

Committee(s): Planning and Transportation Committee	Dated: 03/10/23
Subject: Transport Strategy Review	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 2, 3, 4, 5, 8, 9, 11,12
Does this proposal require extra revenue and/or capital spending?	Y
If so, how much?	£50,000
What is the source of Funding?	TfL LIP
Has this Funding Source been agreed with the Chamberlain's Department?	Y
Report of: Interim Executive Director Environment	For Decision
Report author: Samantha Tharme, Environment Department	

Summary

The Transport Strategy was adopted in May 2019 and was scheduled to be reviewed every three years. The current review period has been extended to Spring 2024, in part due to the impacts of the Covid-19 pandemic and to allow it to better align with the review of the City Plan.

In April 2021, the Streets and Walkways Sub Committee agreed in April 2021 that the Transport Strategy Vision, Aims and Outcomes are still considered relevant and fit for purpose and that an update, rather than a wholesale revision of the Transport Strategy is appropriate.

The most significant proposed changes to proposals were presented to the Streets & Walkways Sub-Committee in May 2023. All proposals have now been reviewed and revised where necessary (Appendix 5). Subject to approval, these proposed changes, along with the proposed approach to managing traffic movement and access (Appendix 7) will be consulted on over eight weeks between mid-October to mid-December. The most significant changes include:

- Revising the vision to include an explicit reference to creating a more inclusive Square Mile.
- A new proposal setting out our approach to embedding inclusion in transport planning and delivery.
- Revising the walking outcome and proposals to include a reference to 'wheel' and 'wheeling' to specifically acknowledges the use of pavements and other pedestrian spaces by people who use wheelchairs, mobility scooters and other wheeled mobility aids.
- Continuing our support for the introduction of next generation road user charging and removing the commitment to develop City specific charging.

- Updating our accessibility proposal to reflect the fact that the City of London Street Accessibility Tool has been developed and is being applied to projects.
- Removing the commitment to introduce a City-wide 15mph speed limit and updating our list of priority locations for Safer Streets investment.
- Rationalising and revising the cycling outcome and proposals and expanding these to include e-scooters and other forms of 'micro-mobility'.
- Revising our approach to zero emission based restrictions, including removing the commitment to introduce local zero emission zones.
- Updating freight related proposals to reflect developments in recent years, including removing the commitment to provide a consolidation centre given the availability of commercial consolidation services.
- Updating targets and key performance indicators to ensure they are still appropriate and relevant and align with other corporate strategies and priorities, including Climate Action and Destination City.

The review has been informed by a comprehensive programme of engagement with stakeholders, including focus groups and one to one discussion. This included collaborative working with the City Plan team to ensure that the Transport Strategy and City Plan support delivery of each other's aims and ambitions. Key themes emerging from this engagement include:

- Support for accessibility improvements and an inclusive approach to transport policy and projects.
- Support for more natural, open spaces and public realm, in addition to increasing climate resilience on our streets
- Support for an improved walking and wheeling environment including wider pavements, priority at crossings for people walking and wheeling, better wayfinding, improved accessibility and continuous pavements that prioritise people walking and wheeling, including children
- Support for maintaining access for essential traffic to the Square Mile for deliveries, accessibility, and personal safety.

Analysis of recent and long-term trends in transport in the City has also informed the review. A summary of this data is provided in Appendix 4. Key findings from the November 2022 traffic surveys include:

- Motor vehicles counted have decreased by a 20% from 2019 pre-pandemic levels
- The number of people cycling has increased a 2% from 2019 pre-pandemic levels
- The number of people walking and wheeling decreased by 35% from 2019 pre-pandemic levels
- The number of motor vehicles counted has decreased nearly two-thirds since 1999. In contrast the number of cycles counted has increased nearly four-fold since 1999.
- Evening footfall levels since the pandemic have increased more than daytime footfall. Overall, pedestrian count data suggests that a greater proportion of walking and wheeling now occurs outside of peak periods.

Recommendation(s)

Members of the Planning and Transportation Committee are asked to:

- Approve the draft changes to the Transport Strategy for public consultation (Appendix 5).
- Note that the following documents will be published alongside the consultation:
 - Summary of progress on delivery of the Transport Strategy (Appendix 3)
 - Transport in the City - data summary (Appendix 4)
 - Transport Strategy Map Pack - recommended revisions to figures and maps - September 2023 (Appendix 6)
 - Transport Strategy review Equalities Impact Assessment (EqIA) (Appendix 8)
- Approve the Proposed approach to managing traffic movement and access for consultation (Appendix 7)
- Note the approach to stakeholder engagement to inform the review of the Transport Strategy (Appendix 2).

