



CITY PROPERTY ASSOCIATION

Transport Update- July 2018

City of London Draft Transport Strategy Vision, Aims and Objectives

The City of London is currently undertaking consultation on the vision, aims and outcomes for its new Transport Strategy which is to be published in March 2019. The Transport Strategy will outline the plans for transport within the Square Mile over the next 25 years to help achieve the central vision of delivering 'world-class connections and streets that inspire and delight' within the Square Mile.

The draft outcomes of the Transport Strategy are:

1. The Square Mile is a great place to walk and spend time.
2. Our streets are accessible to all.
3. People using our streets and public spaces are safe and feel safe.
4. People enjoy a relaxed cycling experience in the Square Mile.
5. The Square Mile is cleaner and quieter.
6. Delivery and servicing needs are met in ways that benefit the Square Mile.
7. Street space is used more fairly and effectively.
8. Our street network is resilient to changing circumstances.
9. The Square Mile benefits from better transport connections.
10. Emerging transport technologies benefit the Square Mile.

The consultation online survey is available until 5th August 2018; <https://coltransportstrategy.typeform.com/to/OlbGgn>. Following this, the main proposals of the strategy will be detailed during Winter 2018.

City of London Phase 1 Engagement

The proposed vision, aims and objectives of the CoL's Transport Strategy were established following Phase 1 engagement activities carried out during February and March 2018. Exhibitions, drop-ins, forums, and questionnaires were amongst the techniques used to involve the public and various stakeholders within the Square Mile.

Key themes following the Phase 1 engagement include recognition of the overriding dominance of traffic levels within the Square Mile, and a requirement for better control and organisation of freight. Respondents also agreed that pedestrians require greater prioritisation and provision on the streets, alongside enhanced accessibility for all.

Additional comments included a strong call for an improved cycling experience, supported by greater efforts to enhance the public realm and provide green space. Respondents recognised the extremely poor air quality of the streets to be an issue whilst they also suggested more flexible use of streets to accommodate demand could be beneficial. The second period of consultation focussed upon the visions, aims and objectives as discussed above is currently underway.

Road Danger Reduction and Active Travel 5-year Plan

Subsequent to the first plan being published in 2013, the City of London is carrying out a consultation period on the new Road Danger Reduction and Active Travel Plan which covers the period 2018-2023. With themes running parallel to the Mayor's 'Vision Zero' campaign, this second plan continues to focus upon enhancing the safety of all users of the City of London streets. The themes of the plan look to help facilitate significant decreases in people killed or seriously injured (KSI) on the roads, before ultimately achieving zero incidents by 2041 as per the Mayor's aims.

The themes are as follows:

- *Theme 1: Engagement & behavioural change*- Invoke a cultural change in attitude to road safety through events and engagement with different road user groups. This also involves working alongside the City of London Police to understand underlying origins of conflict as well as and promoting walking and cycling through the Active City Network (ACN). Also, using the Road Danger Reduction Partnership (RDRP) as a platform to review advancement towards targets.



- *Theme 2: Road danger reduction & vision zero-* Working simultaneously with riders and drivers alike by hosting pedal cycle and motorcycle training and advising through workshops. Encouraging businesses to advocate driver training and adopt standard practises (e.g. FORS, Dutch Reach approach).
- *Theme 3: Active travel and healthy streets-* Investigate the potential effectiveness of timed closures during the morning, lunchtime and evening peaks where high presence of pedestrians and cyclists are likely. Explore the use of tactical urbanism as a soft management technique to change the quality of the environment in support of sustainable transport modes.

Bank on Safety Update

As reported earlier this year, recent data from the Bank on Safety scheme has shown success in fulfilling the four approved criteria:

1. *A significant safety improvement at Bank-* During the hours when the scheme is active (7am-7pm) the monitoring area was shown to experience a 26 % decrease in casualties over May 2017 to May 2018 compared to an average over the previous 5 years prior to the schemes implementation.
2. *Maintain access for deliveries-* 46 business were approached during scheme design by officers to understand how their delivery and servicing requirements would be accommodated following implementation of the experimental scheme. During Autumn 2017 100% responded with positive feedback regarding changes they experienced to be appropriate.
3. *Improve air quality at Bank-* Average NO₂ levels fell during the first half a year of the scheme being implemented, compared to the previous year.
4. *Not unreasonably impact on traffic flow, whilst preferably improving bus journey times-* Traffic journey times have shown minor increases on routes surrounding the site, with a maximum increase of 2 minutes. During operational hours, all 21 bus routes passing through the modelled area have experienced average savings to their journey times. The greatest savings of 3-5 minutes were seen on routes directly serving Bank.

75% of respondents to a consultation survey were seen to be supportive of the scheme either partially, (subject to minor changes) or wholly. Results indicated that largely the scheme was positively accepted despite concerns raised related to issues included neighbouring traffic, signage and implementation and air quality. However, the scheme aligns with the City's statutory duties and the recommendation for permanent implementation was agreed unanimously at the CoL's Planning and Transportation Committee meeting on the 10th July 2018.

Dockless Cycle Hire

During Autumn 2017, the CoL Corporation agreed a policy which enabled dockless cycle hire operators 'ofo' and 'Mobike' to be introduced into the Square Mile. The operators agreed to certain requirements they would uphold such as not allowing bikes to be parked openly on City streets. Following termination of the trial period and its subsequent evaluation, it is recommended the trial be reinstated for a further year. This is on the condition that areas of concern raised from the trial period be addressed - including plans for greater control on parking by determining favorable locations beforehand and looking into the use of 'geofencing'.

Low Emissions Neighbourhood Proposals- Beech Street and Moor Lane

In order to retain LEN funding and ensure a programme is completed within the appropriate timescales, a 'ULEV only' scheme at Moor Lane is repropoed. This idea is approved by TfL and the GLA, and would act as a trial scheme to be completed by April 2019. Following implementation for a year, it is proposed to review the scheme's accomplishment and potentially see if it may be applicable to aid longer-term work to improve the air quality in Beech Street, involving restricting traffic and enhancing public realm.

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