

City of London Corporation **Transport Strategy Annual Report**

April 2025



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Introduction and executive summary

This report covers the major progress and completion of work in 2024/25 to deliver the Transport Strategy. Progress against targets and a summary of achievements is followed by detail of transport and public realm projects. We also include City-wide strategic initiatives such the Vision Zero Plan and management of dockless cycle hire.

There was a significant increase in cycling in the traffic 2024 counts. Cycling levels are 57% higher than in 2022, with some streets seeing twice as many cycles on them compared to two years ago. Between 7am and 7pm cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8am and 9am and 6pm and 7pm. There have been significant increases in both dockless and personal cycles. There are four times as many dockless cycles in 2024 compared to 2022, making up 17% of all cycles seen. Personal cycles have also increased by 36% and make up 60% of the increase since 2022.

People walking, wheeling and cycling now make up three quarters of observed travel activity (up from two-thirds in 2022) and this rises to 85% during peak hours.

We have already achieved three of the four 2030 traffic targets set by our Transport Strategy. We are also making progress towards our target of 55km of pedestrian priority streets, which is a 30% increase on the 2017 baseline of 25km.

The All Change at Bank project was completed this year with the exception of some small elements of public realm work which will be completed over 2025. A trial to allow taxis through the junction is expected to commence in summer 2025.

Design work for the first phase of highway changes at St Paul's Gyratory has been completed and approval to commence work was granted in February 2025. On-site construction is due to start in April 2025. Design work for Greyfriars Square is due to be completed in mid-2025.

Construction of the King William Street pedestrian scheme priority is well underway and is due to complete in summer 2025.

A number of Healthy Streets Minor Schemes and public realm schemes were delivered this year. These included raised carriageways to improve accessibility, reduce road danger and give more priority to people walking and cycling in the City, improvements to New Change Garden, and enhancements to Jubilee Gardens.

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

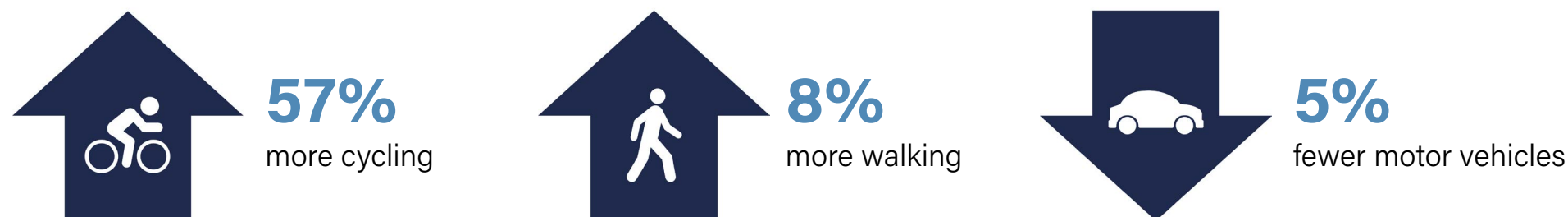
To promote and improve cycle safety and security, the City Police ran 41 workshop sessions and security marked over 650 cycles. We collaborated on several road danger reduction events, hosting five 'Exchanging Places' events to raise awareness of blind spots around HGVs.

74 adults and 30 children had Bikeability training and 154 people were trained to ride cargo bikes, helping support the transition for short-distance freight transport.

Locations for over 800 additional dockless cycles and e-scooter hire parking spaces have been identified with half delivered by March 2025 and the remainder to be delivered by late Summer 2025. A removal campaign was launched in February 2025, prioritising areas where cycles posed immediate danger, particularly to disabled people navigating cluttered pavements.

Traffic in the City

Change since 2022



Since 1999, the City of London Corporation has conducted a City-wide traffic survey roughly every two years during the autumn to understand the levels, patterns and makeup of traffic in the Square Mile. The data from the most recent counts, on 9 October 2024, demonstrates a significant shift in travel habits since 2022. There are 57% more people cycling, 8% more people walking and 5% fewer motor vehicles.