Main Report

Background

1. The 25-year City of London Transport Strategy was adopted unanimously by the Court of Common Council in May 2019. The Strategy included a commitment to undertake a review every three years. This report updates on progress with the review and seeks approval for consultation on the proposed changes to the Transport Strategy.
2. The review is now scheduled to be completed in May 2024 when the revised Transport Strategy is expected to be adopted and published. The timetable has been extended due to pandemic related restrictions on travel and work that continued into early 2022. The extension also allows the Transport Strategy review to align with, inform and be informed by the ongoing development of the City Plan.
3. The extended review period has allowed for stakeholder engagement to be carried out under more settled post-pandemic travel patterns and working arrangements.
4. Following a review of evidence and scenario testing the Streets and Walkways Sub Committee agreed in April 2021 that the Transport Strategy Vision, Aims and Outcomes are still considered relevant and fit for purpose 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.
5. In November 2022, the Streets & Walkways Sub Committee approved the overall approach for reviewing the 54 proposals in the current Transport Strategy.

6. Each proposal was given a RAG status, with 18 proposals identified as requiring major change (categorised as Red). 23 are likely to only require minor amendments (categorised as Amber), and 13 are expected to not require any (categorised as Green). A summary list of Transport Strategy proposals and the extent of change required is included in Appendix 1.
7. In May 2023, the Streets & Walkways Sub Committee noted the stakeholder engagement completed so far and approved the draft RAG status allocated to each of the 54 proposals.
8. The Corporate Plan is being developed and is expected to be adopted in April 2024. The proposed changes align with the emerging Corporate Plan. Details of how the Transport Strategy supports delivery of the Corporate Plan will be included in the introduction to the final version of the Transport Strategy when it is proposed for adoption in Spring 2024.
9. Work with the Destination City team is on-going to ensure our Transport Strategy supports and helps deliver the aims and ambitions of this initiative, by helping to make the Square Mile a more inviting and attractive place to visit and spend time.

Stakeholder engagement

10. In the period following the November Streets & Walkways Committee, we undertook a comprehensive programme of engagement with stakeholders.
11. Three focus groups were held during November 2022, structured by the following groups:
 - Young and early career network representatives
 - Professional and workplace diversity and disability network representatives
 - Representatives from City businesses
12. Topic discussions included existing challenges to travelling around the Square Mile, safety, attractiveness, accessibility and inclusivity, and opportunities to improve travelling in the City.
13. In late November and December 2022, a public survey of workers, residents, students, and visitors was undertaken to understand perceptions on transport and the public realm. It contained wide ranging questions about participants' current travel patterns and perceptions of transport in the Square Mile.
14. Following the May 2023 meeting of the Streets & Walkways Sub Committee, we continued to undertake a wide-ranging programme of engagement with stakeholders. An updated Engagement Plan is provided in Appendix 2 This includes details of the feedback received to date. The key themes emerging from the engagement are summarised in Paragraph 18.
15. One-to-one meetings with stakeholders have included Bridge House Estate, London Councils, the London Fire Brigade, Transport for London and the Motorcycle Action Group. We have also engaged the with City of

London Police through our established partnership meetings. This has included discussion on all issues feeding into the Strategy review, particularly focussing on matters around road danger reduction.

16. During May and June, the City Plan and Transport Strategy were informed by a series of focus groups that sought ideas and input by theme and geographic area of the City. These included detailed engagement with residents on the future of transport in the Square Mile.
17. Five area-based workshops, structured by the Key Areas of Change as defined in the City Plan, have helped inform planning and transport policy, whilst thematic groups, including sustainability, health, wellbeing and inclusion secured input relating to those topics.
18. The following key themes emerged from the workshops and events held over the last 9-12 months (including those recently held with the City Plan team):
 - a. Support for accessibility improvements and an inclusive approach to transport policy and projects. Recommendations included:
 - engaging with diverse communities
 - ensuring all the Transport Strategy proposals support equality, diversity and inclusion
 - ensuring street closures or access restrictions consider the needs of disabled people and others reliant on motorised transport
 - b. Support for more natural, open spaces and public realm, in addition to increasing climate resilience on our streets
 - c. Support for an improved walking and wheeling environment including wider pavements, priority at crossings for people walking and wheeling, better wayfinding, improved accessibility and continuous pavements that prioritise people walking and wheeling, including children
 - d. Support for maintaining access for essential traffic to the Square Mile for deliveries, accessibility, and personal safety.
19. This engagement has helped to provide further feedback on Transport Strategy outcomes and proposals in advance of the consultation on the proposed changes and has also helped to identify and highlight synergies between the Transport Strategy and City Plan.

