

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	20th July 2021
<b>Subject:</b> Transport Strategy: 2020/21 progress update and 2021/22 – 2023/24 Delivery Plan	<b>Public</b>
<b>Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?</b>	1, 3, 5, 8, 9, 11 and 12
<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>	n/a
<b>Has this Funding Source been agreed with the Chamberlain’s Department?</b>	n/a
<b>Report of:</b> Director of the Built Environment	<b>For Information</b>
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### Summary

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. The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Transport Strategy and has been updated for the period 2021/22 – 2023/24.

This report summarises progress with delivering the Transport Strategy in 2020/21 and sets out the Delivery Plan for 2021/22 – 2023/24. The quarterly update for the last quarter of 2020/21 is included alongside the Delivery Plan in Appendix 1.

Delivery of the Transport Strategy is progressing well, but the COVID-19 pandemic has delayed some projects as reported last year. Additionally, officer time has been diverted to the COVID-19 response, delaying some activities. Most schemes and activities have now been progressed since September 2020, midway through the financial year ending March 2021, as reported in the appendix.

Key progress in 2020/21 includes:

- City-wide installation of the Legible London maps and signage was completed, bringing the City into the pan-London scheme.
- Research and development of the City of London Streets Accessibility Standard is substantively complete with the final tool expected to be completed by mid-2021.
- Puddle Dock pedestrian scheme was substantially complete. There are further works to be completed by TfL to install a crossing on Upper Thames Street.
- Securing capital funding and developing the methodology for the Pedestrian Priority Programme. These schemes are being developed to support the targets in the Climate Action Strategy for Transport.

Key progress at the year-end on projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:

- Bank junction pavement widening work complete at the end of March 2020, with work commencing on the detailed design and options for public realm elements in preparation for public consultation in May 2021.
- Charterhouse school street restrictions were agreed and developed with the school, ready to be implemented immediately after the Easter break.
- Healthy streets minor schemes completion included Gresham Street/Wood Street, Creechurch Lane/Leadenhall St completed March 2021.
- Supporting the City of London Police's road danger reduction campaigns

The City of London Transport Strategy includes a set of key targets. These are reported on a bi-annual basis and therefore the next data collection year is Autumn 2021. Some data has been collected over the last 12 months to understand traffic and movement patterns during the pandemic, which is reported here.

The Delivery Plan for 2020/21 – 2023/24 is provided in Appendix 1. Funding from TfL was very limited during 2020/21 with most funding going to COVID-19 response measures. The TfL funding picture beyond December 2021 remains uncertain, however funding for much of the Delivery Plan, and in particular major projects, is from developer contributions and City Corporation capital allocations. The recognition of the Transport Strategy to deliver Climate Action Strategy objectives has been endorsed and priority put on schemes which will make a major contribution to this.

### **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. Section 1 of this report provides an update on progress in delivering the Transport Strategy in 2020/21.
3. The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Transport Strategy and is updated on an annual basis.
4. Section 2 of this report covers any changes to the Delivery Plan for the 3-year period commencing 2021/22. The updated 2021/22 – 2023/24 Delivery Plan is attached at Appendix 1; this incorporates a summary update of progress in 2022/21 for each project.
5. The Delivery Plan has been reviewed and programme adjustments made for resource and financial implications arising from the COVID-19 pandemic. This includes the implications of reductions in or changed priorities for both CoL and TfL funding.

### **Section 1: Transport Strategy progress in 2020/21**

6. This section summarises progress in delivering the Transport Strategy in 2020/21. These activities are in addition to the delivery of the COVID-19 transport response.
7. Key progress in 2020/21 includes:
  - Shoe Lane Quarter public realm and transport improvements completed.
  - Crossrail works at Moorgate have progressed with design options for Ropemaker Street / Moorgate junction and London Wall / Moorgate junction. Progress is pending further consideration of TfL measures on Bishopsgate and other Covid-19 measures affecting the network.
  - Phase 1 Crossrail works at Liverpool Street commenced construction and are on programme with completion scheduled for end of June 2021.
  - The kerbside action plan was agreed setting out a series of activities and recommendations to improve and rationalise street use, in line with Transport Strategy objectives.
  - City-wide installation of the Legible London maps and signage was completed, bringing the City into the pan-London scheme.
  - Substantial completion of improvements to Puddle Dock, linking Queen Victoria Street to Upper Thames Street, in preparation of TfL's installation of a new crossing on Upper Thames Street. Confirmation of TfL's funding and programme for their element is still awaited.
  - Installing additional cycle parking for dockless vehicles (cycles and e-scooters).

