


Non-Executive Report of the: Health and Wellbeing Board 11 March 2019	
Report of: Dan Jones, Divisional Director for Public Realm	Classification: Unrestricted
Developing a Tower Hamlets Transport Strategy	

Originating Officer(s)	Mehmet Mazhar, Business Manager Highways and Traffic Management, Public Realm, Place Keiko Okawa, Senior Strategy and Policy Manager, Governance
Wards affected	All wards

Executive Summary

This report presents an approach to developing a Tower Hamlets Transport Strategy. The Tower Hamlets Strategic Plan 2018-21 commits to ‘develop a new Transport Strategy for the borough and make our borough one of the best in London to walk or cycle in, improving road safety and delivering a new parking policy’. A Transport Strategy will be specific to the borough and provide our own transport vision and goals for the borough. The Strategy will link to aspirations for better air quality and health and the vision and plan for regeneration and growth and economic development in the borough.

The Transport Strategy has a range of implications, especially for health issues and it is critical that a range of stakeholders input into the development of the Strategy. The Board is asked to note and support the development of the strategy, especially by advising how existing health related programmes and initiatives can be aligned with the emerging Transport Strategy.

Recommendations:

The Health and Wellbeing Board is recommended to:

1. Note the development of a Tower Hamlets Transport Strategy
2. Note the specific equalities considerations as set out in Paragraph 3.4.
3. Advise how existing health related programmes and initiative can be aligned with the emerging Transport Strategy.

1. REASONS FOR THE DECISIONS

- 1.1 No decision. This is to provide information ask for advice and information.

2. ALTERNATIVE OPTIONS

- 2.1 n/a

3. DETAILS OF THE REPORT

- 3.1 This paper aims to update the Health and Wellbeing Board on the development of the Tower Hamlets Transport Strategy 2019-2041 and inform the Board implications of the Strategy on the health and wellbeing related work that the Board oversees.
- 3.2 As the Tower Hamlets Strategic Plan 2018-21 states, the council commits to 'develop a new Transport Strategy for the borough and make our borough one of the best in London to walk or cycle in, improving road safety and delivering a new parking policy.' The Transport Strategy is to deliver this commitment of the council.
- 3.3 The Transport Strategy is to set the future direction for traffic in the borough for over the next 20 years in line with the Mayor of London's Transport Strategy 2018. The London's Transport Strategy sets the ambitious aim for "80% of all trips in London to be made on foot, by cycle or using public transport" by 2041.
- 3.4 We have three key issues that we need to tackle through the Strategy: increasing road congestion and overcrowding; air pollution, and; physical inactivity of the population. Transport is the main contributor of London's air pollution. It is known that children, unborn babies (pregnant women) and older people are more vulnerable to air pollution. It is also known that physical activity has benefits for both physical and mental health. The borough has a higher proportion of overweight children and people suffering from mental health issues. It is critical that the Strategy is informed by a range of stakeholders to tackle these issues and encourage behaviour change.

Development of a Tower Hamlets Transport Strategy

- 3.5 The Transport Strategy Development Steering Group, chaired by Dan Jones, Divisional Director, Public Realm, has been set up to oversee the development of the Tower Hamlets Transport Strategy.

3.6 Below is the planned timeframe for the development of the Strategy

Date / Month	Activity / Event
31 January 2019	Internal Staff Workshop
11 March	Health and Wellbeing Board
March-April	Focus Group Discussion
3 April	Mini-Summit
May	DLT (pre-consultation draft Strategy sign off)
June	CLT (pre-consultation draft Strategy sign off)
June	Public Realm Working Group (pre-consultation draft Strategy sign off)
June/July	Communication campaign (e.g. roadshow)
June/ July	Public Consultation on a draft Strategy
August	DLT (post-consultation draft Strategy sign off)
September	CLT (post-consultation draft Strategy sign off)
October	Health and Wellbeing Board
November	MAB (post-consultation draft Strategy sign off)
December	Cabinet (post-consultation draft Strategy sign off)

Internal Stakeholder workshop

3.7 Working vision, objectives and outcomes were discussed in an internal workshop, attended by 23 council officers, on 31 January 2019 and updated (Appendix A). They are being further developed, including input from the Steering Group on 7 February 2019. They will also be discussed at a Transport Strategy Mini-Summit (Mini-Summit) planned to be held at Mile End Park Ecology Pavilion (tbc) at 6-8pm, 3 April 2019.