The jump in cycling in 2024 is the largest we have seen since records began. Some streets are seeing twice as many cycles on them compared to two years ago. Some of the jump is due to a four-fold increase in use of dockless cycles, which now makeup 17% of all cycles in the City, but the majority (60%) is from personal cycles. Cycles were not only seen more than any other vehicle over 24 hours, but between 7am and 7pm there are now almost twice as many cycles as cars. Between 7am and 7pm, cycles make up 39% of on-street traffic (12% higher than in 2022) and this rises to 56% between 8-9am and 6-7pm.

This increase in cycling in the City follows news from TfL that cycling journeys in Greater London have increased by 26% since 2019 and aligns with TfL traffic count data from the three road bridges into the City, collected in 2024.

The increase in walking shows footfall is recovering from the impact of the pandemic, though it is still 70% of pre-pandemic levels. People walking, wheeling and cycling now make up three quarters of all observed travel activity and 85% during peak hours (8-10am and 5-7pm).

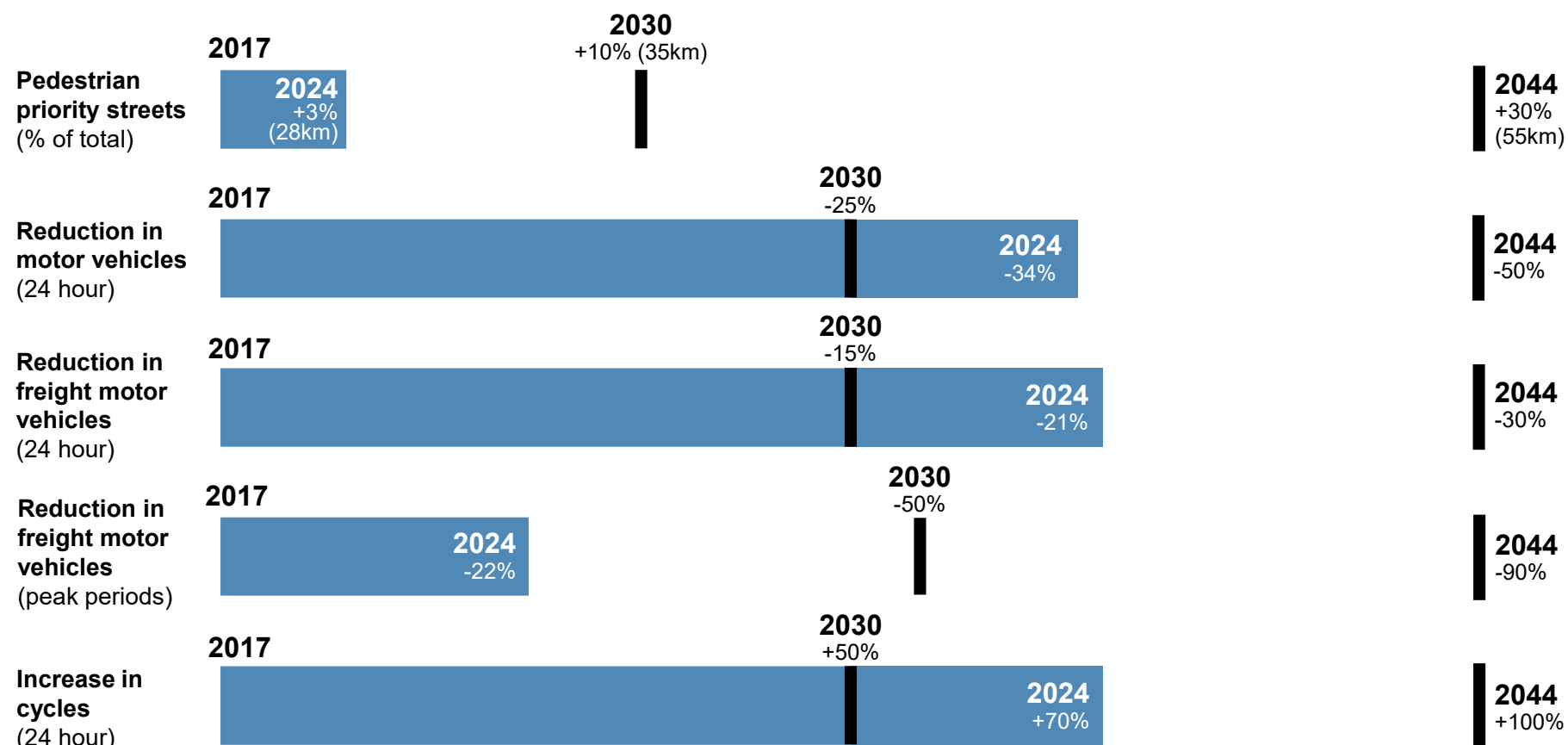
Traffic is decreasing in line with targets. Motor vehicle numbers are nearly a third of what they were in 1999 and three quarters of what they were in 2019. The biggest reduction has been seen in motorcycles, taxis, cars and private hire vehicles compared to freight vehicles. We have met both 24-hour targets (total traffic volumes and total freight volumes), but are not yet on track to meet our 2030 target for freight volumes during peak hours. However, peak hour freight volumes are decreasing (-8% since 2022) and are now 78% of what they were in 2017. Total 24-hour freight volumes are less than half of what they were in 1999 (-54%).