- Working with TfL, London Councils and boroughs to respond to Department for Transport opportunity to trial e-scooters. Agreeing and developing acceptable criteria to allow participation in a pan-London trial.
  - Securing an operator for a last mile logistics hub at London Wall car park and progressing approvals for area fit out.
  - Completing interviews and assessments to develop the City of London Streets Accessibility Standard.
  - Securing capital funding and developing a prioritisation process to deliver Pedestrian Priority schemes which deliver against the Climate Action Strategy Transport priorities and commitments on carbon savings.
  - Work has commenced on the Fleet Street Healthy Streets Plan to identify traffic management and public realm options and opportunities.
  - West Smithfield Public Realm and Transport measures scheme design has progressed, with Public Realm concept design based on transport phasing, and targeted engagement with stakeholders through the latter half of the year. Transport modelling is continuing.
  - Disabled parking bay adjustments have been made to increase the space available for users, recognising the access needs for different types of vehicles, in line with guidance.
8. Key progress in 2020/21 to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:
- Bank junction pavement widening work complete at the end of March 2020, with work commencing on the detailed design and options for public realm elements progressing in preparation for public consultation in May 2021.
  - Healthy Streets minor schemes at Gresham Street/Wood Street, Creechurch Lane/Leadenhall Street completed March 2021. Prioritisation of a future work programme to prepare delivery in 2021/22 and beyond, subject to availability of funding from TfL LIP programme.
  - Work was finalised on cycle route Quietway 11 - including loading restrictions on King Street, Queen Street, Wood Street and Moor Lane, buildouts and traffic island on Wood Street, further priority changes on Silk Street and raised tables on Queen Street and Mark Lane.
  - Charterhouse school street restrictions were agreed and developed with the school, ready to be implemented immediately after the Easter break.
  - Since August, the campaigns team was able to progress training and cycle roadshows with City of London Police, including cycle security. We have had higher numbers of adult cycle training than previous years, although working over fewer months due to COVID-19 restrictions. This probably reflects the number of new cyclists as more people have chosen to cycle, as evidenced by TfL and our own data.
  - City of London Police campaigns, although we have had restricted working during the last year, we have continued good partnership work with City of London Police on other campaigns.

## Monitoring data

### Traffic data.

9. The City of London Transport Strategy includes a set of key targets. These are recorded on a bi-annual basis and therefore the next data collection year is Autumn 2021. Some data has been collected over the last 12 months to understand traffic and movement patterns during the pandemic, which is reported here.
10. A series of targeted traffic counts were undertaken during the pandemic. These counts collected similar data to our biannual City Streets traffic counts but from a smaller sample of survey sites. Counts included bidirectional, 24-hour data of the following modes: cars, taxis, vans, trucks, buses, coaches, waste vehicles, motorcycles, cycles and pedestrians.
11. Traffic data from October 2020 (pre-lockdown) collected at comparable sites to our 2019 biannual City Streets traffic survey found a significant decrease in traffic volumes, including:
  - a 45% decrease in 24-hour motor traffic volumes from pre-pandemic levels
  - a 16% decrease in 24-hour cyclist volumes from pre-pandemic levels
  - a 78% decrease in 24-hour pedestrian volumes from pre-pandemic levels
12. The greatest decrease in motor traffic volumes took place after 16:00 and was due to significantly reduced car, private hire, taxi and motorcycle vehicle volumes. Freight traffic volumes decreased less than the modes mentioned above, and lorry volumes remained at similar volumes compared to pre-pandemic levels.

### Road Danger Reduction campaign data

13. Despite COVID-19 restrictions, approximately 6 roadshows were carried out during the Summer and Autumn which were well attended by the general public. Security cycle marking by the Police and maintenance training being particularly popular. The TfL free online cycle skills course has had a good take up, with nearly 200 registered as living in the City.

