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| Committee(s) | Dated: |
| Planning and Transportation | 7 June 2022 |
| Subject: Transport Strategy: 2021/22 Progress Update and 2022/23 – 2024/25 Delivery Plan | 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 Environment | For Information |
| Report author: Samantha Tharme | |

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 supported by a three-year Delivery Plan. This provides details of projects to deliver the Strategy and has been updated for the period 2022/23– 2024/25.

This report summarises progress with delivering the Transport Strategy in 2021/22 and sets out the Delivery Plan for 2022/23– 2024/25. The quarterly update for the last quarter of 2021/22 is included alongside the Delivery Plan in Appendix 2.

Key progress in 2021/22 is summarised. This includes projects that help mitigate the departmental road safety risk (ENV-CO-TR 001) and support delivery of the Climate Action Strategy. Delivery of the Transport Strategy is progressing well, but the COVID-19 pandemic has delayed some projects as reported last year. Additionally, officer time was diverted to the COVID-19 response, delaying some activities. Progress on individual schemes and rescheduled delivery dates are reported in Appendix 2.

The City of London Transport Strategy includes a set of key targets. These are reported on a bi-annual basis. Traffic data was collected in Autumn 2021, although travel was still impacted by COVID-19.

The Delivery Plan for 2021/22 – 2024/25 is provided in Appendix 2. Funding from TfL was very limited during 2021/22 with most funding going to COVID-19 response measures. The TfL funding picture remains uncertain, however funding for much of the Delivery Plan, and in particular major projects, is from developer contributions and City Corporation capital allocations.

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 25 years, to 2044.
2. Section 1 of this report provides an update on progress in delivering the Transport Strategy in 2021/22.
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 2022/23. The updated 2022/23 – 2024/25 Delivery Plan is attached at Appendix 2; this incorporates a summary update of progress in Quarter 4 of 2021/22 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 TfL's financial position on availability of funding.

Section 1: Transport Strategy progress in 2021/22

6. This section summarises progress in delivering the Transport Strategy in 2021/22.
7. Key progress in 2021/22 includes:
 - All Change at Bank detailed design and options for public realm elements went to public consultation in May 2021. Statutory consultation on traffic orders for further traffic management measures took place at the end of 2021. The decision on these will be considered by the Streets & Walkways sub-committee in May.
 - Healthy Streets minor schemes at Fann Street and Brackley Street have been completed providing raised carriageway crossings. Accessibility improvements were also completed at Playhouse Yard and Mitre St/Creechurch Lane.
 - Work was finalised on the Bevis Marks experimental cycle lanes at the beginning of 2022.
 - Charterhouse school street restrictions were agreed and developed with the school and implemented on an experimental basis after the 2021 Easter break.
 - The City Corporation joined the London-wide hire e-scooter trial in June 2021. This trial will help us to better understand how e-scooters can be used safely in the Square Mile and inform future policy on and management of e-scooters.

- Modelling and option development of traffic management measures to remove the St Paul's gyratory system and Museum of London roundabout, in association with development opportunities in the area.
- Securing an operator for a last mile logistics hub at London Wall car park and progressing approvals for area fit out.
- Study completed by consultant (Bearing Point) to assess requirements and feasibility for consolidation, and refresh freight industry requirements for last mile delivery.
- Completing the development of the City of London Streets Accessibility Tool and training staff on its use.
- Transitioning remaining Covid-19 measures into the first phase of the Pedestrian Priority Programme using Experimental Traffic Orders.
- Commencing on the Healthy Streets Plans to identify traffic management and public realm options and opportunities for the Fleet Street and Temples and the Barbican and Golden Lane areas.
- Substantive completion of the first phases of the Moorgate Crossrail integration works, including walking improvements and surrounding public realm.
- Liverpool Street Crossrail integration Phase 1 substantially complete and remaining construction tasks and unspent funds transferred to Phase 2 for development in 2022.
- Globe View walkway construction programme and design was finalised ready for construction.
- Completing Barts Close public realm improvements.
- Substantially completing 150 Bishopsgate public realm improvements.
- Middlesex Street (Petticoat Lane Market) public realm and market enhancement works at the northern section of Middlesex Street are nearing completion. Design work for the central section has commenced.
- 40 trial cycle parking spaces have been converted to permanent cycle parking, 26 trial cycle parking spaces have been retained for further consideration. In addition, 80 new permanent cycle parking spaces have been added. Identification of new sites for dockless bays was completed in February 2022.
- During all of August and September the campaigns team ran a Lunchtime Streets programme in partnership with Cheapside BID and Fleet Street Quarter partnership. These ran in two locations on every Wednesday and Thursday, in Carter Lane and Cheapside, with musicians and promotions for cycling and walking. This included cycle roadshows with City of London Police.
- Alfresco dining was enabled in three streets, Widegate St, Artillery Lane and Mansion House Place, through working closely with the City's licensing team. This was to support the hospitality sector in the return to work period, while some pandemic restrictions remained in place.
- Cool Streets and Greening Programme delivered two small scale projects (Riverside planters and Vine St trees). Four larger projects have been designed in 2021/22 and are due to be implemented in 2022 (including Greening Cheapside and Bevis Marks SuDs).

