

Committee(s)	Dated:
Local Plans Sub (Planning and Transportation) Committee	9 May 2018
Subject: Transport Strategy – Vision, aims and outcomes	Public
Report of: Carolyn Dwyer – Department of the Built Environment	For Decision

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 City Corporation's Local Implementation Plan (LIP) will be developed alongside the Transport Strategy and will act as the delivery plan for its first three-years.

This report outlines the draft vision, aims and outcomes for the Transport Strategy and LIP. The Transport Strategy will include detailed proposals for achieving each outcome as well as targets and key performance indicators (KPIs) linked to the outcomes. These proposals will be finalised following public consultation in June and July 2018 on the draft vision, aims and outcomes.

The delivery of the Transport Strategy will support the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 10, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.

Recommendation(s)

Members are asked to review, comment on and approve (subject to incorporation of comments) the draft vision, aims and outcomes.

Main Report

Background

1. How people and goods travel to, from and around the City of London has a significant impact on the experience of living, working and learning in or visiting the Square Mile. Facilitating the safe, clean and efficient movement of people and goods the Square Mile, alongside improving the quality of streets and public spaces, will be essential to ensuring the continued success of the City as a centre for business as a major cultural destination.
2. The City Corporation does not currently have a Transport Strategy. In recent years transport planning has had a short to medium-term focus, relying on the Local Implementation Plan (LIP) and Local Plan to define policy and strategy.
3. There is now a need for a proactive approach to addressing the medium and long-term transport challenges facing the Square Mile, particularly those relating to unprecedented growth in employment and increased competition for finite street space. This challenge is particularly acute in the Eastern City Cluster, where a significant increase in working population will require proactive management of capacity on connecting routes and services, particularly providing more space for people walking.
4. The Transport Strategy will identify the key transport issues and challenges facing the Square Mile and develop the proposals to respond to these. It will cover the next 25-years and will be supported by a series of short-term and regularly updated delivery plans, including the City Corporation's LIP. The LIP is a statutory document that will set out how the City Corporation will deliver the Mayor of London's Transport Strategy (MTS).
5. The Transport Strategy will establish:
 - Clear and ambitious vision and outcomes for streets and transport.
 - A transport evidence base and analysis of current and projected transport issues.
 - A policy framework for:
 - Reducing traffic levels to support the delivery of the Healthy Streets Approach
 - Improving the safety and attractiveness of walking and cycling
 - Reducing transport related air and noise pollution
 - Managing the kerbside and the future of on and off-street parking, including motorcycle and cycle parking
 - Supporting the development of the City as a business hub and cultural destination
 - Responding to potentially disruptive transport technologies such as dockless cycle hire, automated vehicles and new mobility services
 - An approach to monitoring outcomes will allow progress on implementing the Strategy to be assessed and associated benefits to be captured and reported, supporting a learning model and enabling course-correction as needed.

The approach to developing the Strategy and LIP

6. The development of the Transport Strategy and LIP will be informed throughout by thorough stakeholder engagement. The first phase of engagement – to identify key issues and challenges – took place in February and March 2018.
7. The second phase will allow the City's businesses, workers and residents, and other interested parties to comment on the vision and outcomes for the Transport Strategy and LIP. This second consultation will then run for eight weeks from 4 June.
8. The consultation document will include a rationale for each outcome. This will outline the key analysis that has informed their development, including results from the first phase of engagement. A report providing more detailed results from that engagement will be published alongside the draft vision and outcomes.
9. The results from these first two phases of engagement will inform the development of detailed proposals to be included in the draft Strategy and LIP. Consultation on the detailed proposals will take place in November and December 2018. The final LIP will be submitted to TfL in February 2019 and the final Transport Strategy will be published in March 2019.
10. An overview of the process and programme for developing the LIP and Transport Strategy is provided in Appendix 2.

Draft vision, aims and outcomes

11. The draft vision, aims and outcomes for the Transport Strategy and LIP are set out below. Members are asked to provide feedback on these. Subject to Member's comments and approval to proceed, the vision and outcomes will be submitted to Planning and Transportation Committee for approval on 29 May.

Draft vision

12. The Square Mile enjoys world-class connections and streets that inspire and delight.
13. People's experience of travelling to and around the City of London, and of spending time on our streets, will make the Square Mile a fantastic place to work, live, learn and visit.
14. A bold and innovative approach will radically transform the look, feel and use of our streets; providing a setting that attracts investment and supports a thriving economy and flourishing society. This, together with unrivalled local, national and international connections, will ensure the City remains the world-leading centre for financial and professional services, commerce and culture.