**Table 1: Cycle Roadshows in partnership with City of London Police.**

Activity	2020/21
Adult 1:1 cycle skill sessions delivered	65
Unique adults that received cycle training	45
Sign-ups to TfL's free online cycle skills course	196
Bike security marking by the City of London Police	316
Exchanging Places by the City of London Police	170
Bikes safety checked and tuned up by Havebike	49
Bike security marking by Havebike	9
People receiving maintenance training by Havebike	221
People receiving positioning and posture training by Havebike	45

## City of London Air Quality Annual Status Report for 2020.

14. In addition to traffic data, the City Corporation completes an annual report on air quality data. Motor traffic in the Square Mile is a significant contributor to nitrogen dioxide (NO<sub>2</sub>). It also impacts on particulate matter (PM), though to a lesser extent, as particulate matter is made up of many sources, some of which travel very long distances and stay in the air for a long time. The Transport Strategy outcome 'The Square Mile's air and streets are cleaner and quieter' includes proposals that are directly aimed at improving air quality. Air quality is identified as a Corporate Risk (CR21).

### Nitrogen Dioxide

15. 2020 saw a large reduction in NO<sub>2</sub> concentrations at all sites and nearly all locations met the annual objective of 40 µg/m<sup>3</sup> or under, many of which did so for the first time. Some sites had a reduction of NO<sub>2</sub> levels of over 45% from 2019.

16. Continuous roadside monitoring of NO<sub>2</sub> at Beech Street and Walbrook show that large drops in NO<sub>2</sub> were seen in March/April 2020 when the first lockdown was implemented. The low levels remained all summer, gradually increasing later in the year when traffic volumes started to return to nearer normal. There were no recordings of 1-hour periods experiencing concentrations of greater than 200 µg m<sup>-3</sup> during 2020, compared to 7 instances at Beech Street and 15 instances at Walbrook during 2019.

17. The annual NO<sub>2</sub> concentration at Beech Street reduced by 53% from 2019 to 2020 and levels fell below the annual mean objective of 40 µg/m<sup>3</sup> for the first time. This is due to the combined impact of the COVID-19 pandemic and the introduction of our first Zero Emissions Street.

### PM10 and PM2.5

18. The particulate levels measured at the continuous monitoring sites were more varied across the year and did not experience such a significant impact as was seen with NO<sub>2</sub>. All three continuously monitored sites did see a reduction in annual mean PM10 concentrations in 2020. The reduction in levels from 2019 was at 3µg/m<sup>3</sup> at the Aldgate School, 4µg/m<sup>3</sup> at Beech Street and 3µg/m<sup>3</sup> at Walbrook Wharf. All sites now meet the annual average air quality objective (40µg/m<sup>3</sup>) and the short-term objective of not exceeding 50µg/m<sup>3</sup> on more than 35 days in the year. Levels of PM10 at Walbrook Wharf breach the current annual average World Health Organisation Guidelines.

19. PM2.5 is measured using continuous analysers at two locations, Farringdon Street and the Aldgate School. Concentrations are similar at both sites as it is a regional pollutant and strongly influenced by weather conditions. In 2020 there was a slight decrease in concentration at the roadside site (Farringdon) and levels stayed the same at the background site (The Aldgate School). Both

sites are below the annual and daily EU limit value but above World Health Organisation Guidelines.

## Collision and Casualty Data

20. Prior to 2018 the number of people killed or seriously injured on the City's streets was fairly constant, at approximately 50 people a year. Higher figures for serious injuries were recorded in both 2018 and 2019, alongside reductions in the number of slight injuries. The total number of casualties for these years has remained relatively consistent with previous years. Changes to the data recording methodology used by the City of London Police in 2017 (as detailed below) may explain the increase in serious injuries and corresponding reduction in slight injuries. Significantly lower casualty figures for 2020 are likely to be a result of COVID-19 impacts on traffic levels and the number of people using the City's streets. A detailed analysis of the location and nature of collisions is being commissioned to identify further measures to reduce collisions and casualties.