Road Danger Reduction

8. Of the schemes listed above a number have a particular focus on road danger reduction and mitigating the departmental road safety risk (ENV-CO-TR 001), including:
- All Change at Bank.
 - Healthy Streets minor schemes
 - Bevis Marks experimental cycle lanes
 - Charterhouse school street.
9. Road danger reduction education and campaigns included:
- In 2021 more people took the opportunity for adult cycle training than in any previous years. 214 people completed adult cycle training sessions were delivered. Of these 118 were cargo bike training, and 96 standard bike training.
 - We have continued good partnership work with City of London Police on campaigns. This included enforcement and messaging around the e-scooter trial.
 - Despite COVID-19 restrictions, approximately 6 roadshows were carried out during the Summer and Autumn 2021 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 also had a good take up, with 104 registered as living in the City.

Table 1: Cycle Training and Security marking.

| Activity | 2021/22 |
|--|----------------|
| People completing cycle training (in person) | 214 |
| Pupils that received cycle training | 35 |
| Sign-ups to TfL's free online cycle skills course | 104 |
| Bike security marking by the City of London Police | 1055 |
| Exchanging Places by the City of London Police | |
| Numbers using NipNip's Dr Bike service | 210 |

10. We are in the process of drafting a revised Vision Zero action plan (to be published later this year). This work has included developing a Road Danger Reduction Collision Data Dashboard. This PowerBI dashboard contains collision and casualty data for the City, from the start of 2017, and has been used extensively to derive insight into the collision and casualty trends in the Square Mile.
11. The dashboard is essential in ensuring that the actions contained within the plan, and the strategic focus of the Corporation and partners' investment, is oriented towards the key priorities seen from the data. The dashboard shows that in 2020, there were 128 casualties in the City, of which 41 were serious.
12. Table 2 below shows the headline figures for fatal, serious and slight injuries in the City, including provisional figures for 2021, up to and including November. Significantly lower casualty figures for 2020, and 2021, are likely

to be the result of Covid-19 impacts on reduced traffic levels and the number of people using the City's streets. The focus of the Vision Zero plan will be on ensuring that as we see an increase in the number of people travelling around the City as Covid-19 restrictions are withdrawn, this is not correlated with a commensurate increase in fatal and serious injuries.

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 |
| *2021 | 1 | 29 | 89 | 119 |

**provisional data to end of Nov*

Travel data and trends

13. The most recent traffic survey was carried out in October 2021. Comparing the 2021 and 2019 counts (7am – 7pm) suggests that motor vehicles volumes were 17% below pre-pandemic levels, cycling 5% below and walking 54% below. Walking still accounted for almost two thirds of traffic counted (62%). Further details are provided Appendix 1.
14. Google Mobility data suggests that from less than a third of normal at the start of January, worker footfall in the City is back up to over two thirds of pre-pandemic levels (68%) as of mid-May.
15. Underground activity in the City across the week has risen from less than a quarter of normal in the first week of January to 66% of pre-pandemic levels in week beginning 16 May. Activity in the City last week was highest on Thursday, followed by Wednesday. Activity has nearly returned to normal on the weekends – with Sunday activity exceeding pre-pandemic levels as of last week.

