



CITY PROPERTY ASSOCIATION

Transport Update- November 2017

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

Cultural Hub Public Realm Programme- St Paul's

As part of the Cultural Realm Programme, plans have been put forward for upgrading of the public realm including St Paul's and bordering areas Fleetside, Cheapside, and West Smithfield. This area experiences annual footfall exceeding 5 million pedestrians, providing the southern route to the City's developing 'Cultural Hub'.

The scheme will increase signage and lighting provision along the route from the Riverside to the Cultural Hub and will work to minimise the presence of servicing vehicles during peak hours. Other key areas within the strategy include maximising green spaces, and undertaking a re-assessment of pedestrian routes and footways in light of changing demand due to Crossrail. Costs required for the strategy are estimated to be £120,000.

Progress on the Eastern Cluster Area Enhancement Strategy

The central aim of the area enhancement strategy planned for public realm within the Eastern City Cluster relates to creation of a 'world-class' area which prioritises user satisfaction. A literature view, site examination and collaborative workshops amongst local stakeholders have been completed during Stage 1.

Stage 2 involves further refinement of the public realm plans, alongside studies into the following areas prior to extensive public consultation, and production of a finalised strategy by mid-2018:

- Smart and Digital- studying the current infrastructure situation and identifying possible 'smart' solutions
- Culture and Art- developing further ideas similar to Sculpture in the City project to grow the area's cultural appeal
- Traffic- identify areas for future improvement after extensive study of the current traffic conditions surrounding the site

Improvements to Bank Junction

An additional £208,306 of funding is required towards the Bank Junction Experimental Scheme, leading to total costs being £1,368,207. Staff expenditure associated with the experimental scheme at Bank Junction has exceeded initial estimates made during November 2016 due to an understimation in the levels of interest. Additionally, extensive surveys are required to observe the impact of the experiment upon traffic levels and hence deduce its overall effectiveness. It is believed these further funds will be counterbalanced by revenue gained from PCN's associated with breaching of the experimental order where some general traffic has continued to travel through the junction.

Development in CoL Freight Strategy

Significant progress has been observed following initial freight management discussions which took place during January 2017. Activity amongst stakeholders is apparent including the City Freight Forum and the Facilities Management Conference which involved key business and industry members. There is also the City Freight Newsletter to provide quarterly summaries. Subsequent to the CoL Delivery and Servicing guidance, the draft Freight and Servicing SPD was released for consultation until 30th September 2017.



The CoL Corporation is actively involved with collaborative groups targeting consolidation through work at national and international scales such as CityLab and Freight Traffic Control 2050. By working alongside consolidation providers, businesses and other key stakeholders the CoL is aiming to recognise and develop the most effective proposals for the City.

Furthermore, research is being undertaken with trials underway in LB Camden and at the Guildhall in conjunction with TfL and DHL, to enforce a consolidation strategy operating from Edmonton.

Future actions involve examination of proposals to promote consolidation within the City, leading to a comprehensive list being produced by late October, for discussion by the City Planning and Transportation Committee.

Freight and Servicing Supplementary Planning Document- Draft for Consultation

The CWPA submitted a previous response to this document, detailed in full in the CWPA Response to the Draft Freight and Servicing Supplementary Planning Document.

The draft SPD was produced in response to discussions following the Planning and Transportation Committee meeting during late 2015, which highlighted a requirement for increased availability of freight traffic and consolidation advice and information. The draft SPD largely focusses upon strategies to supervise freight including reducing trips, and mitigating the effects of crucial trips. Freight comprises 1/5th of traffic within the City during the period 7am-7pm. Furthermore, it is anticipated that as much as half of this is focussed on the Square Mile. Freight traffic is also a major contributor to air pollution.

The draft SPD outlines the following techniques to control freight movement:

- Reduce freight trips- fewer trips in total, including fewer personal deliveries to work premises. Where possible, this would be achieved through consolidation.
- Match demand to network capacity- distributing essential freight deliveries so the majority occurs outside of peak hours as well as utilising night-time deliveries.
- Minimise impacts from necessary freight traffic- utilising zero-carbon transport methods such as electric vehicles, on foot or cyclist deliveries as well as options which generate the least noise.

Electric Taxi Bays within the City of London

Taxi ranks situated by Lloyds Banking Group and Macquarie Group offices are the first electric vehicle on-street taxi bays provided within the CoL Square Mile. The bays facilitate 22kw semi-rapid charging points which aim to increase a vehicle's charge by 15% over 30-40 minutes. This facility reflects the City's aims to mitigate the impact of taxis, following their identification as the main source of nitrogen oxide emissions and air pollution on the Corporation's roads.