Traffic in the City stays at a consistent level for most of the day with a peak at 6pm, but the makeup of the traffic changes during this time. From the early afternoon into the evening, the number of freight vehicles reduces, and the number of cars and private hire vehicles increases. Private vehicles increase significantly at 6pm when the Congestion Charge finishes. 40% of car and private hire journeys occur after 6pm and the busiest hour for car traffic on City streets is 10pm.

Transport Strategy targets progress

The change in traffic patterns means we have already achieved three of the four 2030 traffic targets set by our Transport Strategy. We are also making progress towards our target of 55km of pedestrian priority streets, which is a 30% increase on the 2017 baseline of 25km.

Progress against all targets can be seen in the table on the following page.



(15 locations, 2017 baseline, 2024 autumn counts, peak periods = 07:00-10:00, 12:00-14:00, 16:00-19:00)

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

*Data not available for year

**Note that the survey method was revised in 2022 so these figures are not directly comparable to 2017. The new method will be repeated for future years.

Summary of achievements in 2023/24 and 2024/25

Transport and public realm improvements delivered over the last two years include:



3,041m²
of new
pavement space



25
new raised tables



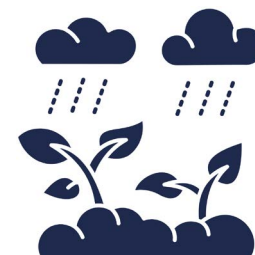
2
new formal
pedestrian crossings



302
new seating spaces



95
new trees



731m²
of new green
planting and SuDS



514m
of new
cycle lane



146
new private cycle
parking spaces



475
new dockless cycle
parking spaces

Detailed summary of transport and public realm delivery achievements in 2023/24 and 2024/25

	Pavement widening (m/m²)		Trees (number)		Green planting and SuDS (m²)		Seating (total capacity)		Cycle Parking (total capacity)		Advanced stop lines (number)		Cycle Lanes (linear m)		Raised tables (number)		New formal crossings		Improved formal crossings		New or improved informal crossings	
	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25
Private Cycle Parking	5 / 10								74	46												
Micromobility Parking										475												
Healthy Streets Minor Schemes	2 / 1.5	5.5 / 40.9								13	2				9	9			2	1	7	10
King Street	150 / 192						4						150		1				1		2	
Mark Lane	30 / 60		2		5		10						40		2							
Moor Lane East	70 / 116		6																			
City Cluster Green Streets					40	20	40	25														
City Cluster Bevis Marks SuDS			4		150	35	10	15														
Cool Streets & Greening tree planting			12	25																		
Fleet Street Quarter seats & greening					7		60															
Jubilee Gardens				12		282		35														
Greening Cheapside: Sunken Garden						25		25														
Bank Junction (All Change at Bank)	516 / 1536	225 / 650	3	8		17	12	6	13				110	214	1	1	1		7	1	1	2
Finsbury Circus Western Arm		50 / 375		5		150		25														
40 Leadenhall Street		50 / 60		3											1							
Cannon Street Crossing															1		1					1
Middlesex Street Phase 2				6				5														
Little Trinity Lane				9		160		30														
Total	773 / 1915.5	330.5 / 1125.9	27	68	202	529	136	166	87	534	2	0	300	214	14	11	2	0	10	2	10	13

