



Planning and Transportation Committee

Date: TUESDAY, 30 APRIL 2019
Time: 10.00 am
Venue: LIVERY HALL - GUILDHALL

Members*:

Munsur Ali	Alderman Robert Hughes-Penney
Rehana Ameer	Shravan Joshi
Randall Anderson	Oliver Lodge
Peter Bennett	Natasha Maria Cabrera Lloyd-Owen
Mark Bostock	Andrew Mayer
Deputy Keith Bottomley	Deputy Brian Mooney
Henry Colthurst	Deputy Alastair Moss
Karina Dostalova	Sylvia Moys
Peter Dunphy	Barbara Newman
Alderman Emma Edhem	Graham Packham
Sophie Fernandes	Susan Pearson
Marianne Fredericks	Judith Pleasance
Alderman Prem Goyal OBE JP	Deputy Henry Pollard
Graeme Harrower	James de Sausmarez
Christopher Hayward	Oliver Sells QC
Christopher Hill	William Upton, QC
Deputy Jamie Ingham Clark	Alderman Sir David Wootton
Christopher Hill	

*** MEMBERSHIP IS SUBJECT TO CONFIRMATION AT THE COURT OF COMMON COUNCIL ON THURSDAY 25 APRIL 2019.**

Enquiries: Gemma Stokley
tel. no.: 020 7332 3414
gemma.stokley@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of audio visual recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **ORDER OF THE COURT OF COMMON COUNCIL**
To receive the Order of the Court of Common Council appointing the Committee dated 25 April 2019 (TO FOLLOW).

For Information
4. **ELECTION OF CHAIRMAN**
To elect a Chairman in accordance with Standing Order 29.

For Decision
5. **ELECTION OF DEPUTY CHAIRMAN**
To elect a Deputy Chairman in accordance with Standing Order 30.

For Decision
6. **APPOINTMENT OF SUB-COMMITTEES**
Report of the Town Clerk.

For Decision
(Pages 1 - 6)
7. **MINUTES**
To agree the public minutes and summary of the meeting held on 2 April 2019.

For Decision
(Pages 7 - 26)
8. **OUTSTANDING ACTIONS**
Report of the Town Clerk.

For Information
(Pages 27 - 32)
9. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 33 - 46)

10. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**
Report of the Chief Planning Officer and Development Director.
- For Information**
(Pages 47 - 50)
11. **PUBLIC LIFT REPORTS**
Reports of the City Surveyor.
- For Information**
(Pages 51 - 54)
12. **UPDATE TO SCHEME OF DELEGATIONS**
Report of the Director of the Department of the Built Environment.
- For Decision**
(Pages 55 - 86)
13. **SOUTHWARK BRIDGE SOUTH VIADUCT WATERPROOFING**
Report of the Director of the Department of the Built Environment.
- For Decision**
(Pages 87 - 106)
14. **CITY OF LONDON TRANSPORT STRATEGY**
Report of the Director of the Department of the Built Environment.
- For Decision**
(Pages 107 - 484)
15. **LOCAL IMPLEMENTATION PLAN (LIP) DELIVERY PLAN 2019/20 TO 2021/22**
Report of the Director of the Department of the Built Environment.
- For Decision**
(Pages 485 - 542)
16. **CITY CLUSTER VISION - A FRAMEWORK FOR ENABLING GROWTH**
Report of the Director of the Department of the Built Environment.
- For Decision**
(Pages 543 - 552)
17. **UPDATE ON VENTILATION & EXTRACTION REQUIREMENTS FOR RESTAURANTS/CAFES**
Report of the Chief Planning Officer and Development Director.
- For Information**
(Pages 553 - 554)

18. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

19. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

20. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

For Decision

Part 2 - Non-public Agenda

21. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

22. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

Any drawings and details of materials submitted for approval will be available for inspection by Members in the Livery Hall from Approximately 9:30 a.m.

Agenda Item 6

Committee(s):	Date:
Planning and Transportation Committee	30 April 2019
Subject: Appointment of Sub Committees	Public
Report of: Town Clerk	For Decision
Report author: Gemma Stokley	

Summary

1. The purpose of this report is to consider the appointment of the Committee's Sub-committees and working party, and approve the compositions and terms of reference.
2. The Planning and Transportation Committee appoints two sub-committees and one working party:-
 - Streets and Walkways Sub Committee
 - Local Plan Sub Committee
 - Local Plan Working Party (membership to be the same as the Local Plan Sub Committee.)
3. For ease, details of the composition and terms of reference of the Sub-committees and working party are set out in Appendix A.

Recommendation(s)

4. It is recommended that:-
 - a) The Committee appoints the Streets and Walkways Sub Committee for the ensuing year and approves its terms of reference detailed at Appendix A to this report; and
 - b) The Committee appoints the Local Plans Sub Committee and the Local Plans Working Party for the ensuing year and approves the terms of reference detailed at Appendix A to this report.

Main Report

Background

5. This report considers the appointment, terms of reference and composition of the Planning and Transportation Committee's sub-committees and working party.
6. Each of the Committee's proposed sub-committees and working party are considered in turn below. Details of their terms of reference and proposed composition are set out in Appendix A of this report.

Streets and Walkways Sub-Committee

7. The Sub Committee was originally formed in 2004 and has acted fairly independently of the Grand Committee since then. The Terms of Reference have always included responsibility for such things as traffic engineering and management, street scene enhancements, the Riverside Walkway, and road safety matters.
8. It should be noted that the Sub Committee continues to have power to act in those matters, in order to avoid potentially delaying projects by requiring the Grand Committee's approval as well, when they often involve tight timescales to complete them or use external funding.
9. Expressions of interest are sought from **seven Members of the Planning and Transportation Committee** who wish to serve on this Sub Committee.
10. The Sub Committee meets every 5-6 weeks on and has met eight times since it was last appointed in May 2018.

Chairman and Deputy Chairman of the Sub Committee

11. The Sub Committee elects its own Chairman and Deputy Chairman at its first meeting following the first meeting of the new Grand Committee which in this case will be 28 May 2019.
12. The Committee is therefore requested to agree the membership and the Terms of Reference of the Streets and Walkways Sub Committee for the ensuing year, (at Appendix A), with power to act.

Local Plan Sub-Committee

13. The Committee first appointed a Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning strategy for the City. It was later agreed that this Sub Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as well.

Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee.

14. Expressions of interest are sought from **five Members of the Committee** who wish to serve on this Sub Committee, together with an *ex-officio* Member appointed by the Policy and Resources Committee.
15. The Committee also agreed in September 2005 to appoint a Working Party to consider the LDF in more detail, when necessary. Those meetings usually take place in tandem with those of the existing Sub Committee, and they share the same membership, except the Working Party also includes two officers: the Town Clerk or his representative and the Director of the Built Environment or his representative.
16. This Sub Committee and Working Party meet when necessary to progress the Local Plan or LIP. The Sub Committee has met seven times since it was last appointed in May 2018 and is due to meet again on 17 May 2019. Membership of the Sub Committee presents the opportunity to be involved in the early stages of deciding the many policies upon which the City's entire planning strategy is based.
17. The Committee is requested to agree for the ensuing year the membership of the Sub Committee that considers the City's Local Plan and Local Implementation Plan, which will be the same for the Working Party.

Appendices

Appendix A – composition and terms of reference of the Planning and Transportation Committee's sub-committees and working party.

Background Papers:

Appointment of Sub Committees, Working Parties and Representatives on Other Committees – Report 2 May 2014

Contact:

Gemma Stokley

Telephone: 020 7332 3414

Email: gemma.stokley@cityoflondon.gov.uk

(A) Streets and Walkways Sub-Committee

Composition

1. The Streets and Walkways Sub Committee comprises –
 - a) The Chairman and Deputy Chairman of the Grand Committee along with seven other Members;
 - b) Together with four *ex-officio* Members representing the Finance, Police and Open Spaces, City Gardens and West Ham Park and Port Health and Environmental Services Committees.
2. The 2018/19 Membership comprised the following Members –

Christopher Hayward (Chairman, Grand Committee)
Alistair Moss (Deputy Chairman, Grand Committee)
Randall Anderson
Deputy Keith Bottomley
Marianne Fredericks
Gregory Jones QC
Deputy Jamie Ingham Clark
Graham Packham
Oliver Sells QC
Paul Martinelli (ex-officio, Finance Committee)
Alderman Alison Gowman (ex-officio, Police Committee)
Barbara Newman (ex-officio, Open Spaces Committee)
Deputy Kevin Everett (ex-officio, Port Health)

Terms of Reference

3. The Sub Committee is responsible for:-
 - (a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, special events on the public highway and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;
 - (b) all general matters relating to road safety;
 - (c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;
 - (d) public lighting, including street lighting;
 - (e) day-to-day administration of the Grand Committee's car parks

- (f) all matters relating to the Riverside Walkway, except for adjacent open spaces; and
- (g) to be responsible for advising the Grand Committee on:-
 - (i) progress in implementing the Grand Committee's plans, policies and strategies relating to the City's Highways and Walkways; and
 - (ii) the design of and strategy for providing signposts in the City
- (h) Those matters of significance will be referred to the Grand Committee to seek concurrence.

(B) **Local Plans Sub Committee**

Composition

4. The 2018/19 Membership comprised the following Members –

Christopher Hayward (Chairman of the Grand Committee and Sub Committee)
Alistair Moss (Deputy Chairman of the Grand Committee)
Randall Anderson
Mark Bostock
Deputy Keith Bottomley
Marianne Fredericks
Alderman Gregory Jones
Dhruv Patel (ex-officio, Policy and Resources Committee)

Terms of Reference

5. The Committee first appointed a Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning strategy for the City. It was later agreed that this Sub Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as well. Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee.

