

CITY PROPERTY ASSOCIATION

Transport Update – February 2017

This transport note sets out key transport issues relevant to the City of London since October 2016.

Traffic in the City of London

Using recent data, the traffic flow and composition is as follows for the period 07:00-19:00: 26% car (incl. private hires), 21% taxis, 5% buses / coaches, 16% pedal cycles, 2% Barclays Bikes, 8% motorcyclists, 18% light goods vehicles, 3% medium goods and 1% heavy goods vehicles.

The level of congestion has increased within the City over recent years, particularly with the introduction of developments such as the Cycle Super Highway. A recent report from the Director of the Built Environment suggests three approaches to address this congestion: representations for London wide policy change; the development of a range of strategic and proactive measures to improve traffic flow in the short to medium term such as targeting goods vehicle arrivals and congestion hotspots; and reactive mitigation through close monitoring of the network.

To further these approaches, a number of actions have been taken. The establishment of a £50k budget for consultants to take forward the City of London's Freight Strategy with a focus on consolidating deliveries for both the Guildhall and within the business community. The creation of a one year FTE post with a focus on improving Servicing and Delivery Plans and Construction Logistic plans to be reported in the Autumn 2017. The continuation of the Corporation Reactive Mitigation measures which established an 18 month trial of a dedicated Congestion Officer responsible for parking issues, signal timings and minimising the impact of development in the city. The continued support for the LATC investigation which is currently exploring measures to reduce congestion. Finally, the proposal for the City Corporation to press the Mayor for the urgent assessment of the following four proposals: a significant increase in the congestion charge; limiting access to the City of London by TfL traffic; reducing TfL bus numbers and introducing bridge tolls.

Direct Vision Standard for HGVs

TfL has published research showing that having direct vision from the cab of a lorry rather than relying on mirrors and monitors has a substantial impact on improving road safety for cyclists. TfL has launched its first consultation for the 'zero to five star' Direct Vision standard for HGVs operating in the Capital, with the 12 week consultation running until 18th April. By January 2020, the Mayor has proposed for the most dangerous zero star-rated HGVs to be banned completely, with only 3 star or above HGVs allowed on the roads by 2024. TfL and the Greater London Authority will include the new Direct Vision Standard in new contracts from April 2017.

Bank Junction Experimental Safety Scheme

The scheme will limit vehicle journeys through Bank Junction, Monday to Friday, between the hours of 7am and 7pm with the exception of cyclists and buses. It will start in April 2017 and last for up to 18 months. A formal public consultation will be held this year and a final decision made on whether the scheme will become permanent after the success of the scheme has been assessed.

City Corporation's Freight Strategy

A scheme aimed at reducing the number of freight and delivery vehicles on the City's streets, particularly at peak times. The programme builds on good practice already taking place in the city, with a number of City banks and other City businesses already arranging their servicing and delivery requirements through consolidation centres, and the use of 'out of city' consolidation sites for the construction of many larger development sites. During the next 6 months a number of key initiatives will be evaluated, and where practical, delivered:

- Doodle: establish a corporate membership to cover 270 businesses within the Cheapside BID area. In April 2017 a new service whereby personal deliveries for staff could be delivered to a local collection point will be considered;
- Eastern Cluster: a research and analysis study of the area by offices is in progress with the recommendations to be reported in March/April 2017;
- Consolidation Centres: all the City's car parks have been shown to have structural limitations for accommodating a major consolidation centre. The potential for micro-consolidation facilities using smaller vehicles is currently being assessed with options and recommendations to be reported in June 2017;
- Promotional Programme: a series of events will start in February 2017, with an accreditation and awards scheme for compliance and good practice, a video demonstrating construction site consolidation and a website forum to be established;
- Surveys: First results of the 24hr delivery and servicing vehicle movements in the City survey including origins, destinations and time spent will be available in March 2017;
- Guildhall and the Barbican Centre: findings of the use of consolidation centres and non-peak time deliveries at the case study sites, in conjunction with the City Low Emissions Neighbourhood project, will be reported in June 2017; and
- Delivery & Servicing Supplementary Planning Document (SPD): will provide detailed guidance for new developments including the use of consolidation centres. Set to be adopted in spring 2018 with interim guidance to be presented for approval in February 2017;

Ban on New Diesel Private Hire Vehicles

The City of London Corporation has called for a ban on diesel private hire vehicles (PHVs), with existing diesel private hire vehicles (PHVs) phased out by 2020. This move is in response to the Mayor's air quality consultation.

Gateway Approval Process

Attention has been drawn to the Gateway Approval Process for projects within the following categories: capital and supplementary revenue projects over £50k; routine revenue projects over £250k; and capital and supplementary projects delivered with ring-fenced funds over £250k. All projects must be included in the business plan, establish their authority to submit the Project Proposal, and finally submit the Project Proposal. The process then diverges based on the nature of the project, with projects categorised as Complex, Regular or Light. Light projects are low-medium risk with costs under £250k; Regular projects are low risk with costs between £250k to over £5m, medium risk with costs between £250k and £5m or high risk with costs under £250k; Complex projects are Medium risk with costs over £5m or High risk with costs greater than £250k. To see the process that Complex, Regular and Light projects must comply with, please reference the procedure below:

www.democracy.cityoflondon.gov.uk/documents/s70551/Gateway%20Approval%20Process%20-%20May%202014.pdf

City-Wide Pedestrian Model

The pedestrian models which predict levels of movement on all streets in the City of London for the years 2016 and 2026 have now been completed. The model will better enable the City to understand the impacts of new developments or policy changes upon pedestrian movement in the City. Recommendations have been made to extend the project budget by £137,600 to further enhance the model. This includes the establishment of systems and protocols to collect pedestrian movement data in a consistent format alongside research into emerging data collection technologies such as movement sensors; the inclusion of Railplan predictions of future rail usage; the assessment of street capacity deficiencies; and scenario testing.

Transport for London Business Plan December 2016

Two key areas of interest in the TfL Business Plan are the self-stated 'fundamentally different approach to raising other income' and the introduction of the Healthy Streets Programme.

Establishment of a Commercial Trading Arm

- Aim to build 10,000 homes on 300 acres of TfL owned land in addition to new workspaces and offices, estimated to generate £850m in revenue over the Business Plan period; and
- Reconsideration of retail spaces in stations and on high streets including the development of a new nine storey retail and office building above the new Bank station entrance which is due to be completed in 2021.

Healthy Streets Programme

- £1,327m to be invested on creating healthy streets which focus on walking, cycling and improving road safety, public spaces and air quality; and
- Inclusive of a £154m per annum commitment for the next 5 years in cycling, almost double the £79m per annum spent over the previous Mayoral term.

Leadenhall Court, 1 Leadenhall Street

Planning permission has been granted for the demolition of the existing building and redevelopment of a 36 storey building with 28 floors for office use (Class B1) and retail floor space (Class A1-A4). The development would be car free with the exception of accessibility parking, with 736 long stay cycle parking spaces will be provided.

22 Bishopsgate

Planning permission has been granted for the development of a 61 storey building for office use (Class B1) and retail floor space (Class A).

1 Undershaft

Planning permission has been granted for the development of a 73 storey building. The development would be the tallest building in the City and hence be a focal point of the Eastern Cluster, alongside being the second highest building in Europe after The Shard.

Due to the structural limitations of the sites within the Eastern Cluster, consolidation centres have been proposed for the 1 Leadenhall, 22 Bishopsgate and 1 Undershaft developments. In addition, deliveries will be restricted during the morning and evening rush hours and lunch times. These reflect the requirements that will be made for all new schemes in the area.

Roy McGowan