



Momentum's review of new transport policies

Vision Zero action plan

Draft London Plan

City of London Transport Strategy

The 'Road to Zero'

The Inclusive Transport Strategy

Is the wait for the green man over?

Six years of Momentum...

Welcome to the autumn 2018 edition of Momentum's Connect; where we take a closer look at the many initiatives launched over the summer, and give our views on how they will impact transport planning and our clients.

This November marks the first Transport Planning Day, launched by the Transport Planning Society to raise the profile of transport planning and its role in changing people's lives. We're proud to be transport planners - working with our clients and industry partners to create forward-looking solutions that address the needs of the future city.

People are always at the centre of our work and our aim is that it is communities that benefit from our strategies and the recommendations we make.

It has been a busy summer for new transport plans and policies. In this special edition of Connect – published to coincide with Transport Planning Day - we take a closer look at six recent initiatives, reviewing what these new policies mean for our clients and the people who will ultimately benefit from them. We also take a more informal poll of our consultants' views in our article 'Is the wait for the green man over'.

Finally as we celebrate our sixth birthday this Autumn, we reflect on the changes that have taken place here and in the wider London transport planning context.

If you enjoy what you read here, then follow us on LinkedIn and twitter for access to our latest blogs, thought leadership and our views on our ever-evolving industry, the challenges facing the wider world and the reasons why we approach our work the way we do.

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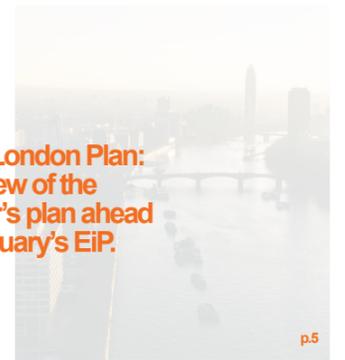
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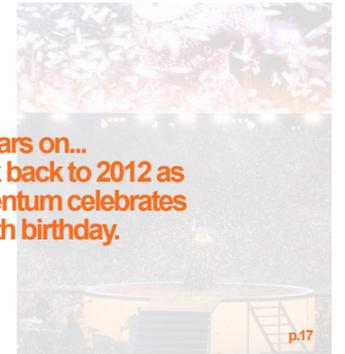
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Area-wide filtered permeability, De Beauvoir Town, Hackney

Back in July, Transport for London (TfL) announced its Vision Zero action plan, a document which outlines how it aims to eradicate all deaths and serious injuries from London's roads by 2041. With more than 2000 people killed or seriously injured on London's streets every year, it's a necessary and admirable move.



Continuous footway, Walthamstow



DHL cargo-bikes, London

Article 1. Vision Zero

But what does this actually mean in practice? What has to change between now and 2041 to reduce those 2000 casualties and deaths down to zero? With the Mayor calling for bold action and for partners to put Vision Zero at the heart of everything they do, we take a look at three transport planning options which could help make our streets and neighbourhoods safer, greener and more pleasant places.

A change in priority

People walking, cycling and using motorbikes are disproportionately represented within London's fatal and serious injury statistics, accounting for 80% of all deaths and serious injuries on London's roads. For those who regularly walk and cycle around the city, this won't come as much of a surprise. The majority of London's streets are still hostile to those on foot or bicycle, with the city still suffering with the hangover of 60s motor-centric planning. Pavements are narrow and protected cycleways are few and far between.

For those on foot, the widespread introduction of continuous footways (also known as Copenhagen Crossings) across side roads would be a welcome change and begin to shift priority towards pedestrians rather than motor traffic. On these crossings, motor vehicles are required to give way to people on foot. Cycleways can also be incorporated within the design, reducing the likelihood of 'hook' collisions.

Area-wide filtered permeability

Rachel Aldred of the University of Westminster recently wrote about the increased danger faced by pedestrians in residential areas.

Her research* found that for every mile driven on a minor urban road, there are 17% more pedestrians killed or seriously injured than for a mile driven on an urban A-road.

For slight injuries, this rises to 66%. With apps such as Waze and Google Maps now commonplace, residential 'rat-running' has the potential to intensify, increasing the risk faced by pedestrians, and particularly children.

