

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation Committee - For Decision (Approved) Health and Wellbeing Board	30 October 2018 23 November 2018
<b>Subject:</b> Draft City of London Transport Strategy	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Department of the Built Environment	<b>For Information</b>

## Summary

The City of London Transport Strategy will set the 25-year framework for future investment in and management of the Square Mile's streets and for improvements to transport connections. The Transport Strategy and supporting three-year Delivery Plan will together form the City Corporation's third Local Implementation Plan (LIP). The Transport Strategy will be reviewed every five years and the Delivery Plan updated on an annual basis.

The development of the Transport Strategy has been informed by extensive engagement with City workers, residents, businesses and other organisations with an interest in transport in the Square Mile. The most recent phase of engagement consulted on the draft vision, aims and outcomes for the Transport Strategy, all of which were supported by the majority of respondents.

This report seeks approval to consult on the draft Transport Strategy. Subject to approval, consultation will take place between 12 November 2018 and 14 January 2019. The final Strategy will be submitted for adoption by the Planning and Transportation Committee and the Policy and Resources Committee in March 2019, and the Court of Common Council in April 2019.

The draft Transport Strategy aims 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.

To achieve these aims the draft Strategy includes proposals to:

- Make the Square Mile's streets great places to walk and spend time by prioritising the needs of people on foot and delivering world-class public realm
- Make the most efficient and effective use of street space, by significantly reducing motor traffic and changing the way the kerbside is managed and used
- Make the Square Mile more accessible, including developing and implementing a City of London Street Accessibility Standard and championing step-free access for all stations in the City
- Eliminate death and serious injuries from our streets through measures to deliver safer streets, reduce speeds, improve the safety of vehicles and encourage safer behaviours

- Enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant
- Improve air quality and reduce noise by encouraging and enabling the transition to zero emission capable vehicles
- Reduce the number of delivery and servicing vehicles in the Square Mile, particularly in the Square Mile at peak times
- Minimising the impacts of streetworks and other planned and unplanned disruption on users of the City's street
- Maximising the opportunities presented by new transport technologies while avoiding negative impacts and unintended consequences
- Working with TfL, national government and transport providers to improve local, national and international transport connections to the Square Mile

On 9 October, Members of the Local Plan Sub-Committee approved the draft Transport Strategy for final presentation to the Planning and Transportation Committee.

### **Recommendation**

Members are asked to note the draft Transport Strategy for consultation.

### **Main Report**

#### **Background**

1. The City Corporation does not currently have a Transport Strategy. There is now a need for a proactive approach to addressing the transport challenges facing the Square Mile, particularly those relating to recent and forecast growth in employment. This challenge is particularly acute in the City Cluster, where a significant increase in working population will require considerable changes to streets, particularly providing more space for people walking.
2. The Transport Strategy covers the next 25-years and will be supported by a three-year Delivery Plan and a series of shorter-term Action Plans, for example the Road Danger Reduction Action Plan. Together, the Transport Strategy and Delivery Plan form the City Corporation's Local Implementation Plan (LIP). The LIP is a statutory document that sets out how the City Corporation will help deliver the Mayor of London's Transport Strategy (MTS).
3. The development of the Transport Strategy has been informed by significant public and stakeholder engagement. Activities undertaken in Phase 1, which ran in February and March 2018, included:
  - **City Streets public survey:** 1949 people responded to survey questions on their perceptions of the City's streets, priorities for the use of streets and kerb-side space, and ideas and suggestions for future street and transport improvements.

- **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.
- **City Streets exhibition:** A supporting exhibition was held at the City Centre on Basinghall Street from 5 February to 31 March 2018. The exhibition took visitors through historic and recent changes to the City's streets and presented future challenges. More than 7000 people visited the City Centre over the two-month period.