Progress against Transport Strategy key targets

16. The City of London Transport Strategy includes a set of key targets. These are tracked and reported against every two years. KPI data up to 2021 is included in Table 3 and the next strategic data collection exercise to update Transport Strategy KPIs is planned for Autumn 2022. The most recently collected data (from October 2021) was significantly impacted by the pandemic and may not be indicative of longer-term trends.

Table 3 – Transport Strategy Key Targets summary and progress (including impacted 2021 COVID counts)

| KPI ID | Transport Strategy Key Targets | Units | 2017 Baseline | 2030 Target | 2044 Target | 2019 Progress | 2021 Progress |
|--------|--|-----------------------------------|---------------|-------------|-------------|-------------------------|---|
| TPR1 | Reduction in motor vehicle traffic | Motor vehicles | 185k | 139 (-25%) | 93k (-50%) | 173k (-7%) | 130k (-30%) |
| TPR2 | Number of people killed and seriously injured on our streets | Persons | 54 | <16 | 0 | 76* | n/a |
| TPR3 | Reduction in motorised freight vehicle volumes (24hrs) | Freight vehicles | 39k | 33k (-15%) | 27k (-30%) | 39k (0%) | 32k (-18%) |
| TPR4 | Reduction in motorised freight vehicles volumes (peak periods) | Freight vehicles | 18k | 9k (-50%) | 2k (-90%) | 18k (0%) | 11k (-13%) |
| TPR5 | People rating experience of walking in the City as pleasant | n/a | 10% | 35% | 75% | Surveys planned 2022 | - |
| TPR6 | Number of km of Pedestrian priority streets | Kilometres/percent of all streets | 25km/25% | 35km/35% | 55km/55% | +0.176km/26% (+1%) | +12km/12% (+50%) of pedestrian priority/pavement widening** |
| TPR7 | People rating experience of cycling in the City as pleasant | n/a | 4% | 35% | 75% | Surveys planned 2022 | - |
| TPR8 | Increase the number of people cycling | Cycles | 44k | 66k (+50%) | 88k (+100%) | 49k (+11%) | 44k (0%) |
| TPR9 | Proportion of zero emission capable vehicles entering the City | n/a | n/a | 90% | 100% | Baselining planned 2022 | - |

*2019 data for Personal Injury data: Changes to the data recording methodology used by the City of London Police since 2017 may explain the increase in serious injuries and corresponding reduction in slight injuries. The target remains unchanged.

**12 km of pedestrian priority/pavement widening- this includes those streets which had temporary schemes as a response to the pandemic and are retained in the current Pedestrian Priority Programme

City of London Air Quality Annual Status Report for 2021

17. 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 (NO₂). 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

18. NO₂ is measured using continuous analysers at two roadside sites (Walbrook Wharf, Beech Street) and one urban background site (The Aldgate School). Compared to 2020, 2021 saw a slight increase of 1 µg/m³ in NO₂ concentrations at the Aldgate School and Walbrook Wharf, and an increase of 2 µg/m³ at Beech Street. Out of the three monitoring locations, two are within the UK legal annual limit of 40 µg/m³: Beech Street (31 µg/m³) has remained within limit for a second year and Aldgate School (23 µg/m³) has now been within annual limit for 5 years consecutively. Walbrook Wharf continues to exceed annual objective at 46 µg/m³.

19. 2021 continued to see nearly all diffusion tube monitoring locations meet the annual objective of 40 µg/m³ or under. The five non-compliant sites measured an annual average of under 46 µg/m³. Compared to 2020, NO₂ levels had reduced at 35% of monitoring sites, remained the same at 26% sites and increased slightly at 39% sites.

20. For the second year running, there were no recordings of 1-hour periods experiencing concentrations of greater than 200 µg/m³ during 2021 at any of the continuous monitoring sites.