St Paul's Gyratory transformation

Design work for the first phase of highway changes at St Paul's Gyratory has been completed and approval to commence work was granted in February 2025. Design work for Greyfriars Square is due to be completed in mid-2025. Construction on the gyratory transformation begins in April 2025 and is due to be completed in 2027.

The project will change the way traffic moves around the area to create a new public space and improve the experience of walking, wheeling and cycling, whilst retaining access for buses and motor vehicles.

Changes include the closure of the southern section of King Edward Street to traffic, the introduction of two-way traffic on Newgate Street and St Martin's Le Grand up to the junction with Angel Street, and the removal of a large traffic island at the south of the gyratory. This partial removal of the gyratory system will enable the creation of Greyfriars Square, a new 3,000-square-metre public space with over four tennis courts worth of trees and planting.

Significant improvements will be made for people walking and cycling. Alongside the new public space at Greyfriars Square, there will be pavement widening and improved crossing facilities. There will be new cycle lanes, included protected lanes where space permits, advanced stop lines, and provision for northbound cycling on Aldersgate Street.

Phase 2 will be completed alongside the redevelopment of the Museum of London and Bastion House and involves future improvements to the former Museum of London 'rotunda'.



Greyfriars Square visualisation

King William Street pedestrian priority improvements

Construction is now underway on the first phase of improvements to King William Street. The changes are part of the City Corporation's Pedestrian Priority Programme to make walking and wheeling in the Square Mile safer, easier, more accessible and more pleasant.

The improvements include:

- Wider pavements on both sides of the street and a narrower carriageway that's quicker, easier and safer to cross
- Raised junctions at side streets and raised sections of carriageway to provide a level surface, slow vehicles and reinforce priority for people walking and wheeling
- At least 15 new trees, connected to an improved highways drainage system
- Two new purpose-built inset and timed loading bays, expanding pavement capacity at times when the street is busiest with people walking and wheeling
- An improved and accessible crossing on the approach to Monument
- Increased seating and cycle parking.

Phase 1 is due to complete in summer 2025. Phase 2 between Abchurch Lane and Nicholas Lane will then take place once the development at 10 King William Street is nearing completion.



King William Street visualisation

All Change at Bank

The improvements to Threadneedle Street completed in July 2024 were the final significant works of the All Change at Bank project. The project reallocated carriageway space freed up from the removal of daytime traffic to widen pavements, improve crossings and create new public space with seating, tree planting and other greening.

The changes on Threadneedle Street involved the closure of the street to motor vehicles between Bank Junction and Bartholomew Lane, enabling a significant expansion of pavement space and a bidirectional cycle lane.

The project also included accessibility improvements, seating and tree planting. Six trees were planted, two each on Queen Victoria Street, Poultry and Threadneedle Street. Some small elements of work such as additional seating and accessibility improvements will be completed over 2025.

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



Improved accessibility and climate change mitigation

New Change Garden

The junction of Cheapside and New Change, formerly known as the Sunken Garden because of its stepped access, has been transformed into a more open, inviting, fully accessible, greener and more climate resilient public space. Greening has increased by 43%, with plant species selected to help biodiversity, and historic trees and root systems have been retained. Permeable paving lets rain drain freely into the ground, storing it for the trees to use later. The accessible seating is made from over 150-year-old granite stones salvaged from the Thames River Wall and recycled timber from fallen London Plane trees, keeping the project carbon footprint to a minimum.

