



# CITY PROPERTY ASSOCIATION

## Transport Update- January 2019

This transport note sets out the key transport issues relevant to the City of London since October 2018.

### Draft Transport Strategy Update

As detailed in the October Transport Note, the City's Draft Transport Strategy sets out proposals for the next 25-years in order to:

- Ensure the Square Mile is a healthy, attractive and an easy place to live, work, learn and visit
- Support the development of the Square Mile as a vibrant commercial centre and culture destination

The consultation period has now ended and the CPA provided a response to the the City's Draft Transport Strategy. The revised document is to be presented to the Planning and Transport Committee in spring 2019.

Key proposals of the strategy are detailed below:

- Enhance and promote walking and cycling through improvements to the quality, accessibility and safety of the City's streets.
- Reducing air and noise pollution through encouraging zero emission and electric vehicles as well as measures including a new Road User Charging mechanism, and introducing a City-wide 15mph speed limit by 2022.
- Facilitating an overall reduction in vehicular traffic by 25% by 2030; whilst improving the efficient movement of essential delivery and servicing vehicles.

### City Plan 2036 Update

The public consultation on the Draft City Plan 2036 is due to end on the 28<sup>th</sup> February 2019. Up until this time, numerous sessions are available to find out more information; these events are detailed at <https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/Pages/Local-Plan-Review.aspx>.

Subsequent to the current consultation period, the updated draft City Plan will undergo further consultation during autumn 2019 prior to its anticipated adoption during 2020.

Section 6 'Shape Outstanding Environment's of the Draft City Plan relates to the future of design and transport within the City. Key policies include:

- Strategic Policy S9 (Vehicular Transport and Servicing): Improving road safety and minimising congestion, promoting consolidation of deliveries and increasing the availability of infrastructure to facilitate use of zero or low-emission technology vehicles.
- Policy VT2 (Freight and Servicing): A requirement for servicing, goods delivery and refuse collection to take place on-site for developments, whilst ensuring deliveries take place outside of weekday peak hours (07:00-10:00, 12:00-14:00 and 16:00-19:00) .
- Policy VT3 (Vehicle Parking): Ensuring developments within the City are car-free with the exception of Blue Badge provision. Investigating opportunities for the conversion of existing public car parks demonstrating low demand into other uses e.g. a consolidation hub.
- Strategic Policy S10 (Walking, Cycling and Healthy Streets): Enhancing the safety, accessibility and enjoyment of the public realm and consequently the experience of users of City streets; prioritising the needs of those walking and cycling.



## **Bank Junction Improvements**

With the exception of data collection, progress on the 'Bank Junction Improvements' project was paused during early 2018. Work has subsequently been restarted; during mid-January 2019 the City reviewed three "strategic options" as part of delivering the longstanding 'All Change at Bank Scheme'.

The objective of this work is to enable progress surrounding the future redesign of the junction, with the aim of producing an update report during April/May 2019. Costs associated with the options range between £4-18 million. The three options are summarised below:

- Option 1: Prioritising pedestrians and promoting sense of "place"; achieved through complete vehicle closures and extension of the current limits to vehicles to all arms of the junction. This would greatly enhance the walking environment quality for example through improvements to lighting and shelter. Delivery of this option would be the most long-term due to the significant alterations associated with this option.
- Option 2: Encouraging pedestrians and cyclists and limiting vehicles by providing a restricted vehicular space available across some arms of the junction. Improvements to the quality of the environment and experience to users, but in a lesser degree than as in Option 1. This was the favoured option to progress within the report presented to the Planning and Transportation Committee.
- Option 3: Continuation of the current "place and vehicle" interaction as demonstrated at Bank, but with possible alterations for example to vehicle types and enforcement hours following review. This would present the least challenging of the proposed alterations.

## **Centre for Music Update**

During January 2019, the first concept designs for the new London Centre for Music were released by the Barbican, London Symphony Orchestra and Guildhall School of Music & Drama.

Designs for the proposed "world-class" venue were directed by Diller Scofidio + Renfro Architects and can be found at: <https://www.barbican.org.uk/sites/default/files/documents/2019-01/Centre%20for%20Music%20press%20release%20-%2021%20January%202019.pdf>.

The Centre for Music is to be sited at the current Museum of London site and will provide the "gateway" into the Culture Mile proposals which encompass an area from Farringdon to Moorgate. It's location will also form a key part of the north-south corridor connecting towards the Tate Modern, Millenium Bridge and St Paul's. Additionally, the venue will facilitate links to the new Elizabeth Line transport hubs. Plans to convert the existing roundabout at the Museum of London site and redirect the road beneath the new Centre for Music building will greatly enhance public realm quality and provision.

## **New London Street- Experimental Traffic Scheme**

From the 28<sup>th</sup> January 2019, a trial scheme was implemented in New London Street which imposed a full ban upon vehicular use of the cul-de-sac situated off of Hart Street, adjacent to Fenchurch Street station. Through this scheme the City looks to explore the potential for pedestrianising the street permanently, given the redevelopment of neighbouring properties and the high pedestrian footfall New London Street will continue to experience in the future.

The experimental scheme will be in place for a minimum of half a year, in addition to undergoing a consultation period.

Further details can be found at <https://www.cityoflondon.gov.uk/services/transport-and-streets/traffic-management/Pages/new-london-street.aspx>, with responses required by 29th July 2019.

## **Transport for London- Bus Rationalisation**

Transport for London have recently undertaken consultation in relation to opportunities to alter their bus services across the city in response to a "fall in demand", whilst looking to improve overall journey times and dependability.



Proposals to streamline the existing bus network are mainly focussed upon inner London. A single new route is proposed, whilst other current routes may be modified. Modifications may also involve “shortening, extending, removing or rerouting”.

The proposed changes report the potential for a 9% reduction in kilometres that buses are covering within inner London. As a result of the changes, the City understands TfL will have increased opportunities to redistribute services elsewhere for example in areas experiencing significant residential development.

TfL’s objectives demonstrate strong alignment to those outlined in the draft City Transport Strategy, to reduce vehicular traffic and its associated problems. Overall, Planning and Transport Committee members demonstrated support to these changes. The CPA response to the TfL Bus Consultation can be found at: <https://www.citypropertyassociation.com/news/lpa-consultation-response-to-proposed-bus-changes/>.

### **Road Danger Reduction and Active Travel Plan Update**

The Road Danger Reduction and Active Travel Plan outlines measures to be implemented over 2018-2023 to improve the safety of all users of London’s streets. During November 2018, the City’s Planning and Transportation Committee approved this document for adoption, following the public consultation period that was carried out earlier in the year.

Following this consultation, the structure of the RDR Plan was updated to be consistent with the ‘Safe System Approach’ illustrated in TfL’s Vision Zero Action Plan that was released during July 2018 as well as the draft Transport Strategy. Finalisation of the RADR Plan is dependent upon whether final iterations are required following the Adopted Transport Strategy being published.

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