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 2 April 2019

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Christopher Hayward (Chairman)	Alderman Nicholas Lyons
Deputy Alastair Moss (Deputy Chairman)	Deputy Brian Mooney
Rehana Ameer	Sylvia Moys
Randall Anderson	Barbara Newman
Peter Bennett	Graham Packham
Mark Bostock	Susan Pearson
Deputy Keith Bottomley	Judith Pleasance
Peter Dunphy	James de Sausmarez
Marianne Fredericks	Oliver Sells QC
Alderman Prem Goyal OBE JP	Graeme Smith
Graeme Harrower	William Upton, QC
Christopher Hill	Alderman Sir David Wootton
Deputy Jamie Ingham Clark	

Officers:

Gemma Stokley	- Town Clerk's Department
Angela Roach	- Assistant Town Clerk
Joseph Anstee	- Town Clerk's Department
Jennifer Ogunleye	- Town Clerk's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Annie Hampson	- Department of the Built Environment
Carolyn Dwyer	- Director of Built Environment
David Horkan	- Department of the Built Environment
Gwyn Richards	- Department of the Built Environment
Zahur Khan	- Department of the Built Environment
Bhakti Depala	- Department of the Built Environment
Ted Rayment	- Department of the Built Environment
Gordon Roy	- Department of the Built Environment
Craig Stansfield	- Department of the Built Environment
Neel Devlia	- Department of the Built Environment
Mark Pundsack	- Department of the Built Environment
Robin Whitehouse	- Department of Markets and Consumer Protection

1. APOLOGIES

Apologies for absence were received from Henry Colthurst, Stuart Fraser, Shravan Joshi, Natasha Maria Cabrera Lloyd-Owen, Andrew Mayer and Deputy Henry Pollard.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

James de Sausmarez declared a personal, non-pecuniary, interest in agenda Item 9 by virtue of his membership of the St Paul's Cathedral Council and its Finance, Audit and Risk Committee and the fact that the Diocese of London had submitted a written objection.

Alderman Prem Goyal declared a personal interest in agenda Items 7 and 8 by virtue of holding a tenancy in Farringdon Within.

3. **MINUTES**

The Committee considered the public minutes of the meeting held on 18 March 2019.

A Member reported that he had requested that Officers separate out the Committee's desire to see alternative guidelines on daylight/sunlight developed from the need for further Member training on this issue. Officers had agreed to this request and had undertaken to bring a full report on the matter to the Committee for their May meeting. The Member requested that the minutes of the last meeting be amended to reflect this point.

The Town Clerk undertook to make this amendment.

The Town Clerk drew Members attention to an addendum that had been tabled regarding the resolution for the item concerning Seal House. The Town Clerk reported that, whilst the version of the minutes published on the public website accurately reflected the Committee's decision in full, the version circulated to the Committee for today's meeting did not. The Town Clerk clarified that a final recommendation containing a proviso had been added at the last meeting after an addendum was tabled and circulated. The full recommendation should therefore read as follows:

RESOLVED – That:

(a) The application be referred to the Mayor of London to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

(b) Planning permission be **GRANTED** for the above proposal in accordance with the details set out in the attached schedule, the planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;

(c) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980;

(d) Recommendations (a) to (c) above are provisional and subject to prior notice being given of the effect of the development on city walkway, and to prior consideration of any representations received in response to such notice. In the

event of any representations being received the City Planning Officer and Development Director shall be delegated authority to consider the representations and determine whether or not to proceed in accordance with recommendations (a) to (c), subject to first reporting to this Committee should representations raise significant new issues not considered in this report.

RESOLVED – That, subject to the amendments noted, the public minutes of the last meeting held on 18 March 2019 be approved as a correct record.

MATTERS ARISING

Millennium Inclinor Update Report (page 5) – A Member stressed that the Committee were keen to receive a report as to the costs to date associated with maintaining the Millennium Inclinor. He asked that this be added to the Committee's list of outstanding actions so that Officers did not lose sight of this request. The Chairman agreed that this point should be added to the list of outstanding actions and the City Surveyor reminded of this request.

Bartholomew Lane (page 15) – A Member referred to his questioning, at the last meeting on the impact of eastbound traffic and potential conflict with pedestrians at Lothbury and Bartholomew Lane as a result of changes to Bank Junction. He asked that this matter also be added to the Committee's list of outstanding actions.

Air Quality (page 15) – A Member also asked that Air Quality feature on the Committee's list of outstanding actions going forward given that the Committee had requested some form of oversight on the matter at their last meeting. The Chairman clarified that this was a shared responsibility with the Port Health and Environmental Services Committee.

4. MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE

The Committee received the draft minutes of the Streets and Walkways Sub Committee meeting held on 26 February 2019.

RECEIVED.

5. MINUTES OF THE LOCAL PLANS SUB COMMITTEE

The Committee received the draft minutes of the Local Plans Sub Committee meeting held on 6 March 2019.

RECEIVED.

6. OUTSTANDING ACTIONS

The Committee received a report of the Town Clerk detailing outstanding actions from their last meeting.

Updates were provided as follows:

Ludgate Circus

The Transportation and Public Realm Director reported that he had recently met with the Director of 'Vision Zero' at Transport for London (TfL) who had indicated that they would be attending the May 2019 meeting of the Planning and Transportation Committee to present solutions to the problems faced at this dangerous junction.

The Chairman stated that he was very encouraged by this and would eagerly await the forthcoming presentation from TfL.

Daylight/Sunlight Training

The Chairman reported that Officers were working to set some suitable dates for Member training on this subject for May 2019.

Daylight/Sunlight – Alternative Guidelines

The Chairman emphasised that this matter had now been separated out from the Daylight/Sunlight Training at the request of Members and would be dealt with separately at Committee level. Members were informed that a report on the matter was now expected to be brought to the June 2019 meeting of the Planning and Transportation Committee.

Illegal Street Traders on the City's Bridges

The Chairman reported that the Chair of the Policy and Resources Committee had met with the Mayor of the London Borough of Tower Hamlets (LBTH) early last week and had used the meeting as an opportunity to raise this matter and request that the LBTH expedite the signing of the Section 101 agreement. This had then be followed up by a letter signed by both the Chairman of the Planning and Transportation Committee and the Chairman of the Port Health and Environmental Services Committee as instructed by Members. The letter had been sent in the latter part of last week and, to date, a response was still awaited. The Chairman undertook to continue to pursue this matter and was pleased to report that the Mayor of LBTH had indicated, at his meeting with the Chair of Policy and Resources, that he was supportive of and sympathetic to the City Corporation's request.

A Member commented that he understood that the LBTH Cabinet had approved the Section 101 agreement and that he could therefore not understand the reasons for the delay in ratifying this at Officer level. The Chairman agreed with this point and emphasised that the argument for this had been made in very strong terms.

In response to questions, the Committee were informed that the City Corporation's Assistant Director Public Protection had chased the matter further with LBTH this morning but that there was no further update to report. Officers went on to confirm that the City Corporation had staff ready to action the agreement as soon as it had been signed.

A Member expressed extreme concern at this and stated that she expected the LBTH to now progress this without any further delay whatsoever.

A Member questioned whether the Committee might receive a report on enforcement on Illegal Traders on the City's Bridges with Southwark and how this was working. Officers undertook to bring such a report to the 24 May meeting of the Committee.

Fumes

The Chairman confirmed that a further report on this matter would be brought to the next meeting of this Committee.

Expansion of Heathrow Airport

The Chairman clarified that this matter came under the remit of the Policy and Resources Committee and, as such, suggested that this be removed from this Committee's list of outstanding actions. He added that the Policy and Resources Committee would, however, be made aware of this Committee's comments on the matter.

A Member stated that, whilst this was within the remit of the Policy and Resources Committee, it was still, in his view, something that this Committee should be kept advised of and have the opportunity to form an opinion on. It was agreed that any reports to the Policy and Resources Committee on this subject, alongside any decisions that that Committee may take on the matter should also be shared with the Planning and Transportation Committee for information.

RECEIVED.

7. DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR

The Committee received a report of the Chief Planning Officer and Development Director detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegate powers since the report to the last meeting.

RECEIVED.

8. VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT

The Committee received a report of the Chief Planning Officer and Development Director detailing applications received by the Department of the Built Environment since the report to the last meeting.

Members noted that the report now featured applicant details for each application as requested at the last meeting.

RECEIVED.

9. LAND ADJACENT TO 20 BURY STREET LONDON EC3A 5AX

The Committee considered a report of the Chief Planning Officer and Development Director seeking approval for the demolition of an existing building and structures and construction of a building to a height of 305.3m

AOD for a mixed-use visitor attraction, including viewing areas [2,597sq.m GEA], an education/community facility [567sq.m GEA] (Sui Generis) and restaurant/bar use (Class A3/A4) [1,535sq.m GEA]; together with a retail unit at ground floor (Class A1); a new two-storey pavilion building [1,093sq.m GEA] (Sui Generis) comprising the principal visitor attraction entrance with retail at ground floor level (Class A1/A3) [11sq.m GEA] and a public roof garden; provision of ancillary cycle parking, servicing and plant and alterations to the public realm. [Total Scheme Area: 17,441sq.m GEA] on land adjacent to 20 Bury Street, London, EC3A 5AX.

The Chairman preceded the Chief Planning Officer and Development Director's introduction of the report by underlining that this was an important decision for the Committee to make. He stressed that Members should come to a decision based on the information and representations received before them and that, once that decision was made, it was possible that the Mayor of London would direct in respect of the application or that the Secretary of State would call-in the application for his determination. The Chairman stated that neither of these possibilities fettered the Committee's ability to make a recommendation as Local Planning Authority.

The Chief Planning Officer and Development Director began by drawing Members attention to a correction within the report highlighting that paragraph 44, sub paragraph 6, should read: *"HRP consider that the claimed public benefit of the development, which would neither offer enhancement of the WHS, nor fulfil a planning policy objective, would **not** outweigh the potential harm to the WHS"*.

The Chief Planning Officer and Development Director went on to report that the Site Location Plan shown on page 65 had been updated and recirculated to Members as had a number of late, additional representations that had been received towards the end of last week. She clarified that these representations did not raise any substantial new issues.

The Committee were also informed that Mr Ridley, who had originally intended to attend today's meeting and address the Committee, was now unable to do so and had chosen to submit a written statement to substitute his appearance. This was tabled and circulated.

Finally, Member's attention was drawn to two further, late representations, that were tabled and circulated. One from the Head of Sir John Cass Primary School in support of the application and a second from Mr Frederick Rodgers objecting to the application.