Draft aims

15. We aim to:

- Make the Square Mile safe and accessible for all residents, workers, learners and visitors.
- Ensure the Square Mile is an easy, attractive and healthy place to work, live, learn and visit.
- Support the development of the Square Mile as a vibrant global commercial centre and cultural destination.

Outcomes

16. We will achieve these aims by delivering the following outcomes:

a. **The Square Mile is a great place to walk and spend time**

- People will view the City of London's streets and public spaces as great places to walk and spend time.
- People walking will have their needs prioritised.
- The experience of walking and spending time on our streets will be improved through investment in high quality public realm, street greening and motor traffic reduction.

b. **Our streets are accessible to all**

- People of all ages and abilities will be able to travel easily around the Square Mile.
- Barriers to walking, cycling and travelling by public transport will be removed.
- Appropriate vehicle access will be provided for those that need it.

c. **People using our streets and public spaces are safe and feel safe**

- Everyone will feel safe when travelling around the Square Mile.
- We will continually strive to reduce road danger and eliminate traffic related death and serious injury (Vision Zero).
- Proportionate security measures will be sensitively incorporated into buildings and the streetscape while enhancing the public realm.

d. **People enjoy a relaxed cycling experience in the Square Mile**

- A more diverse range of people will choose to cycle.
- The design and management of streets will enable cycling at a pace that suits the City and make cycling a relaxing and enjoyable way to travel.

e. The Square Mile is cleaner and quieter

- Carbon emissions and people's exposure to air and noise pollution will be reduced.
- There will be fewer motor vehicles and those that remain will be smaller, lighter and zero emissions.

f. Delivery and servicing needs are met in ways that benefit the Square Mile

- Future development and growth will be supported by changing the way that goods are moved around the Square Mile
- The transport, delivery and servicing requirements of businesses and residents will be met in ways that maximise social, economic and environmental benefits.

g. Street space is used more fairly and effectively

- The use of streets will be better matched to the priorities of people and businesses.
- Street space will be used more flexibly, recognising that priorities can vary by time of day and seasonally.
- Transformational change will be accelerated through temporary interventions and trialling projects prior to making permanent changes.

h. Our street network is resilient to changing circumstances

- The impact of planned and unplanned disruption on the movement of people and goods will be minimised.
- Emergency services will be able to respond rapidly to incidents.
- The City's readiness for a changing climate and extreme weather events will be supported by incorporating sustainable drainage, greenery, shade and shelter into our streets.

i. The Square Mile benefits from better transport connections

- Businesses, residents, workers, learners and visitors will benefit from improved local, national and international connections – particularly improvements to walking, cycling, public transport and freight connectivity.

j. Emerging transport technologies benefit the Square Mile

- People and businesses will feel that the City has benefited from emerging transport technologies and services.
- Automated vehicles and other new transport technologies and services will work for the City, supporting efforts to reduce motor traffic and deliver inclusive, safe, attractive and vibrant streets.

Healthy Streets Approach

17. The Healthy Streets Approach provides the framework for the delivering the MTS (The relevant section of the MTS is provided in Appendix 3). It is proposed that it also provides the framework for the City of London Transport Strategy. By adopting this approach, we will place improving people's health and their experience of using streets at the heart of our transport decision making.

18. The ten Healthy Streets Indicators (Figure 1) capture the elements that are essential for making streets better places to walk, cycle and spend time, and for supporting social and economic activity. All the outcomes outlined above will contribute to the delivery of Healthy Streets.



Figure 1: Healthy Streets Indicators (Source: Lucy Saunders)

Reducing motor traffic

19. In November 2016 Members agreed an objective of reducing traffic in the City (Policy and Resources Committee, 17 November 2016, Planning and Transportation Committee, 28 November 2016).

20. An aspiration to significantly reduce the number of motor vehicles using the Square Mile's streets will be set out alongside the vision and outcomes. This reduction is necessary to enable the delivery of the Transport Strategy's outcomes and the Healthy Streets Approach. It will reduce the dominance of moving and parked motor vehicles and support the redistribution of street space in favour of people walking, cycling and travelling by bus. Less motor traffic will also help make freight and servicing trips more reliable.

21. The Transport Strategy will include a target for motor traffic reduction and proposals to proactively reduce motor traffic, with a focus on those modes that are the least space efficient in terms of moving people.

Corporate and Strategic Implications

22. The new Corporate Plan and the MTS will provide the framework within which to set the Strategy. There is good alignment between the aims and outcomes of the Corporate Plan 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.

