

<b>Committee(s)</b>	<b>Dated:</b>
Streets & Walkways Sub Committee	29 <sup>th</sup> April 2021
City of London Transport Strategy - Review 2022	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	1, 2, 9, 11, 12.
<b>Does this proposal require extra revenue and/or capital spending?</b>	Y
<b>If so, how much?</b>	£25k
<b>What is the source of Funding?</b>	TfL - LIP/Local Risk
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	Y
<b>Report of:</b> Acting Director, Department of the Built Environment	<b>For Decision</b>
<b>Report author:</b> Samantha Tharme	

## Summary

This report sets out the context and recommended approach for a review of the 25-year City of London Transport Strategy. The Transport Strategy was adopted in May 2019. We have committed to reviewing the Strategy every three years.

We have undertaken an initial review of evidence to identify issues for the Strategy review. This includes potential scenarios for the return to the workplace after the easing of Covid-19 restrictions and the impact this might have on land use decisions and travel behaviour.

We anticipate changes in travel and working patterns, with the need to work from home over the last year accelerating trends towards flexible and hybrid working. We also anticipate a substantial return to City offices and that the City will continue to grow.

This analysis, together with the recommendations of the Recovery Taskforce, indicates an ongoing need for investment in high quality public realm and sustainable transport. The Transport Strategy Vision, Aims and Outcomes are still therefore considered to be relevant. We are proposing a review and update of the Transport Strategy rather than a wholesale revision, and that 2044 remains the end year for the Strategy.

We will test this approach and identify any changes to the Transport Strategy's 54 proposals through further analysis and engagement with stakeholders, including residents, workers and visitors.

An update on the findings of the workshops, surveys and engagement will be reported in October 2021. The draft of the changes to the Transport Strategy will be submitted to Committee for approval in December 2021. Subject to approval,

consultation on the changes will take place between January and February 2022. The final revised Strategy will be submitted for adoption in spring 2022.

A three year costed Delivery Plan will be submitted with the revised Transport Strategy.

### **Recommendation(s)**

Members are asked to:

1. Agree that the review of the Transport Strategy will focus on amending and adding proposals, and that the current Vision, Aims and Outcomes remain valid.
2. Note the governance arrangements next steps for the review:
  - Further research and analysis
  - Stakeholder meetings and workshops
  - Public survey and focus groups

### **Main Report**

#### **Background**

- 1) The City of London Transport Strategy sets the 25-year framework for future investment in, and management of, the Square Mile's streets and for improvements to transport connections. The development of the Transport Strategy was informed by extensive engagement with City workers, residents, businesses and other organisations with an interest in transport in the Square Mile.
- 2) The Transport Strategy was adopted in May 2019. At that time members asked that it be reviewed every three years. This also aligns with the Mayor for London's Transport Strategy (MTS), which is on a three year cycle for funding and target setting. Transport policy and projects delivered by the City Corporation are required to support delivery of the MTS.
- 3) The City Plan 2036 is currently being consulted on in line with formal timetable for revision and adoption. The public consultation will run until 7 May before being submitted to the Secretary of State for Housing, Communities and Local Government to appoint an independent planning inspector with the final City Plan 2036 expected to be adopted in early 2022. The Transport Strategy review timetable will allow any issues arising from this process to be reflected in updated proposals.

#### **Current Position**

- 4) The development of the Transport Strategy was informed by extensive engagement and consultation with City workers, residents, businesses and other organisations with an interest in transport in the Square Mile. Feedback from engagement on the Climate Action Strategy and Recovery Taskforce suggests the issues and priorities identified through earlier engagement remain valid.

- 5) We have also carried out an initial evidence review, this includes:
- a) Scenario Planning: We commissioned WSP to carry out a scenario planning exercise in Autumn 2020. This considered potential changes to working patterns, demand for certain land uses in the City, and people's travel choices. The report considers the extent to which the pandemic has provided an opportunity to accelerate and 'lock in' positive changes, decelerate and delay the pursuit of certain outcomes or altered the nature of potential outcomes. Overall, the report suggests a continuation of the approach set out in the Transport Strategy and identifies actions for accelerating the delivery of proposals. A copy of the report is provided in Appendix 1.
  - b) Recovery Taskforce: The Recovery Task Force has identified a number of priorities actions to ensure the Square Mile is the world's most innovative, inclusive and sustainable business ecosystem, an attractive place to work, live and visit. These include ensuring the City's streets and public spaces are attractive places to spend time; and accelerating plans to rebalance vehicle use, prioritise walking, enable cycling, improve air quality and provide more public space.
  - c) Central Activity Zone Economic Futures Research: The Greater London Authority (GLA) commissioned research on the economic future of the Central Activity Zone, which includes the City. This research considered the impact of the Covid-19 restrictions and future vulnerabilities and opportunities. The report's conclusions included the need for a high-quality office, retail and leisure offer and for and high quality public space.
  - d) Return to work surveys: A number of commercial and public organisations, including Transport for London, the Bank of England and the City Corporation, to assess anticipated work and travel behaviour in both the immediate return to work and medium-term future.
- 6) Conclusions and working assumptions from analysis to date are:
- The City and central London will return as key destinations for work, culture and leisure.
  - There will be a 'flight to quality' for office space and an expectation of high quality streets and public realm.
  - By 2022 there will be a substantial return to the office with more flexible and agile working. At least 60% of people are likely to be in the office on a typical day.
  - Public transport will remain the main way that people travel to and from the Square Mile, with continued growth in cycling (and potentially e-scooters)
  - Walking will remain the main way that people travel within the Square Mile, and issues of crowding and comfort still need to be addressed.