The Chief Planning Officer and Development Director went on to introduce the report, stating that this was a major proposal for a key building, set to be the second tallest in London and offers a major visitor attraction encompassing both educational and community facilities as well as a restaurant and sky bar over two floors. It was highlighted that the educational and community facilities had been significantly enhanced through negotiation on the scheme. Members

were informed that the substantial issues and benefits were set out in full within the written report.

The Chief Planning Officer and Development Director summarised by reporting that the application before the Committee was a for a striking new building marking the City's skyline which would occupy a tight floorspace. It was intended to be a major visitor attraction which would provide a boost to both the London and UK economy. It was anticipated that the attractions busiest period would be at weekends. The building would also offer educational and community facilities free of charge allowing 40,000 schoolchildren per year to visit the attraction free of charge. The main focus of the curriculum here would be for primary school children under the age of 11. Members were informed that the building would be energy efficient and would not impact on the servicing arrangements for The Gherkin in a satisfactory position and would improve cycle provision. The plaza space in the area would be replaced with a small garden.

Once all of the schemes currently under construction and consented to are realised in the City's Eastern Cluster, the greatest impact of The Tulip would be an increase of 8.4% in pedestrian movement at St Mary Axe at peak times. The pedestrian comfort level here was rated as 'C minus' and this would remain unchanged with the addition of The Tulip. The Chief Planning Officer and Development Director stressed that it was symptomatic of a successful City that it would be busy. Both the Transport Strategy and the Eastern City Cluster Strategy consider pedestrian flow and busy City streets in greater detail.

Members were informed that the most significant impact of the scheme would be on the Tower of London World Heritage Site (WHS) which makes it of Outstanding Universal Value (OUV). Here, it was accepted that The Tulip would result in 'less than substantial harm' to the view of the Tower of London from Tower Bridge (View 10A).

Members were also informed that the proposal included a request to demolish and rebuild the building that currently housed the back of house office facilities for The Gherkin but that the main entrance to The Gherkin would remain unchanged with a small 'pocket park' introduced between the pavilion and The Tulip which would accommodate the memorial to the victims of the 1992 bombing as well as a new roof garden space on the proposed pavilion building.

The Chief Planning Officer and Development Director underlined that it was a requirement of the proposal that there be no on-street queuing for the attraction. Fire strategies within the proposed building were a matter of condition as were various refuge points. Members were shown various images depicting views from the proposed building. The Committee were informed that the facility would be available until 11pm in the evening.

Members were informed that the proposals included plans for revolving gondolas to move around the outside of 'the spoons' of the building and that these would be accessed at levels 4, 6 and 8. It was anticipated that it would take approximately 8 minutes for the gondolas to complete a full circuit and that

each would hold between 8-10 people. The gondolas could also be used for dining purposes.

The Assistant Director (Development Management Design) addressed the Committee specifically on the Eastern Cluster Policy area. He underlined that the aspiration was to develop a cluster of tall buildings in this area. He accepted that this was a unique, unorthodox proposal but stated that he considered the City dynamic was one that allowed architectural ingenuity to flourish and that there were already many examples of this within the City skyline. He went on to state that the merits and appropriateness of The Tulip on the City skyline had led to a polarised debate, but he considered that this would be an eclectic and exciting mix of buildings. He added that he was of the view that The Tulip represented strong architectural integrity and would provide a familial relationship with The Gherkin which would sit closely alongside.

Members were informed that the proposal was for a concrete core/stem with a glazed element for the upper stories of the building, using large sheets of curved glass. At ground floor level, proposals were for the removal of a ramp which would be replaced with urban greening in the form of a 'pocket park' situated between the proposed new pavilion building and The Tulip itself which would provide an enhanced public realm offering.

The Assistant Director (Development Management Design) went on to state that there was consensus around the fact that the proposal would impact upon the WHS of the Tower of London in terms of the view from the North Bastion of Tower Bridge. It was agreed that this would result in a degree of harm which Officers felt was towards the upper level of less than substantial.

Officers accepted that the addition of The Tulip would create an abrupt vertical edge to the Eastern Cluster but also considered that the building was a sufficient distance away so as not to affect any of the other views of The Tower which had been assessed. Members were shown the view across the Inner Court and it was highlighted that the view of The Tulip across the Chapel of the Tower of London was transient.

Members were shown the impact of the proposal from numerous different locations and informed that the most prominent views of the new building would be as one approached the City from both the North and the East. From both Bishopsgate and Whitechapel Road The Tulip would be very prominent although not, in the view of Officers, harmful. The view from Aldgate, St Botolph's, whilst prominent in places, was also transient.

Members were advised that it was for them to balance the harm against the benefits of the proposal.

The Chief Planning Officer and Development Director clarified that Officers had strongly emphasised that the building was never to be used for advertising or excessive illumination. She concluded by stating that Officers were of the view that the economic, educational, social and architectural benefits of the scheme

outweighed the harm and that the application was therefore recommended for approval.

The Chairman thanked Officers for their introduction, introduced the registered objectors and invited them to address the Committee. Anna McPherson, representing Historic Royal Palaces (HRP) which is the custodian of the Tower of London emphasised that the Tower was a UNESCO WHS, a Grade I listed building and one of London's most popular visitor attractions with approximately 4 million visitors now per annum. She underlined that HRP had consistently objected to proposals for buildings in the City's Eastern Cluster which were progressively encroaching on the Tower of London. She added that this proposal, which, if granted, would result in a building of great height located on the edge of the Cluster which would have a seriously damaging affect and challenge the iconic status and setting of the Tower. She stated that the proposals breached both national and London plans for the protection of historic sites, as noted within the report.

Ms McPherson went on to state that the Tower itself hosted school parties throughout the year. She added that HRP had referred the proposal to UNESCO's World Heritage Centre as being likely to affect the OVU of a WHS. The World Heritage Centre had requested a report on the cumulative effect of all of the buildings coming forward within the Eastern Cluster which had been sent to them after some delay. Their views were not yet available to inform today's proceedings. She concluded by asking the Committee to refuse the application.

Duncan Wilson, Chief Executive of Historic England (HE) addressed the Committee, referring to NPPF guidance around how planning authorities should carry out the duty of considering the impact of proposals in terms of listed buildings and their settings. He added that the preservation of WHS was vital and that the City Corporation's own plans recognised this. He informed the Committee that the Tower had gained WHS status in 1988, positioned in a strategic site, functioning as the fortress for London and a symbol of Royal power against the mercantile city. He stated that development within the Eastern Cluster had already changed the relationship between the City and the Tower but that the addition of The Tulip would make this more fragile still, creating a vertical 'cliff edge' and challenging the dominance of the Tower which would appear even more subservient to nearby modern development.

Mr Wilson went on to note that the City officers were in agreement in terms of the levels of harm that would be done to the views of the Tower of London from Tower Bridge as set out within the report. He recognised that the proposal was for the construction of an iconic building with economic benefits that would boost London's tourist offering and visitor numbers. However, he did not consider that these were substantial enough to warrant approval. He added that the Tower of London was already London's most iconic attraction and argued that approval of this scheme could not possibly be deemed as sustainable development.

The Chairman thanked the objectors for their contributions and invited questions from Members.

A Member questioned why there were concerns that The Tulip would spoil the visitor experience to the Tower of London given that the two would clearly provide very different visitor experiences. Mr Wilson stated that the addition of The Tulip to the Eastern Cluster would significantly affect the setting of the Tower and would have a cumulative impact on this. He added that he felt that the visual separation between the two that currently existed was very significant.

A Member stated that he understood that the City's Officers shared the views expressed around harm but had still reached the conclusion that this would be 'less than substantial'. He questioned, therefore, how the views formed by HE and HRP around significant harm were informed. Mr Wilson clarified that HE was, in fact, in agreement with Officers around the fact that the proposals would result in less than substantial harm. It should not, however, be concluded from this, that the harm caused would not be significant as less than substantial harm was far from minor. He added that, where HE differed from City Officers was in their assessment of the benefits of the scheme. Ms McPherson added that harm was relative to the sensitivity of the subject and that the NPPF made clear that the harm here was not insignificant.

A Member noted that both parties had previously objected to most proposals for buildings within the Eastern Cluster over the last decade. He went on to refer to visitor numbers at the Tower of London which had increased substantially in this time. He questioned therefore whether, despite previous objections, the addition of certain buildings/attractions in the Cluster had actually attracted more visitors to the area which the Tower had benefited from. Mr Wilson stated that it was true to say that HE had commented on previous applications that would have an effect on the views of both St Paul's Cathedral and the Tower of London but clarified that they had not objected to proposals for all tall buildings in the City. He went on to report that tourism was a rising tide worldwide but that HE's objections were not necessarily based on the effect on visitor numbers but on the fact that the addition of this new building would damage the visitor experience and surrounding environment.

A Member emphasised that UNESCO, on their last deputation to London, had expressed great concerns around the harm being done to the Tower of London WHS. She stressed that it had been given assurances at this time about future development proposals around the site and questioned whether the fear was now that a continual encroachment from the Eastern Cluster towards the Tower could result in the revocation of its WHS status. Ms McPherson confirmed that this was exactly the case. She confirmed that UNESCO had last visited London in 2011 and had made clear that it considered that the setting of the Tower was extremely important, and that further encroachment could indeed pose a risk to its status and lead to it being added to the 'danger list'. This was the main concern of HRP. Ms McPherson reiterated that ICOMOS's view had not, however, been received in time to further inform today's deliberations.

At this point, the Assistant Director (Development Management Design) clarified that the ICOMOS report had been received and circulated to Members as part of the additional documentation sent to the Committee on the previous Friday. Ms McPherson stated that she was yet to have the benefit of reading this.

The Chairman questioned HRP's views on The Shard and how much harm they considered that this had caused to the Tower and its setting. Ms McPherson highlighted that, at present, The Shard stood as a single iconic structure. It did, however, affect the views of the Tower of London although it was recognised that the building had been designed in such a way to minimise the impact of this.

Mr Wilson stated that HE would not welcome the Tower losing its WHS status. He added that, in his view, The Tulip went beyond what was being discussed as the Eastern Cluster.

