



CITY PROPERTY ASSOCIATION

Transport Update- April 2018

TfL's Rapid Electric Vehicle Charging Points

During the past half a year, the Mayor of London has guided TfL's implementation of 100 rapid electric vehicle charging points over London. This action aims to directly facilitate a reduction in nitrogen oxide and particulate emissions by promoting a greater uptake of lower emission vehicles as appropriate infrastructure becomes readily available. Additionally, this new infrastructure offers more efficient recharging rates than previous models.

Over half of these charging points are specifically designated for use by taxis. A prerequisite for any taxi vehicles being licenced from now onwards is that they must not be diesel and must also demonstrate zero-emission competencies.

ULEZ Expansion

The Mayor's proposals for extension of the new ultra-low emissions zone (ULEZ) up to the North and South Circular roads in 2021 has proved controversial with several parties expressing uncertainty as to whether it is a suitable location. The London Council has raised fears that an uneven impact would be felt across the 14 boroughs bordering the proposed zone. These boroughs would be intersected by the zone boundary which is deemed to be unfair to residents. Furthermore, LB Wandsworth have also queried the boundary location, and suggested that the M25 would be more logical.

The consultation on the ULEZ expansion ended during February 2018, and is it anticipated a report will be released during Spring. Meanwhile, Siemens are currently undertaking necessary software development in preparation for the central ULEZ which will be implemented from April 2019.

Road Danger Reduction and Active Travel Plan (RDR & AT) 2018-2023

The Road Danger Reduction and Active Travel Plan details steps for implementation for safer roads by 2023 and includes direct enforcement measures (e.g. speed limit restrictions or engineering input) as well as softer techniques to encourage behavioural change. This document was produced for the City in response to the Mayor's Transport Strategy concept 'Vision Zero' which aims to prevent any traffic-related deaths or serious injury (KSI) incidents by 2041.

Several aspects of the 2013 Road Danger Reduction Plan are being carried forward. This includes maintaining the 20-mph speed limit across the City, continuation of the Bank junction scheme and involving schools, employers and HGV drivers (CLOCS, FORS).

At present it is not seen likely that targets for 25 KSI's as defined in the 2013 RDR Plan will be met by 2020. Although a 30% reduction in KSI's associated with cyclists is evident, a comparative increase in incidents linked to pedestrians has been seen. The lack of change in the absolute number of casualties is a consequence of greater workforces within the City.

This problem will become increasingly relevant in future years following greater footfall on the City footpaths as planned developments such as Crossrail increase commuter populations. Consequently, improving pedestrian safety is central to the new plan.

The main themes covered by the Road Danger Reduction and Active Travel Plan (RDR & AT) 2018-2023 are:

- Engagement and Behavioural Change
- Danger reduction and vision zero
- Active travel and Healthy Streets

Bank on Safety Update

A second monitoring report by the City of London for the experimental Bank on Safety scheme is to be released over the next month or so. This will look to provide a more comprehensive analysis of the



Bank on Safety scheme from the eight months of data that has been collected. All data collected up until present fulfills the agreed success criteria:

1. A significant safety improvement at Bank
2. Maintain access for deliveries
3. Improve air quality at Bank
4. Not unreasonably impact on traffic flow, whilst preferably improving bus journey times

A subsequent report over the coming months will assess the overall performance and effectiveness of the scheme, and help inform decisions for the long-term strategy at Bank Junction.

Furthermore, analysis of the results of the three consultation streams carried out for the Bank Junction Scheme during 2017 has been carried out. This included a public consultation for views on the scheme's operation and effectiveness, and statutory consultations regarding the main limits enforced by the scheme and implications to loading and waiting.

Results of the public consultation were positive, showing just under half of respondents (45%) supported permanent enforcement of the existent trial scheme. An additional 29% of consultees agreed that the scheme performed well but felt that modifications were necessary prior to permanent implementation such as allowing taxis through the junction.

Freight and Servicing Supplementary Planning Documents

Subsequent to Planning and Transport Committee meetings at the start of the year, final modifications have been made to the draft Freight and Servicing SPD. This included a greater amount of detail to promote overnight deliveries and river servicing aspects of the document more effectively.

Additionally, a template worksheet was provided for use by developers; this will help to guide on the number of loading bay requirements for proposed developments.

Mayoral Community Infrastructure Levy 2 Draft Charging Schedule

The City Corporation has compiled a response to the Draft Charging Schedule for the new Mayoral CIL (MCIL2) which are planned to be enforced from April 2019. MCIL 2 will be instrumental to enabling the progression of Crossrail 2, and the City strongly supports this notion. Previous concerns over a constrained ability to develop within the City as a consequence of the MCIL2 charges have been reassured, however a clearer idea of how charges will be redirected should Crossrail 2 not progress is still needed.

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