

<b>Committee</b>	<b>Dated:</b>
Planning and Transportation Committee	16/02/2021
<b>Subject:</b> Transport Strategy Update: Quarter 3 2020/21	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	1 People are safe and feel safe 2 People enjoy good health and wellbeing 9 We are digitally and physically well-connected and responsive 11. We have clean air, land and water and a thriving and sustainable natural environment 12 Our spaces are secure, resilient and well-maintained
<b>Does this proposal require extra revenue and/or capital spending?</b>	N
<b>If so, how much?</b>	N/A
<b>What is the source of Funding?</b>	Various
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	Y
<b>Report of:</b> Director of the Department of the Built Environment	<b>For Information</b>
<b>Report author:</b> Samantha Tharme/Andrea Larice, Strategic Transportation	

### Summary

Members have requested quarterly updates on progress with delivering the City of London Transport Strategy. This report covers Quarter 3 of 2020/21 (October – December 2020).

An update on Delivery Plan projects is provided in Appendix 1. While progress continues to be made, some projects and activities continue to be on hold due to suspension of external funding. As previously reported, most projects have experienced some delay due to COVID-19.

In November, Transport for London (TfL) were able to release some Local Implementation Plan (£368k) and Liveable Neighbourhood (£150k) funding for the remainder of 2020/21. This is approximately a third of the previously agreed Local Implementation Plan (LIP) programme for the year. LIP funding is a relatively small proportion of the overall Delivery Plan funding. Alternative funding sources have also been identified for some projects.

Progress with projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk continue and include:

- All Change at Bank: Detailed design development; commencing engagement with stakeholders in the immediate vicinity of the junction; and commissioning a landscape architect to work on public realm design.
- Delivering several cycle safety roadshows in partnership with City of London Police, the Cheapside Business Alliance, Chancery Lane Association and the Aldgate Business Improvement District.
- Securing committee support to introduce a “School Street” with the support of the London Borough of Islington on part of Charterhouse Square. The aim is to reduce road danger and support children walking and cycling to and from Charterhouse Square School.
- Securing Committee approval for the City Corporation Last Mile Logistics Hub at London Wall car park to facilitate deliveries by cargo cycles and pedestrian porters, removing delivery vehicles from City streets.

Additional activities in Quarter 3 included:

- West Smithfield Public Realm and Transportation Measures, Gateway 3 approval secured to progress options, to consider street measures and access restrictions.
- TfL have tendered for operators for the trial of rental e-scooter scheme; additional preparatory works are underway in the City area, including changes to Traffic Regulation Orders (TROs), engagement with City of London Police and preparation of an Equality Analysis.

### **Recommendation**

Members are asked to note the report.

### **Main Report**

#### **Background**

1. The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over the next 25 years.
2. The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Transport Strategy and will be updated on an annual basis. The 2020/21 – 2022/23 Delivery Plan has been prepared and was brought to this Committee in September.
3. Members have requested quarterly updates on progress with delivering the Transport Strategy. This report covers Quarter 3 of 2020/21 (October – December 2020).

#### **Q3 Update**

4. The quarterly update on progress with Delivery Plan projects is provided in Appendix 1, which includes a RAG status. The RAG status assumes project

dates were reset after the Covid-19 lockdown period and work has resumed on most projects.

5. Progress during the third quarter of 2020/21 includes:
  - A landscape architect has been commissioned to develop the public realm enhancements of All Change at Bank. In addition, engagement with stakeholders in the immediate vicinity of the junction has taken place to ensure that the detailed design considers any issues raised.
  - Approval for the City Corporation to set up a Last Mile Logistics Hub at London Wall Car park was secured in partnership with Amazon logistics.
  - Legible London installations are largely completed on street level and Barbican highwalks.
  - The Healthy Streets small scale interventions at Gresham St and Old Jewry are complete.
  - Secured committee approval for West Smithfield Public Realm and Transportation measures and next steps, which include transport modelling, design and public engagement relating to access.
  - On street temporary cycle parking completed to provide additional parking spaces for cyclists.
  - TfL have tendered for operators for the trial of rental e-scooter scheme; additional preparatory works are underway in the City area, including changes to TROs, engagement with City of London Police and preparation of an Equality Analysis.
  
6. The following projects have an amber RAG status, due to delays or suspension of TfL funding as a result of COVID-19, reasons are noted in appendix 1:
  - Moorgate - Crossrail integration
  - 100 Minorities public realm improvements
  - Cycle route Quietway 11 Queen Street upgrade
  
7. Beech Street Zero Emission Street has an amber RAG status because the measurement of the impacts of the Experimental Traffic Order has been affected by the reduced traffic levels caused by Covid-19. A report is going to Streets and Walkways on the 18 February seeking a decision from Members whether to continue or conclude the experiment. This has an impact on decision for Barbican & Golden Lane Zero Emission Zone, as Beech Street runs through the middle of the area.
  
8. The Electric Vehicle (EV) infrastructure plan includes the provision of an EV charging hub being installed in partnership with TfL at Baynard House car park. TfL have now completed the work to install the chargepoints. Use of the charge points and formal go live is dependent on City Surveyors completing the installation of the new ventilation system. The new ventilation system installation is progressing through design and procurement stages, and tenders for the work were received in Q3. This therefore now has an amber RAG status.
  
9. Progress with projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:
  - Completion of pavement widening at Bank junction.

- Delivering several cycle safety roadshows in partnership with City of London Police, the Cheapside Business Alliance, Chancery Lane Association and the Aldgate Business Improvement District.
10. Transport for London were required to pause all 2020/21 funding in order to prioritise spend on emergency Covid-19 response measures. A decision to release funds (£368k) for the remainder of 2020/21 has now been possible as TfL have secured a financial package with central government. This is approximately a third of the previously agreed programme for the year, this was reported in more detail in the last quarter report ([Q2 link to report](#)).
11. £150,000 of Liveable Neighbourhood funding has also been released for the City Cluster Area Programme.

### **Corporate & Strategic Implications**

12. 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.
13. Delivery of the Transport Strategy helps mitigate corporate risks CR20 – Road Safety and CR21 – Air Quality.
14. Delivery of the Transport Strategy supports sustainable growth and the delivery of the City Corporation’s Climate Action Strategy.

### **Conclusion**

15. Delivery of the Transport Strategy is progressing well, but several projects continue to be affected by COVID-19 through programme delays or suspension of TfL funding.

### **Appendices**

- Appendix 1: Progress update on Transport Strategy Delivery Plan Q3 2020/21

### **Background Papers**

- [City of London Transport Strategy](#)
- [2020/21 – 2022/23 Delivery Plan; 2020/21 Q2 Update](#) (link to committee paper)

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