

Report – Planning and Transportation Committee

City of London Transport Strategy

To be presented on Thursday, 23rd May 2019

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

This report seeks approval of the City of London Transport Strategy, copies of which are [available online](#), in the Members' Reading Room, or on request. The Transport Strategy sets out the City of London Corporation's approach to investing in and managing the City's streets over the next 25-years and aspirations for improved transport connections. The Transport Strategy and supporting three year Local Implementation Plan (LIP) Delivery Plan will together form the City Corporation's third LIP.

Consultation on the draft Transport Strategy ran from 12 November 2018 to 13 January 2019. The consultation generated almost 2,900 individual responses and 6,900 comments through the consultation website, with a further 70 submissions by email. Over 60 organisations also responded to the consultation.

Most respondents supported the draft proposals. Of all responses received through the website 77% were supportive of the proposals, with 15% opposing. 43 organisations provided separate written responses to the consultation. Of these, 21 expressed general support for the Transport Strategy as well commenting on individual proposals, including the Barbican Association, City Property Association, Landsec and St Paul's Cathedral School.

Four organisations expressed general opposition – Alliance of British Drivers, Brewery Logistics Group, Road Haulage Association and Motorcycle Action Group. Over 500 people submitted template responses through the Unblock the Embankment website and more than 1500 people submitted template responses via the Square Mile Cycling Campaign.

The response to individual and organisational concerns and suggestions raised during the consultation are set out in the Phase 3 Engagement Report (Appendix 2 – available on the website [here](#), or on request).

RECOMMENDATIONS

Members are asked to approve the Transport Strategy - [available online](#) or on request.

MAIN REPORT

Background

1. Over the last 15 months the City of London Corporation has developed and consulted on its first ever long-term Transport Strategy. The Transport Strategy has been finalised, following consultation, and is now submitted to the Court of Common Council for adoption.
2. The Strategy sets out the City Corporation's approach to investing in and managing the City's streets over the next 25-years and aspirations for improved transport connections.
3. Delivering the Strategy will help facilitate the forecast growth of the City and accommodate the increased numbers of people travelling to and around the Square Mile. It will improve the experience of spending time on the City's streets with the aim of ensuring the Square Mile remains a healthy, attractive and easy place to live, work and visit.
4. The Transport Strategy will be supported by a series of short-term and regularly updated delivery plans, including the City Corporation's Local Implementation Plan (LIP) Delivery Plan.
5. Together, the Transport Strategy and LIP Delivery Plan form the City Corporation's third LIP. The LIP is a statutory document that sets out how the City Corporation will deliver the Mayor of London's Transport Strategy.
6. The development of the Transport Strategy has been informed by extensive engagement with the public and organisations with an interest in transport in the Square Mile. The first phase of engagement, held in February and March 2018, included:
 - City Streets survey: Almost 2,000 people accessed this survey which included questions on 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.
 - City Streets exhibition: A supporting exhibition held at the City Centre on Basinghall Street.
 - 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.
7. 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
8. A second phase of engagement, in June and July 2018, consulted on the proposed vision, aims and outcomes for the Strategy. Over 500 people and organisations responded to this consultation. The draft vision, aims and outcomes received high levels of support, with each being supported or supported with changes by between 77% and 92% of respondents.
 9. An independently recruited panel of 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.
 10. A Strategy Board made up of City business representatives, representatives from the Greater London Authority and TfL, and transport experts, met four times during the development of the Strategy. This Board provided advice and acted as a sounding board for emerging proposals.

Integrated Impact Assessment

11. Land Use Consultants were also appointed to undertake an independent Integrated Impact Assessment (IIA) for the Transport Strategy. The IIA brings together Strategic Environmental Assessment, Equality Impact Assessment and Health Impact Assessment into a single assessment.
12. The IIA identified the potential for significant positive effects under all the Transport Strategy outcomes. No significant negative effects were identified. The non-technical summary of the assessment report for the Transport Strategy is provided in Appendix 1 (available online [here](#) or on request).