4. The key themes emerging from this first phase of engagement were that:

- Motor traffic levels on the City's streets are too high
- People walking in the Square Mile are not given enough priority or space
- Conditions for cycling in the Square Mile need to be improved and made safer
- More greenery and seating should be provided on streets and the quality of the public realm improved
- Air quality in the Square Mile needs to be urgently improved
- There is potential to use streets more flexibly to accommodate the various demands on them at different times of the day
- The City's streets are not accessible to all
- The management of freight needs to be improved

5. A second phase of engagement was held in June and July 2018. This sought people's view on the proposed vision, aims and outcomes for the Transport Strategy. 500 people responded to the consultation survey.

6. Overall, there was strong support for the proposed vision, aims and outcomes, with all supported or supported conditionally by between 77% and 92% of respondents. The outcome receiving the strongest support was 'People using our streets and public spaces are safe and feel safe'. The lowest levels of support were for the 'People enjoy a relaxed cycling experience in the Square Mile' and 'Emerging transport technologies benefit the Square Mile' outcomes. Further details are provided in the Phase 2 engagement report (Appendix 1).

7. A Citizens Panel, made up of 40 independently recruited City workers and residents, met three times during the development of the Strategy. This panel, which was facilitated by Populus, provided an opportunity to gain a deeper understanding of residents and workers' transport needs and concerns. The second meeting allowed the Panel to feedback on the draft vision, aims and outcomes. The final meeting sought feedback on the draft proposals. A write up of all three meetings is included as an appendix to the Phase 2 engagement report.

8. A Strategy Board, made up of City business representatives, representatives from Greater London Authority and TfL and external transport experts, met three times during the development of the Strategy. The Board provided advice and acted as a sounding board during the development of the Strategy.

## Draft Transport Strategy

9. The draft Transport Strategy is provided in Appendix 2. The document sets out the visions, aims and outcomes for the transport in the Square Mile and detailed proposals for achieving these. It also provides an overview of how the Strategy will be delivered and progress monitored and reported.

### Vision, aims and outcomes

10. While there were high levels of support for the draft vision, aims and outcomes, several changes to wording were suggested. These are reflected in the draft Strategy.

Consultation text	Current draft text
<b>Vision</b>	
The Square Mile enjoys world-class connections and streets that inspire and delight.	Streets that inspire and delight, world class connections and a Square Mile that is accessible to all.
Consultation text	Current draft text
<b>Aims</b>	
Ensure the Square Mile is accessible to all and an easy, attractive and healthy place to work, live, learn and visit.	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.	No change
<b>Outcomes</b>	
The Square Mile is a great place to walk and spend time	The Square Mile's streets are great places to walk and spend time
Street space is used more fairly and effectively	Street space is used more efficiently and effectively
Our streets are accessible to all	The Square Mile is accessible to all
People using our streets and public spaces are safe and feel safe	No change
People enjoy a relaxed cycling experience in the Square Mile	More people choose to cycle

<b>Consultation text</b>	<b>Current draft text</b>
The Square Mile is cleaner and quieter	Our air and streets are cleaner and quieter
Delivery and servicing needs are met in ways that benefit the Square Mile	Delivery and servicing are more efficient, and impacts are minimised
Our street network is resilient to changing circumstances	No change
The Square Mile benefits from better transport connections	No change
Emerging transport technologies benefit the Square Mile	No change

## Proposals

11. The Transport Strategy includes 54 proposals for achieving the vision, aims and outcomes. The approach to delivering each outcome is summarised below.

- a. Make the Square Mile's streets great places to walk and spend time by prioritising the needs of people on foot and delivering world-class public realm. This includes increasing the number of pedestrian priority streets and accepting that delivering priority for people walking may result in delays or reduced capacity for other street users.  
See proposals 2 – 10 for further details.
- b. Make the most efficient and effective use of street space, aiming for a 25% reduction in motor traffic by 2030 – partly achieved by supporting and championing the introduction of next generation road user charging.  
See proposals 11 – 15 for further details.
- c. Make the Square Mile more accessible, including developing and implementing a City of London Street Accessibility Standard and keeping pavements clear of obstructions.  
See proposals 16 – 19 for further details.
- d. Eliminate death and serious injuries from our streets through a priority investment programme to deliver safer streets, reducing speeds (including introducing a City-wide 15mph speed limit), improving the safety of vehicles and encouraging safer behaviours.  
See proposals 20 – 23 for further details.
- e. Enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant, with a focus on establishing a core City cycle network.  
See proposals 24 – 28 for further details.