Jubilee Gardens

Work to enhance Jubilee Gardens has created a greener, more inviting open space with improved seating and access, and has increased the City's biodiversity and resilience to the impacts of climate change. The improvements include the removal of an elevated section to create a fully accessible space, an additional entrance, new seating, new railings, 15 new trees and new shrubs and perennials to provide food and habitats for pollinators and wildlife, new sustainable drainage to reduce the risk of flooding, and log and stone piles for invertebrates.



Healthy Streets Minor Schemes

These projects are part of a rolling programme of smaller scale improvements to reduce road danger, improve accessibility, and enhance the walking, wheeling and cycling experience.

Projects delivered in 2024/25 to create accessible pavements and make crossing side streets quicker, easier and safer included nine raised carriageways at the following locations:

- Shoe Lane by Charterhouse Street
- Silk Street near Milton Street
- Addle Hill by Carter Lane
- Dean's Court by Carter Lane
- St Andrew's Hill by Carter Lane
- Fetter Lane / Bream's Buildings / New Fetter Lane
- Noble Street by Gresham Street
- Staining Lane by Gresham Street
- Bread Street by Queen Victoria Street



Working with developers to improve the public realm

Each year, we deliver a range of public realm improvements in association with new developments. Referred to as Section 278 or S278 projects these schemes deliver improvements necessary to allow a development to go ahead, for example by widening pavements to accommodate higher footfall. They also often include wider improvements such as new trees and seating, and sometimes changes to motor vehicle access.

The projects are fully funded by the developer but are designed and delivered by the City Corporation. This ensures designs and standards are consistent and maximises the opportunity for projects to contribute to delivering the Transport Strategy. It also helps us to coordinate works and minimise disruption.

The largest project completed this year was the improvements around the 40 Leadenhall Street development. This delivered new tree planting, cycle parking and seating, and widened pavements on Leadenhall Street and Fenchurch Street. This is a good example of how development funded schemes deliver elements of larger projects, such as the Leadenhall Street Transformation.

Also completed this year, in April 2024, was improvements to the eastern pavement of Moor Lane, including new trees, planters and a series of bollards to protect 21 Moorfields.



**Widened pavement outside
40 Leadenhall Street**

Consultations completed

Bunhill, Barbican and Golden Lane Healthy Neighbourhood

In late 2024, in partnership with Islington, we consulted on the draft Healthy Neighbourhood Plan for the Bunhill, Barbican and Golden Lane area. The plan aims to create more space for people walking, wheeling and cycling, and for more trees and greenery, with less through traffic. The final draft of the plan will be presented to elected members in May 2025 for approval.

Transforming Leadenhall Street

Between December 2024 and February 2025 we consulted on the plans to transform Leadenhall Street. The proposed changes would create a greener, more welcoming and more sustainable environment with widened pavements, improved crossings, and new trees, planting and seating. The results of the consultation will be presented to elected members in May 2025.

Aldgate to Blackfriars Cycleway

Between December 2024 and February 2025 we consulted on the Aldgate to Blackfriars cycleway scheme. The results of the consultation will be presented to elected members in July 2025.

The scheme includes improvements at Aldgate that will provide an eastbound cycle lane protected with flexible posts on Aldgate, raised side street crossings for cycling, walking and wheeling on Duke's Place and Houndsditch, an upgraded eastbound cycle lane with traffic island separators on St Botolph Street, and a bus stop bypass for cycling incorporating a raised zebra crossing on St Botolph Street.

Improvements to Leadenhall Street include wider pavements and slowing traffic to make it more comfortable for walking and cycling. Along Queen Victoria Street between Queen Street and New Bridge Street there would be single lane cycle tracks protected by traffic island separators or flexible posts, a two-way cycle track protected with traffic island separators, and dedicated traffic light stages or early 'green' traffic lights for cycling at junctions.



Engaging a diverse audience

The Transport Strategy includes an overarching proposal to embed inclusion in our approach to transport planning and delivery. Achieving this requires reaching a wide audience when engaging and consulting on projects.

To monitor this, we are now reporting on the range of people responding to our consultations and comparing this against available data on the City community. The findings for the three public consultations carried out in 2024/25 are summarised below. This is the first year that we have reported this data. We will continue to explore how to best analyse and present this data in future years.

