



CITY PROPERTY ASSOCIATION

Transport Update- July 2017

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

The Mayor's Draft Transport Strategy

The Mayor's Draft Transport Strategy is now under consultation until 2 October 2017.

The Mayor's Draft Transport Strategy is a bold vision for reducing Londoners' dependency on cars in favour of walking, cycling and public transport use. Fundamental to the policy is the commitment for 80% of all Londoners' trips to be made on foot, by cycle or by public transport. This is accompanied by an ambition to reduce total traffic by 10-15% by 2041 and freight traffic into central London by 10% by 2026. Air quality is also a key concern, with the objective to be a zero emission city by 2050, with a 72% reduction in CO2 emissions and 94% reduction in NOX emissions from transport.

Three key themes underpin this strategy:

- **The Healthy Streets Approach:** Providing accessible, well designed space to enable active and inclusive travel, reducing traffic levels and improving air quality.
- **A good public transport experience:** Improving affordability, customer service and accessibility, tackling crowding on rail services and shaping and growing the bus network.
- **New homes and jobs:** Using transport services to create high-density, mixed use places and direct good growth to underdeveloped parts of the city can be unlocked,

A number of key proposals are outlined, notably consideration of a 'per mile' road pricing structure dependent on the time of day, congestion levels in the area and environmental efficiency of the vehicle. In the short term, the Ultra-Low Emissions Zone (ULEZ) is to be brought forwards and expanded with the introduction of the zone for all vehicles in central London in 2019, an extension for heavy goods vehicles for the whole of London in 2020 and a London-wide zone for all vehicles in 2021. The power to limit the overall number of private hire vehicles licenced for use in London is also proposed, with Taxis and Private hire vehicles now occupying 17% and 10% of roadspace in central London on an average weekday respectively.

Relating to delivery and servicing, regional consolidation centres are proposed on the edges of London, combined with micro-distribution centres in inner and central London using low emission vehicles. TfL is also set to undertake research to determine the success of re-directing personal deliveries as these deliveries now account for 30-60% of all deliveries made to offices (estimated using surveys by TfL, Canary Wharf Group and Mitie). Following this, there is the potential to impose a delivery surcharge to encourage more companies and consumers to use local collection points in the long term.

A priority for key infrastructure investment is outlined with a commitment to the Bakerloo line extension, Crossrail 2 and a call to create a London Suburban Metro responsible for operating existing local train services from Moorgate, Victoria and London Bridge. In addition, there is a commitment to improving journey times and increasing capacity on rail services by at least 80% between now and 2041 in the Central Activity Area.

New developments are to be based on the concept of 'good growth', such developments are characterised by: good access to public transport, high-density, mixed-use developments, people chose to walk and cycle, car-free and car-lite places, inclusive, accessible design, carbon-free travel and efficient freight.

Measures such as road user charging (where appropriate), land value capture and the devolution of financial powers to the local level are proposed. The Government has agreed to establish a joint task force (including the GLA and TfL) to explore the options for piloting a Development Rights Auction Model (DRAM, related land value uplift) on a major infrastructure project in London.



Progress on Crossrail Works

Designs for the restoration of areas outside of Moorgate, Liverpool Street and Farringdon East Stations following Crossrail works have been produced, paid for by Crossrail Ltd. The latter stations are due to be opened in late 2018 yet parts of the works, constrained by over-site development and neighbouring sites will be executed later. However, Crossrail will no longer exist after 2018.

Therefore, Crossrail have suggested responsibility for the design and provision of these urban realm modifications be delegated to the City. This would be beneficial in ensuring the City's exceptional standards are sustained and funding is secured in advance of works taking place. Collaboration between Crossrail and the City to finalise designs and accurately forecast costs would lessen concerns associated with deadlines for completion and cost minimisation. Agreement from the City to carry out these works would result in these three City Projects moving to Gateway 5.

Update on Bank Junction Experimental Safety Scheme

On the 22nd May, the CoL imposed new traffic restrictions at Bank Junction, prohibiting cars, lorries and vans from using the junction between 7am and 7pm from Monday to Friday as part of an 18-month trial scheme. Road users during these times are limited to cyclists and buses, with monitoring occurring using registration plate identification by programmed cameras.

In spite of the widespread signage surrounding the junction which alerted drivers about the closure, over 70 vehicles passed over the junction within the initial 7 minutes after closure. Initial offences are notified through a warning letter; subsequent offences are an £130 fine. Overall, a significant change was recognised several days into the trial with calmer and safer traffic conditions being achieved.

Healthy Streets Event

The Active City Network, who are working to provide a safe environment for cyclists and pedestrians in the City of London, held a Healthy City Streets event in early July 2017. The objective of the evening was to generate discussion and feedback from employers and businesses in the City regarding initiatives to support safe commuting. The event started with cycle rides on the new City Quietways with music performed by students from the Guildhall School of Music and Drama which was an opportunity to showcase recent improvements in the City including the Quietways and the interim scheme at Bank Junction launched on May 22nd.

Presentations were then given from a panel including Christopher Hayward, Chairman of the Planning and Transportation Committee; Ann Kenrick, Master of Charterhouse and Dr Will Norman, London's Walking and Cycling Commissioner. Proposals to increase the mode share for cycling and walking were presented including the latest Draft Mayor's Transport Strategy and its Healthy Streets Approach framework, as well as the collaboration between the Corporation of London and businesses in the City to provide cycle skills training, bike security marking, and to lead rides around the City. The Best Practice Guide 2017 on Safer in the City published by the Active City Network was launched at the end of the evening.