Progress on delivery of the Transport Strategy

20. Included in Appendix 3 is a summary of the key progress to date in delivering the Transport Strategy. The document is structured by the outcomes contained in the Strategy, with key programmes and initiatives included under the main outcome that they help to deliver.
21. This summary will be published as a supporting document alongside the consultation on the Changes to Transport Strategy proposals document.
22. Progress is also reported on an annual basis. A link to the 2022/23 Annual Report is provided in [Background Papers](#).

Transport in the City - Data summary

23. A data summary will also be published in support of the consultation. This is provided in Appendix 4 and key findings are summarised below.
24. The City of London Corporation has conducted a City-wide traffic survey roughly every two years during the autumn since 1999. This allows us to monitor traffic trends over time. Data is collected on all of the key modes of travel in the City, including people walking and wheeling, cycling and using e-scooters.
25. The most recent traffic survey, conducted on 23 November 2022, found that over the 24-hour count period across 30 sites a total of:
 - 299,500 motor vehicles were counted, a 20% decrease from 2019 pre-pandemic levels
 - 88,800 people cycling were counted, a 2% increase from 2019 pre-pandemic levels
 - 670,100 people walking were counted, a 35% decrease from 2019 pre-pandemic levels
26. The number of motor vehicles counted has decreased nearly two-thirds since 1999. Most of the decrease in volumes has been observed during or immediately after significant changes or events in the City of London or the global economy, including the introduction of the Congestion Charge in 2003, the Global Recession in 2008-09 and most recently the Covid-19 Pandemic in 2020-22.
27. In contrast the number of cycles counted has increased nearly four-fold since 1999. Most of this increase took place between 1999 and 2012.
28. Evening footfall levels since the pandemic have increased more than daytime footfall and is at approximately two-thirds of pre-pandemic levels. Overall, pedestrian count data suggests that a greater proportion of walking and wheeling now occurs outside of peak periods.
29. Data relating to collisions and casualties on the streets of the Square Mile is published by TfL each June for the previous calendar year. 2022 figures show a significant increase in the number of serious injuries with a total of 59, compared to 2021 and 2020 with 40 each.
30. The data summary also includes a summary of progress against the Transport Strategy's key performance indicators.
 - a) Reduction in motor vehicle volumes – the number of motor vehicles counted over a 24-hour period has decreased 26% since 2017, exceeding our 2030 target of a 25% reduction
 - b) Reduction in freight vehicle volumes – the number of freight vehicles counted over a 24-hour period has decreased 14% since 2017, nearly meeting our 2030 target of a 15% reduction
 - c) Peak-time reduction in freight vehicle volumes – the number of freight vehicles counted during the morning and evening peak periods has

decreased 11%, which is not on-track for meeting our 2030 target of a 50% reduction

- d) Increase in cycling volumes – the number of cycles counted over a 24-hour period has increased 7% since 2017, which is not on-track for meeting our 2030 target of a 50% increase.

Proposed changes to the Transport Strategy

31. The proposed changes to the Transport Strategy are provided in Appendix 5. These are shown as tracked changes alongside a summary of the key changes and the context for that change. Subject to approval this document will provide the content for the public consultation.
32. Alongside the Changes to Transport Strategy proposals document, we will publish a map pack which includes updated versions of the maps and figures. This is available in Appendix 6.
33. The most significant changes to Transport Strategy proposals are summarised below.