- f. Improve air quality and reduce noise by encouraging and enabling the transition to zero emission capable vehicles, including encouraging the Mayor and TfL to establish central London Zero Emission Zone. In the meantime, establishing local Zero Emission Zones covering the City Cluster and the Barbican and Golden Lane estates.

See proposals 29 – 37 for further details.

- g. Reduce the number of delivery and servicing vehicles, particularly the numbers in the Square Mile at peak times, through consolidation, retiming and increasing the use of the Thames for freight.

See proposals 38 – 39 for further details.

- h. Minimising the impacts of streetworks and other planned and unplanned disruption on all street users, and in particular people walking and cycling.

See proposals 40 – 42 for further details.

- i. Maximising the opportunities presented by new transport technologies while avoiding negative impacts and unintended consequence, including establishing a Future Transport Programme to work with developers of new transport technologies.

See proposals 43 – 45 for further details.

- j. Working with TfL, national government and transport providers to improve local, national and international transport connections to the Square Mile

See proposals 46 – 51 for further details.

## **Transport Strategy Delivery Plan**

- 12. The Transport Strategy Delivery Plan will provide details of the projects that will be delivered between 2019/20 and 2021/22. It will be submitted to Members in early 2019 for approval, following the completion of the Department of the Built Environment project review. Subject to approval it will then be published alongside the final Transport Strategy and updated on an annual basis.
- 13. The Transport Strategy and relevant sections of the Delivery Plan will act as the City Corporation's LIP. The LIP is a statutory document that sets out how the City Corporation will support the delivery of the MTS. There is good alignment between the Transport Strategy and the MTS, which seeks to improve London's streets to make them healthy, inclusive and safe, provide a good public transport experience and support the delivery of homes and jobs.
- 14. The sections of the Delivery Plan that are required for the LIP will be presented in draft to this Committee on 20 November. Subject to approval they will then be submitted to TfL for review.

## **Consultation**

- 15. Consultation on the draft Transport Strategy is due to run from 12 November 2018 to 14 January 2019. The consultation will be widely promoted through newspaper adverts, internal and external newsletters, social media, the Transport Strategy mailing list, flyers and the City of London website. Transport Strategy consultation activities will also be

used to promote the Local Plan consultation and vice versa. The main consultation activities are summarised below.

**16. Consultation website:** A bespoke consultation website will allow people and organisations to indicate their level of support for and comment on all proposals. To maximise the volume of feedback received and cater for all interest levels the website will allow users to tailor the level of detail they see and respond to by choosing one of the following options:

- Ten 'key proposals' that are likely to be of most interest and will result on some of the most significant changes. These are:
  - Proposal 2: Put the needs of people walking first when designing and managing our streets
  - Proposal 11: Take a proactive approach to reducing motor traffic
  - Proposal 14: Make the best and most efficient use of the kerbside and car parks
  - Proposal 17: Keep pavements free of obstructions
  - Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero
  - Proposal 24: Apply a minimum cycling level of service to all streets
  - Proposal 29: Support and champion a central London Zero Emission Zone
  - Proposal 38: Reduce the number of freight vehicles in the Square Mile
  - Proposal 41: Reduce the impact of construction and streetworks
  - Proposal 43: Establish a Future Transport Programme
- Proposals grouped by topic or topics, e.g. transport mode
- All proposals, organised by outcome

**17. Stakeholder briefings:** Three briefing sessions are planned for 30 November at the Guildhall Art Gallery. We will invite organisations with an interest in transport in the Square Mile and members of the Active City Network. Briefings will consist of a presentation on the draft Strategy followed by questions.