23. The delivery of the Transport Strategy will support the delivery of the Corporate Plan outcomes 1, 3, 5, 8, 9, 10, 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 4.

24. It will help the City contribute to a flourishing society by:

- Making streets safer and reducing the number of traffic related deaths and serious injuries;
- Enabling people to walk and cycle and reducing the negative health impacts of transport; and
- Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together.

25. A thriving economy will be supported by:

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

26. The Strategy will help shape outstanding environments by:

- Advocating for improved local, national and international transport connections;
- Reducing motor traffic levels to enable space to be reallocated to walking, cycling, greenery and public spaces;
- Improving air quality and reducing noise from motor traffic; and
- Ensuring streets are well maintained and resilient to natural and man-made threats.

Conclusion

27. The development 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. The consultation on the draft vision and outcomes will allow feedback to be gathered from the public and other stakeholders prior to finalising detailed proposals.

Appendices

- Appendix 1 – Transport Strategy process and programme
- Appendix 2 – Focus on: The Healthy Streets Approach (excerpt from the Mayor's Transport Strategy)
- Appendix 3 – Corporate Plan outcome mapping

Background Papers

Traffic in the City of London, Policy and Resources Committee, 17 November 2016
and Planning and Transportation Committee, 28 November 2016

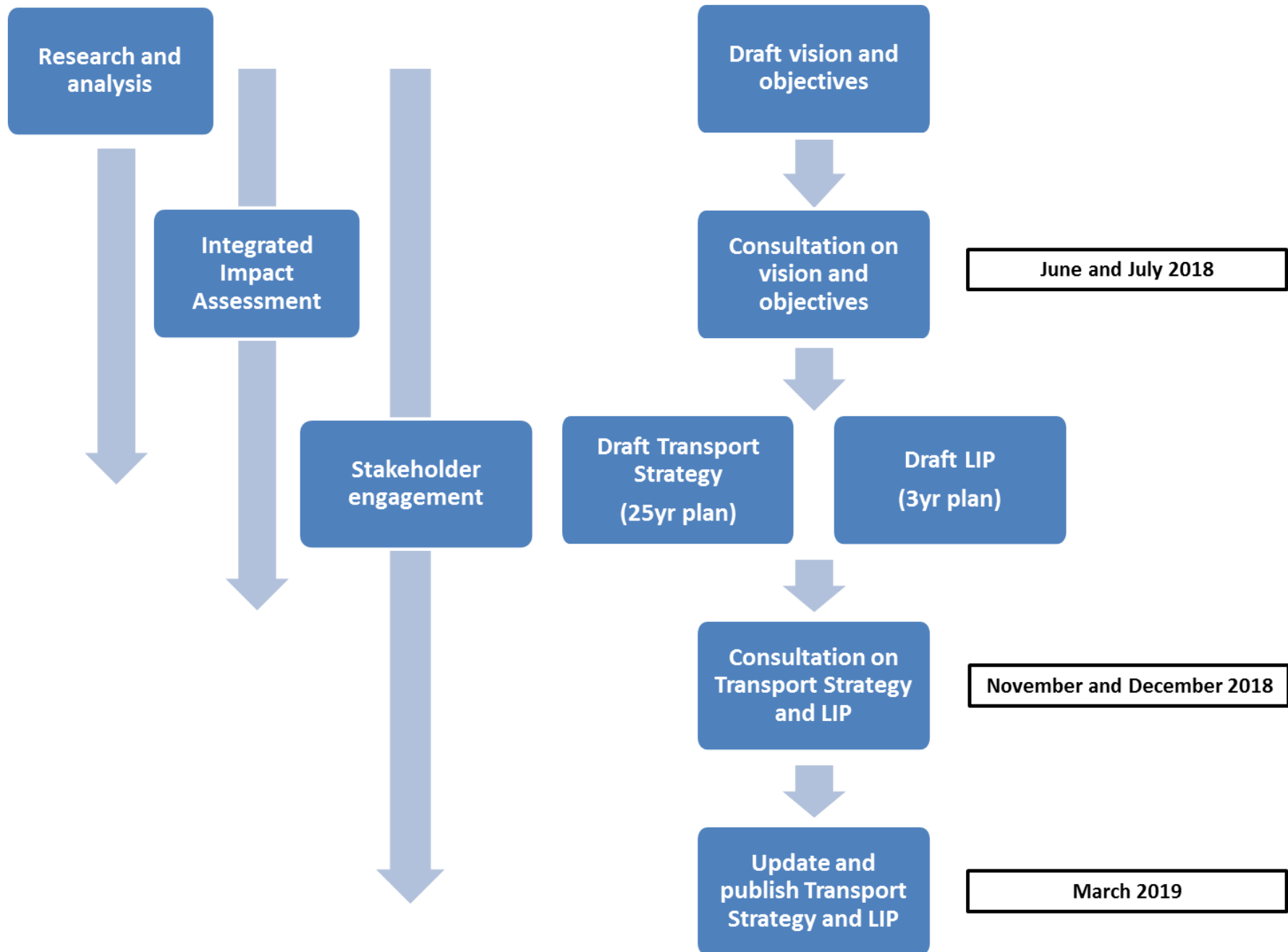
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Appendix 1 – Transport Strategy process and programme



