

Committee(s)	Dated:
Planning and Transportation	7th September 2021
Subject: Transport Strategy: Timetable for review	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 3, 5, 8, 9, 11 and 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Report of: Director of the Environment	For information
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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 25 years (to 2044).

The Transport Strategy is scheduled to be reviewed every three years to ensure it continues to reflect the priorities of City residents, workers and businesses, changing circumstances and developments in transport technology.

Work started earlier this year on the first review of the Transport Strategy, with the aim of submitting an updated strategy for adoption in May 2022.

It has since become clear that the current review period needs to be extended to spring 2023. This is to allow time for transport and work patterns to settle following the easing of Covid-19 related restrictions; and for engagement with individuals and organisations to be carried out in those more settled conditions.

The extension also reflects the fact that funding for the review this financial year is severely limited due to constraints on Local Implementation Plan (LIP) funds from TfL.

Recommendation

- Members are asked to note the one-year extension of the current Transport Strategy review period to spring 2023.

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 scheduled to be reviewed every three years to ensure it continues to reflect the priorities of City residents, workers and businesses, changing circumstances and developments in transport technology.

Current position

3. Work started earlier this year on the first review of the Transport Strategy, with the aim of submitting an updated strategy for adoption in May 2022. The approach and timetable were outlined in a report to the Streets and Walkways Sub Committee in April 2021 (Appendix 1).
4. Since that meeting, the officer Steering Group overseeing the Transport Strategy have agreed to extend the review period to spring 2023. This is to allow:
 - a. Time for travel and work patterns to settle following the easing of Covid-19 restrictions and return to the workplace following the summer holidays.
 - b. Additional data collection and analysis to understand the implications of any changes to travel and work patterns. For example, the longer review period means that there will be the opportunity for an additional traffic survey in spring 2022 to supplement the survey already planned for autumn 2021.
 - c. Time for the public and stakeholders, including City businesses, to adjust to any changes in travel and work patterns before being invited to participate in engagement and consultation activities.
5. The extension of the review period is also necessary to accommodate a significantly constrained budget in the current financial year. Funding for the Transport Strategy review is primarily from the Local Implementation Plan (LIP). TfL have now confirmed that this funding will not be available until at least January 2022, and most of the funding required is unlikely to be available until the 2022/23 financial year. This significantly limits the ability to undertake data collection and analysis, engagement activities and impact assessments in 2021/22.
6. The extension of the Transport Strategy review period will also enable the Strategy to continue to complement any further changes to the City Plan 2036 considered necessary to address issues raised by climate action agenda, the Covid-19 pandemic and the emerging form of the post-Covid-19 recovery.
7. Extending the review period is not expected to impact on delivery of the Transport Strategy. We also do not expect that it will affect our ability to

respond in a timely manner to any strategic impacts of the Covid-19 pandemic.

8. As outlined in Appendix 1, 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.
9. 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, likely beginning in September 2021, and that the City will continue to grow.
10. 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.
11. Extending the review period will provide more certainty as we test this approach and identify any changes to the Transport Strategy's 54 proposals through further analysis and engagement.

Corporate & Strategic Implications

12. **Strategic implications** – Delivery of the Transport Strategy supports delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12; and indirectly supports the delivery of Corporate Plan outcomes 2 and 4. It also supports delivery of other corporate strategies, such as the Climate Action Strategy, and Recovery Taskforce activities. The review will ensure the Strategy continues to deliver against existing and emerging corporate objectives and priorities.
13. **Financial implications** – There are no financial implications arising from extending the review period, although the extension is necessary to address a shortfall in TfL LIP funding this financial year. The level of LIP funding available in 2022/23 is currently uncertain, however we expect sufficient funding to be available to support the Transport Strategy review.
14. **Resource implications** – Staff resource is required to undertake the review. The Strategic Transportation team will undertake this work and liaise with other teams as appropriate.
15. **Legal implications** – None
16. **Risk implications** – Delivery of the Transport Strategy supports the mitigation of corporate risks CR20 – Road Safety and CR21 – Air Quality. Delivery of mitigation measures will not be affected by the extension of the review period.
17. **Equalities implications** – An Equalities Impact Assessment (EqIA) was undertaken during the development of the Transport Strategy. We will repeat this process as part of the review and have programmed an EqIA at early stages of the Strategy review to identify any issues and opportunities. Extending the review period will ensure the EqIA is sufficiently resourced.

18. **Climate implications** – Delivery of the Transport Strategy supports delivery of transport and on-street climate resilience measures identified in the Climate Action Strategy. Delivery of projects and programmes, including the Pedestrian Priority Programme and Cool Streets and Greening Programme, will not be affected by the extension of the review period. The Transport Strategy review will include consideration of additional measures to support climate action.
19. **Security implications** – There are no direct implications as a result of extending the review period. The Transport Strategy includes proposals to incorporate proportionate security measures on-street and in the public realm where necessary.

Conclusion

20. It has become clear that the current review period for the Transport Strategy needs to be extended to spring 2023. This will allow time for transport and work patterns to settle following the easing of Covid-19 related restrictions; and for engagement with individuals and organisations to be carried out in those more settled conditions. The extension also reflects that fact that funding for the review this financial year is severely limited due to constraints on LIP funding.

Appendices

- Appendix 1: City of London Transport Strategy - Review 2022, report to Streets & Walkways Sub Committee, 29 April 2021

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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