3.8 Key findings of the internal workshop are:

- a. Issue of ingrained behaviour change: need to consider what more the borough can do tackle this issue.
- b. Working with children and schools: link with schemes currently being delivered by the Council, including Super zones, Schools daily mile and Health schools.
- c. Involvement of businesses: explore the possibility of engaging businesses more.
- d. Road safety: cycling is perceived as unsafe. Need to tackle road safety issues and the perception.
- e. Young people in the borough: this is an opportunity for the borough as they are physically able to cycle.

Mini-Summit – co-designing the Strategy with stakeholders

3.9 The Mini-Summit is a key event to co-design the Strategy with residents and partners. The aim of the event is to create discussion among partners and

residents on what future transport in the borough should look like. It has three functions: providing information on the current and future issues around transport; engaging stakeholders and get their input into the Strategy, and; identifying roles of each stakeholder to achieve the vision, objectives and outcomes of the Strategy. It will have presentations by experts followed by breakout sessions. Details of the Mini-Summit are being developed supported by the Steering group. Invitees will include: Mayor and all the councillors, partners, residents, third sector organisations through THCVS and businesses.

Focus group discussions

- 3.10 Holding focus group discussions with residents in March/April 2019 has been planned, aiming to clarify their views on behaviour change in terms of transport. Findings from the focus group will also inform the Strategy.

Forward plan

- 3.11 Consultation of a draft strategy is planned to be held in June/July 2019. It is planned that a post-consultation strategy is submitted to the Health and Wellbeing Board in October/November 2019 and Cabinet in December 2019.

4. EQUALITIES IMPLICATIONS

- 4.1 The Transport Strategy aims to improve equalities in the borough. For example, it is to respond to increasing road congestion and overcrowding; air pollution, and; physical inactivity of the population. Improving air quality will make a positive impact of health of people, in particular, children, unborn babies (pregnant women) and older people. Promoting sustainable and active transport mode, such as cycling and walking will help improve physical and mental health of people in the borough where has a higher proportion of overweight children and people suffering from mental health issues.
- 4.2 The development process of the Strategy includes a number of engagement and consultation activities, to which a number of groups working to improve equalities in the borough. Through these activities, implications of the Strategy for equalities will be further identified and analysed.

5. OTHER STATUTORY IMPLICATIONS

- 5.1 The development of the Transport Strategy will include a number of engagement and consultation activities to ensure the Strategy is informed by evidence and equalities issues are identified and responded. It also focuses on environmental issues, including improvement of air quality and environmental quality.
- 5.2 Road safety will be one of key themes of the Strategy. Road safety will have implications for crime reduction and safeguarding of vulnerable road users, such as children, disabled people, older people, pedestrians and cyclists.

Once the Strategy is developed, assumptions and risks of the Strategy will be identified and analysed. A risk register will be also developed accompanying an action plan of the Strategy.

6. COMMENTS OF THE CHIEF FINANCE OFFICER

- 6.1 There are no financial implications emanating from this report that sets out the approach for developing a Tower Hamlets Transport Strategy.
- 6.2 Any future activities and events resulting from the development of this strategy will need to be funded from within the existing resources of the service, or if required, through growth gained as part of the council's Medium Term Financial Strategy process..

7. COMMENTS OF LEGAL SERVICES

- 7.1 By Section 141 of the Greater London Authority Act 1999 ("the Act") the Mayor of London shall develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London. In pursuance of this duty the Mayor is required by section 142 to publish a Transport Strategy [the Mayors Transport Strategy (MTS)]
- 7.2 Under section 141(1) of the Act the Council is to have regard to the Transport Strategy in the exercise of its functions. Section 144(2) of the Act allows the Mayor to issue guidance as to the implementation of the Mayor Transport Strategy (MTS) to any London Borough Council. The Council is required to have regard to the guidance in exercising any function.
- 7.3 The Health and Wellbeing Board is advised that one of the principles of good administration published by the Local Government Ombudsman is that local authorities should follow their own plans policies and strategies – this being one of the source of complaints. The Board is advised that adopting a strategy carries with it an obligation to comply with it and this consideration should inform the content of the Tower Hamlets Transport Strategy.