The data reported here is for those protected characteristics (defined in the Equality Act) which the Equalities Impact Assessment identified as potentially being impacted, positively or negatively, by the proposals under consultation, and for which comparable data is available.

Disabled people: 2021 Census data indicates that 12% of City residents are disabled, compared with 16% for London as a whole. Data on the number of disabled people working in the City of London is not currently available. Between 8% and 12% of respondents to our consultations considered themselves disabled.

Age: According to the 2021 Census, 83% of City residents are aged 16 to 64. For our surveys the average proportion of respondents aged 18 to 64 was 86%. The City Corporation's March 2025 statistics briefing states that that the Square Mile has a workforce younger than the rest of the country, with 61% of workers aged between 22 and 39, compared with an England and Wales average of 40%. Although not directly comparable age ranges, on average 48% of respondents to consultations were in the 25 to 44 age groups. The reported age of respondents varied across consultations. The cycleway consultation had a higher proportion in the 25 to 34 age group (28%, compared to an average of 24%). The Bunhill, Barbican and Golden Lane consultation had had a higher proportion in the 65 to 74 age group (10%, compared to an average of 7%).

Gender: The 2021 Census shows the gender distribution for City of London residents is 56% male and 44% female. The City Corporation's March 2025 statistics briefing states that the City workforce in 2023 was 62% male and 38% female. Between 65% and 70% of respondents to our consultations recorded their gender as male.

Ethnicity: According to the 2021 Census, the population in the City of London is predominantly white (69%). The City Corporation's March 2025 statistics briefing states that 37% of the City's workforce was of black, Asian or a minority ethnic origin in 2023. Between 73% and 78% of respondents to our consultations described their ethnicity as white.



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Vision Zero and working with the City of London Police

Vision Zero Plan 2024-2028

Our Vision Zero Plan, adopted in early 2024, outlines our strategy to eliminate road deaths and serious injuries by 2040. Working with the City of London Police and TfL, we aim to create a safer environment by reducing road danger.

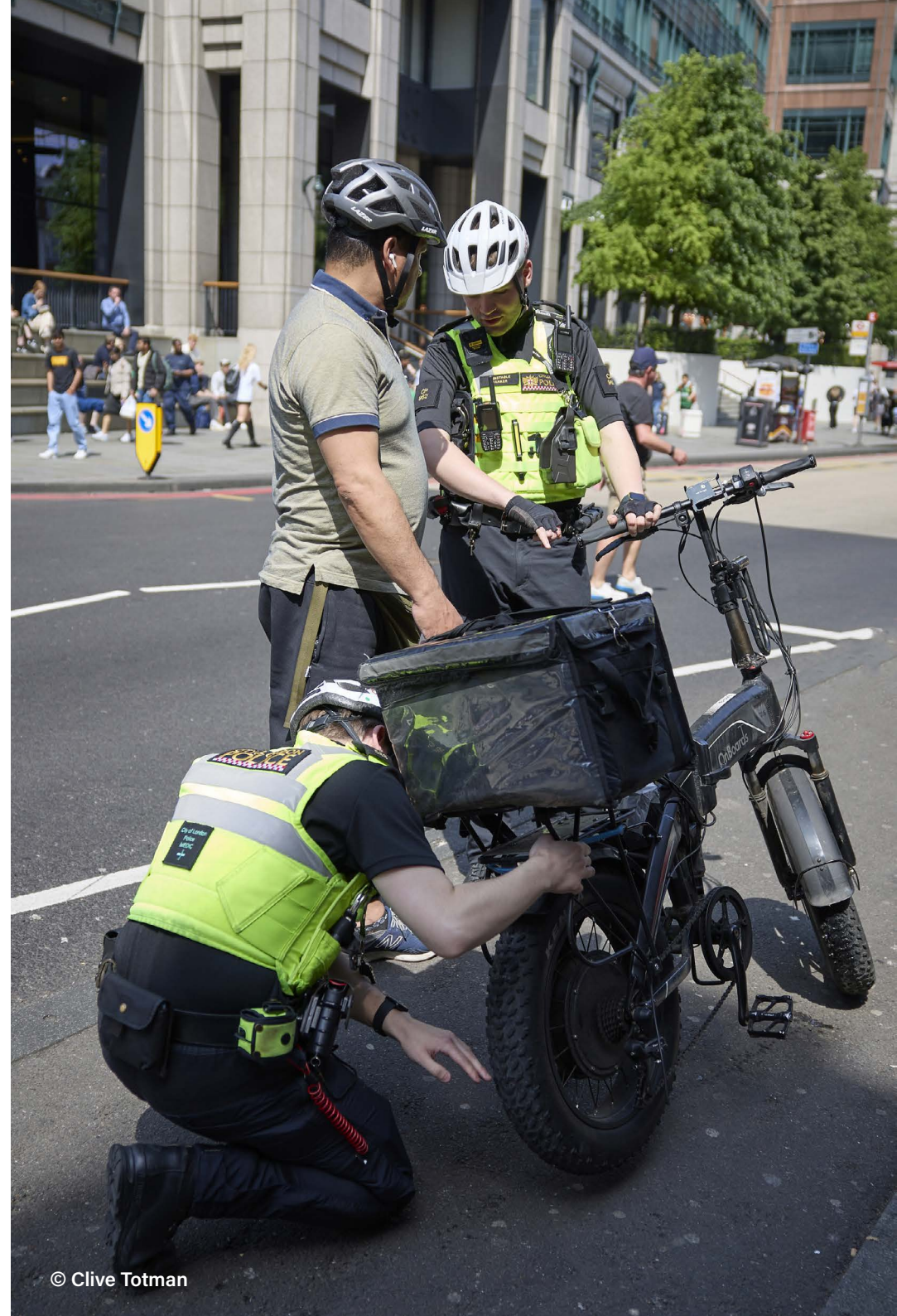
Our plan follows the 'Safe System' approach, which aims for an integrated solution to reducing road danger through engineering, education and enforcement.