A Member stated that he was struggling to understand the harm/impact that the proposal would have on the Tower of London. He stated that he did not think it possible that any new building could challenge the Tower's iconic status. He added that any visitors to the Tower were generally well aware that the City was in close proximity to the site. Mr Wilson accepted that this was a subjective judgement but reiterated that the view of HE was that the introduction of The Tulip would constitute a significant breach with regard to setting of the Tower apart from the City.

The Deputy Chairman referred to the letter of objection submitted by HE dated 6 December, included as an appendix to the written and circulated report. He noted that the letter agreed with the Officer view that The Tulip would result in less than substantial harm. The test for Members would therefore be to decide whether this harm outweighed the public benefits of the scheme and went on to question why there was no commentary on this point within the HE letter. Mr Wilson stated that, whilst HE alluded to the educational and tourist benefits of the proposed scheme and stated that they were not convinced by these, they had refrained from commenting in any detail on the economic benefits as they considered that this was for the LPA to determine and weigh up. He added that it was, however, right and proper for HE to comment on the claimed benefits and clarify an assessment on the level of harm which they would do.

The Deputy Chairman went on to point out that the ICOMOS technical review recommendations were primarily focused on "political" points. Ms McPherson reiterated that all parties were required to protect WHSs and that this was set out within the UK Planning System. UNESCO were strongly of the view that a policy around this should also be incorporated within Local Plans.

A Member commented that the City had always been a juxtaposition of historic and modern buildings. He stated that his personal view was that this kind of setting could actually heighten the significance of historic buildings and questioned whether the view of HE was that this should now be avoided at all

costs. Mr Wilson clarified that there was no objection per se to the use of modern design in a historical context from HE.

A Member questioned whether the view formed by HE on the application was based on professional views or prejudice or had been publicly surveyed. Mr Wilson stated that this was the professional view of HE and had not been based on public surveys. The view of HE with regard to harm was shared by the City Corporation's own officers, the key question was therefore whether or not this assessment affected the Committee's decision today.

A Member questioned what defined the Tower's status as a WHS and the effect that development might have on this status. Ms McPherson confirmed that ICOMOS had produced a set of Heritage Site Impact guidelines around this which were also referred to within the written report before Members. Ms McPherson went on to report that WHS were inscribed on a list by UNESCO as they were deemed to be of OUV. She clarified that the Tower of London featured on the list as a cultural WHS and that, whilst such status was something for the country to be proud of, recognition went far beyond the host country and was often international. She stressed that if this status were to be revoked it would be a great loss to the country.

The Chairman invited those speaking in favour of the application to address the Committee. Mr Robert Tavernor, founding Director of The Tavernor Consultancy – Townscape and Heritage Consultants stated that he had been commissioned to assess the impact of the proposal on WHS of the Tower of London. Mr Tavernor reported that he had previously advised on proposals involving tall buildings and had substantial expertise in the City. He clarified that he had assessed 62 separate views for The Tulip and identified harm in relation to just one of these, from the North Bastion of Tower Bridge, a location where existing buildings within the Eastern Cluster were already very visible.

Mr Tavernor went on to argue that the existing line between the City's tall buildings and the White Tower would be preserved but that they were in agreement with Historic England around the harm that would be done to this particular view. However, Mr Tavernor went on to suggest that this was not the best view from which to appreciate the relationship between the Tower and the City. He referred to the river view where the historic dominance of the Tower was best experienced. He referred to the iconic view of the Tower from Queen's Walk from which point the Tulip would appear very separate.

Mr Tavernor concluded by making reference to the several key public inquiries that had taken place with regard to The Shard which had suggested that it was not regarded as inherently harmful to the views of the Tower of London. He reiterated that a full range of views had been assessed in relation to The Tulip and that he was confident, on the basis of this, that The Tulip would be an exceptional, modern landmark which would enhance the views of The Tower as a whole.

Grant Booker, Senior Executive Partner at Foster and Partners began by offering Lord Forster's apologies to the Committee. He added that he would be

reading a short comment from Lord Foster at the end of his speech. Mr Booker stated that he was an experienced architect who cared passionately about his work and had worked on most major Foster development projects in the City in recent years. He reported that the site in question had a fantastic and rich history and had, with the development of the now iconic Gherkin building (which was also very controversial at the time), been rebuilt following the Bishopsgate terror attack.

Mr Booker stated that The Tulip was intended to be a companion structure to The Gherkin and would therefore be sympathetic to the design of this with the intention of being a slim, curvaceous and gentle addition to the area. Mr Booker referred to the building as symbolic, exciting and dynamic – featuring moving elements in the form of glass gondolas towards the top of the structure. Members were informed that The Tulip was intended as a purpose-built attraction with educational elements which would provide what the applicant believed to be amongst the best, most exciting classrooms on offer anywhere in the world. Mr Booker reported that the applicant had held round table discussions with educationalists, including the Head of Sir John Cass School, on what might be delivered here with some praising the offer as ‘taking the mystery out of the City and making it a possibility for every schoolchild’.

Mr Booker concluded by delivering a comment from Sir Norman Foster which referred to The Tulip as a structure that was to be totally devoted to the public with a generous educational dimension for younger generations. He continued that there was currently no such facility in London – available for its citizens and visitors alike. Socially, it was intended to broaden the City’s activities beyond purely economic and would become a symbol far beyond its host city.

The Chairman thanked those speaking in favour of the application for their contributions and invited questions from Members.

A Member noted that most of the views shown depicted the trees around the Tower of London in full bloom , particularly the view depicted from the scaffold site from within the Tower. She added that the Gherkin was already very visible from this site in the winter months when the trees were bare. She questioned why there were no images depicting this. Mr Tavernor clarified that images were provided for a range of periods throughout the year as this was part of the requirements for assessment.

A Member questioned how long it was likely to take to evacuate visitors from the attraction in the event of an emergency. Mr Booker stated that it was anticipated that it would take approximately 45 minutes to clear the building from the very top. He confirmed that there would be twin staircases covering all exits. In response to further questions on this subject Mr Booker confirmed that there were a number of mechanisms to secure evacuation from the glass gondolas including the ability to move these around on the rails by hand to one of a number of evacuation points across various levels.

In response to how the arrival of school parties would be managed, Mr Booker confirmed that transport to the attraction would not be planned on behalf of the schools visiting but that separate access routes would be available for school

parties on arrival. He added that it would be a requirement for school parties to pre-book.

A Member referred to the assumption of visitor numbers to The Tulip per annum made within the written report and stated that, if these estimates were correct, the attraction would be operating at between 50-60% capacity. He went on to question whether it was considered that this would be sufficient to justify the cost of the building and maintenance. Mr Booker stated that it was considered that this was sufficient. He added that Officers had imposed conditions around capacity.

In response to further questions on the economics of the building, a Member queried its sustainability and enquired as to whether branding had been part of the business equation. Mr Booker confirmed that it had not and that the applicant considered that the building would be sustainable based on visitor numbers alone. Mr Booker referred also to the restaurant and sky bar offerings proposed.

At this point, the Chairman sought approval from the Committee to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.

A Member questioned how the figure relating to the likely number of school children visiting the attraction per annum had been arrived at. Mr Booker confirmed that this was based on the times available and the number of classroom spaces.

A Member questioned the views of The Tulip from nearer the structure. He referred to the proposed concrete stem of the building which he considered was a major change and would have significant impact for those visiting the Gherkin. He questioned the developers views on this. Mr Tavernor reported that a fine concrete would be used to build the stem of the building with articulated lines within its surface. He added that the ends of the stem would be curvaceous and have a tactile quality. The impact would be positive and appealing and create a positive contrast to the surrounding glass structures such as The Gherkin.

In response to final questions, Mr Booker confirmed that independent studies as to the public and educational benefits of the scheme had been carried out. It was considered that the proposal would be of benefit to London and a positive contribution.

The Chairman asked that Members now move to debate the application.

A Member noted the objections raised by both HE and HRP. He referred to the growing Eastern Cluster which had previously been presented as rising from one side and 'falling away' at the other. He noted that proposals for this building would not conform to this. He stated that he was, however, in favour of the application and the way it would contribute to the City's vibrant and increasing night time economy. He was satisfied that the harm caused to views would not

be substantial particularly when weighed against the potential benefits. He expressed support for the proposal of a mixed-use building which would add greatly to the Cluster and the City as a whole. He concluded by stating that potential visitor numbers and increased footfall in the area were a concern and served to reiterate the work that the City Corporation must continue to do around matters such as delivery consolidation and air quality to help mitigate this.

A Member underlined that tourism was an extremely important and significant industry in London. He referred to the proposals which were for a building with a small footprint that would bring economic and educational benefits. He stated that he was also therefore minded to support the application and was confident that the benefits of this outweighed any harm.

A Member spoke against the application on the basis of taste and aesthetics. He stated that the proposals for a concrete shaft with a glass bubble on top would not be out of place in Las Vegas but were clearly not in keeping with the City skyline. He underlined that, by the Officers' own admissions, the proposals were not in compliance with the development plan. However, this was set against additional material considerations within the written report, one of which was the provision of an educational facility for 40,000 of London's state school children free of charge each year which would enable each London school child to visit once in their school life. The Member stated that this claim had been used as a 'trump card' but went on to articulate the view that the best place for school children to learn was within their own classroom without the distraction of a day out. He stated that he was minded to vote against this application.

A Member stated that he had some doubts as to the form of the building and the proposal around the use of concrete for the stem of the building given that it tended not to age well. He also expressed concern around the increased footfall in the area but went on to state that he considered that the building had the 'wow' factor and the ability to become a new icon for the City presenting it as historic, yet with an open mind and sense of fun for future generations.

A Member emphasised that the central question was that of harm versus public benefit which was always a challenge to determine. He stated that he had two key observations – the first being that, of all the views from and alongside the Tower of London WHS just one was of issue. He therefore stated that it was important to maintain perspective around this. The Member went on to refer to what he felt were the very real educational benefits of the scheme. He reported that he was currently associated with a state school in the London Borough of Tower Hamlets and considered that an offering such as The Tulip would make a huge amount of difference to London state school children in terms of its contribution to social mobility. He urged Members to be bold, brave and passionate in their approval of such an application as the City moved through the 21st century.