21. The 2021 annual NO₂ concentration at Beech Street increased by 2 µg/m³ compared to 2020. This is due to the combined impact of the traffic levels increasing in the COVID-19 pandemic recovery and the suspending of the Zero Emissions Street experiment in September 2021. Continuous roadside monitoring of NO₂ showed a sharp increase in NO₂ pollution at Beech Street from September to December, more so than the usual seasonal increase in winter months observed at Walbrook Wharf.

PM10 and PM2.5

22. PM₁₀ pollution levels are measured continuously at three sites: Beech Street, Upper Thames Street and The Aldgate School. The two roadside monitoring sites saw a reduction of 3-5 µg/m³ in PM₁₀ annual average pollution levels compared to 2020. The urban background site at The Aldgate School did not measure any difference in annual average pollution compared to 2020. Upper Thames Street remains the most polluted at 19 µg/m³, whilst Beech Street's level of PM₁₀ pollution has reduced to become comparable with background levels at the Aldgate School at 16 and 15 µg/m³ respectively.

23. For the fifth consecutive year, all sites have met the Government annual average air quality limit for PM₁₀ pollution (40 µg/m³) and the short-term

objective of not exceeding 50µg/m³ on more than 35 days in the year. For the first time, Walbrook Wharf has joined the other two sites to be under the World Health Organisation 2005 guidelines (20 µg/m³) for annual average concentration of PM₁₀.

24. PM_{2.5} 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 2021 there was a slight decrease in annual average concentration on PM_{2.5} at both monitoring sites. Both sites are well below the Government's annual average limit value (25 µg/m³) but remain just above World Health Organisation 2005 Guidelines (10 µg/m³) at 11.5 and 11 µg/m³ respectively.

Section 2: Transport Strategy Delivery Plan 2022/23- 2024/25

25. The updated 2022/23 to 2024/25 - 2024/25 Delivery Plan is attached at Appendix 2.
26. Overall, the delivery plan for the next three years is largely unchanged from the 2021/22 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 2021/22 are identified in grey.
27. Known changes to delivery dates, particularly those impacted by COVID-19, were recorded last year and have been rescheduled as necessary. TfL have awarded a limited amount of funding for minor schemes within the Healthy Streets/ programme. TfL's ability to award funding remains constrained by the impact of Covid-19 on its income streams. It remains uncertain how much will be available for the remainder of 2022/23.

Delivery Plan changes to programme or major new projects/activities

28. Notable changes are described below. Schemes completed at the end of Delivery Plan Period 2021/22 will be removed from future reporting.
29. Phase 3 Covid measures, parklets have been well received and decisions on which can and should be retained on a longer term basis will be necessary.
30. A number of schemes, programme and decisions are impacted by Bishopsgate traffic restrictions introduced by TfL, these include Leadenhall Street and some elements of Moorgate Crossrail integration.
31. The planned cycle network improvements have been retained on this revised programme however these are still subject to TfL funding decisions and some are on hold pending the outcome of the Bishopsgate TfL traffic management scheme. Further certainty on Bishopsgate is not expected until September 2022 at the earliest.
32. New projects include:

- a. Mark Lane transport improvements to facilitate and enhance pedestrian movement across the area.
- b. Widigate Street experimental timed closure to improve pedestrian comfort and amenity.
- c. A number of minor S106/S278 transport improvements around development sites in line with Transport Strategy.
- d. Salisbury Square public realm improvements
- e. A security project sponsored by a Developer and separate from the City's Public Realm Security Programme is being developed, this will also deliver street enhancements.

Corporate & Strategic Implications

33. 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 ENV-CO-TR 001– Road Safety and CR21 – Air Quality.
- Supports delivery of the City of London Climate Action Strategy.
- Supports delivery of Recovery Taskforce Outstanding Environment activities

34. Reduced funding will limit our ability to deliver some Transport Strategy projects and activities. To date we have not been successful in identifying or securing funding from other sources to mitigate the impact of the reduction in TfL funding. Details of the impacts will be set out in Transport Strategy quarterly reports. Further capital bids may be necessary and will go through the usual process.

Conclusion

35. 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: City Traffic Data 2021
- Appendix 2: 2022/23– 2024/25 Delivery Plan and Q4 2021/22 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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