Revised vision

34. We are suggesting an update to the Transport Strategy vision in response to the stakeholder feedback on the need to be more explicit in our approach to inclusion (new text highlighted in bold):

*'Streets that inspire and delight, world-class connections and a Square Mile that is **inclusive and accessible to all**'.*

New proposal - Embed an inclusive approach to transport planning and delivery

35. Alongside the current overarching proposal to embed the Healthy Streets Approach (Proposal 1) we propose a new overarching proposal that sets out how we will ensure we take an inclusive approach to the activities and projects required to deliver the Transport Strategy.
36. The draft proposal makes clear the City of London Corporation's commitment to diversity and inclusion in transport. It sets out our approach to considering all protected characteristics and socio-economic impacts when planning and making changes to our streets. It outlines our processes for inclusive engagement and consultation and for assessing benefits and disbenefits, for example through equality impact assessments (EqIAs).
37. The proposal will support and align with equality, diversity and inclusion objectives that the City Corporation adopts following the consultation on its draft Equality Objectives.
38. As with the Healthy Streets Approach, all proposals in the Transport Strategy should contribute to creating inclusive streets and transport. We will continue to have a specific outcome and proposals on improving physical accessibility. This will ensure we maintain a focus on removing physical barriers to travel in the City.

Revised outcome and proposals – The Square Mile's streets are great places to walk and spend time.

39. While there are no major changes required to the proposals under this outcome it is proposed to change the outcome wording to (new text highlighted in bold):

*The Square Mile's streets are great places to walk, **wheel** and spend time.*

40. Individual proposals have been updated accordingly to reflect this new wording.

41. The addition of 'wheel' and 'wheeling' specifically acknowledges the use of pavements and other pedestrian spaces by people who use wheelchairs, mobility scooters and other wheeled mobility aids. This recommendation comes from research carried out by groups that represent people who used these mobility aids and is more inclusive language. Active Travel England (DfT) have adopted this wording which is also beginning to be used across the transport sector.

42. We have included wording to avoid confusion relating to 'wheeling' and to make clear this term does not include for cycling or use of e-scooters.

Revised Proposal 11: Take a proactive approach to reducing motor traffic

43. Our ambition to reduce levels of traffic in the City is unchanged, and motor traffic reduction remains key to the achievement of other objectives for the Transport Strategy, including achieving Vision Zero, and the Climate Action Strategy. However, we have updated this proposal to reflect the broader context of traffic demand management across London.

44. We previously stated that we would consider developing a local road user charging system if there was no commitment from the Mayor of London to develop a London-wide next generation road user charging scheme.

45. Given the current Mayor's commitment to exploring road user charging we have now reframed our emphasis to work with TfL on developing a system that works to reduce motor traffic, to meet local and wider objectives of traffic reduction.

Deleted Proposal 15: Support and champion the 'Turning the Corner' campaign

46. Progress has been made towards the achievement of the 'Turning the Corner' campaign as the principles were incorporated into the revised Highway Code in January 2022. Motor vehicles are now required to give way to people walking and cycling when turning left into a side road and a national communications and awareness campaign ran in early 2022 to promote these changes.

47. The emphasis will now be on further communication and behavioural campaigns to raise awareness and embed the change in motorists' behaviour. Commitment to deliver these campaigns is included within Proposal 20 as part of Vision Zero and this proposal has been deleted.

Revised Proposal 16: Develop and apply the City of London Street Accessibility Standard

48. We have developed and are applying the City of London Street Accessibility Tool (CoLSAT) and therefore propose to change this proposal to:

Make our streets accessible through ongoing improvements and by applying the City of London Street Accessibility Tool.

49. Alongside improvements delivered through projects, the proposal has also been updated to include a dedicated programme of smaller scale improvements, informed by street assessments using CoLSAT to direct and prioritise action.
50. We commit to continuing to develop and improve the CoLSAT as appropriate, to ensure that it continues to reflect the diverse needs of disabled people, reflects any changes in legislation or guidance and continues to drive improvements in quality and performance.

Revised Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

51. The commitment to deliver a City-wide mandatory 15mph speed limit has been removed from the proposal, due to the application to the Department for Transport being turned down. Action to ensure street users travel at a safe speed continues to be referenced as an action under this proposal.
52. The proposal references the upcoming publication of the Vision Zero action plan and has been revised to align with this, including updated interim targets for the reduction of fatal and serious injuries. Revisions include an updated list of priority locations for Safe Streets intervention based on the latest collision and casualty data analysis. A section on Post Collision Response has also been added.