A Member disagreed with this view and referred to the proposals as little more than a vanity project. He added that even the City Corporation's own Officers were in agreement with HE over the fact that this was a fine balancing act between harm and public benefit. He referred to the numerous written objections received, amongst which were the GLA, and the fact that the City

already offered many viewing platforms and educational opportunities. The Member concluded by warning against underestimating the irreversible heritage harm that would be caused should this application be granted. He referred also to the loss of public realm around The Gherkin and questioned whether this was the correct location for such a development where it would clearly have a severe impact in many ways.

Another Member referred to the numerous letters of support received in favour of the proposals. She stated that the unique mixture of ancient and modern represented what the City was and always had been about. She referred to the restaurant offering within the building which would could be used for the entertaining of clients and therefore provide a link between the City's business and visitor offerings.

A Member noted that the heritage aspects were the only thing against the application. She referred to the fact that the City was looking to diversify and praised the juxtaposition between old and new that this proposal would result in. She reported that traders at nearby Leadenhall Market, situated within her electoral Ward, were struggling to attract trade at weekends and it was hoped that these proposals would help attract visitors to the area seven days a week. She concluded by praising the developers approaches to the Museum of London to discuss how to develop The Tulip's educational offerings and noted that the proposals had the support of the Head of Sir John Cass School.

A Member reiterated that his main concern centered around the sustainability of the building and whether the anticipated 1.2 million visitors per year was significant enough to provide financial return. He estimated that these numbers were representative of the attraction only running at approximately 60% of capacity.

Another Member echoed concerns around the sustainability of the building which the developer had carried out his economic appraisal on over a 20-year operational life. She questioned the use of such a building thereafter. She also expressed concern over the loss of public realm here and increased footfall. She went on to note the service lifts that would facilitate 4-5 deliveries per hour. She questioned how this would be managed and also noted that this did not cover waste collection. Finally, she questioned proposals for cycle parking which did not appear to be adequate and stated that, for all of these reasons, she did not support the proposals.

A Member stated that he strongly supported the application which reflected the need/ability for the City to be flexible and attract and encourage this type of iconic building.

Another Member stated that, in view of the social, economic and architectural benefits of the application, he was fully supportive of the proposals.

A Member stated that, whilst he had been impressed by the contributions from both HE and HRP around the need for balance between harm and public benefit, he was in favour of the application. He stated that he considered that the proposals introduced an interesting mix to the City's skyline and that he was

keen to ensure that the movement and mixture of people across the City was enhanced by this.

A Member stated that the design of the building was reminiscent of a fairground ride which would be very expensive to maintain and would be a huge embarrassment if it were to be a failure.

A Member referred to the fact that office space remained the prime focus for the City Corporation and that this scheme offered none. She questioned the assurances that had previously been given to UNESCO regarding the development of the Eastern Cluster and also questioned the impact on the ground once all of the consented buildings here were fully occupied. The Member went on to refer to the fact that the educational offering was far from unique as similar offerings were available nearby as were similar roof top gardens, sky bars and restaurants. She referred to the Tower of London's iconic status that was recognised worldwide and should therefore be protected at all costs. She considered it was sad that the continued development of the Eastern Cluster was, in her view, continually chipping away at this important silhouette and protected views. She concluded by stating that whilst she was sure that there were many locations around London that would appreciate and benefit from such an attraction in terms of boosting their local economy, this was not the correct location for such a building.

Officers responded to various points raised by Members. Members were informed that the last UNESCO visit to London had taken place in 2011 where the deputation left assured that the City Corporation were competent and capable custodians of the City's World Heritage Sites. Officers added that they were of the view that work carried out since this time, such as the introduction of 3D modelling, would now further re-assure UNESCO.

Officers went on to agree that development on the edge of the Eastern Cluster had not been anticipated but that the proposals before the Committee were for a slim structure with a small footprint that should now be considered on its own merits. In terms of the relationship with The Gherkin, the view of Officers and the developer was that the new structure would be in synergy.

With regard to the concrete stem, Officers reported that concrete was a very good material when well executed, in the right hands. It has been used for many iconic structures across London such as The Barbican and Battersea Power Station.

In terms of opening hours, Officers confirmed that this was key to the recommendations before Members and that the building would be operational between 7am-11pm. Peak time hours would be controlled, and it was anticipated that the busiest periods would fall at weekends thereby limiting the impact of the attraction on the business city. The impact in terms of increased footfall took into account all approved schemes within the Cluster and resulted in an increase of 8.4% at worst. This assessment also took into account a stress factor of 10% and still resulted in a C- pedestrian comfort rating for the area. This had also been independently assessed on behalf of the City Corporation. Schoolchildren would visit the attraction between 10am-3pm only

to match school hours and to minimise the impact of school parties approaching the attraction during rush/peak hours.

With regard to sustainability/viability, Officers had discussed concerns around this early on in the scheme and how this might be managed. The fundamental costs associated with the proposals were around its initial construction. Maintenance costs would then be relatively small in comparison and Officers were satisfied that these were realistic.

Officers reiterated that The Tulip should not be used for advertising or be highly illuminated and that these would be controlled.

The Chairman concluded the debate with his own contribution, stating that only very occasionally did the Planning Committee get the opportunity of a lifetime for its city and he considered that this application could well be it. He referred to The Tulip as a beneficial, iconic addition to the City and London as a whole - something which has the potential to play an important role in realising the vision of the Square Mile as a vibrant 24/7 city and enabling it to continue to remain at the forefront of a globally competitive environment.

Members then proceeded to vote on the recommendation, with 18 Members voting in favour of the recommendation and 7 Members voting against the recommendation. There were no abstentions.

RESOLVED – That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

- (a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);
- (b) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;
- (c) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

10. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE

There were no questions.

11. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no additional, urgent, items of business for consideration.

12. **EXCLUSION OF THE PUBLIC**

RESOLVED– That, under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

Item No.
13-14

Paragraph(s)
-

13. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

There were no questions raised in the non-public session.

14. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no additional, urgent items of business for consideration in the non-public session.

The meeting closed at 1.27 pm

Chairman

Contact Officer: Gemma Stokley
tel. no.: 020 7332 3414
gemma.stokley@cityoflondon.gov.uk

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
1.	9 January 2018 23 January 2018 26 March 2018 8 May 2018 29 May 2018 10 July 2018 26 July 2018 11 Sept 2018 8 Oct 2018 30 Oct 2018 20 Nov 2018 18 Dec 2018 29 Jan 2019 19 Feb 2019 18 March 2019 2 April 2019	Ludgate Circus The Director of the Built Environment advised that an additional letter would be prepared as a matter of urgency, and gave her assurance that the issue would be treated as a priority.	Carolyn Dwyer/ Zahur Khan / Ian Hughes	May 2019	The Transportation and Public Realm Director reported that he had recently met with the Director of 'Vision Zero' at Transport for London (TfL) who had indicated that they would be attending the May 2019 meeting of the Planning and Transportation Committee to present solutions to the problems faced at this dangerous junction. The Chairman stated that he was very encouraged by this and would eagerly await the forthcoming presentation from TfL.
2.a)	20 Nov 2018 18 Dec 2018 29 Jan 2019 19 Feb 2019 18 March 2019 2 April 2019	Daylight/Sunlight Training A Member requested that Committee training be offered on this matter as soon as possible.	Annie Hampson	Training to be arranged as soon as is practicable and by no later than May 2019.	The Chairman reported that Officers were working to set some suitable dates for Member training on this subject for May 2019.

2. b)	18 March 2019 2 April 2019	Daylight/Sunlight – Alternative Guidelines A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation would go about creating alternative guidelines, including timescales, and the legal implications.		June 2019	The Chairman emphasised that this matter had now been separated out from the Daylight/Sunlight Training at the request of Members and would be dealt with separately at Committee level. Members were informed that a report on the matter was now expected to be brought to the June 2019 meeting of the Planning and Transportation Committee.
3.	29 Jan 2019 19 Feb 2019 18 March 2019 2 April 2019	Illegal Street Traders on the City's Bridges A Member asked for a progress update in tackling the illegal street trading on and around Tower Bridge. The Committee had previously agreed funding from Bridge House Estates for a full-time licensing officer position dedicated to enforcing across the City's bridges which are in the jurisdiction of neighbouring local authorities, and agreed that a progress report would be brought back to the Committee.	Jon Averbs /Rachel Pye	May 2019	The Chairman reported that the Chair of the Policy and Resources Committee had met with the Mayor of the London Borough of Tower Hamlets (LBTH) early last week and had used the meeting as an opportunity to raise this matter and request that the LBTH expedite the signing of the Section 101 agreement. This had then been followed up by a letter signed by both the Chairman of the Planning and Transportation Committee and the Chairman of the Port Health and Environmental Services Committee as

		<p>However, the Member stated that he had seen little, if any, reduction in illegal street trading despite the action taken.</p>			<p>instructed by Members. The letter had been sent in the latter part of last week and, to date, a response was still awaited. The Chairman undertook to continue to pursue this matter and was pleased to report that the Mayor of LBTH had indicated, at his meeting with the Chair of Policy and Resources, that he was supportive of and sympathetic to the City Corporation's request.</p> <p>A Member commented that he understood that the LBTH Cabinet had approved the Section 101 agreement and that he could therefore not understand the reasons for the delay in ratifying this at Officer level. The Chairman agreed with this point and emphasised that the argument for this had been made in very strong terms.</p> <p>In response to questions, the Committee were informed that the City Corporation's Assistant Director Public Protection had chased the matter further with LBTH o</p>
--	--	--	--	--	--