Appendix 2 – Focus on: The Healthy Streets Approach (excerpt from the Mayor’s Transport Strategy)

FOCUS ON: THE HEALTHY STREETS APPROACH

A new type of thinking is required to put into practice the theory of reducing car dependency and increasing active, efficient and sustainable travel. It requires an understanding of how Londoners interact with their city and what defines their quality of life, with particular attention to the streets where daily life plays out.

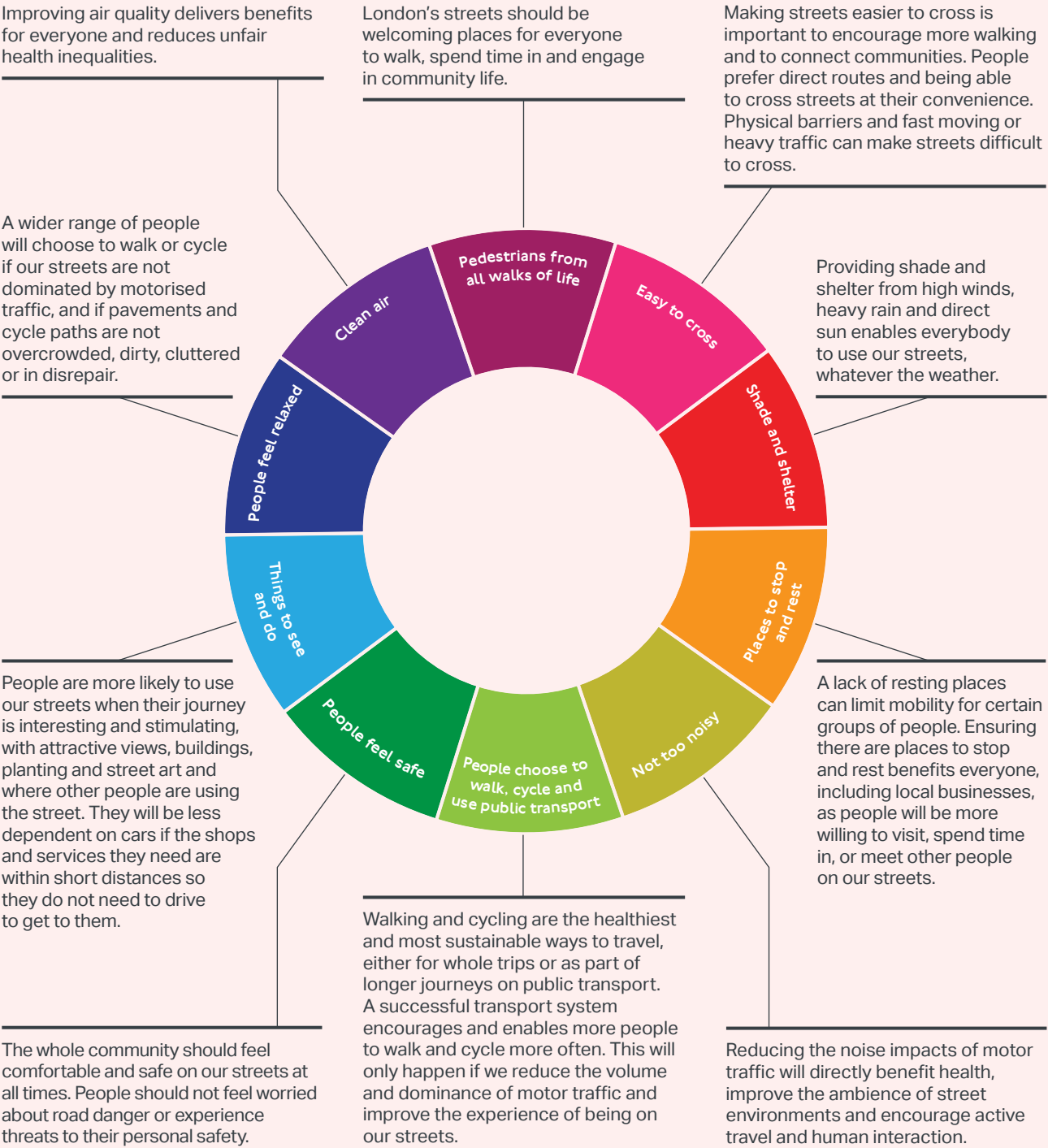
Whatever mode of transport Londoners use, the quality of the experience of using London’s streets helps to define the quality of their journey. Eighty per cent of Londoners’ trips are entirely on streets⁵, and all Tube and rail journeys rely on good street access to stations. A good street experience is therefore key to providing attractive public transport options of whatever mode.