Revised Proposal 23: Improve the quality and functionality of street lighting

53. Following the adoption of the Street Lighting Strategy and upgrade of the City's street lighting we have changed this proposal to:

Operate street lighting in accordance with the Lighting Strategy

54. The revised proposal ensures recommendations from the Lighting Strategy are incorporated where they relate to the public realm and employing lighting to help promote accessibility, inclusion, safety and diversity, whilst supporting and promoting walking, cycling and the use of public transport.

Revised outcome and proposals - More people choose to cycle in the City

55. The cycling outcome and associated proposals have undergone significant change.
56. The focus of this outcome has expanded to include scooters, electric scooters and other forms of micromobility and is now worded:
Improve the experience of riding cycles and scooters in the City
57. The outcome was previously made up of five separate proposals, all of which have been revised as part of the review. They are now consolidated into three new proposals to:
 - Improve the experience of riding cycles and scooters and prepare for future forms of 'micromobility'.

The proposal text has been changed to include scooters and other forms of micromobility, with an emerging definition of micromobility included in the outcome introduction.

- Increase the amount, variety and quality of cycle and scooter parking and facilities in the City

The proposal reference to a Parking Delivery Plan expanded to a Parking Improvement Plan, to incorporate dockless space and adapted/cargo cycle/scooter space and rental e-scooters

- Support and celebrate micromobility in the City

This new proposal includes a commitment to continue to promote and celebrate cycling and micromobility in partnership, through activities such as conferences and festivals.

58. The inclusion of e-scooters is in anticipation of legislation to allow the use of e-scooters on the public highway. The outcome and constituent proposals define 'micromobility' based on emerging new forms of travel and DfT regulations for permitted vehicles on the public highway. The above proposals would only apply to e-scooters and other forms of micromobility that are legally allowed to use the public highway and are categorised in a similar way as electric cycles currently are in terms of power and speed.

Revised Proposal 29: Support and champion a central London Zero Emission Zone

59. This proposal has been updated in light of the success of the Ultra Low Emission Zone (ULEZ) and increasing uptake of zero emission vehicles in reducing levels of NOx and NO2.

60. The proposal title has been revised from 'Support and champion a central London Zero Emission Zone' to 'Support and deliver air quality improvements' to reflect the change in approach.

61. While we continue to support the introduction of further emissions-based charging as part of a future road user charging, we have removed reference to seeking the introduction of a zero-emission zone (ZEZ) covering central London within the next Mayoral term, given the indication by the Mayor of London and TfL that the Mayor no longer intends to implement one.

62. We are committed to using local emission-based restrictions on City streets to target particular hotspots of poor air quality. However, we have removed the commitment to local Zero Emissions Zone (ZEZ) covering parts of the City of London. The difficulty of implementing ZEZs that rely on penalty charge notices means that a different approach is required.

Revised Proposal 38: Reduce the number of freight vehicles in the Square Mile

63. Reducing the number of freight vehicles in the City remains a key commitment and is central to the achievement of other outcomes, including Vision Zero, clean and quiet streets and efficient use of street space.

64. This proposal has been revised to remove the commitment to provide a consolidation centre. This is no longer considered necessary given the increasing availability of commercial consolidation services.
65. The emphasis of the proposal has shifted to greater use of the planning process to require consolidation in new developments while encouraging existing buildings to use consolidation in partnership with the Business Improvement Districts (BIDs).
66. The proposal also includes reference to promoting the role of rail to facilitate incoming freight to the City, in light of Network Rail's Rail Freight Strategy.

Revised Proposal 42: Make the street network more resilient to severe weather events

67. The publication of the Climate Action Strategy in 2020 has provided more defined actions to improve the resilience of the street network to severe weather events. The proposal has been updated to reflect these.
68. We have also committed to introduce more Sustainable Drainage Systems (SuDS) and rain gardens on streets and public spaces, as well as an enhanced commitment to tree planting to provide shade and reduce street temperatures.

Revised Proposal 43: Establish a Future Transport Programme

69. It has not been possible to deliver this proposal as originally envisaged.
70. Due to the long term nature of the Transport Strategy, the proposal will continue to act as a 'catch-all' commitment to harness new technologies and opportunities to help achieve the outcomes and proposals in the strategy.
71. We have removed the commitment to a future action plan and programme and reduced the commitment to lead on future technology, we will continue to support and take up opportunities.
72. The new emphasis will be to engage with relevant partners to support, enable, facilitate and deliver transport innovation and technology

Deleted Proposal 44: Establish a Future Transport Advisory Board

73. The definition and management of an Advisory Board is no longer considered necessary to deliver proposal 43 and this proposal has been removed.

