

<b>Committee(s):</b> Streets and Walkways Sub-Committee	<b>Dated:</b> 08/11/22
<b>Subject:</b> Transport Strategy Review	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	1, 2, 9, 11, 12.
<b>Does this proposal require extra revenue and/or capital spending?</b>	Y
<b>If so, how much?</b>	£25,000
<b>What is the source of Funding?</b>	TfL LIP
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	Y
<b>Report of:</b> Juliemma McLoughlin, Executive Director Environment	For Decision
<b>Report author:</b> Samantha Tharme, Environment Department	

## Summary

The Transport Strategy was adopted in May 2019. We have committed to reviewing the Strategy every three years. In April 2021 this sub-committee approved the overall approach for the review.

The review timeline has been extended in order to allow patterns of movement into and around the City to become more settled post-pandemic, and to allow better alignment with the review of the City's Local Plan, which has moved its completion to a later date, with Public Consultation on Proposed Revisions now running December 2023 - February 2024. While the two documents need to be aligned continuing with and consulting on the Transport Strategy review ahead of the Local Plan timelines will not affect the alignment of transport and planning policy. We will still gain common understanding of emerging issues through joint engagement and will have a good understanding of current and future trends, including workforce projections and post pandemic travel patterns. The revised Transport Strategy will inform the development of Local Plan transport policies.

In April 2021 this Committee agreed that the Transport Strategy Vision, Aims and Outcomes are still considered to be relevant and that an update, rather than a wholesale revision, of the Transport Strategy is appropriate and that 2044 remains the end year for the Strategy.

This report updates on the progress to date and the engagement plan.

## **Recommendation(s)**

The Streets & Walkways Sub Committee are asked to:

- Approve the review (RAG) status of the proposals; noting that those marked 'Green – no change' are not anticipated to be amended unless evidence or views during engagement suggest a need to.
- Agree engagement plan at Appendix x.

## **Main Report**

### **Background**

1. The 25-year City of London Transport Strategy was adopted in May 2019. We committed to reviewing the Strategy every three years. This report updates on progress of the review. The completion of the review is now scheduled for Summer 2023, this further postponement due to extended restrictions on travel and work, continuing through the winter of 2021. It allows more time for travel and work and travel patterns to settle, and for engagement to take place in those more settled conditions.
2. In 2020, we undertook an initial review of evidence to identify issues for the Strategy review. This included 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. Some changes in travel and working patterns were anticipated, with work from home restrictions accelerating trends towards flexible and hybrid working.
3. This analysis, together with the Climate Action Strategy and recommendations of the Recovery Taskforce, indicated 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. It was agreed that an update of the Transport Strategy rather than a wholesale revision was appropriate, and that 2044 remains the end year for the Strategy.
4. Whilst there was an impact on travel over the winter of 2021 and further delay in return to work until spring 2022, we are now seeing a more stable pattern of work and travel. Total travel numbers are lower than pre-pandemic but we are seeing a substantial return to City offices now and expect that the City will continue to grow in the future.

### **Current Position**

### **Method of review.**

5. Streets & Walkways (October 2021) approved an overall approach that would test the assumption that our Aims, Objectives and Outcomes are still valid, and identify any changes to the Transport Strategy's 54 proposals through further analysis and engagement with stakeholders, including residents, workers and visitors.

6. Through analysis of external data, meetings with stakeholders (including TfL, neighbouring boroughs, and some interest groups) and awareness of emerging trends and issues we have identified which proposals are expected to need a major change, and which are likely to only require a minor context update or timeline revision. Engagement through focus groups, meetings and workshops, during October and November allow more detailed discussion and may identify additional issues, opportunities and changes.
7. The exercise to date has produced an initial sift of the 54 proposals identifying those that need amending. We have noted that 14 of those will need significant change (Red), 21 likely to only require minor amendments (Amber), and 19 where no change is expected (Green). The list of all proposals is in Appendix 1 with identified change status.
8. New proposals may also be required and we have already identified the need for an additional overarching proposal on processes to ensure we deliver fairer and more inclusive street environments.
9. The key issues and themes of potential changes are summarised by outcome below. One of the outcomes - More people choose to cycle – and associated proposals will need to change to reflect the increasing use of e-scooters.
10. A further update report will come to Streets & Walkways in March 2023 and all recommended changes will be submitted to Planning & Transportation in May 2023 for approval to consult.

## **Key Issues**

### Overarching proposals

11. Proposal 1 of the Transport Strategy is an overarching proposal to embed the Healthy Streets Approach in transport planning and delivery. It is proposed to add an additional overarching proposal on embedding processes to ensure transport and public realm planning and projects create streets and spaces that are fairer and more inclusive. While fairness and inclusion are captured within the Healthy Streets Approach a separate proposal will allow us to set out specific principles and processes, such as applying Equalities Impact Assessments and ensuring representative engagement and consultation. As with Healthy Streets all remaining proposals will contribute to the delivery of this proposal.