Collision and person injury numbers for 2024 are not yet available and will be published later in the year.

Collision and casualty analysis

Analysis of the Square Mile data showed that:

- People walking and wheeling, cycling and riding motorcycles are the most vulnerable.
- Junctions pose the highest risk due to complex turning movements.
- Over 50% of serious injuries and fatalities occur on TfL-managed streets, highlighting the need for strong collaboration.
- Motorcyclists, bus/coach drivers and HGV operators pose the highest risk to others.
- Cars, taxis, and private hire vehicles are involved in most serious injury incidents.
- Motorcyclists have a disproportionately high involvement in serious collisions.
- Conflict between people walking, wheeling and cycling requires attention.



2024/25 road safety initiatives

We continue to collaborate with City Police on road danger reduction campaigns.

This year 41 cycle safety and security events led to over 650 cycles being security-marked. The events also includes Exchanging Places held with our partners Speedy Services, FM Conway, and the City of London Business Improvement Districts to raise awareness of HGV blind spots. We held a very successful Road Safety Day at the Aldgate School, which included students with special educational needs, teachers and local community and included Exchanging Places and recruiting for cycle training. The cycle training programme has provided 75 adults and 30 children with Bikeability training. We also trained 154 people advanced level for Cargo bike riding.

Roads policing and enforcement

In 2024, the City Police Road Policing Unit continued efforts to educate road users and enforce safety laws, using an intelligence-led approach.

Traffic enforcement

Traffic enforcement in 2024 resulted in:

- 417 Arrests (285 drink/drug related, 17 dangerous driving)
- 2,378 Traffic Offence Reports (includes driver/rider distraction, red light contraventions, speeding and MOT certification)
- 6,589 Notices of Intended Prosecution (Safety Cameras)

Cycling enforcement

From April 2024 to March 2025, the Cycle Team issued 2,208 Traffic Offence Notices and seized 326 illegal electric cycles and e-scooters. The Cycle Team spent 3,500 hours on street patrols and delivered 9,203 key messages regarding crime prevention, such as phone snatch advice, and road safety, primarily encouraging safe riding behaviours, continuing the focus on education as well as enforcement.