					<p>this morning but that there was no further update to report. Officers went on to confirm that the City Corporation had staff ready to action the agreement as soon as it had been signed.</p> <p>A Member expressed extreme concern at this and stated that she expected the LBTH to now progress this without any further delay whatsoever.</p> <p>A Member questioned whether the Committee might receive a report on enforcement on Illegal Traders on the City's Bridges with Southwark and how this was working. Officers undertook to bring such a report to the May meeting of the Committee.</p>
4.	19 Feb 2019 18 March 2019 2 April 2019	Fumes A Member requested an update on this matter following a report to the Committee towards the end of 2018.	David Horkan	30 April 2019	The Chairman confirmed that a further report on this matter would be brought to the next meeting of this Committee.
5.	18 March 2019 2 April 2019	Millennium Inclinor A Member asked that officers report the failure rate and level of traffic for	Alison Bunn	May 2019	A Member stressed that the Committee were keen to receive a report as to the costs to date associated with

		<p>the Inclinator in comparison to other escalators and lifts in the City of London, and asked whether it was possible that the City Surveyor's department were not aware of all breakdowns.</p> <p>Members felt that it would be prudent to start forward planning for the long-term and investigating a total replacement, and that it was misleading if breakdowns for short periods were not reported. The Chairman added that a fully-functional long-term solution was needed, and asked that all breakdowns for the Millennium Inclinator were reported going forward.</p>			<p>maintaining the Millennium Inclinator. He asked that this be added to the Committee's list of outstanding actions so that Officers did not lose sight of this request. The Chairman agreed that this point should be added to the list of outstanding actions and the City Surveyor reminded of this request.</p>
6.	<p>18 March 2019 2 April 2019</p>	<p>Bartholomew Lane A Member advised the Committee that the closure to Bank Junction had resulted in eastbound traffic increasingly using Lothbury and Bartholomew Lane, which was creating conflict with pedestrians. Whilst there was not necessarily an obvious solution, the Member asked that officers</p>	Zahur Khan	July 2019	<p>A Member referred to his questioning, at the last meeting on the impact of eastbound traffic and potential conflict with pedestrians at Lothbury and Bartholomew Lane as a result of changes to Bank Junction. He asked that this matter also be added to the Committee's list of outstanding actions.</p>

		fully investigate the impact on eastbound traffic following the changes to Bank Junction. The Chairman suggested that the issue be added to the Committee's list of outstanding actions			
7.	18 March 2019 2 April 2019	Air Quality A Member raised the issue of Air Quality, which had been considered at Court of Common Council and a number of other Committees. The matter was something for the Committee to look at specifically and the Member suggested that either a report be brought to the Committee or that Air Quality be added to the Committee's list of outstanding actions. The Deputy Chairman added that Members had made it clear that the Committee wanted some form of oversight on the matter and saw Air Quality as an issue relevant to the Committee.	Ruth Calderwood	Ongoing	A Member asked that Air Quality feature on the Committee's list of outstanding actions going forward given that the Committee had requested some form of oversight on the matter at their last meeting. The Chairman clarified that this was a shared responsibility with the Port Health and Environmental Services Committee.

Committee(s)	Dated:
Planning and Transportation	30 th April 2019
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

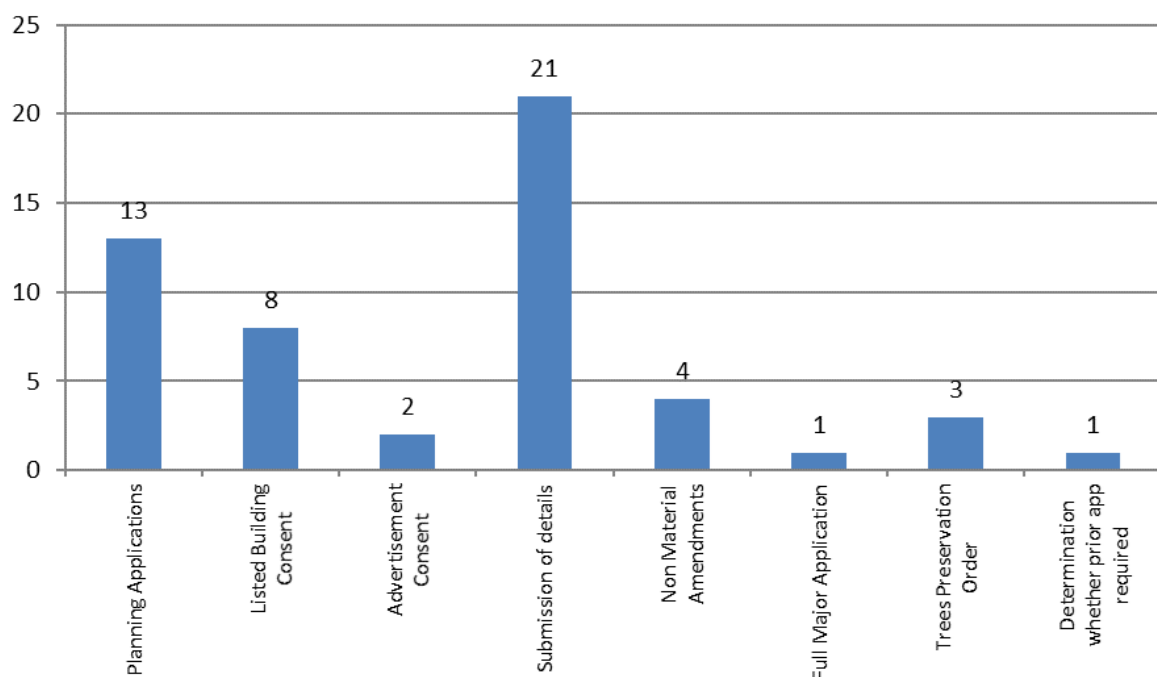
Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since my report to the last meeting.

In the time since the last report to Planning & Transportation Committee Fifty-Three (53) matters have been dealt with under delegated powers

Twenty-One (21) relate to conditions of previously approved schemes which Three (3) were Planning Obligations. Eight (8) relate to works to Listed Buildings. Two (2) applications for Advertisement Consent. Four (4) Non-Material Amendment applications, Three (3) Tree Preservation Order. One (1) Determination whether prior app required and Fourteen (14) which One (1) is a Full Major Application have been approved, including Seven (7) Change of Use and 2160.5 sq.m of created floorspace.

Breakdown of applications dealt with under delegated powers



Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
19/00157/LBC Aldersgate	103 John Trundle Court Barbican London EC2Y 8NE	Removal of a section of non-structural wall between the kitchen and living room to make the kitchen open plan. Alteration to non-structural wall between the bathroom and bedroom plus the installation of a mezzanine level in the bedroom. Replacement of existing internal doors and associated frames to make them full height.	Approved 09.04.2019
19/00027/PODC Aldgate	Mitre Square, International House, Duke's Place, 11 Mitre Street & 1 Mitre Square London EC3	Submission of a Travel Plan pursuant to Schedule 3 Paragraph 12.3 of the Section 106 Agreement dated 09 June 2014 in relation to Planning Permission Ref: 13/01082/FULMAJ.	Approved 28.03.2019
19/00098/FULL Aldgate	Eastgate House 40 Dukes Place London EC3A 7LP	Installation of a ventilation louvre on the Duke's Place elevation and associated external alterations.	Approved 26.03.2019
19/00033/FULL Bassishaw	City Tower 40 Basinghall Street London EC2V 5DE	Installation of three windows at basement level.	Approved 21.03.2019

18/01138/FULL Billingsgate	Retail Unit 2 20 Eastcheap London EC3M 1EB	(i) Change of use from shop (Class A1) to a mixed use (Sui Generis) (shop/drinking establishment) (total floorspace: 339sq.m); (ii) alterations to the existing shopfront including replacement corner entrance doors and new entrance door and windows to Eastcheap.	Approved 02.04.2019
19/00003/FULL Billingsgate	1 Great Tower Street London EC3R 5AA	Change of use from offices (Class B1) to non-residential institution (Class D1) use or assembly and leisure (Class D2) use at part lower ground floor level (total floorspace 383sq.m).	Approved 11.04.2019
19/00193/MDC Billingsgate	Sugar Quay Lower Thames Street London	Water and Energy Conservation (Post Construction) Report, prepared by BBS Environmental, dated February 2019 pursuant to condition 19 and Plant Noise Commissioning Report, prepared by RBA Acoustics, dated 27th February 2019 pursuant to condition 26 of planning permission dated 16th September 2013 (planning application reference 14/01006/FULMAJ).	Approved 26.03.2019
18/00745/MDC Bishopsgate	10 Devonshire Square London EC2M 4YP	Details a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 2 of planning permission 18/00419/FULL dated 28/6/2018.	Approved 21.03.2019

18/00795/MDC Bishopsgate	150 Bishopsgate London EC2M 4AF	Details of a surface water management strategy and a scheme for the provision of sewer vents in the building pursuant to Conditions 14 and 15 of planning permission 17/00623/FULL dated 27.07.2018.	Approved 19.03.2019
19/00072/FULL Bishopsgate	5 New Street London EC2M 4TP	Change of use from a single dwelling house to 5no. self-contained studios flats and installation of smoke vents at roof level.	Approved 04.04.2019
19/00073/LBC Bishopsgate	5 New Street London EC2M 4TP	Internal alterations and installation of smoke vents at roof level in connection with a change of use.	Approved 04.04.2019
19/00124/ADVT Bishopsgate	Edward House 16 - 18 Brushfield Street London E1 6AN	Installation and display of i) one halo illuminated fascia sign measuring 0.3m high by 1.97m wide at a height above ground of 2.77m and ii) one internally illuminated projecting sign measuring 0.44m high by 0.6m wide at a height above ground of 2.73.	Approved 09.04.2019
19/00146/FULL Bread Street	1 Paternoster Square London EC4M 7DX	Installation of a statue within Paternoster Square for a temporary period of three months.	Approved 04.04.2019
19/00086/FULL Bridge and Bridge Without	Peninsular House 30 - 36 Monument Street London EC3R 8LJ	Change of use of existing basement unit from B1a (Office) to D1 (Medical Clinic) for use as a physiotherapy clinic (Total 177.5 sqm floorspace).	Approved 28.03.2019