Linked Reports, Appendices and Background Documents

Linked Report

- None.

Appendices

- Appendix A: Draft vision, objectives and outcomes of the Transport Strategy (after the internal workshop on 31 January 2019)

Local Government Act, 1972 Section 100D (As amended) List of "Background Papers" used in the preparation of this report

List any background documents not already in the public domain including officer contact information.

- These must be sent to Democratic Services with the report
- State NONE if none.

Officer contact details for documents:

Or state N/A

**Appendix A: Draft vision, objectives and outcomes of the Transport Strategy
(after the internal workshop on 31 January 2019)**

Vision:

A clean, green, health-promoting, safe and fair transport system for Tower Hamlets

Draft vision narrative:

By 2041, we will create an environment in Tower Hamlets that enables more people to cycle, walk and take public transport to improve people's lives. Everyone in the borough will feel safe to travel and enjoy our streets and public realm.

Outcomes:

Outcome	Outcome indicators
<p>Tower Hamlets is one of the best places in London to walk and cycle</p>	<ul style="list-style-type: none"> • The experience of cycling and walking will be improved through investment in high quality public realm, street greening and reduction in vehicle movement. • The design, management and maintenance of streets and open spaces will make cycling and walking a more enjoyable and safer experience for all. • A diverse range of people, including children, BAME groups, women and people with disabilities will take up cycling and walking Residents will walk or cycle for 20 mins every day to stay active and healthy. • Streets will be easier to cross on foot and bike and connect communities. • Pedestrian and cycle facilities will be clean and in good repair. • More people will participate in cycling and walking for their daily commute to work, educational establishment and for leisure. • Cycling and walking will be considered a normal activity part of everyday life. • New housing development as well as existing communities will have access to cycling and walking routes and facilities. • More goods are transported by bike.
<p>Our public transport network is better connected and accessible with capacity to meet our needs</p>	<ul style="list-style-type: none"> • People will experience better, more reliable and more efficient journeys by bus, underground and rail. • Public transport services in Tower Hamlets will be fully accessible • Public transport will be easier to access, particularly for vulnerable users. • Service levels will meet demand. • More journeys will be made by public transport, instead of car.

	<ul style="list-style-type: none"> • Public transport will be the natural choice for longer journeys, instead of car use.
<p>People are safe and feel confident to travel on our streets and across the borough</p>	<ul style="list-style-type: none"> • All KSIs will be eliminated in the Borough. • People of all cycling and walking abilities will experience safe and pleasant journeys. • People will feel safe travelling in and through the Borough. • Cyclist and pedestrian accidents will be reduced. • The number of road collisions involving large vehicles i.e. HGVs and buses, and cyclists, will be minimised. • Residents will not feel worried about road danger. • There will be sufficient resting places to support those with limited mobility.
<p>The air is cleaner and our surroundings are greener and quieter</p>	<ul style="list-style-type: none"> • Carbon emissions and air pollution from transport sources will be substantially reduced. • Parking policies in the Borough will be reviewed with the aim to reduce motor vehicle movement. • Tower Hamlets will be a place where people want to live and work in. • There will be less street clutter, graffiti and waste on our streets and open spaces. • Our environment will be considered more inviting and people will feel comfortable spending time in our surroundings as a result of street greening and cleansing and proper waste and graffiti management. • The noise impact from road traffic will be reduced. • Essential vehicles traffic vulnerable road users, essential services and businesses that need to drive will make the switch to Ultra Low Emission Vehicles (ULEVs). • Vehicle movements near construction sites will be well managed. • Deliveries by motor vehicles are consolidated.
<p>Travel in Tower Hamlets is accessible and affordable for all</p>	<ul style="list-style-type: none"> • People will have a range of cost-appropriate sustainable travel options available to them for journey making. • Travel in Tower Hamlets will connect people to a wide range of employment and education opportunities. • All road users, including essential services and vulnerable road users, will have sufficient access to our streets and street networks.