Telematics trial

A successful 2024 telematics pilot for the City's fleet is leading to full deployment across 110 vehicles, enhancing safe driving and fuel efficiency. The system monitors acceleration and top speeds and provides feedback on driving style. The pilot showed that the introduction of the telematics system is forecast to deliver £58,000 in net savings through reductions in fuel consumption, accidental damage, vehicle downtime and end of lease contract damages, and over 116 tons of CO₂ over three years.

Freight - changing deliveries

In 2024 we were successful in securing a grant through the Mayors Air Quality Fund for an expansion of the Zero Emission Network (ZEN) covering central London boroughs (Hackney, Newham, Tower Hamlets, and City of Westminster). This provides a number of benefits including a focus on providing cargo bikes to small businesses via grants, and delivering a network of at least 28 cargo bikes for hire to residents and businesses. People will start to see more of these during 2025.

Over the last few years, we have developed a good partnership with TfL and one of the cargo bike delivery companies to provide cargo bike training. This year 154 individuals were trained to ride cargo bikes, helping support the transition from motorised vehicles for short-distance freight transport. With the support of TfL and our ZEN neighbour borough partners we are helping the transition for freight onto cargo bikes.

Additionally, we are working with two Business Improvement Districts to develop an area based approach to consolidation and collaboration for reducing the amount of vehicles delivering to buildings. The area based work is identifying where existing occupiers can adopt a similar approach by collaborating on ordering and use of consolidation centres. We already use our planning obligations (S106) to require large new buildings to consolidate deliveries and limit the number of vehicles to their sites. Since 2005, we have consented 122 planning permissions with requirements for Delivery and Servicing management plans that include a combination of consolidation and a cap on vehicle deliveries by motorised van or lorry.



Dockless bikes and scooter expansion

Dockless cycles have seen significant growth, with usage quadrupling between 2022 and 2024, contributing to increased levels of cycling. They now make up 17% of all cycles on City streets. The City Corporation has agreements with Lime and Forest for dockless cycle hire and is part of the TfL managed London-wide e-scooter hire trial.

Managing this increase has been challenging for central London authorities. The City Corporation was the first to mandate designated parking areas, enforced through operator-managed warnings, fines and on-site monitoring. Introduced in 2020, this approach has since been adopted by other central boroughs, improving user understanding.

TfL has provided additional funding and now enforces bay parking on its streets. The City has approved funding and locations for 800 additional dockless cycle hire spaces, with half delivered by March 2025 and the remainder to be delivered by late Summer 2025. Upon completion, the total parking capacity for dockless cycles and e-scooter hire will be approximately 1,400 spaces.

In response to concerns about poorly parked dockless cycles, a removal campaign was launched in February 2025, prioritising areas where cycles posed immediate danger, particularly to disabled people navigating cluttered pavements. This initiative prompted cycle operators to improve their management of responsible parking.

After sustained lobbying, the government has committed to new legislation to regulate dockless cycle usage. However, with implementation expected in 2026, the City Corporation will continue working with Lime and Forest to ensure effective management.



Transport Strategy Second Edition published

A review of the 25-year Transport Strategy, originally adopted in May 2019, has been completed. The review considered changes in working patterns after the pandemic, wider issues from legislative changes, and the direction from the emerging City Plan. Following extensive stakeholder engagement and public consultation, the second edition was adopted in July 2024.

Key updates include:

- An acknowledgement of micromobility being a new definition to include scooters as well as cycles, and to make provision for a broader range of cargo and passenger cycles, which are part of the emerging mix of zero emission transport on our streets.
- The addition of an overarching proposal to embed inclusion in our approach to transport planning and delivery.
- A shift from specific zero emission zones to a more targeted local approach, acknowledging improved air quality.
- Promotion of last-mile delivery hubs and identifying suitable spaces with neighbour boroughs.
- Support for consolidation centres, using planning obligations for new developments, and working on an area basis with Business Improvement Districts to bring in existing buildings and occupiers.