The wider role streets play in virtually every aspect of London life also provides an enormous opportunity to use the Mayor’s strategy for transport to improve Londoners’ broader experience of their city. Streets are where Londoners spend their time and meet other people – they make up 80 per cent of the city’s public space. They are places where people live, shop and work, where children play, where communities connect and where

businesses can thrive. The experience of being on London’s streets is particularly important for older people, the very young, disabled people and those living on lower incomes, who disproportionately feel the negative impacts of living in a car-dependent city. Improving public transport and assisted transport services for older and disabled people will help a wider range of people to become less car dependent, and improving streets to increase active travel levels, reduce road danger, improve air quality and reconnect communities will be vital in reducing unfair health inequalities.

The Healthy Streets Approach provides the framework for putting human health and experience at the heart of planning the city. It uses ten evidence-based indicators, shown in Figure 3, to assess the experience of being on our streets. Good performance against each indicator means that individual streets are appealing places to walk, cycle and spend time. Improvements against all the indicators across the city’s streets will radically transform the day-to-day experience of living in London, helping to fulfil this strategy’s overall aim of creating a better city for more people to live and work in.

FIGURE 3: THE TEN HEALTHY STREETS INDICATORS



Source: Lucy Saunders

5 Improving the health of Londoners – transport action plan, Transport for London, tfl.gov.uk, February 2014

FOCUS ON: THE HEALTHY STREETS APPROACH (continued)

The following chapters explain how the Healthy Streets Approach will be applied to help deliver the aims of this strategy:

- Chapter three – ‘Healthy Streets and healthy people’ – explains how street environments and the wider street network will be planned to promote healthier, more efficient and more sustainable transport options. This includes the better planning and operation of freight and servicing trips to reduce their impact on people
- Chapter four – ‘A good public transport experience’ – explains how consideration of the whole journey will improve quality of life and reduce car dependency by providing attractive and accessible alternatives to car use. This includes providing higher-quality public transport services, better planned transport networks and the extension of public transport links to new areas

- Chapter five – ‘New homes and jobs’ – applies the Healthy Streets Approach to London’s future development, creating the principles of Good Growth. This will ensure that regeneration and future development are planned around walking and cycling for shorter trips, and cycling and public transport for longer ones

Using the Healthy Streets Approach to improve the lives of all Londoners will also require wider action to support the work of this strategy. To help achieve this, the Mayor is embedding the Healthy Streets Approach in the full range of London strategy documents, including the Health Inequalities Strategy, the London Environment Strategy and the London Plan. This holistic approach to planning the city will help to transform London for the benefit of all of its residents.



Photo: Studio Weave

Appendix 3 – Corporate Plan outcome mapping

Transport Strategy outcome	Corporate Plan outcome
The Square Mile is a great place to walk and spend time	9. We are digitally and physically well-connected
Our streets are accessible to all	3. People have equal opportunities to enrich their lives and reach their full potential 8. We have access to the skills and talent we need
People using our streets and public spaces are safe and feel safe	1. People are safe and feel safe
People will enjoy a relaxed cycling experience in the Square Mile	9. We are digitally and physically well-connected
The Square Mile is cleaner and quieter	11. We have clean air, land and water and a thriving and sustainable natural environment
Delivery and servicing needs are met in ways that benefit the Square Mile	5. Businesses are trusted and socially and environmentally responsible
Street space is used more fairly and effectively	9. We are digitally and physically well-connected 10. We inspire enterprise, excellence, creativity and collaboration
Our street network will be resilient to changing circumstances	12. Our spaces are secure, resilient and well-maintained
The Square Mile will benefit from better transport connections	9. We are digitally and physically well-connected
Emerging transport technologies benefit the Square Mile	9. We are digitally and physically well-connected