

Committee	Dated:
Planning and Transportation Committee	14 December 2021
Subject: Transport Strategy Update: Quarter 2 2021/22	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	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
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	Various
Has this Funding Source been agreed with the Chamberlain's Department?	Y
Report of: Executive Director Environment	For Information
Report author: 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 2 of 2021/22 (July – September 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 constraints.

As reported for the previous quarter, Transport for London (TfL) is 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 other 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 Pedestrian Priority Programme with stakeholder engagement being undertaken for Phase 1 schemes.

The lunchtime streets programme, with City of London Police included active engagement with cyclists for both cycle maintenance and safe cycle training, and 'exchanging places' virtual reality training.

Additional activities in Quarter 2 included:

- Lunchtime Streets events at Carter Lane and Cheapside and four street closures for al fresco dining

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 is updated on an annual basis. The 2021/22 – 2023/24 Delivery Plan was brought to this Committee in July 2021.
3. Members have requested quarterly updates on progress with delivering the Transport Strategy. This report covers Quarter 2 of 2021/22 (July – September 2021).

Quarter 2 Update

4. The quarterly update on progress with Delivery Plan projects is provided in Appendix 1, this includes a RAG status. The RAG status assumes that, where appropriate, project dates were reset after the COVID-19 lockdown period when work resumed on most projects.
5. Progress during the second quarter of 2021/22 includes:
 - Reporting the results of the public consultation on the All Change at Bank project, with agreement to proceed to Gateway 5 (authority to build).
 - Resuming the design work for the final elements of the riverside walkway at Globe View.
 - Engaging with businesses, residents, ward members and street users for Phase 1 schemes of the Pedestrian Priority Programme ahead of a Gateway 3-5 report being taken to Committee.
 - The delivery of weekly Lunchtime Streets events at Carter Lane and Cheapside across August and September (further details provided below).
 - The closure of four additional streets for al fresco dining, to support reopening and recovery (further details provided below).

- Trialling the use of the recently completed City of London Accessibility Tool (COLSAT) on live City projects and progress on other accessibility initiatives (further details provided below)
6. The following projects have a red or amber RAG status, reasons are noted in Appendix 1:
- Healthy Streets minor schemes (R)
 - All Change at Bank (A)
 - Moorgate Crossrail Integration (A)
 - St Paul's gyratory removal (A)
 - The West Smithfield Public Realm and Transportation measures (A)
 - 100 Minorities public realm improvements (A)
 - EV infrastructure provision (A)
7. Progress with projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:
- A request for in principle support for a 15mph speed limit for the Square Mile was submitted to the Department for Transport in September. The Secretary of State for Transport has since declined this request. The reason for refusal was based on question of enforceability of 5 mph increments and speedometer displays. We had made our case on this point in our submission to DfT and considered that this should not prevent effective implementation of 15 mph speed limit (see appendix 3 for information). We will continue to look at how we can achieve effective speed reduction on our streets and embed a culture of slower speeds. This will include reducing design speed on our streets through engineering measures and considering use of advisory speed limits where possible.
 - Progress on the Pedestrian Priority Programme with stakeholder engagement being undertaken for Phase 1 schemes.
 - The lunchtime streets programme included active engagement with cyclists for both cycle maintenance and safe cycle training, and 'exchanging places' virtual reality training. We also supported City of London Police in some additional cycle safety road shows in September.

Summer streets events

8. A Lunchtime Streets programme ran weekly throughout August and September on Cheapside and Carter Lane, in partnership with Cheapside Business Alliance and Fleet Street Quarter Partnership. These events included on-street musical performances each week, with led walks and cycle roadshows on alternating weeks. More than 500 people and 40 businesses were engaged with across the programme.
9. Cycling themed activities included:
- The City of London Police secure marking 102 bikes
 - Approximately 210 people using the NipNip's Dr Bike Check service

- Approximately 60 people engaged by Cycle Confident cycling instructors, leading to additional people taking up cycle training after the event
10. The programme of lunchtime activity helped enliven the public realm as people returned to working in the City. The partnership working with the two business organisations, Fleet Street Quarter and Cheapside Business Alliance is forging stronger relationships which should lead to a good legacy for future activity in both areas, and with the City's other BIDs/Partnerships. CBA are continuing lunchtime music over the Christmas period. In collaboration with Cultural Programming and Partnerships team we are planning for joint activity next Spring and Summer.
 11. Four street closures, at Mansion House Place, Artillery Lane, Widegate Street and Carter Lane were implemented to facilitate al fresco dining to support the reopening of hospitality across the Square Mile. These closures allowed restaurants to take advantage of more flexible licencing regulations in streets where there was no adverse impact on traffic movements or local access. The closures proved successful; several businesses are keen to continue with al fresco space in the future.

Accessibility projects and Initiatives

12. Several projects and initiatives are currently underway delivering the Transport Strategy outcome of ensuring the Square Mile's streets are accessible to all.