*www.icevirtuallibrary.com/doi/abs/10.1680/jmuen.16.00068

Adopting area-wide modal filtering schemes can help to alleviate the problem. In plain English, this just means using bollards intelligently! These schemes work by creating no-through routes to motor traffic, allowing motor traffic in, but not letting it through the area. Access is permitted only to those on foot or on a bicycle. In restricting motor traffic, you not only create safer streets, but also areas for people to stop, talk and play.

A variation of vehicle form

TfL's Vision Zero action plan highlights that collisions involving HGVs and buses are disproportionately likely to result in fatality. It therefore makes sense to reduce the number of HGVs on the road network wherever possible. One way to tackle this can be through the way we deliver goods.

It's becoming increasingly clear that the future of freight in cities lies in consolidation centres. Goods are delivered en-masse to edge-of-town centres, before teams of riders on electric-assisted cargo-bikes are despatched into densely-populated areas to make deliveries. This not only makes deliveries more efficient, but also eliminates the need for oversized vehicles in areas with a heavy pedestrian and cyclist presence.

Changing mindsets

We hear a lot about new technologies in the transport world, however achieving Vision Zero will require some back-to-basics behavioural change through simple design interventions, rather than looking for silver bullet solutions in the form of emerging technologies.

In theory, the road to Vision Zero isn't necessarily a difficult one, we already know how to reduce road danger. We have built excellent cycleways, we have filtered streets to great success, and we have made the first steps forward with cargo-bike deliveries. Change will only be delivered if there's an unwavering commitment to rethinking the motor-traffic driven status quo by everyone involved within the urban and transport planning industry, from policy makers to practitioners.

Article 2 Draft London Plan



Earlier this year Sadiq Khan published his Draft London Plan, and in August a revised version (adopting minor suggested changes) was released. In advance of an Examination in Public starting in January 2019, here we provide a snap-shot of the key transport messages within the (August 2018) Draft London Plan.

The Plan repeats many of the words and phrases we have seen much of during Sadiq Khan's tenure as London Mayor, such as 'Good Growth' and 'Healthy Streets'. The general approach is commendable; looking to help shape a more inclusive London and also promoting measures that will help deliver the Mayor's Transport Strategy, which is largely progressive and sending London in the right direction.

The echoes continue with reference to the (perhaps over-zealous use of the word) 'revolution' of how people get around the city, drawing on the ten 'Healthy Streets' indicators. The key transport driver is the goal for walking (great!), cycling (great!) and public transport (the right direction, but historically nothing new, so perhaps waters down the Mayor's ambition) to accommodate 80% of all trips in London by 2041. Compensating for a reduced (75%) target in Outer London, this means that in central London, the 80% target is stretched to 95% and in Inner London, 90%; reducing Londoners' reliance upon the private car is the key message – certainly for central areas.

With the work that Momentum has done previously looking into the feasibility of the River Thames to provide a way of transporting every-day goods into central London, it is good to see recognition of the strategic importance of maintaining a network of waterways, or London's 'Blue Ribbon Network'. The general support for use of the waterways and maintaining the presence of wharves is positive.

We believe the next step is to develop a strategic approach to how these wharves can provide receiving points, or micro-consolidation centres, for deliveries made via London's waterways. The prospect of areas of London - connected to the waterways - receiving significant deliveries in this way is a hugely exciting thought!

The transport chapter of the Draft London Plan highlights the importance of promoting 'Healthy Streets' within development, with each development demonstrating how it will deliver improvements that support the ten Healthy Streets indicators. Part of the initiative is for Londoners to undertake at least 20 minutes of active travel each day and the aspiration that the dominance of vehicles is reduced; that vehicular traffic speeds are also reduced; and that safer driver behaviour is encouraged by design are also key themes. 'Vision Zero' is a long-term target of reducing danger so that there are no deaths or serious injuries on London's streets (see our Connect article on page 3). The 'next generation' of road-user charging is mentioned, but (as we found in the Mayor's Transport Strategy) it is disappointing that any firm plans for a comprehensive overhaul of the Congestion Charge in London are not yet forthcoming.

So, lastly we come on to the inevitable increase in cycle parking standards – the key headline of which is an increase from one space per 90sqm of office floor space to one space per 75sqm – and that is Gross External Area (GEA). By our rough calculations, that equates moving from allowing for a 16% cycle mode share to around 20%, or 1 in 5 people cycling. At the recently consented new Deutsche Bank headquarters building at 21 Moorfields, this would increase cycle parking from 840 spaces to over 1,000. The huge growth in cycling continues to be supported and this is a change that we are particularly pleased to see.

