage with people and develop and implement changes to public spaces and streets. We will develop a set of actions that identify where we need to make improvements, and track progress. We have started collating demographic information from our consultations and will track and report this information.

Start date: 2024/25

End date: 2025/26

Funding source: CoL

Total cost: Officer time

Delivery of proposals 1, 15

London Wall corridor study

A programme of work to explore potential changes along the length of London Wall, including developer funded projects and (subject to funding) additional City Corporation funded improvements. This will include looking at the junctions of London Wall/Moorgate, and London Wall/Old Broad Street to address collisions, as they are in the top ten highest on City streets. Feasibility work is progressing in 2025 to provide options, which will be followed by a funding bid to commence design work.

Start date: 2024/25

End date: 2025/26

Funding source: S278, CIL, OSPR

Total cost: £249,000

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

Collision analysis and mitigation review

Analysis of collision data has identified the ten locations with the highest collision and personal injury rates. An additional scheme at Ludgate Hill/Old Bailey has also been included in this programme, following a Healthy Streets Minor Scheme investigation which found that this site had a high collision record.

Initial feasibility work has been carried out to consider deliverability and priority for improvements. Three schemes have progressed to a design stage and are included separately in this report. The remaining eight are at a feasibility stage and are as follows:

- London Wall/Moorgate - being investigated as part of the London Wall Corridor study
- London Wall/Old Broad Street - being investigated as part of the London Wall Corridor Study
- Holborn Circus - feasibility work anticipated to commence later in 2025
- Aldersgate Street/Long Lane (Outside Barbican Station) - feasibility work anticipated to commence later in 2025
- Fleet Street/Bouverie Street - included in Fleet Street Healthy Streets Plan area, and currently being considered in detail by Fleet Street Quarter BID for design and funding
- Fenchurch Street/Lime Street - scheme developed, plan to incorporate as part of nearby S278 agreements
- Fetter Lane/New Fetter Lane - scheme delivered in 2024/25
- Fenchurch Street/Mincing Lane - interim scheme developed, delivery expected in 2025 with further measures covered by the Fenchurch Street Healthy Streets plan

Start date: 2023/24

End date: 2026/27

Funding sources: OSPR, LIP, S278, CoL

Total cost: £2,400,000 (including delivery)

Delivery of proposals 2, 6, 11, 12, 18, 22

Cycle and micromobility parking action plan

To support the growing demand for cycle, dockless cycle and e-scooter hire and cargo cycle parking we will continue to monitor and identify suitable locations for new parking facilities. We will work with dockless cycle hire operators to improve parking management and customer behaviour.

We will also contribute to requirements and consultations for legislation being drafted at a national level through the English Devolution Bill. The expectation is that this will provide powers for local authorities to control how dockless cycles and scooters are allowed to operate. The new legislation is anticipated to be passed in 2026 at the earliest.

With planning colleagues we will work on the requirements and minimum standards for cycle hubs where these are being provided and subsidised by third parties.

Start date: 2024/25

End date: 2025/26

Funding source: CoL

Total cost: Officer time

Delivery of proposals 2, 6, 14, 16, 22, 23, 24

Events and campaigns

A range of events and campaigns are delivered through the year, often in partnership with other organisations such as the City of London Police and Business Improvement Districts.

Road danger reduction campaigns

Opportunities to align with national campaigns, along with locally targeted behaviour change and community engagement activities to promote safe behaviours. This will be delivered in partnership with the City of London Police.

Start date: 2019/20

End date: Ongoing

Funding sources: LIP

Total cost: £25,000 (for 2025/26)

Delivery of proposals 6, 18, 19, 24

Highway Code campaign

In 2025, TfL are starting campaigns to promote and encourage understanding and observation of new elements of the Highway Code which were adopted in 2019. Many people are not aware of the changes, which give more priority to people walking and wheeling when crossing side streets, and also allow people cycling a higher priority over turning traffic. TfL are preparing a large-scale campaign to improve awareness and observation. We will be supporting and adding to the campaign where appropriate in partnership with the City of London Police. This will include a focus on addressing illegal and risky behaviour by people cycling.

Start date: 2025/26

End date: TBC

Funding source: TfL, LIP, officer time

Total cost: TBC

Delivery of proposals 18, 19

Cities & Lighting Summit 2025

The Cities & Lighting Summit is a three-day gathering of the international urban lighting community, meeting around group presentations, open conference sessions, networking moments, and the discovery of the host city and its lighting policy. The 2025 edition is hosted by the City of London Corporation in collaboration with the LUCI Association over 23-25 April 2025 and will focus on three main themes at the heart of today’s concerns for the future of urban lighting: Sustainability, Health & Wellbeing, and Inclusion.

Start date: 2025/26

End date: 2025/26

Funding source: Self-funding, sponsorship

Delivery of proposals 1, 21

London Walking, Wheeling and Cycling Conference

The annual London Walking, Wheeling and Cycling Conference is hosted jointly by the City Corporation and the London Borough of Hackney. It showcases and celebrates the best experiences and opportunities in the UK and Europe for those working to deliver better environments for our towns and cities.

Start date: 2017/18

End date: 2030/31

Funding source: Self-funding, sponsorship, officer time

Delivery of proposals 1, 6, 24