Largely, the ability to provide EV infrastructure is constrained by the widespread servicing and utility structures located beneath ground-level. Additionally, the high-level of development activity within the City makes it difficult to provide secure, long-term locations for bays to be sited. Before large-scale implementation of this infrastructure occurs, the City will review the public requirement for the infrastructure, to avoid installation of facilities which will become under-utilised.

Off-street electric vehicle facilities within the CoL are currently being upgraded following transition to Chargemaster as the charging contractor. It is hoped that Chargemaster will restore the reliability and high quality service to users, with regards to responding to queries that Source London failed to do. The City believes it is clear that the expansion of micro-consolidation centres utilising electric vehicles will promote the greater requirement for electric vehicle infrastructure.

The City Corporation's Response to the Mayoral Community Infrastructure Levy 2 Preliminary Draft Charging Schedule

In support of the development of Crossrail 2, the Mayor has published a Preliminary Draft Charging Schedule which includes heightened CIL charge rates; those impacting Central London include £185, £165 and £140 per square metre for office, retail and hotel respectively. This Mayoral CIL would support the funding of transport infrastructure over London, should Crossrail 2 not progress.



Although greatly supportive of Crossrail 2 and hence the intent of the Mayoral CIL charge to provide funds, the City Corporation is nervous as to whether its ability to undertake future development will be constrained. For this reason, the City's Corporation has requested a more localised feasibility assessment to provide reassurance that the City's office development in the future will not suffer.

CoL bids for TfL Liveable Neighbourhood Funding

The Liveable Neighbourhood initiative was established to provide funding in support of large schemes (in excess of £1 million) focussed upon providing enhanced transport and public realm conditions. The CoL is looking to put forward the following two bids as part of this programme:

- Moorgate Area Enhancement- Provision of safer pedestrian space and greater capacity in line with the opening of the new Crossrail entrance to establish greater 'sense of place' upon arrival to Moorgate.
- St Paul's Gyratory/ Museum of London- Prioritise safety and enjoyment of individuals to promote walking and cycling within improved public realm, following conversion of the gyratory system to promote two-way working.

Specifically, TfL grants would ensure commitment to the Transportation and Public Realm Divisional Business Plan, the City of London Corporate Plan 2015-2019 and Department of Built Environment Business Plan 2016-2019. Furthermore, the bids proposed for Liveable Neighbourhoods parallel the aims of the draft Mayor's Transport Strategy, specifically the Healthy Streets Approach.

'Legible London' walking maps

TfL recently produced 'Legible London' maps to encourage people in London to travel on foot; the first maps were published for North Bank, Old Street and Brixton. The maps incorporate information specific to local areas as well as a scale to allow the user to estimate an approximate distance that can be walked, in five minutes. The map was produced in support of an aim to increase accessibility and promote walking as an efficient transport mode. This is aligned to the Mayor's draft Transport Strategy targets relating to four-fifths of journeys within London being made by sustainable transport modes by 2041. <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/the-mayors-transport-strategy>

Introduction of Dockless Cycle Hire

Experimental 'dockless' cycle hire programmes have already been trialled within Manchester, Cambridge and Oxford. This involves users utilising a GPS smartphone app to find and enable a bike for use. Once it is no longer required the user can then leave the bike and deactivate it from use by others via the app. A recent introductory scheme within LB Hackney incorporated a 'geo-fence'; this restricted use of the bikes to within the borough, making them unavailable for use outside of this zone. It is anticipated that dockless cycle hire holds huge potential benefits for London in the future. The use of borough-wide geo-fence controls will also be of significant interest in achieving other local transport objectives, such as the management of pick-up locations for Uber.

New Cycle Superhighways

Designs for Cycle Superhighway 9 (CS9), a new cycle route providing west London with approximately 6km of new segregated cycle lanes and connecting Kensington to Brentford have been revealed. This proposed stretch of cycle lane will provide new traffic light controlled crossings whilst improving existing ones and is being consulted on.

Additionally, plans have also been shown for Cycle Superhighway 4 (CS4); this would link Tower Bridge to Greenwich. The cycle superhighway schemes are aligned with the Mayor of London's initiatives as outlined in the draft Transport Strategy to encourage a greater number of cyclists. Cost estimates produced by TfL for CS4 and CS9 are for £55 million and £70 million respectively. Consultation for CS9 ends during late October, and CS4 during later November with plans to start construction in 2018.



Phase 2 of North-South Cycle Superhighway

During 2016 consultation periods for the possible extension of the North-Cycle Superhighway to Kings Cross from Stonecutter Street occurred. Following discussion by the Streets and Walkways Sub Committee, City Officer's engaged with TfL to query whether periodic suspension of the proposed ban on the left turn into Smithfield would be possible during market operational hours, in addition to a reconfiguration of the route at Stonecutter Street junction. The latter was supported by TfL's new layout proposal whilst the intermittent ban was not accepted.

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