Article 3.

City of London Transport Strategy



A space for people.
Cheapside streetscape render by Momentum

City of London approves a radical transport strategy for the Square Mile

The updated draft of the City of London Transport Strategy proposes important changes for reducing traffic speeds to 15mph and looking at Road User Charging (across central London) to replace the now out-of-date and ineffective Congestion Charge that was first introduced in 2003. Half of the freight traffic in the Square Mile does not have any purpose in the City and this non-essential traffic needs to use alternative routes away from the centre. The traffic speed reduction to 15mph is also important as with an increasing number of pedestrians and cyclists in the City it is proving difficult to reduce the number of road traffic accidents with the existing 20mph limit.

Vision Zero

It's important to note though that there were also very few speeding tickets issued last year - at just over 3 per week on main routes in the City, so this low level of enforcement probably needs some attention as well.

The Mayor's Transport Strategy is looking to achieve Vision Zero by 2041 (see page 3) when it is expected that we will have no serious injuries or deaths resulting from traffic accidents across the whole of Greater London. This is a bold and very welcome road safety target (in line with Sweden and Norway for the whole of their countries).

There has been excellent press coverage about the forward-looking City of London proposals, with an Evening Standard article proclaiming that they are intended to usher in a "world class" street scene in the financial district. This will be achieved through "Pedestrian priority zones that would ban cars, vans, taxis and buses from using some routes, apart from for access. At least half of the roads in the Square Mile are earmarked for pedestrian priority status, including parts of Threadneedle Street near the Bank of England, and roads around Mansion House, Moorgate and Liverpool Street stations. It is proposed that bicycles would be expected to give way to pedestrians in these zones".

Chris Hayward, Chairman of the Planning and Transportation committee, said the "radical" proposals are aimed at "future-proofing the Square Mile". He added: "This is an ambitious piece of work, but the City of London is a unique district. With over 480,000 workers commuting into the Square Mile on a day-to-day basis, these are some of the busiest streets in London and we need to be open for business."

Historic trends in traffic volumes

The City Transport Strategy proposals are backed up by detailed analysis from the annual City of London Traffic Study. City traffic composition has changed significantly over the last two decades, both in terms of the total volume of traffic and the proportions of different vehicle types that make up that traffic. This is the first year that the traffic study also counted the number of pedestrians.

The total number of vehicles counted on the City's streets has declined overall since counting began in 1999 from a high of over 200,000 vehicles to just under 124,000 in 2017. This represents a 40% decrease in counted vehicle moments overall or approximately a reduction of 2% a year. However, this decrease has occurred in bursts rather than gradually with greater drops in 2004, 2010, and 2016. These count years correspond with the introduction of the Congestion Charge Zone (2003), the global recession (2008), and the introduction of Cycle Superhighways (2016).

People moved and space utilised

The total street space used and the number of people moved by each mode of transport were approximated using nationally approved classifications.

Private vehicles – cars, taxis, and motorcycles/mopeds – utilised the most street space of any mode – at just over 53% – while only carrying an estimated quarter of all people travelling on City streets. Buses only made up 2% of all counted vehicles, but they carried an estimated 19% of all people travelling on City streets.

People on foot also made up an estimated 9% of total street space usage while making up an estimated half of total people movements. This suggests that the City's pavements – which often make up less than 25% of total street space – move the majority of people travelling on City streets.

This is the first time this has been studied in this level of comparative detail and is in line with how the Mayor for London is going to approach his Healthy Streets agenda and new Transport Assessment Guidance in December 2018, which we will report back on in the next edition of Connect.

The transport planning landscape is changing constantly. At no time more so than now, with several plans, policies and strategies being announced already this year. In Connect we aim to review these major developments and discuss what's relevant for our clients, so that we can continue to design spaces where people want to live and work.

The Department for Transport's (DfT) 'Roads to Zero' strategy, published in July, seeks to make the UK's road transport cleaner. The Government's Industrial Strategy names four 'Grand Challenges', two of which are 'Future Mobility' and 'Clean Growth', showing that cleaner transport, and especially electric vehicles (EVs), are all the buzz around Central Government.