**18. Drop-in sessions:** Eight public drop-in sessions will be held over the consultation period in the City Corporation's libraries and in Guildhall reception. Members of the Strategic Transportation team will be available at these sessions to provide information, answer questions and note any comments and feedback.

## **Corporate and Strategic Implications**

**19.** The delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4. The relationships between Transport Strategy and Corporate Plan outcomes are mapped in Appendix 3.

**20.** 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 relationship, relevant policies and proposals in City Plan 2036 and this Strategy are aligned. In

particular, several proposals support and respond to the significant change anticipated in the Key Areas of Change.

## **Financial implications**

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

- Money received from TfL, including:
  - LIP Corridors and Neighbourhoods – an annual allocation that contributes to projects identified in our LIP
  - Liveable Neighbourhoods – funding for large projects that encourage walking, cycling and the use of public transport, allocated through a bidding process
  - Strategic funding – funding 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

22. The long-term nature of the Transport Strategy means it is not possible to scope the full cost for all projects and programmes. However, a core principle will be to generate the necessary revenue/funding to make the delivery of this Strategy largely self-supporting.

## **Integrated Impact Assessment**

23. The City Corporation has commissioned an Integrated Impact Assessment (IIA) of the Transport Strategy. The IIA brings together Strategic Environmental Assessment, Equality Impact Assessment and Health Impact Assessment into a single assessment.

24. The assessment report for the draft Strategy is currently being finalised by the consultants and will be published on our website alongside the draft Transport Strategy. The consultant's draft identifies the potential for significant positive effects under all the Transport Strategy outcomes. No significant negative effects have been identified.

25. The draft IIA chapter on the cumulative effects of the Transport Strategy is included in Appendix 4. This includes a table summarising the effects of each proposal on the IIA objectives:

- Economic growth
- Built environment and public realm
- Safe environment and crime reduction
- Heritage assets
- Waste management
- Environmental protection (pollution)
- Climate change mitigation and resilience
- Open spaces



- Biodiversity and urban greening
- Social and cultural facilities
- Health
- Education
- Equality and inclusion

## **Conclusion**

26. The vision, aims, outcomes and proposals represent a radical and ambitious approach to tackling the transport challenges facing the Square Mile. The delivery of the Transport Strategy will help support the City's growth and ensure the Square Mile remains an attractive place to work, live, learn and visit.
27. On 9 October, Members of the Local Plan Sub-Committee approved the draft Transport Strategy for final presentation to the Planning and Transportation Committee.
28. Subject to approval consultation on the draft Transport Strategy will take place between November 2018 and January 2019. The final Strategy will be submitted for adoption by the Planning and Transportation Committee and the Policy and Resources Committee in March 2019, and the Court of Common Council in April 2019.

## **Appendices**

- Appendix 1 – Presentation of the Draft City of London Transport Strategy (and appendices) to the Planning and Transportation Committee (30 October 2018): [http://democracy.cityoflondon.gov.uk/documents/s103839/Draft%20Transport%20Strategy\\_P\\_T%20301018.pdf](http://democracy.cityoflondon.gov.uk/documents/s103839/Draft%20Transport%20Strategy_P_T%20301018.pdf)
- Appendix 2 – Final Consultation Draft Document (available here: [www.citystreets.london](http://www.citystreets.london) and here: [www.cityoflondon.gov.uk/transportstrategy](http://www.cityoflondon.gov.uk/transportstrategy))

## **Background Papers**

City of London Transport Strategy – scope, process and programme, Planning and Transportation Committee, 12 December 2017

Transport Strategy – Vision, aims and outcomes, Planning and Transportation Committee, 29 May 2018

Transport Strategy - Phase one engagement report, Planning and Transportation Committee, 29 May 2018

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