19/00136/NMA Broad Street	15 - 18 Austin Friars London EC2N 2HE	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 17/00816/FULL dated 19th December 2017 to allow the addition of louvres at lower ground level and an additional step to the corner entrance at ground floor level.	Approved 19.03.2019
18/01122/FULL Candlewick	120 Cannon Street London EC4N 6AS	Demolition of existing 7th and 8th floors, 9th floor plant room and construction of three new levels of office accommodation and roof top plant enclosure. Change of use of part ground and basement levels to accommodate enlarged reception area at ground and cycle storage facilities at basement level. Alterations to shopfront and main office entrance, replacement windows on upper floors, re-rendering of rear facade and associated works. [179sq.m GIA].	Approved 22.03.2019
18/01380/NMA Candlewick	Site Bounded By King William Street, Cannon Street, Abchurch Lane & Nicholas Lane Incorporating 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane, 135-141 Cannon Street, 143-149 Cannon Street & 20 Abchurch Lane London EC4.	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission (14/00178/FULEIA) dated 27 June 2014 to remove conditions 4 (a scheme for protecting residents and commercial occupiers from noise, dust and other environmental effects), 6 (Deconstruction Logistics Plan) and 11 (survey of the perimeter of the existing site) and to vary the wording of conditions 16 (measures to resist structural damage arising from road vehicle borne explosive device), 9	Approved 26.03.2019

		(programme of archaeological work), 10 (details of foundations and piling), 18 (site investigation), 21 (measures to improve carbon dioxide emissions and 22 (grey water harvesting).	
19/00130/MDC Candlewick	Site Bounded By King William Street, Cannon Street, Abchurch Lane & Nicholas Lane London EC4N 7TW	Submission of a scheme to protect nearby residents and commercial occupiers from noise, dust and other environmental effects, a Construction Logistics Plan, a survey of the 20 Abchurch Lane facade, a Structural report of the structural integrity of St Mary Abchurch Church and a photographic survey of 10 King William Street pursuant to conditions 5 (in part), 7 (in part), 13, 14 and 15 of planning permission dated 27th June 2014 (14/00178/FULEIA).	Approved 26.03.2019
18/01273/MDC Castle Baynard	66-73 Shoe Lane London EC4A 3BQ	(i) Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building (ii) a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to conditions 2 and 3 of planning permission 18/00873/FULL dated 08.11.18.	Approved 09.04.2019
19/00155/MDC Castle Baynard	15 Fetter Lane London EC4A 1BW	Submission of details of external materials and lighting levels pursuant to condition 2(a), (b), (c), and (d) of planning permission dated 26/01/2017 (app. no. 16/01170/FULL).	Approved 09.04.2019

19/00200/MDC Castle Baynard	66 Shoe Lane London EC4A 3BQ	Details of facilities and methods to accommodate and manage all freight vehicle movements and a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to conditions 2 and 3 of planning permission 18/01004/FULL dated 08.03.18.	Approved 09.04.2019
19/00206/PODC Castle Baynard	66-73 Shoe Lane London EC4A 3BQ	Submission of a Highway Schedule of Condition Survey pursuant to Schedule 3 Paragraph 7.1 of the Section 106 Agreement dated 08 March 2019 in relation to Planning Permission 18/01004/FULL.	Approved 09.04.2019
19/00276/PODC Castle Baynard	66-73 Shoe Lane London EC4A 3BQ	Submission of the Local Procurement Strategy and Local Training Skills and Job Brokerage Strategy pursuant to schedule 3 paragraphs 2.1 and 3.2 of the section 106 agreement dated 11 March 2019, associated planning application reference 18/01004/FULL.	Approved 09.04.2019
18/01349/FULL Cheap	Abacus House 33 Gutter Lane London EC2V 8AS	Change of use at part lower ground floor from drinking establishment (Class A4) to a flexible office use (Class B1) and/or assembly and leisure use (Class D2) and at part ground floor from office use (Class B1) to flexible office use (Class B1) and/or assembly and leisure use (Class D2) (total floorspace 674sq.m).	Approved 28.03.2019

18/01357/MDC Cheap	Kings House 36 - 37 King Street London EC2V 8BB	Submission of details of plant noise impact assessment pursuant to conditions 4 (a) and (b) and details of plant mountings pursuant to condition 5 of planning permission (ref :17/00819/FULL) dated 12.10.2017.	Approved 09.04.2019
18/00314/MDC Coleman Street	67 - 71 Moorgate & 34 London Wall London EC2R 6BH	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition and construction pursuant to conditions 2 and 3 of planning permission (application no. 14/00518/FULL) dated 1st May 2015.	Approved 04.04.2019
18/00817/MDC Cripplegate	Former Richard Cloudesley School Golden Lane London EC1Y 0TZ	Construction Environmental Management and Logistics Plan dated March 2019 pursuant to conditions 12, 13, 14 and 15 of planning permission dated 19th July 2018 (17/00770/FULL).	Approved 04.04.2019
18/01140/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Ground Investigation Report, prepared by Peter Brett Associates, dated April 2018; Factual Report on Ground Investigation, prepared by Structural Soils Ltd; Remediation Strategy, prepared by Peter Brett Associates, dated February 2019 pursuant to condition 8 of planning permission dated 19th July 2018 (planning reference 17/00770/FULL).	Approved 21.03.2019

18/01355/FULL Cripplegate	Cromwell Tower Cromwell Place Barbican London EC2Y 8DD	(I) Change of use of ground and podium level void space to a single residential dwelling unit (Use Class C3) (244 Sq.m) (ii) associated internal alterations, replacement of external glazing and alterations to the Silk Street and Podium level elevations.	Approved 09.04.2019
18/01356/LBC Cripplegate	Cromwell Tower Cromwell Place Barbican London EC2	Internal alterations, replacement of external glazing and alterations to the Silk Street and Podium level elevations.	Approved 09.04.2019
19/00036/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Work Package Plan - CFA Piling, produced by Keller, dated 15th November 2018; and dwg nos, COL-PBA-B1-F1-DR-S-1098 Rev P01, COL-PBA-B1-ZZ-DR-S-1201 Rev P01, COL-PBA-B1-ZZ-DR-S-1202 Rev P01, COL-PBA-ZZ-XX-DR-C-00 and COL-PBA-ZZ-XX-DR-C-0023 Rev P2 pursuant to condition 9 of planning permission dated 19th July 2018 (planning reference 17/00770/FULL).	Approved 21.03.2019
19/00135/LBC Cripplegate	523 Willoughby House Barbican London EC2Y 8BN	Removal of glazed partition from the bedroom and relocation of the bedroom door to the hallway.	Approved 09.04.2019
19/00175/LBC Cripplegate	505 Willoughby House Barbican London EC2Y 8BN	Retention of works for addition of an en-suite shower/WC room in the top floor penthouse bedroom.	Approved 09.04.2019

18/01373/FULL Dowgate	Dyers Hall 10 Dowgate Hill London EC4R 2ST	Provision of i) a new structural steel platform complete with open mesh decking located at high level within the internal lightwell between the Hall and the office building; ii) a new galvanised steel CAT ladder to provide safe access from the existing roof slopes down to the proposed plant platform; iii) a new grey GRP enclosure to house the re-located gas fired boiler with associated projecting flue; and iv) a single VRF condenser to serve new internal heating/cooling units.	Approved 02.04.2019
18/01374/LBC Dowgate	Dyers Hall 10 Dowgate Hill London EC4R 2ST	Provision of i) a new structural steel platform complete with open mesh decking located at high level within the internal lightwell between the Hall and the office building; ii) a new galvanised steel CAT ladder to provide safe access from the existing roof slopes down to the proposed plant platform; iii) a new grey GRP enclosure to house the re-located gas fired boiler with associated projecting flue; and iv) a single VRF condenser to serve new internal heating/cooling units.	Approved 02.04.2019
18/00741/MDC Farringdon Within	3 - 4 Bartholomew Place London EC1A 7HH	Submission of a Demolition Management Plan pursuant to conditions 2 of planning permission 17/00875/FULL dated 8 May 2018.	Approved 04.04.2019
18/00742/MDC Farringdon Within	3 - 4 Bartholomew Place London EC1A 7HH	Submission of a Deconstruction Logistics Plan and a Construction Logistics Plan pursuant to conditions 4 and 5 of planning permission 17/00875/FULL dated 08.05.18.	Approved 04.04.2019

19/00095/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48- 50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Details of green roofs for phase 3 of the development pursuant to condition 48 (in part) of planning permission 16/00165/FULMAJ dated 16 March 2017.	Approved 26.03.2019
19/00138/NMA Farringdon Within	42 - 44 Little Britain London EC1A 7BE	Application under Section 96a of the Town and Country Planning Act 1990 for the removal of conditions 13 (plant noise) and 16 (plant mounting) of planning permission 16/00164/FULL dated 16 March 2017.	Approved 26.03.2019
19/00178/DPAR Farringdon Within	Citicafe House 61 - 65 Holborn Viaduct London EC1A 2FD	Application for determination under Part 11 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) as to whether prior approval is required for the method of demolition of the existing building and the restoration of the site.	Approved 05.04.2019
18/01244/TPO Farringdon Without	Staple Inn Court Staple Inn London WC1V	Pruning works to Platanus x hispanica (London Plane) (Tree T2).	Approved 26.03.2019
18/01338/TPO Farringdon Without	Staple Inn Court Staple Inn London	Pruning works to Platanus x hispanica (London Plane) (Tree T3).	Approved 26.03.2019
18/01343/TPO Farringdon Without	Staple Inn Court Staple Inn London	Pruning works to Platanus x hispanica (London Plane) (Tree T4).	Approved 26.03.2019