Article 4.

The 'Road to Zero'

The UK's transportation sector is now the largest singular contributor to greenhouse gas emissions. And in cities like London we are seeing city-wide air quality improvement initiatives as the link between poor air quality and morbidity becomes harder to ignore. Petrol and diesel vehicles could well represent the next frontier of civic air-quality disgrace that coal was in the UK in the 1950s, and lead in the USA in the 1970s.

What's in the Road to Zero?

Aligning with the ambition for 'all new cars and vans to be effectively zero emission by 2040' and for 'almost every car and van to be zero emission' by 2050, the Road to Zero sets out the infrastructure plans to achieve this forecast increase in EV demand. Along with the maintenance and enhancement of many existing initiatives, such as consumer incentives for purchasing new EVs, the DfT is really putting its foot on the gas (so to speak) with the research and development of EVs.

What does this mean for new developments?

Developments will be expected to provide an increasing level of EV charging points. The increased demand for electricity should be accounted for at an early stage. In London, for example, we have witnessed policy standards for EV charging point provision shoot up, in a trend we expect to continue. New car parking provision, in London and across the UK, should – where possible – have passive provision for a majority of parking spaces to future proof the site.

Is this the way forward?

Yes, but this is progress within a dominant way of thinking about movement, rather than considering whether cars are the future we need to be investing in. EVs are still just cars and vans, let's not forget.

They provide improvements of roughly 50% in terms of carbon, particulate matter and NOx emissions, but they still pollute.

They use largely non-renewably sourced energy to charge and, with a greater average weight (approximately 25% due to the battery), can have higher non-exhaust pollution than other vehicles. Within the paradigm of vehicle usage, EVs represent a movement in the right direction, but the Road to Zero's timescales are practically glacial. Denmark, Germany and Ireland plan to ban sales of new diesel and petrol cars ten years earlier than the UK.

Designing for cars, whether big, small, electric, autonomous – doesn't do much for placemaking, and you can't help but feel that if some of the hundreds of millions of pounds pledged towards EVs were spent on walking and cycling infrastructure you would see much wider societal benefits, reaching far beyond the singular issue of air quality.

Another concern is the increased level of street clutter that electric vehicle charging points can create. It seems logically flawed that the charging points, which serve cars only, are situated on the footway rather than in the carriageway. An alteration to the draft new London Plan (para 10.6.8) shows a welcome change in attitude, but currently a majority of EV charging points are placed in the footway, narrowing spaces we are looking to encourage more people to use.

Certainly, the Road to Zero presents a step in the right direction, especially for reducing emissions from motor vehicles to improve air quality, but you have to question whether it goes far enough, soon enough. Further emphasis on shifting away from car usage would be welcomed, as well as a clearer emphasis on using the highway for charging points rather than the footway. If necessary, why not declassify some parking spaces so the remaining ones can be used by electric vehicles? The Road to Zero needs to be seen as a starting point, rather than a finishing point (vehicles being 'almost' zero emissions in decades time), first decarbonising vehicles, then ambitiously looking to move away from dependence on them entirely.

The final strategy we review in this edition of Connect is the DfT's Inclusive Transport Strategy*. Announced earlier this year to make transport fully accessible for all passengers by 2030, with up to £300 million made available for improvements to the network.

Providing a suitable transport network for everyone has gained increasing weight on the agenda in recent years. Yes, design has always included a number of aspects to mitigate against barriers to accessibility, some of which are incredibly useful. But negotiating the public transport network or public spaces remains far from hassle free. Transport can still remain a barrier for people that have impaired mobility or difficulty interpreting the environment around them.

Whilst infrastructure and public transport improvements can aid with the majority of a person's trip, this does not address the full door-to-door journey. The DfT's new strategy consequently considers public realm and street design. Including recommending that local authorities pause the development of shared space schemes which incorporate a level surface; and withdrawing guidance on shared space.

Article 5.

Inclusive Transport Strategy and Shared Surfaces



Shared surface implementation, Byng Place, Bloomsbury, London



Shared surface implementation, Walthamstow, London

Changing places

Modern cities are increasingly including spaces that blur the lines of traditional street formats. Public spaces can be private; streets with no carriageways allow cars; streets are becoming multifunctional with events, interactive technology and other smart infrastructure.