Draft Transport Strategy consultation

13. The draft Transport Strategy was approved for consultation by the Planning and Transportation Committee on 30 October.
14. Consultation then ran from 10 November 2018 to 13 January 2019. The consultation was widely promoted, including through Ward newsletters, social media, the Transport Strategy and Active City Network mailing lists, flyers and the City of London website home page.
15. The main consultation activities were:

Consultation website: A bespoke consultation website allowed 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 allowed users to tailor the level of detail by choosing one of the following options:

- Ten 'key proposals' that are likely to be of most interest and will result in some of the most significant changes
- Proposals grouped by topic or topics, e.g. transport mode
- All proposals, organised by outcome

Stakeholder briefings: 47 representatives from stakeholder organisations attended briefing sessions at the Guildhall Art Gallery on 30 November 2018.

Drop-in sessions: Eight public drop-in sessions were held over the consultation period in the City Corporation's libraries and in Guildhall reception.

16. Almost 2,900 individual responses and 6,900 comments were received through the consultation website, with a further 70 submissions by email. Over 60 organisations also responded to the consultation.
17. The headline results from the consultation website were:
 - Of all responses received through the website 77% were supportive of the proposals, with 15% opposing
 - Levels of support were similar for people who live in the City, work in the City, travel through the City, and visit the City for business or leisure. This contrasts with professional drivers, who tended not to support proposals
 - People who reported that their mobility is limited a little or a lot were less likely to support proposals.
 - 20 organisations used the website to respond to the consultation. The average score across all proposals for these organisational responses was 4.5 – on a scale of 1 (oppose) to 5 (support).
18. 43 organisations provided separate written responses to the consultation. Of these, 21 expressed general support for the Transport Strategy as well as commenting on individual proposals, including the Barbican Association, City Property Association, Landsec and St Paul's Cathedral School.
19. Only four organisations expressed general opposition – Alliance of British Drivers, Brewery Logistics Group, Road Haulage Association and Motorcycle Action Group.
20. Further details of the consultation results and responses to concerns and suggestions raised during the consultation are set out in the Phase 3 Engagement Report (Appendix 2 – available online [here](#) or on request).

Corporate & Strategic Implications

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

22. 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.
 - Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together.
23. 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.
 - Helping create a smarter City, that supports and enables innovative transport technology and other mobility solutions.
24. 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.
 - Ensuring streets are well maintained and resilient to natural and man-made threats.

Financial implications

25. Delivery of the Transport Strategy will primarily be funded through developer contributions (S106, S278 and CIL) and the On-Street Parking Reserve (OSPR). Funding will also be provided by Transport for London, including the City Corporation's annual LIP allocation.
26. The Corporation is currently undertaking a fundamental review of its services and projects. This is expected to be completed by September 2019. Ahead of this a prioritisation exercise for transport and public realm projects has been completed. This includes capital projects emerging from the Transport Strategy, some of which are already programmed. This exercise took account of both Corporate Plan and Transport Strategy outcomes and was conducted in discussion with the Chamberlain and with support from Corporate Strategy. This work will help inform the overall fundamental review of services and projects.
27. A costed Delivery Plan outlining the projects that will be delivered or initiated in the first three years of the Strategy will be finalised once the fundamental review has been completed. The Delivery Plan will include a funding strategy and be updated on an annual basis.

28. Transport schemes related to the delivery of the approved Major projects (i.e. Markets Relocation, New Museum at Smithfield and Fleet Street combined courts), other projects not put on hold and any schemes wholly funded from restricted sources (LIP, S106 and S278) will be able to progress, subject to Member approval.

Public sector equality duty

29. The IIA includes an Equalities and Inclusion Assessment. The assessment of the draft Transport Strategy found that overall the proposals will have positive effects in relation to equality and inclusion.
30. Equalities and Inclusion Assessments will be undertaken for all relevant delivery projects.

Conclusion

31. The City of London Transport Strategy represents a radical and ambitious approach to tackling the transport challenges and opportunities 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.
32. The consultation on the draft Transport Strategy indicated a high level of support for proposals from both individuals and organisations. The Transport Strategy has been updated following consultation and is provided in Appendix 3 for the approval of the Court of Common Council.

Appendix

- **Appendix 1:** *Integrated Impact Assessment Non-Technical Summary* ([available online](#) and on request)
- **Appendix 2:** *Phase 3 Engagement Report* ([available online](#) and on request)
- **Appendix 3:** *City of London Transport Strategy* ([available online](#) and on request)

All of which we submit to the judgement of this Honourable Court.

DATED this 30th day of April 2019.

SIGNED on behalf of the Committee.

Alastair Michael Moss, Deputy
Chairman, Planning and Transportation Committee