Smart City Seminar

The City Centre, in partnership with the City of London and Brookfield, hosted a seminar on innovative thinking for developing a 'smarter city'. This seminar had a focus on public realm and how areas can be improved or used differently within the Square Mile. This included presentations from two shortlisted entries for a design competition, The Edible Bus Stop Studio and Broadway Malyan; Brookfield also presented on the achievement of good public realm within commercial developments. Topics of discussion included green public seating with community kiosks, areas of entertainment and interaction, apps and a drive to increase night-time activity as well as arts and entertainment events within public and private areas. The ongoing funding and responsibilities for these areas was also a key topic.



London Underground Upgrade Works- Four Lines Modernisation

As part of the aim to improve the reliability and convenience of the Tube network, significant investment will enable improved signalling and frequency of the Hammersmith & City, District, Circle and Metropolitan line services which make up 40% of the network. This is known as the Four Lines Modernisation (4LM) and aims to be completed by 2022, with further increases for off-peak services following in subsequent years.

New technology will utilise wifi to provide continual updates on the location and speed of each train and precise speeds set by computers will enable trains to run every 2 minutes by 2022, increasing passenger capacity by 33%. Additionally, there are plans to extend the 24- hour Night Tube service onto sections of these four lines in the future once modernisation is finished.

Progress on Electric Vehicle Charging

The Port Health & Environmental Services Committee have requested an update on the provision of electric vehicle charging points within the CoL. They have highlighted three areas of improvement; general on-street facilities, standard electric charging facilities and rapid electric charging facilities. There has been specific emphasis placed on increasing the reliability of facilities as well as designated provision for taxis on-street due to their disproportionate contribution to nitrogen oxide emissions.

Standard units were previously under the control of TfL as part of 'Source London' initiative, however, there were problems associated with equipment reliability which were challenging to resolve through the TfL contractor. Consequently, the number of users fell. The replacement contractor, Chargemaster, have undertaken an agreement with the City which clearly defines the reliability and repair procedures. Currently, efforts to substitute equipment and rectify issues identified within Source London are taking place with the hope that confidence in the system will be restored and the usage increased.

Furthermore, it is anticipated that rapid electric vehicle charging equipment, targeted at taxi and delivery drivers, will become increasingly widespread as the technology becomes more economical and accessible.

Congestion and Zebra Crossing Points

An evaluation of the City's Zebra crossing points was undertaken as part of an investigation into the existing traffic conditions within the CoL and identification of possible preventable sources of traffic delay and congestion. The upgrade of the Ludgate Hill zebra crossing to a signalised operation has been shown to significantly minimise delays to traffic and sustain pedestrian safety.

All zebra crossings within the CoL were analysed over a 7- day period as part of a study based around the AM, midday and PM peaks. Results indicated that most zebra crossings were responsible for negligible delays (averaging 2 seconds), with the largest delays (from 9-13 seconds) present at Chiswell Street, Montague Street, London Wall and New Fetter Lane. Rudimentary modelling based on the Ludgate Hill example demonstrated that conversion from Zebra to signalised crossings could reduce delay time. The four sites demonstrating the largest delay for which this could be a potential solution are either external to the CoL's control or located within areas for which plans to change the streets are underway. Hence New Fetter Lane is the only site proposed as requiring further study.

Barbican and Golden Lane Estate Conservation Area

The Barbican and Golden Lane Residents Associations have approached the City with a proposal for a new conservation area. The proposed boundary for the conservation areas are London Wall, Aldersgate Street, Baltic Street, Golden Lane, Chiswell Street and Moor Lane. A public campaign and petition to support the proposal has gained approximately 730 signatures. The results of the assessment of the area proposed will be published in Autumn 2017, with a public consultation to be carried out if the designation is determined to have merit.



Identification of more potential cycling connections

A feasibility study is to be carried out by TfL and relevant boroughs into 25 potential cycle routes within London which were highlighted by 'Cynemon'- TfL's latest cycle network model. The model forecasts trip patterns, route choice and journey times at a strategic level across London for a potential scheme or policy appraisal. This tool consolidates inputs from a number of sources including the London Travel Demand Survey, Cycle Hire data, STRAVA and the TfL app. The model has been used to predict areas where residents have the highest probability of becoming cyclists by feeding in the TfL Transport Classification of Londoners. This is supported by an algorithm which maps potential routes between given origin and destination points based on the present journey decisions cyclists make.

Waterloo and Lambeth Bridge roundabouts to become increasingly people-friendly

TfL have outlined improvement strategies at Lambeth Bridge and Waterloo roundabouts to increase the appeal and safety of sustainable transport modes. This was in response to a study which classified these locations within the 73 most unsafe junctions in London.

TfL highlighted the importance of integrating these improvements with the cycle links. Plans for Lambeth Bridge would link to Cycle Superhighway 8, and several Quietways whilst changes at Waterloo would connect to Quietway 1 and the upcoming Quietway 5.

Improvement plans developed by TfL and Lambeth Council to mitigate the overcrowding that cyclists and pedestrians experience at Waterloo included:

- Provision of segregated cycle lanes and two-way traffic around Waterloo Imax
- Widening footways and upgrading the pedestrian crossing
- Improving Waterloo Road bus station
- A new public square

Proposals for Lambeth Bridge and the surrounding area will take place following redevelopment of the northern and southern roundabouts into signalised crossroads. Further modifications include:

- Greater provision of pedestrian space
- Improved cycling conditions including segregated cycle lanes, cycle signals, and two-stage facilities for those turning right

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