The areas outside of buildings are no longer required solely for the purpose of facilitating traffic – we want them to be a destination to stay, relax and enjoy as well as enabling us to travel in healthy ways. In providing successful buildings, places and cities, we need to ensure that we do not incorporate barriers to people that struggle with mobility.

To ignore issues of mobility limits the number of people that can work in offices, eat in restaurants and shop in stores – and who would want to design a place that restricts people?

Clearly there are challenges to real inclusive design in practice. Some sites are subject to topographical difficulties and level changes that necessitate steps. They may not have the space to accommodate a suitable gradient, for example, and lifts are not traditionally accepted on public highway as they are considered too great a maintenance responsibility for local authorities.

Shared surfaces

The traditional street layout provides segregation between people and vehicles – by default this creates both a barrier for people to get from one side of the street to another as well as the need to incorporate formal crossing points. This is appropriate for roads that need to prioritise the moving of traffic and vehicles, but not for those streets where we want to create places.

The DfT has recommended a hold on providing level shared surfaces for town centres and we await further guidance on how these should be designed, however it is unlikely to be a stop altogether. Various forms of street can get bundled together with the term 'shared surface' and the CIHT has helpfully attempted to provide distinction*.

The real concern is safety and comfort in the 'hard core' version of a shared surface, being an area that allows for pedestrians, cyclists and vehicles to mix with no formal priority, and how people can differentiate and navigate between areas of a street without a kerb.

This has probably been – or should have been - considered in some form at every design meeting that has involved shared space, but that is not to say that solutions have always been incorporated.

Shared surfaces can still be a valid environment for creating better spaces and public realm but any scheme's objectives need to be clear as it is impossible to create a place to relax and stay if people do not feel comfortable or safe. This may therefore mean a lower threshold on the inclusion of cars.

Ultimately, we welcome the points raised in the DfT's strategy. They provide a timely reminder of the need to focus on how places can offer comfortable and safe areas for those people that feel vulnerable within a non-traditional layout. After all they are meant to be flexible spaces and should accommodate everyone.

*DfT - The Inclusive Transport Strategy: Achieving Equal Access for Disabled People (2018)

*CIHT - Creating better streets: Inclusive and accessible places Reviewing shared space (2018)



Article 6.

Is the wait for the green man over?

Photography & Oil paint rendering of Liverpool Street crossing by Momentum

Following news that a trial number of traffic signals in London were set to be re-prioritised in favour of pedestrians* our consultants gave us their own quick-fire views:

Ronan Murray:

"Any initiative that promotes walking in central London is a good thing. With such extremely high numbers of pedestrians in morning peak hours people often cross the road regardless of the green man showing if they are in a hurry, so this solution accommodates that behaviour, minimising the risk of collisions with vehicular traffic. Hopefully, the result will be the beginning of a gradual change in mindset that you should expect journeys made by car in central London during peak hours to be slower than walking! I do query the technological implementation. If the traffic lights are constantly green for pedestrians, but then change to red when detecting an approaching vehicle, surely they will constantly show red to pedestrians in times of high traffic flow?"

Dave Murphy:

"Any scheme that aids walking should be a benefit. Pedestrian flows are due to increase significantly in central London as a result of development and Crossrail, with some crossings already overcrowded. Quite often the number of pedestrians outnumber vehicles through junctions and it would be good to recognise that balance via priority."

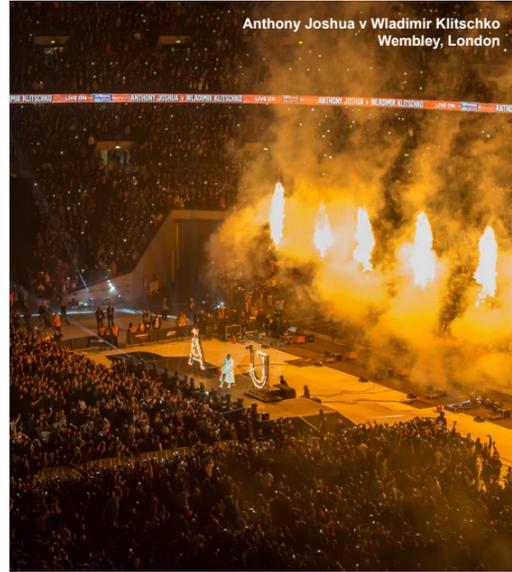
James Draper:

