



CITY PROPERTY ASSOCIATION

Transport Update- January 2018

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

City Transport Strategy Consultation

As part of the upcoming consultation relating to the City's Transport Strategy, the 'City Streets' exhibition at the City Centre from the 5th February 2018 to the 30th March 2018, looks to investigate the requirement for a change in perspective of how we utilise, design and operate the City's streets over the upcoming 25 years.

The City's Transport Strategy is centred around improving the appeal of the Square Mile, by promoting the streets as a safe and reliable environment for sustainable transport modes such as cycling and walking, as recognised in the Healthy Streets Approach. This is in support of the long-term objective of maintaining the City as a thriving economic core, whilst accommodating increasing future expansion and sustaining quality of life for those living and working there.

Progress on the City Wide Pedestrian Model

The City of London has been working on the delivery of a pedestrian model covering the City for the years 2016 and 2026. The model was developed to improve knowledge of pedestrian movements in relation to future policy changes, as well as to inform possible mitigation and capacity strategies to support additional Crossrail pedestrians.

Subsequent to the model development, research was carried out into the additional data inputs which could be used to provide more descriptive and comprehensive forecasts. WiFi data was identified as holding significant potential to increase the detail of pedestrian movements. Features including direction of pedestrian movement and side of footway used could be attained from mobile telephone WiFi data. This would be beneficial by providing unique dynamic information and site context, when assessing the local effect of proposed developments. Permission for further funding has been approved to support continued progression of the pedestrian model and to obtain WiFi data from Telefonica.

Monitoring Bank on Safety

Following the start of the trial scheme at Bank Junction during May 2017, a review of the performance of the experimental traffic order and success of the scheme has been carried out. This is based upon criteria established in 2016, with the following main categories:

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

Overall, a positive improvement upon the safety at Bank Junction has been observed when comparing accident data from May-September 2017, to the same five-month period average for 2012-2016. The number of casualties in the Bank Monitoring area, and Bank junction fell by -21% and -56% respectively.

To assess whether initial success criteria of a 75% satisfaction threshold has been met, 46 businesses within the City are being contacted for feedback on delivery and servicing changes they experienced as part of the scheme. Early efforts to recognise and accommodate business requirements during the design of the scheme is thought to have significantly helped. Issues predominantly arose soon after the scheme start, with challenging locations including Lothbury, which was monitored closely until businesses were satisfied.

Implications of the trial scheme upon air quality, in particular nitrogen oxide levels cannot be reliably deduced from such a limited time period, and require extensive evaluation against monitoring



collected elsewhere in the City. Improvements can be seen to journey times of bus routes travelling through and around Bank Junction during the AM and PM peak periods.

As expected the number of vehicles breaching the traffic order has decreased as the scheme has been in place for longer, yet officers are investigating potential physical alterations which could further benefit. Monitoring carried out by the LDTA (London Taxi Driver's Association) is yet to be received by the CoL, yet a small sample of the taxi trade arranged by the City showed 70% of popular routes tested demonstrated lengthened journey times of between 00.01 and 4.20 minutes.

It is understood that due to the limited data available from May 2017 to September 2017, it is challenging to identify the long-term projected outcomes. A subsequent report will be produced in mid-2018 and will provide a further monitoring update.

Mayor's consultation on expansion of the Ultra-Low Emission Zone (ULEZ)

Sadiq Khan has looked to extend Ultra-Low Emission Zone restrictions to encompass roads up to the North and South circular road in 2021, to assist in to improving London's air quality. The ULEZ charge, is £12.50 and £100 for cars/vans/motorbikes, and buses/coaches respectively each day and is operational 24/7 throughout the year. Currently, the ULEZ is due to be implemented across the central London area covered by the T-charge in 2019.

Benefits associated with the larger area covered by the ULEZ include significantly fewer people residing in, and schools falling within areas that breach the legal pollution limits. Additionally, Inner and Outer London would experience a decline in nitrogen oxide emissions of 31% and 28% respectively by 2021.

Plans to increase Congestion Charge Penalty Charge Notice (PCN)

In response to an increased incidence of PCN's issued over the last half a decade, from early January 2018 TfL have boosted charges from £65/£130, to £80/£160. This was in the hope that the effectiveness of the Congestion Charge will be reinstated where it may have diminished overtime.

Additionally, TfL have recently introduced a mobile app which can be used to pay both the Toxicity charge and Congestion charge, as well as search to check which areas fall in the Congestion charge zone. <https://tfl.gov.uk/modes/driving/congestion-charge/paying-the-congestion-charge>

Freight and Servicing SPD

A final version of the Freight and Servicing SPD has been produced following the consultation period which ended in September 2017. The document outlines potential measures which could be undertaken to mitigate the impact of freight traffic within the City from new developments. Largely respondents to the consultation were supportive of the direction of the document, with some responses expressing concerns towards associated costs and achievability of the proposals. Conversely, other respondents were keen for more rigid enforcements and diversification of transport modes.

Emission-based tariffs- "The polluter pays"

In order to favour a shift towards environmentally friendly vehicles and improve the City's air quality, a proposal has recently been put forward for a tiered tariff system based upon vehicle emissions to be implemented during early 2018/2019. The lowest charges would be experienced by zero emission vehicles (e.g. electric), before increasing for newer vehicles and being greatest for older heavily polluting vehicles, typically petrol vehicles pre-2005 and diesel pre-2015. It is thought this would deter users of older vehicles, and make zero-emission vehicles more attractive. At the same time, there are plans proposing to convert Pay & Display operation at parking machines to predominantly cashless payments with the use of smartphone apps like RingGo, following a six-month trial in Guildhall during 2017 which generated only a single complaint.

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