### The Square Mile's streets are great places to walk and spend time

12. Walking remains by far the main way that people travel within the Square Mile and proposals to give more space and priority to people walking are unlikely to require significant change. Some minor changes might be necessary to ensure best alignment with Destination City and the Climate Action Strategy. This includes potentially expanding or accelerating proposals relating to the activation of streets and public spaces, the desire for more outside hospitality space and for more greenery, including for climate resilience.

### The Square Mile is accessible to all

13. Proposal 16, the commitment to set a Streets Accessibility Standard has been completed with the development of the Street Accessibility Tool. Use of this is now embedded in our design processes and has been shared with designers and other third parties for use in the City and elsewhere. A new proposal is necessary now to set measures and targets to make all streets accessible.

#### Street space is used more efficiently and effectively

14. Targets for traffic reduction and more efficient use of street space will be reviewed in the context of the Climate Action Strategy target for net zero carbon by 2040, which were adopted after the Transport Strategy was completed. Patterns of travel may have been impacted medium to long term by the pandemic and we will review whether this has an impact on our targets. Our proposals will need to reflect changes in the options available for reducing traffic on our streets including Transport for London's (TfL) exploration of next generation of road user charging.

#### Delivery and servicing needs are met more efficiently, and impacts are minimised

15. While the overall approach to reduce, retime and remode freight and servicing has not changed, developments over the last few years suggest that we may need to take a less active role in facilitating consolidation services. This is in part due to planning requirements for consolidation are also helping create a viable market for services. The need to facilitate last mile logistics remains, but the approach needs to be reviewed in light of the challenge of finding suitable sites within the Square Mile for delivery. There are also new opportunities to collaborate with the BIDs of freight and servicing initiatives.

#### People using our street are safe and feel safe

16. Delivery of Vision Zero remains the core focus for creating a safer environment and reduce deaths and serious injuries on the City's streets. We have recently reviewed our progress against targets to give a better view on where actions need to be prioritised using the Safe Systems approach. This will include looking at our programme of junction improvements and our commitment to lower speed limits. Partnership working with the City Police remains important and joint commitments will be developed.

17. Proposal 24 committed to improving quality and functionality of street lighting, all street lighting has been updated and protocols around how this can be used to support personal safety and crime reduction are being developed with the City Police.

#### More people choose to cycle in the city

18. There is a need to broaden this outcome to reflect the fact that 'micro-mobility', such as dockless bikes and e-scooters are now an established part of London's transport mix. Proposals will need to consider the increased use of these new modes of travel and how best to ensuring use is safe and the impact on other street users, including people walking, is well managed.

19. Cycling has potentially become a more important part of the transport network across all of London, since the pandemic and the network through the City is critical to support cross London trips as well. A review of our cycle network priorities is recommended. Similarly targets around delivery of cycle parking should be updated and a plan produced.

#### The Square Mile's air and streets are cleaner and quieter

20. There is still a requirement to improve air quality in the Square Mile to meet national targets. Through our work on Zero Emission restrictions we have understood some practical issues around delivering local Zero Emission Zones, so we recommend to review this commitment and propose new effective measures. We also need to review in the context of TfL's own proposal for a wider central London zone, originally proposed for 2025.

21. The infrastructure to support the uptake of Electric Vehicles is still required and should be reviewed to ensure we are responding to targets and the emerging profile of EV uptake. Work with TfL, neighbour boroughs and industry is ongoing to help inform this. This will also be reviewed to ensure we are supporting targets for net zero within the Climate Action Strategy for this work stream.

#### Our street network is resilient to changing circumstances

22. The Climate Action Strategy and associated targets have been approved since the writing of the Transport Strategy. Proposals relating to climate resilience and extreme weather need reviewing to ensure alignment between the two strategies. This includes proposals to reduce rainwater run-off with SUDs, make the street network resilient to severe weather events and add more greenery into the City's streets and public spaces.

#### Emerging transport technologies benefit the Square Mile

23. We need to review the proposed approach to supporting and promoting new technologies that support wider delivery of the Transport Strategy. We have not been able to progress the Future Transport programme and advisory board as originally envisaged.

#### The Square Mile benefits from better transport connections

24. Proposals relating to local, national and international transport connections need to be reviewed to ensure alignment with the Climate Action Strategy. The CAS has identified more clearly where carbon emissions are produced and therefore where we can be acting to deliver net zero carbon for transport.