### **Strategic context**

- 7) The Transport Strategy review will provide an opportunity to further align the Transport Strategy with the Climate Action Strategy (CAS), which was adopted in

October 2020. The CAS includes Transport Strategy proposals and actions which lead to a reduction in carbon emissions from transport and support resilience.

- 8) The City Local Plan is currently being consulted on in line with formal timetable for revision and adoption. The City Plan 2036 is expected to be adopted in early 2022. The Transport Strategy review timetable will allow any issues arising from this process to be reflected.
- 9) The next iteration of the City Corporation's Local Implementation Plan (LIP) will be developed alongside the Transport Strategy once guidance is clarified from TfL. The current LIP period comes to an end in March 2022. We are currently awaiting further guidance from the Transport for London. This is not anticipated to be received before the May Mayoral elections.
- 10) Further forecasting of the network capacity across London has been undertaken by TfL and will inform the review of the Strategy.

### **Proposed approach.**

- 11) Given the working assumptions set out above we believe that the Transport Strategy Vision, Aims and Outcomes (Appendix 2) remain relevant and do not need to change. With that in mind a review and update of the Transport Strategy rather than a wholesale revision is proposed, with 2044 remaining the end year for the Strategy.
- 12) A comprehensive review of Transport Strategy proposals will identify amendments and consider the need for additional proposals. The programme of delivery may be recommended for change against some proposals. Targets and key performance indicators will also be reviewed. This review will be informed by further analysis of travel, work and land use patterns and trends and stakeholder and public engagement.
- 13) Engagement and consultation activities will include:
  - Stakeholder meetings and workshops
  - Public survey (online, May/June 2021)
  - Focus groups
  - Consultation on revisions to Transport Strategy (January/February 2022)

### **Governance**

- 14) The governance arrangements are summarised in Appendix 3 It is proposed to follow a similar approach to that taken in the development of the Transport Strategy.
- 15) We are intending to report to the Streets & Walkways Sub-Committee while conducting the review and updating the Transport Strategy. Previously this role was carried out by the Local Plan Sub-Committee. The change in reporting reflects the nature of the review and the existing timetable for meetings.

- 16) The draft revised Transport Strategy will be presented to the Planning & Transportation Committee prior to consultation. The final Strategy will be presented to the Planning & Transportation and Policy & Resources Committee for adoption.

### **Programme and reporting schedule**

- 17) An overview of the review programme is provided in Appendix 4. An update on the findings of the analysis and engagement will be reported to Streets & Walkways in October 2021. The draft of the changes to the Transport Strategy will be submitted to this Committee and the Planning & Transportation Committee for approval in December 2021. Subject to approval, consultation on the changes to the Strategy will take place between January and February 2022.
- 18) The final revised Strategy will be submitted for adoption by the Planning & Transportation and Policy & Resources Committee in spring 2022.

### **Corporate & Strategic Implications**

#### Strategic implications

- 19) 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.
- 20) Delivery of the Transport Strategy also helps mitigate corporate risks CR20 – Road Safety and CR21 – Air Quality.
- 21) The Transport Strategy is required to demonstrate how it supports the Mayor's Transport Strategy, which is done through submission of the Local Implementation Plan (LIP).

#### Financial implications

- 22) A costed 3-year Delivery Plan will be provided alongside the updated Transport Strategy.
- 23) Data collection, engagement and consultation costs associated with the review will be funded through local risk budget and TfL - LIP funding.

#### Resource implications

- 24) Staff resource is required to undertake the review. The Strategic Transport Team is in place to undertake this work and will liaise with other teams as appropriate.

#### Equalities implications

- 25) A full Integrated Impact assessment including Equalities Impact Assessment was undertaken for the development of the Transport Strategy. We have programmed an EQIA at early stages of the Strategy review to inform any high priorities that need addressing.

#### Climate implications

- 26) Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use and a switch away from fossil fuel vehicles and to climate resilience. The review will consider changes required to support the delivery of the adopted Climate Action Strategy.

#### Security implications

- 27) As the Transport Strategy is relevant to the management of public space and the transport network, security implications are relevant at a detailed level and inform decision making at a scheme level.

### **Conclusion**

- 28) Following initial research and analysis the Transport Strategy Vision, Aims and Outcomes are considered still relevant. It is therefore recommended that the review focuses on amendments and additions to the Transport Strategy proposals. The next steps for this review are to undertake further research and analysis and stakeholder and public engagement to identify potential changes and any new issues and priorities that need to be addressed.

#### **Appendices:**

- Appendix 1: WSP Scenario Planning Report
- Appendix 2 Transport Strategy Vision, Aims and Outcomes
- Appendix 3 Governance Structure
- Appendix 4 Programme

#### **Background papers:**

- City of London Transport Strategy (<https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf>)
- Central Activity Zone Economic Futures Research: The Greater London Authority (GLA) ([https://www.london.gov.uk/sites/default/files/future\\_of\\_the\\_central\\_activities\\_zone.pdf](https://www.london.gov.uk/sites/default/files/future_of_the_central_activities_zone.pdf))

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