Deleted Proposal 52: Use temporary interventions and trials to accelerate the pace of delivery

74. This proposal has been deleted.
75. Temporary interventions, while helpful in testing their success and impacts, are, in many cases, no longer considered cost effective due to the challenges of utilities and drainage and the need to either remove them should the temporary intervention not be made permanent or replace them when they are made permanent.

76. Trials and experiments are still valuable and when the use case and legal argument for such are clear, we will use them. This has been incorporated into Proposal 7 - Provide more public space and deliver world-class public realm.

Revised Proposal 53 – Improve our monitoring of transport in the Square Mile

77. Proposal 53 reconsiders the approach that we take to monitoring and targeting improvements in transport in the City.
78. The 2019 Transport Strategy included 8 key targets, and a number of other performance indicators. These have been reviewed to ensure they are still appropriate and relevant and align with other corporate strategies and priorities, including Climate Action and Destination City.
79. We have incorporated an additional focus in our data collection relating to perceptions of street accessibility for those people impacted by accessibility.
80. A new measure to capture carbon savings associated with traffic reduction and the switch to EVs is also incorporated.

Proposed approach to managing traffic movement and access

81. Members will be aware that the finite amount of street space in the City and the constrained nature of our street network means that we must make trade-offs between different street users when allocating space. These trade-offs will inevitably mean that many changes to our streets will disadvantage some users while benefiting others.
82. Alongside the consultation on the changes to the Transport Strategy we are also intending to consult on text summarising our approach to managing traffic movement and access. This is provided in Appendix 7 and was considered by the Streets & Walkways Sub Committee in May 2023.
83. This will allow people to easily see how we consider and prioritise different modes of transport when developing projects and policies and how delivering the Transport Strategy might affect them. The approach to managing traffic movement and access will then be included as explanatory text in the updated Transport Strategy.
84. The proposed approach makes clear our commitment to putting the needs of people walking first when considering changes to our streets, reflecting the current Transport Strategy and the proposed changes. It also reflects the definition of essential traffic as walking, cycling, buses, freight and servicing trips with a destination in the City and private and shared vehicles used by people with particular access needs.

Consultation on the proposed changes to the Transport Strategy

85. Subject to approval, we intend to consult between mid-October 2023 and mid-December 2023, over a period of approximately eight weeks. The consultation will be managed using the Commonplace platform, which has

been used for recent project consultations and for the City Plan engagement.

86. The consultation will be on the proposed changes to the Transport Strategy which will be presented in a similar style to Appendix 5, with key changes, context for change and marked up revisions. Supporting documents will also be available on the consultation website.
87. Following the incorporation of any requested edits by the Committee, the consultation material highlighted above will be uploaded to the Commonplace platform and a supporting social media campaign will raise awareness of the consultation.
88. We will hold drop-in sessions at City Corporation buildings, including libraries, and will promote the consultation through City and stakeholder networks such as City Belonging and resident and BID newsletters.
89. We also plan to hold a follow-up stakeholder roundtable workshop, inviting professional and interested stakeholders to discuss and comment in person on the proposed changes to the Transport Strategy. One to one meetings will be offered where appropriate with individual stakeholders.
90. The consultation arrangements with Commonplace will include the production of a consultation report. This report will include key themes identified through the consultation, with feedback broken down by demographic and geographic variables, e.g. resident, City worker, age, location in the City etc.
91. The public consultation will be supported by relevant City Corporation procedures in line with the Public Sector Equality Duty (PSED), Equality Act 2010 and Data Protection Act 2018.

Next steps

92. Following the Committee, we will incorporate any suggested edits from Members into the finalised consultation material.
93. We then plan to launch the Transport Strategy consultation online on the City Corporation website in mid-October, to run for a period of approximately eight weeks to mid-December.
94. In January 2024, we will work with Commonplace to produce a consultation report before the draft Transport Strategy is revised and updated.
95. In January and February 2024, we will prepare the revised Transport Strategy document, including updated photographs, infographics and figures and full supporting text to the outcomes and proposals.
96. The Transport Strategy will be presented to the March 2024 Planning and Transportation Committee for consideration and approval.
97. In April 2024, following the incorporation of any suggested changes, it will be presented to the Policy and Resources Committee and Court of Common Council with a request for adoption.

