

CITY PROPERTY ASSOCIATION

Transport Update – April 2017

This transport note sets out key transport issues relevant to the City of London since February 2017.

City of London Noise Strategy 2016 to 2026

The primary sources of concern regarding noise for the city are from road traffic, building works, street works, and commercial activities such as deliveries. As a result of the new Noise Strategy, the City of London will require good acoustic design of all new residential development to minimise noise from servicing, plant equipment and internal noise transmission during the pre-application stages. Existing limits for hours of servicing (permitted between 07:00 – 11:00 Monday – Saturday) will be applied, with consideration of a more flexible approach if this proves problematic through provision of measures such as loading bays and consolidation centres.

Safety Improvements at Newgate Street / Warwick Lane

The junction is currently the second most dangerous location on the City's highway network, behind Bank junction. A number of detailed options have been evaluated, with the introduction of traffic signals to control all movements, including the introduction of pedestrian green/red man crossings throughout the recommended option. This option is anticipated to reduce the average number of collisions by 2.6 per year. The project is currently undergoing TfL scheme approval.

Calls to Cut Bus Numbers

The City of London Corporation has called for TfL to cut the number of bus routes in the City as part of their submission to the London Assembly transport committee's inquiry in to the bus network. They claim that many vehicles are running only a quarter full, even in the morning peak, with an average loading per bus of only 16 people despite having capacities for up to 80 people. At present, 36 bus routes cross the CoL, with more than 60 busses per hour passing down some streets.

T-Charge Assessment

The T-Charge will start in central London on October 23rd 2017. The £10 daily charge for vehicles that are over 10 years old will have the same operating hours as the Congestion Charge (Monday to Friday 7am-6pm) and will result in a total cost of £21.50 per weekday to drive a pre-Euro 4 vehicle in the zone.

An assessment by Transport for London has concluded that the T-charge will have a negligible effect on NOx emissions, resulting in a reduction of just 1-3%. It is estimated that there will be 7,000 non-compliant cars and 2,000 non-compliant vans entering the T-charge zone every day. A conservative estimate of the cost of replacing these vehicles is £23 million. This cost is disproportionately expected to impact small business owners with older vehicles, with additional annual charges of up to £2,600.

Impact of Direct Vision Standard

The Direct Vision Standard for lorries aims to reduce the number of cyclists and pedestrians killed or seriously injured in London by implementing a star rating based on the level of vision a driver has directly from the cab. By 2020, all HGVs with a star rating of 0 will be banned from London's roads, with only vehicles scored 3 stars or over permitted on London's streets by 2024. TfL and the GLA plan to only use lorries that comply with the new Direct Vision Standard for new contracts from April 2017.

According to TfL "the largest and highest vehicles including some 'off-road' construction vehicles and long-haul articulated cabs designed to operate on motorways are most likely to receive lower or zero star ratings". TfL estimates that there are currently around 35,000 zero-star rated 'off-road' HGVs currently in operation, particularly within the Construction sector, with these vehicles involved in approximately 70% of all cyclist fatalities involving HGVs since 2014.

There has been significant backlash to the proposed policy by the road haulage sector, with concerns regarding the impact on business, the lost benefits of consolidation from vans to HGVs, the financial impact on independent companies and the threat of further action against HGVs. Consultation will continue until the 18th April, with a second consultation to take place in Summer, building on the feedback received.

Record-breaking year for Santander Cycles

A record 10.3 million journeys were made in 2016, with an additional 638,491 cycle hire trips made in January 2017, this represents a 4.4% increase on 2015. In 2016, a number of improvements were made to the scheme, including the introduction of safety Blaze Lazerlights to all bikes, a new Santander Cycles Business Accounts scheme and increased bikes and docking stations. Later this year, a next-generation bike will be introduced which is lighter, more manoeuvrable and has a more comfortable seat.

Walking Lanes for Tube Platforms

TfL has plans to trial a new crowd management method at the Victoria Line platforms of Kings Cross Underground Station in Spring 2017. Green vinyl movement lanes will run the length of the platform and spur off at points where train doors open, with the rest of the platform dedicated to waiting.

New Bus Safety Standard

TfL plans to implement a bus safety standard for new vehicles entering service at the end of 2018. The first phase of the standard includes eleven safety features: 1) autonomous emergency braking systems, 2) increasing conspicuity of buses, 3) front of bus re-design, 4) grab poles, bars and seating, 5) seat headrests, 6) non-slip floor surfacing, 7) prevention of 'pedal confusion', 8) prevention of 'runaway buses', 9) restricted driving distance following fire alert system activation, 10) improved driver vision, and 11) an alert system for quiet running buses to assist visually impaired people.

Bakerloo Line Extension

TfL are currently undertaking a consultation for the proposed extension of the Bakerloo line from Elephant and Castle to Lewisham. Four new stations are proposed as part of this extension, including two on the Old Kent Road, one at New Cross Gate, and a new terminus

station at Lewisham. The extension could be delivered by 2028/2029, with the consultation running until 21st April 2017.

London's First Walking and Cycling Commissioner

Dr Will Normal is London's first full time Walking and Cycling Commissioner, with the previous mayor appointing only a part-time Cycling Commissioner. In his first week he joined with the Mayor of London to outline a long term vision to encourage more Londoners to walk and cycle by making London's streets healthier, safer and more welcoming. This was outlined in a 'Healthy Streets for London' which focused on the street level, transport network level and strategic level. At street level, this seeks to increase the space for walking and cycling and improve public spaces; at transport network level this means prioritising better and more affordable public transport and safer and more appealing walking and cycling routes; at the strategic level, new developments should be planned such that people can walk or cycle to local shops, schools and workplaces.

Heathrow's Third Runway

The draft National Policy Statement on airports set out the Government's case for supporting a third runway and associated development at Heathrow Airport. The Northwest runway is estimated to be delivered in 2026, at the earliest, at a cost of £17.6bn. It will increase the airport's capacity by 56%, from 473,000 to 740,000 arrivals and departures per year. Construction will require the demolition of 783 residential properties in nearby villages.

In order to secure development consent, the draft NPS says that Heathrow Airport Ltd will have to outline how the airport can achieve a public transport mode share for passengers of at least 50% by 2030 and at least 55% by 2040. The Draft NPS highlights that air quality problems at Heathrow are more to do with road traffic than aircraft movement, hence the focus on surface transport interventions.

As outlined in the statement of principles established by the Government and HAL in 2016, essential surface access improvements are: M25 works, local road diversions and improvements, including to the A4 and A3044, and on-airport works and safeguarding. Non-essential measures to minimise the impacts of the scheme are: an additional four trains (at least) per hour brought by Crossrail, and a Western rail link connecting the airport to Reading. Desirable but non-essential measures following opening in 2026 are: two to four additional Crossrail services to the airport per hour and a Southern rail access. Desirable but not essential measures are: M4 smart motorway improvements, HS2 Old Oak Common interchange station; Great Western Main Line electrification, and upgrading the Piccadilly Line. In the event that these surface transport interventions are insufficient for controlling congestion on roads around and leading to the airport, other demand management measures such as enhanced parking arrangements or a congestion, emissions or cordon charge may be implemented. By 2025, the airport also intends to implement an Ultra-Low emissions zone for airport vehicles.

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