25. The operating environment for TfL has been impacted by the pandemic therefore we need to review proposals relating to TfL bus services and support for the Mayor of London in retaining locally generated taxation

## **Engagement Plan.**

26. The Engagement Plan is provided in Appendix 2 to this report. The Engagement Plan has been developed to ensure that stakeholder engagement for the Transport Strategy Review is aligned with the timescales, methods, and audiences of the City Plan Review 2040. Opportunities to work together on public engagement will be taken wherever possible, to minimise meetings and mitigate consultation fatigue.
27. Our approach is to proactively engage to ensure that the review is informed by a wide range of stakeholders, including the public, to produce proposals that recognise the needs of City workers, residents, businesses, students and visitors. We aim to build support for the Transport Strategy by setting out the challenges for transport in the City and involving stakeholders in the development of solutions to these challenges.
28. The engagement plan includes:
  - Updates for Members of the Planning and Transportation Committee, and Streets and Walkways Committee, and drop in sessions for all Members;
  - Focus groups to bring together specific groups of stakeholders, some of whom may be underrepresented in the wider survey (equality and diversity networks); representatives from business in the City including BIDs, and young people;
  - Focus groups for residents;
  - Online consultation tool will be used to engage the wider public.
  - Presentations and workshops with stakeholder groups;
  - Engagement events, complemented by drop-in sessions, jointly with the City Plan team, to allow residents and workers to discuss transport issues directly with officers.

## **Data Collection.**

29. A significant amount of data has been collected over the summer to inform the Strategy Review and the Traffic Order Review. This includes traffic counts of walking, cycling and motor vehicles. Traffic counts are comparable with previous years and enable pre and post-pandemic comparisons. Data provided by TfL on London Underground volumes in the City over the late summer and early autumn suggests weekday commuting patterns have stabilised around 65-70% of pre-pandemic travel with Thursdays the busiest day for travel to the City. Weekend travel levels over the same period have returned to pre-pandemic levels and data suggests weekend travel rates in October are now slightly exceeding pre-pandemic levels.
30. Employment forecasts and Residential requirement forecasts set the broader context for both the City's Local Plan and the Transport Strategy and still set a context of growth over the Plan and Strategy period

## **Monitoring and performance indicators.**

31. The adopted Transport Strategy included 8 key targets, and a number of other performance indicators (see table x appendix 3). These will be reviewed to ensure they are still appropriate and relevant and align with other corporate strategies and priorities, including Climate Action and Destination City.

## **Corporate & Strategic Implications**

### Strategic implications

32. 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.

33. Delivery of the Transport Strategy also helps mitigate corporate risk CR21 – Air Quality and departmental risk ENV-CO-TR 001 – Road Safety.

34. The strategy review will ensure that overlap with other areas of work is identified and addressed. These include Joint Health and Wellbeing, Safer City Partnership, Air Quality, Noise, and Lighting.

35. The Strategy review will also consider how best to support Destination City programme and the City's ongoing recovery.

36. The Transport Strategy is required to demonstrate how it supports the Mayor's Transport Strategy (MTS), which is done through submission of the Local Implementation Plan (LIP). The outcomes of the Transport Strategy are on the whole in line with the MTS.

### Financial implications

37. A costed 5-year Delivery Plan will be provided alongside the updated Transport Strategy. This will be updated annually and reported to the Planning & Transport Committee for approval.

38. Data collection, engagement and consultation costs associated with the review will be funded through local risk budget and TfL - LIP funding.

### Resource implications

39. Staff resource is required to undertake the review. The Strategic Transport Team is in place to undertake this work and will liaise with other teams as appropriate.

### Equalities implications

40. A full Integrated Impact assessment including Equalities Impact Assessment was undertaken for the development of the Transport Strategy. We have programmed an EQIA at early stages of the Strategy review to inform any high priorities that need addressing.

### Climate implications

41. Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use and a switch away from fossil fuel vehicles and to climate resilience. The review will consider changes required to support the delivery of the adopted Climate Action Strategy.

### Security implications

42. As the Transport Strategy is relevant to the management of public space and the transport network, security implications are relevant at a detailed level and inform decision making at a scheme level.

## **Conclusion**

43. Work has commenced on the Transport Strategy review with the aim of consulting on proposed changes in June and July 2023. Engagement work has been planned in parallel with the Local Plan team to manage joint working and issues where appropriate.

44. An initial sift of issues and impacts likely to affect the proposals has been undertaken and will inform upcoming engagement. Proposals marked as Green in Appendix 1 are not expected to require changes unless emerging views or evidence change this during review and engagement.

45. An update report will come to Streets & Walkways in March 2023, and a report to Planning & Transportation is programmed for May 2023 which will set out the recommended changes to the Transport Strategy and seek permission to consult on those changes during Summer 2023.

## **Appendices**

- Appendix 1 - Transport Strategy Vision, Aims and Outcomes and Performance Indicators.
- Appendix 2 – Transport Strategy Review proposals change status
- Appendix 3 – Transport Strategy Review Engagement Plan
- Appendix 4 – Review Programme

## **Background Papers**

[City of London Transport Strategy  
Streets & Walkways Sub-Committee 29 April 2021 – Transport Strategy Review  
2021.](#)

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