Equalities Impact Assessments (EqIA)

13. The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have 'due regard' to the need to:
 - Eliminate discrimination, harassment and victimisation
 - Advance equality of opportunity between people who share a protected characteristic and those who do not, and
 - Foster good relations between people who share a protected characteristic and those who do not
14. For all transport schemes and projects, we check whether an EqIA is required, for most schemes making changes to the public realm and streets this will be necessary. Using the EqIA to properly inform decisions and designs is essential for good design. We are working to ensure this inclusive approach is integrated to all stages of work, our planning processes as well as our street design and function. For transport schemes we have been recognised externally as undertaking best practice on EqIAs recently and will continue to work to maintain this standard. We have by request, shared this with other authorities. There is still a place for continuous improvement, working with and taking advice from Transport for All and City of London Access Group amongst others.
15. Recent examples that have been completed, were for the Covid-19 response temporary measures; All Change at Bank; the E-scooter Trial; Public Realm Seating and Parklets; and temporary cycle parking. For larger schemes we have

benefitted from engaging an external consultant, additionally all teams in Transportation and Public Realm are working to improve understanding of best practice inclusion and equality in their work.

16. Our key endeavour is to ensure that nobody is excluded from any of our streets due to a disability or other protected characteristic. Whilst we might make changes that have an impact positively for the majority, we should ensure that our streets include mitigation and positive improvement to accommodate those with protected characteristics.

CoLAG

17. The City of London Access Group (CoLAG) is made up of volunteers, most of whom have varying degrees of disability and either live, work or have an interest in the City of London. CoLAG have recently spent a lot more time on transport schemes at an early stage. We aim to build on this to have a more collaborative approach to decision making, which fosters better relationships as well as better design.

City of London Street Accessibility Tool

18. The recently completed City of London Street Accessibility Tool (CoLSAT) allows the modelling of the probable impact of a street design (whether already built or a proposed scheme) on disabled people based on their impairment(s) and mobility strategy. The tool helps street and scheme designers to work out how to make a street comfortable for, and usable by, people with diverse needs.
19. The needs of different groups of disabled people (when it comes to a street) are different and in some situations are contradictory. The tool is unique by quickly and easily demonstrating the impact of a street design on different disabled users and allowing the street designer to identify the street design parameters that will meet the needs of the most types of users.
20. The tool has been trialled on several live City projects (including All Change at Bank) to help inform scheme designs. Feedback on the tool has been very positive and it will be rolled out more widely once a staff training session has been held in November. Training on the tool will be arranged for Committee members after the 2022 elections.

All Change at Bank

21. The All Change at Bank project has been working closely with Transport for All, a disabled-led group that provides accessibility consultancy advice, to receive advice and assistance with design development and supporting the public consultation and engagement exercises.
22. Their input is helping to fully appreciate the nuances of the different needs of disabled people and how these can be accommodated to reduce barriers within the design and the operation of the scheme. Several design elements were identified in the interim Equalities Impact Assessment with mitigation measures being reviewed by Transport for All.

23. Their assistance in the public consultation and engagement exercise has ensured that the materials produced, with workshops and online activities, were as accessible as possible to encourage comment and feedback from as wide an audience as possible. This work has helped to understand how consultation materials need to be prepared in the future and on other projects going forward and developing best practice for the Department.

Equal Pavements Pledge

24. The City Corporation has signed up to Transport for All's Equal Pavements Pledge (Appendix 2) as part of our commitment to removing the barriers that disabled people can face when travelling on our streets.

Further Accessibility Work

25. Future work on accessibility will include:

- Undertaking a City-wide audit of crossings and junctions to identify any remaining locations that lack dropped kerbs/raised carriageway or require improvements to existing facilities
- Applying COLSAT on all relevant projects and preparing a launch event in February 2022 to share the tool with interested external parties
- Research and analysis to inform the Transport Strategy review and develop new or amended proposals to further improve accessibility and inclusion
- Further work on the Kerbside Review, including a review of disabled parking to ensure it meets user's needs.

Financial Implications

26. As reported in the previous update, Transport for London (TfL) is still unable to award usual Local implementation Plan (LIP) funding due to their financial constraints. In July we received approval for cycle scheme funding. No additional 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. Capital funding from the City's own funds and developer contributions for major projects has been allocated through Chamberlain's approvals process, therefore much of the Delivery Plan is able to continue.

Corporate & Strategic Implications

27. 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.

28. Delivery of the Transport Strategy helps mitigate corporate risks CR20 – Road Safety, CR21 – Air Quality and CR30 – Climate Action.

29. Delivery of the Transport Strategy supports sustainable growth and the delivery of the City Corporation's Climate Action Strategy.

30. Delivery of the Transport Strategy supports delivery of the Outstanding Environments dimension of the Recovery Taskforce.

Conclusion

31. 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 Q2 2021/22
- Appendix 2: Transport for All's Equal Pavement Pledge
- Appendix 3: The case for 15mph in the Square Mile - June 2021

Background Papers

- [City of London Transport Strategy](#)
- [Transport Strategy: 2020/21 progress update and 2021/22 - 2023/24 Delivery Plan](#)
- [2021/22 Local Implementation Plan Funding](#) ([link to committee report](#) 20 July 2021 Planning & Transportation)

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