**Table 2: Casualty data**

Year	Fatal	Serious	Slight	Total
2016	2	49	354	405
2017	2	52	312	366
2018	1	81	231	313
2019	1	75	267	343
2020	0	41	87	128

21. In October 2017, the City of London Police changed reporting practices, from using paper Stats19 forms at the accident scene that were interpreted into the CRASH injury list later by police back office staff, to using the Pronto mobile application. The change appears to impact the classification of injuries between slight and serious while not impacting the total number of accidents reported. We are working with the City of London Police to confirm this is the case. A similar pattern was observed when the Metropolitan Police changed their approach to recording casualties.

## **Section 2: Transport Strategy Delivery Plan 2021/22 - 2023/24**

22. The updated 2021/22 to 2023/24 Delivery Plan is attached at Appendix 1.
23. Overall, the delivery plan for the next 3 years is largely unchanged from the 2020/21 Delivery Plan as many projects and activities are developed and delivered over several years. Some smaller schemes are delivered under rolling programmes (such as Healthy Streets minor schemes) which will continue into the next plan period provided funding is secured. New elements within the Plan are identified and those projects which have completed by the end of 2020/21 are highlighted.
24. Known changes to delivery dates, particularly where impacted by COVID-19, were recorded last year and have been rescheduled as necessary. Capital bids for central funding were decided in the last quarter of 2020/21. TfL funding affecting the LIP programme and the Liveable Neighbourhoods programme has not been confirmed for 2021/22. It remains uncertain how much will be available however officers continue to develop and prioritise schemes that can be delivered under these programmes. A further decision is anticipated mid-July 2021.

### Delivery Plan changes to programme or major new projects/activities

25. Notable changes are described below. Detail on the impact of COVID-19 on City Transportation projects was covered in a report to the October 2020 meeting of the Streets & Walkways Sub Committee.
26. Schemes completed at the end of Delivery Plan Period 2020/21 will be removed from future reporting and transition to business as usual where appropriate:
  - Street lighting upgrade
  - Zero Emission Waste Collection - procurement of waste collection service with Zero Emission Vehicles
  - Mark Lane area – public realm and walking improvements
  - Cycle route Quietway 11 - Queen Street upgrade
  - City of London Streets Accessibility Standard (CoLSAS)
  - Disabled parking bay adjustments
  - Puddle Dock Pedestrian route safety and provision of new walking route
  - Legible London - wayfinding in line with pan London scheme.
27. Many of the temporary COVID-19 measures are being reviewed under the Pedestrian Priority Programme as set out in a report to Streets and Walkways in April 2021. Two cycle schemes introduced for COVID-19 response are also being recommended for review and potential permanent installation, subject to funding.
28. The planned cycle network improvements have been retained on this revised programme however these are still subject to TfL funding decisions anticipated in July 2021.
29. City Cluster Area Programme and the City Cluster Zero Emission Zone: This programme of work has recommenced with the two streets which had COVID-19 response measures in place being taken forward (St Mary Axe and

Leadenhall Street) now that the Healthy Streets Plan is complete. Recommendations for restrictions and traffic management measures will be developed further in 2021/22.

30. St Paul's gyratory: New proposals have emerged for the London Wall West (LWW) development now that the Centre for Music project has been stopped. It has been agreed to coordinate and develop highway change around the two developments at each end of the gyratory, LWW and 81 Newgate St and new proposals are being considered.

### **Corporate & Strategic Implications**

31. Delivery of the Transport Strategy:

- Supports 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.
- Helps mitigate Corporate Risks CR20 – Road Safety and CR21 – Air Quality.
- Supports delivery of the City of London Climate Action Strategy.
- Supports delivery of Recovery Taskforce Outstanding Environment activities

### **Conclusion**

32. Delivery of the Transport Strategy is progressing well, but the impacts of COVID-19 pandemic have affected the programme and still uncertainty around funding. The recognition of the Transport Strategy to deliver Climate Action Strategy and Recovery Taskforce objectives has been endorsed and priority put on schemes which will make a major contribution to this.

### **Appendices**

- Appendix 1: 2021/22 – 2023/24 Delivery Plan and Q4 2020/21 update

### **Background Papers**

- City of London Transport Strategy  
<https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf>

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