"Although I believe that switching to 'always red' for vehicular traffic is a great idea to try and disincentivise car travel in the city, I'm personally not sure whether the best trial locations have been selected. The Olympic Park is a great location, but with St Paul's and The Shard being heavy in commuter traffic, very high levels of congestion during the week means that many people jaywalk anyway. I think the trial could be improved to include a street with more weekend traffic such as Covent Garden."

* Reprioritisation of traffic signals is one of the proposed items the Mayor's Walking Action Plan, more information at www.london.gov.uk/press-releases/mayoral/mayor-launches-londons-first-ever-walking-plan



Adele Tour
Wembley, London



Anthony Joshua v Wladimir Klitschko
Wembley, London



Some of the team caught breaking fashion rules
for Jeans for Genes charity fundraiser

Article 7.
**Six years
of Momentum...**



Nova
Victoria, London



21 Moorfields
Moorgate, London



November 2012...

The London Olympics had finished, we were working on the legacy for the Olympic Park and our team – of just three founding staff - was busy writing the planning application for the London Stadium. Landsec's flagship development Nova, linking Victoria Station, Buckingham Palace and the Royal Parks, was in planning. We were also heavily engaged in preparing for the 2013 Champions League final at Wembley.

Six years on and, as we celebrate our sixth birthday, the team has grown from 3 to 33. We've delivered record-breaking events for Adele and Anthony Joshua, and are now planning for the UEFA 2020 European Championships at Wembley.

Nova is a relaxing, people-friendly sanctuary within the bustling streets of one of the most accessible parts of central London. And we've helped the London Stadium to deliver matches for the Rugby World Cup, the Athletics World Championships and Premier League Football (and are looking forward to welcoming Major League Baseball in 2019).

Momentum has changed immensely. We've grown in size, experience and both the number and type of projects and clients we work on and for.

The transport picture across London has also changed vastly. An increasing emphasis on people and non-car modes, the introduction of 20mph limits throughout central London, low emission zones and the implementation of the Cycle Superhighways means that much of our work is now focussed on the movement of people, with TfL's Healthy Streets agenda guiding our work in central London.

Back in 2012 work on Crossrail had just begun and the Kings Cross station redevelopment had just completed. Looking ahead to the next six years Crossrail will open and minds will turn to HS2 and Crossrail 2.

Outside of London we expect the future to bring a greater focus on technology, including demand-led transport, autonomous vehicles and other sharing economy solutions. Alongside Government initiatives to improve public health and safety our responsibility as transport planners has never been greater.

We're relishing the opportunity to work with our clients and industry partners to take on these challenges. And it's never been more important that those of us tasked with the design of the city understand that the quality of the environment and the spaces that we live and work in are hugely important for our health and wellbeing and for future economic productivity.

12 3 6 16
23 30 200+
750
50,000
3million +
12million

1 Leadenhall.
From the public realm below the colonnade to the lobby and lifts, we're proud that our work will enable the future tenants of 1 Leadenhall to benefit from a seamless and comfortable journey to and from their workplace

2 international offices: London and Montreal.
(And 2 furry mascots supervised by Momentum staff during the 2017/18 football season)

3 members of staff when we started out in 2012

6 years old!

16 markets served: including airports, commercial, education, retail and stations

23 Hatton Wall.
Our home in the heart of Hatton Garden, London

30 transport planners, engineers, designers and support staff making up the Momentum team

200+ projects completed across 16 countries

750 cycle hire docking stations in London – used regularly by our team to get to client meetings and around town!

50,000 people an hour through Wembley Park Station on an event day

3 million + spectators at Wembley Stadium in the 2017/18 season, overseen in the control room by Momentum

12 million+ spectators arriving and departing Wembley and the London Stadium since Momentum was formed.



designing and creating spaces for people

**Momentum
Transport Consultancy**

Clerkenwell House
23 Hatton Wall
London
EC1N 8JJ

t. +44 (0)20 7242 0228
e. info@momentum-transport.com
w. www.momentum-transport.com