

<b>Committee</b>	<b>Dated:</b>
Planning and Transportation Committee	26/10/2021
<b>Subject:</b> Transport Strategy Update: Quarter 1 2021/22	<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> Executive Director Environment	<b>For Information</b>
<b>Report author:</b> Samantha Tharme/Averil Pittaway, Transportation and Public Realm, Environment Department	

### Summary

Members have requested quarterly updates on progress with delivering the City of London Transport Strategy. This report covers Quarter 1 of 2021/22 (April – June 2021).

An update on Delivery Plan projects is provided in Appendix 1. While progress continues to be made, some projects and activities are experiencing programme delays due to funding.

Transport for London (TfL) are still unable to award usual Local implementation Plan (LIP) funding due to their financial constraints. In July we received approval for cycle scheme funding but no funding is available through the LIP until at least December 2021.

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

- Progress on the All Change at Bank project with public consultation being undertaken between March and May 2021.

- Promotion of cycle training, with Sustrans and TfL helping to promote training and online cycle skills, resulting in greater uptake when compared with previous years.
- The commencement of the Charterhouse School Streets experimental scheme in April.

Additional activities in Quarter 1 included:

- TfL commenced the trial of the rental e-scooter scheme in June, with the City of London joining the trial in July.

### **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 2020.
3. Members have requested quarterly updates on progress with delivering the Transport Strategy. This report covers Quarter 1 of 2021/22 (April – June 2021).

#### **Q1 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 first quarter of 2021/22 includes:
  - A public consultation was undertaken on the approved option on the All Change at Bank project from March to May 2021.
  - The St Paul's gyratory removal project has been re-started with dialogue on-going with the developers in the area.
  - A new Pedestrian Priority Programme has been initiated with approval of the prioritisation methodology and the identification of year 1 streets for scheme development.
  - Several Public Realm projects have been substantially completed including at 55 Moorgate, 22 Bishopsgate and 150 Bishopsgate.
  - Outline design proposals have been prepared for Phase 1 of the City Cycle Network.

- TfL commenced the trial of the rental e-scooter scheme in June, with the City of London joining the trial in July.
- Work to prepare Lunchtime Streets events at Carter Lane and Cheapside, to be held over the summer.
- Agreement to close additional streets for al fresco dining, to support reopening and recovery.

6. The following projects have an amber RAG status, reasons are noted in Appendix 1:

- All Change at Bank
- Moorgate Crossrail Integration
- St Paul's gyratory removal
- The West Smithfield Public Realm and Transportation measures
- Riverside Walkway Globe View section
- Healthy Streets minor schemes
- Barts Close public realm improvements
- 100 Minorities public realm improvements
- Mansion House Station Environs
- Middlesex Street Area: Artizan St
- Public Realm SPD and Technical Manual update
- EV infrastructure provision

7. Progress with projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:

- The commencement of the Charterhouse School Street experiment
- A very strong uptake of cycle training, for both adults and children. Online cycle skills courses have been accessed as well as in person training. The numbers provided in the table below show the activity for this quarter and for the 12-month period to June 2021. Training was stopped due to pandemic restrictions in some months, we have however had higher numbers of adults and children taking up training this year than any other year in the last 3 years prior to the pandemic.

<b>Activity</b>	<b>Q1 2021/22</b>	<b>12 months to June 2021</b>
Adult 1:1 cycle skill sessions delivered	83	148
Number of pupils receiving Bikeability training	35	35
Number of schools receiving Bikeability training	2	2
Sign-ups to TfL's free online cycle skills course	33	207
Bike security marking by the City of London Police	381	697
Exchanging Places by the City of London Police	0	170

Bikes safety checked and tuned up	0	49
People receiving maintenance training	0	221
People receiving positioning and posture training	0	45
People receiving inner tube replacement training	0	18

### Financial Implications

8. Transport for London (TfL) are still unable to award usual Local implementation Plan (LIP) funding due to their financial constraints. In June we submitted a bid in line with the priority funding TfL indicated. In July we received approval for cycle scheme funding, but no funding is available through the LIP until at least December 2021. Liveable Neighbourhoods funding of £3m for the City Cluster has also been put on hold. We have been able to fund some projects and activities through Local Risk budgets. It remains uncertain what funding is likely to be available for the forthcoming financial year.

### Corporate & Strategic Implications

9. 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.
10. Delivery of the Transport Strategy helps mitigate corporate risks CR20 – Road Safety, CR21 – Air Quality and CR30 – Climate Action.
11. Delivery of the Transport Strategy supports sustainable growth and the delivery of the City Corporation’s Climate Action Strategy.
12. Delivery of the Transport Strategy supports delivery of the Outstanding Environments dimension of the Recovery Taskforce.

### Conclusion

13. Delivery of the Transport Strategy is progressing well, but several projects are currently experiencing programme delays, partly due to funding constraints.

### Appendices

- Appendix 1: Progress update on Transport Strategy Delivery Plan Q1 2021/22

### Background Papers

- [City of London Transport Strategy](#)
- [2021/22 Local Implementation Plan Funding](#) (link to committee report 20 July 2021 Planning & Transportation)

**Samantha Tharme**, Strategic Transportation  
Department of the Environment

[Samantha.Tharme@cityoflondon.gov.uk](mailto:Samantha.Tharme@cityoflondon.gov.uk)

Tel: 07542 228918