98. The final revised Transport Strategy will be published in May 2024, subject to approval within timeline described above.
99. Included in the Background Papers is a link to the existing 2019 Transport Strategy, that provides Members with an example of how the finalised May 2024 Transport Strategy will be presented following consultation and any necessary changes that result.

Corporate & Strategic Implications

Strategic implications

100. 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.
101. The Transport Strategy will support and help deliver the objectives of the City Plan. Work is in progress on the City Plan review which is being undertaken in parallel with work and recommendations to inform the Transport Strategy Review.
102. Delivery of the Transport Strategy also helps mitigate departmental risk ENV-CO-TR 001 – Road Safety and corporate risk CR21 – Air Quality.
103. The strategy review has ensured that alignment with other Corporate priorities and areas of work is identified and addressed. These include health and wellbeing, crime prevention and community safety and air quality.
104. The Strategy review has also considered how to best support the Destination City programme and the City's ongoing recovery from the Covid-19 pandemic.
105. The City Corporation is required to demonstrate how it is delivering the Mayor's Transport Strategy (MTS), which is done through submission of the Local Implementation Plan (LIP). The Transport Strategy forms part of our LIP. The vision, aims, outcomes and proposals of the Transport Strategy are in line with the MTS.

Financial implications

106. We will continue to provide a costed 5-year Delivery Plan, which will be provided alongside the updated Transport Strategy. This will be updated annually and reported to the Planning & Transportation Committee.
107. Approval for funding for projects within the Delivery Plan will be sought as necessary through the annual capital bidding process for funds from CIL, OSPR and other sources as appropriate.
108. Data collection, engagement and consultation costs associated with the review are funded through local risk budget and TfL - LIP funding.

Resource implications

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

Equalities implications

110. A full EQIA for the review has been carried and is provided in Appendix 8. Where relevant issues informing changes for each of the proposals are stated in context. The EqIA has also informed the approach to engagement and consultation on the Strategy revisions.

Climate implications

111. Delivery of the Transport Strategy contributes to carbon reduction through reduction in motor vehicle use, a switch away from fossil fuel vehicles and to building climate resilience. The review includes changes to support the delivery of the adopted Climate Action Strategy, which provides more specific actions and targets for delivery since adoption in 2020.

Security implications

112. 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

113. As outlined above we are now in the final stages of the Transport Strategy review. Subject to approval we will consult on the proposed changes in mid-October to mid-December 2023.
114. Following the consultation, we will prepare a consultation report, before the draft Transport Strategy is revised and updated on the basis of the comments received.
115. The final draft Transport Strategy will be presented to Planning and Transportation Committee in March 2024, before Policy and Resources Committee and Court of Common Council in April, with a request for adoption.
116. The final revised Transport Strategy is expected to be published in May 2024, subject to approval within the timelines described above.
117. Members are asked to approve for consultation the proposed changes to the Transport Strategy highlighted above and set out in Appendix 5, along with the proposed approach to managing traffic movement and access (Appendix 7).

Appendices

- Appendix 1 – Transport Strategy Proposals – change status

- Appendix 2 – Transport Strategy Review Engagement Plan, including stakeholders engaged in the review process
- Appendix 3 – Summary of progress on delivery of the Transport Strategy
- Appendix 4 – Transport in the City - Data summary
- Appendix 5 – ‘Changes to Transport Strategy proposals’ - Key changes, context for change and revised text for all
- Appendix 6 - Transport Strategy Map Pack - recommended revisions to figures and maps - September 2023
- Appendix 7 – Proposed approach to managing traffic movement and access
- Appendix 8 – Equalities Impact Assessment (EqIA) for the Transport Strategy review

Background Papers

- [City of London Transport Strategy](#)
- [City of London Corporation Transport Strategy Annual Report 2022/23](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 23 May 2023.](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 8 November 2022.](#)
- [Transport Strategy Review - Streets & Walkways Sub-Committee 29 April 2021.](#)

Samantha Tharme
Environment Department
T: 07542 228918
E: Samantha.tharme@cityoflondon.gov.uk