

**Transport Strategy examples**

Many London boroughs and other major cities have already adopted, or are in the process of establishing, a transport strategy. Below are a few examples of some of the pledges and targets set as part of those strategies.

**Southwark**

In 2023, Southwark launched its 'Streets For People' strategy which seeks to prioritise cleaner air, healthier travel options and safer and quieter streets. The strategy aims to reduce car ownership by 10% by 2030, increase journeys made by walking, cycling, wheeling or by public transport to 87% of modal share and deliver a minimum of 1,000 cycle hangars by 2026.

**Lambeth**

Lambeth recently published its kerbside strategy which sets out its vision to reclaim the kerbside as a public space. It aims to transform 25% of its kerbside space away from parking use by 2030, turning those spaces into places for people as well as cars. The strategy suggests that future fees and charges for parking vehicles on the kerbside will subject those whose vehicles take up more space and produce more greenhouse gases to higher parking fees. To support this, active travel community uses are prioritised, with fossil fuel car owners being the least likely to receive future improvements in their transport network.

**Camden**

In 2019, Camden published its Transport Strategy which seeks to increase sustainable transport mode share to 93%, as well as to quadruple cycle mode share in the borough by 2041. The strategy also seeks to drastically reduce car ownership by 2041, which is supported by new initiatives such as the Camden High Line, which plans to turn a disused railway viaduct into a new park, connecting Camden Town to King's Cross.

**Greater Manchester**

Greater Manchester has committed to making the area 'one of the best places in the world to grow up, get on and grow old'. The strategy focuses on 4 key elements: supporting sustainable economic growth, protecting the environment, improving quality of life for all, and developing an innovative city. By 2040, they have committed to 50% of all journeys to be made by cycling, walking or public transport which equates to one million more sustainable journeys every day.

**New South Wales, Australia**

New South Wales has a Future Transport Strategy that sets the direction to 2056 for connecting their communities, supporting successful places and enabling economic activity. There is a focus on 'building back better' through better monitoring of the

network to allow for more informed decision making when prioritising highway/kerbside improvements. There is also a focus on last-mile deliveries, and the importance of connecting people by sustainable transport modes to employment opportunities, health and education facilities, as well as cultural and leisure destinations.

### **Appendix 3**

### **Kerbside Uses**

<b>1</b>	Pedestrian schemes
<b>2</b>	Traffic capacity needs
<b>3</b>	Road safety highway space prevention
<b>4</b>	Lane rental and utility works needs
<b>5</b>	Public realm scheme design
<b>6</b>	Road safety schemes
<b>7</b>	School Travel Plan / School schemes
<b>8</b>	Cycle routes, schemes/provision
<b>9</b>	Santander Cycle Hire docking stations
<b>10</b>	Powered Two Wheeler parking bays
<b>11</b>	Disabled Blue Badge Bay
<b>12</b>	Disabled White Badge Bay
<b>13</b>	Taxi rank
<b>14</b>	Taxi parking bay
<b>15</b>	Resident parking bay
<b>16</b>	Single and Double Yellow Line loading and waiting provision – all vehicles
<b>17</b>	Single and Double Yellow Line loading and waiting provision – additional concession
<b>18</b>	Paid for Visitor Parking Bay – Pay By Phone and PbP
<b>19</b>	London Bus Network – bus priority
<b>20</b>	London Bus Network – bus stop accessibility and Bus Stand

<b>21</b>	Express coach and London Tour Bus – terminal point
<b>22</b>	Tour coach – parking and waiting provision
<b>23</b>	Electric Vehicle Charing Bay
<b>24</b>	Electric Vehicle Charing Bay – LGV
<b>25</b>	Westminster Car Club Bay
<b>26</b>	Doctors Bay
<b>27</b>	Hospital Bay
<b>28</b>	Access and visibility splays for frontager servicing and deliveries
<b>29</b>	Access needs for kerbside services, e.g. refuse collection, emergency vehicle access etc.
<b>30</b>	Diplomatic Bay
<b>31</b>	Market Trader Bay
<b>32</b>	Metropolitan Police concessions
<b>33</b>	Whitehall Security Zone requirements
<b>34</b>	WCC Suspended Bay, Skips, removals etc
<b>35</b>	WCC Special Events needs
<b>36</b>	Pedicabs
<b>37</b>	Play Streets/Street Play Streets
<b>38</b>	Cycle Hangars (Residential)
<b>39</b>	Parklet units on c5m bays
<b>40</b>	TfL scheme Rental E-scooter bay (highway kerbside)
<b>41</b>	Planter/rain garden units (SUDs) kerbside
<b>42</b>	Temporary suspension of kerbside for Alfresco licensed dining