18/01314/FULL Farringdon Without	33 Chancery Lane London WC2A 1EN	Change of use of part ground floor from Class B1 (office) to a flexible use for either Class B1 (office) or Class D1 (non-residential institutions) (343sq.m).	Approved 02.04.2019
18/01366/LBC Farringdon Without	Kenton & Lucas Wing St Bartholomews Hospital West Smithfield London, EC1	Removal, storage and reinstatement of ground floor window to allow removal of hospital equipment, namely a Gamma Knife Unit.	Approved 26.03.2019
19/00030/MDC Farringdon Without	90 Fetter Lane London EC1N 8AA	Submission of a Noise Impact Assessment pursuant to condition 9 of planning permission 16/00299/FULMAJ dated 26.10.16.	Approved 19.03.2019
19/00160/MDC Farringdon Without	49 - 50 Fleet Street London EC4Y 1BJ	Details of plant noise levels pursuant to condition 3(b) of planning permission 17/00082/FULL dated 15/05/17.	Approved 09.04.2019
16/00809/FULMAJ Langbourn	Fountain House 130 Fenchurch Street London EC3M 5DJ	Demolition of existing building and erection of a building over two basement levels, ground, mezzanine and 18 upper storeys and a triple height plant storey [106.35m AOD] for uses comprising office (Class B1) [45,128sq.m GEA], retail (Class A1) and flexible retail space (Class A1/A3) [486sq.m GEA] with associated cycle parking, servicing, storage and plant. [Total 45,614sq.m GEA]	Approved 29.03.2019
18/00782/MDC Portsoken	75, 79, 85, 89, 95 & 97 Middlesex Street & 2 & 14 Gravel Lane London E1 7DA	Submission of a construction logistics plan pursuant to the discharge of condition 2 of planning permission 17/00250/FULLR3 dated 22nd June 2017.	Approved 02.04.2019

19/00143/LBC Tower	10 Trinity Square London EC3N 4AJ	Installation of directional signage within the UN (United Nations) Room and covering of the air handling unit (AHU) at roof level.	Approved 09.04.2019
19/00208/NMA Tower	1 Portsoken Street London E1 8BT	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 18/01226/FULL dated 26.2.2019 for adjustments to the curtain walling, entrances and internal layout.	Approved 11.04.2019

This page is intentionally left blank

Committee(s)	Dated:
Planning and Transportation	30 th April 2019
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment since my report to the last meeting.

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Valid Applications

Application Number & Ward	Address	Applicant	Proposal	Date of Validation
19/00214/FULL Bishopsgate	Exchange Square, London, EC2A 2BR,	DP9 Limited	Remodelling of the public realm within Exchange Square to include the provision of new soft and hard landscaping; the creation of informal events/activity spaces; the removal and replanting of trees; the creation of an oculus in the slab above Sun Street Passage; the provision of permanent and moveable outdoor seating; the creation of a flexible restaurant/drinking establishment (Class A3/A4) unit (93sq.m GIA) with associated plant and outdoor seating and accessible roof terrace; and other associated works incidental to the development.	13/03/2019

19/00255/FULL Bishopsgate	15 St Helen's Place, London, EC3A 6DE	Avison Young	Removal of a lower ground level window and installation of a louver shutter door to provide access to the plantroom.	22/03/2019
19/00278/FULL Bread Street	Cheapside, London, EC1A 7HL	KHBT LLP	Retention of existing structure and addition of an art installation on the Cheapside traffic island for a temporary period of 12 months.	05/04/2019
19/00210/FULL Castle Baynard	120 & 133 Fleet Street, London, EC4A 2BE	TTSP	Removal of two high level bridge links between River Court and Peterborough Court, and reinstatement of the cladding to both buildings.	21/03/2019
19/00227/FULL Castle Baynard	14 New Bridge Street, London, EC4V 6AG	Left City Limited	Alterations at roof level comprising: the formation of a new access enclosure and lift overrun, formation of a new terrace, refurbishment of existing cupola, replacement of part of the roof with a retractable roof.	28/03/2019
19/00263/FULL Castle Baynard	Millennium Sundial, Paul's Walk, London, EC4	Mr Wolfgang Buttress	Installation of an art work fixed over the river wall for a temporary period of 6 months	11/04/2019
19/00305/FULL Cheap	In Front of 1 St Martin's-le- Grand, London, EC1A 4AS	Prewett Bizley Architects	Installation of a Parklet on the loading space forward of number 1 St Martins Le Grand for a temporary period until 23rd September 2019.	05/04/2019
19/00262/FULL Cornhill	33 Old Broad Street, London, EC2N 1HW	RR Planning Ltd	Change of use of ground floor bank (445m2) from Class A2 (financial and professional service) to B1 (office) use	25/03/2019

19/00282/FULL Langbourn	153 Fenchurch Street, London, EC3M 6BB	Town Planning Bureau	Replacement of front elevation windows.	01/04/2019
19/00301/FULL Tower	Station Forecourt Fenchurch Street Railway Station, Fenchurch Place, London	Savills	Installation of a freestanding coffee kiosk (Class A1) (8.9sq.m).	27/03/2019

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE REPORT

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the five public escalator/lifts where the service is less than 95%.
- The report was created on 25th March 2019 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

Location	Status as of 28/02/2019	% of time in service Between 28/02/2019 and 14/03/2019	Number of times reported Between 28/02/2019 and 14/03/2019	Period of time Not in Use Between 28/02/2019 and 14/03/2019	Comments Where the service is less than 95%
Pilgrim St SC6458969	IN SERVICE	35.5%	1	217 hrs	01/03/2019 – Engineer attended site, unable to access motor room due to homeless person sleeping in motor room doorway. Return visit when area cleared took place on the 05/03/2019. Engineer found a door fault, parts required, return visit on the 11/03/2019 when received. Lift repaired and left in service.
Millennium Bridge SC6459245	OUT OF SERVICE	64.0%	1	121 hrs	09/03/2019 – Engineer attended site and found the lift cable track damaged, parts required. These will now be added to the list of critical spares Lift still out of service at end of reporting period.
London Wall West SC6458965	IN SERVICE	87.2%	1	43 hours	09/03/2019 – Lift left out of service following entrapment. Specialist engineer required to rectify direction signal error. Return visit on the 11/03/2019 where the lift was repaired and left in service.
Atlantic House SC6458966	IN SERVICE	91.2%	2	30 hrs	04/03/2019 – Engineer attended site to accompany Skanska engineer to investigate sump pump fault. (1 hr) 13/03/2019 – Lift taken out of service due to failing outer doors where parts are required. Lift still out of service at end of reporting period. (29 hrs)

Additional information

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE REPORT

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the three public escalator/lifts where the service is less than 95%.
- The report was created on 11th April 2019 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

Location	Status as of 15/03/2019	% of time in service Between 15/03/2019 and 11/04/2019	Number of times reported Between 15/03/2019 and 11/04/2019	Period Not in Use Between 15/03/2019 and 11/04/2019	Comments Where the service is less than 95%
Millennium Inclinator SC6459245	IN SERVICE	23%	2	499hrs	Out of Service until the 13/03/2019 due to damage sustained to lift car cable track. 25/03/2019 – Three-week project undertaken to replace key parts. Work concluded on the 12 th April when the Inclinator was put back in service.
London Wall West SC6458965	IN SERVICE	64.04%	1	233 hours	18/03/2019 - Intermittent fault, lift sensor indicating wrong direction of travel. Specialist Technician attended and identified parts required. Parts arrived on the 27/03/2019 when the lift was repaired and put back in service.
Atlantic House SC6458966	IN SERVICE	90%	5	59 hrs	15/03/2019 – Engineer attend site and found doors constantly opening and closing. Parts required and fault repaired when they arrived, lift left in service. However as this is a repeated fault the City's Lift engineer is to arrange a survey to investigate the root cause of the issue.

Additional information

This page is intentionally left blank

Committee :	Date :
Planning & Transportation Committee	30 April 2019
Subject: Update to Scheme of Delegations	Public
Report of: Director of the Department of the Built Environment	For Decision
<p style="text-align: center;">Summary</p> <p>The Court of Common Council has delegated some functions to Planning & Transportation Committee. To facilitate the carrying out and administration of these functions, some of them have been delegated down to Chief Officers as set out in the Scheme of Delegations previously approved by the Court of Common Council on 1st May 2014.</p> <p>Departmental updates, most recently in December 2017, reflect changes in legislation. New legislation and responsibilities have been added and minor modifications have taken place and these have been reflected in the revised Scheme of Delegations at Appendix A.</p> <p>Recommendation(s)</p> <p>Members are asked to:</p> <ul style="list-style-type: none"> • Note the Report • Approve the new and updated delegations outlined in this report and shown in full in the updated Scheme of Delegations at Appendix A. 	

Main Report

Background

1. The Court of Common Council has delegated the exercise of various statutory functions to the Planning and Transportation Committee. To facilitate the carrying out and administration of these functions, some of them have been delegated down to Chief Officers as set out in the Scheme of Delegations approved by the Court of Common Council on 1st May 2014, updated in December 2014, June 2015 and December 2016 and December 2017.
2. Some new legislation and responsibilities have been added and other minor modifications have taken place, and these have been reflected in the revised Scheme of Delegations, Appendix A.

Current Position

3. Some changes have been made to update the report for the coming year. Additional items have been added to make our legal responsibilities more

precise and clearer. The changes are shown in the table below, and in red text on Appendix A. The DBE scheme document will in the future form part of an overall Corporate scheme of delegations.

Revisions & Additions

Updated added	Details
29 January 2018 (report to Committee)	TOWN PLANNING SECTION Was Item 42, now item 97. The second use of the word 'applications' in this paragraph has been replaced by the word 'decisions'
23 February 2018 (Urgency Report To PH&ES Comm)	Transportation & Public Realm Section NEW item 93, concerning street trading offences under the London local Authorities Act 1990 as amended (sections 34, 38, 38A, 38B and 38C in respect of street trading offences). Authorisation of Officers. All subsequent items re-numbered by +1
28 June 2018	Old paras 76-80 re-phrased in way that is suitable for the delegation register - now only 2 paras 131 & 132. The following old paragraphs removed: 76 To make payments of Crossrail contributions received by the City of London Corporation to the Mayor and/or Transport for London on the basis of the Implementation Protocol between the Mayor, Transport for London and the local planning authorities, subject to such payment being agreed by the Chamberlain. 77. Delegated authority be granted to the Chief Planning and Development Director to determine such applications as outlined in the report relating to the programme for requests for approval; 78. This authority would not be exercised in respect of more major applications or where objections have been received, without prior consultation with the Town Clerk, in consultation with the Chairman and Deputy Chairman; and 79 It be noted that any proposals in respect of over-station development would not be subject to these provisions and would be the subject of the normal planning application process. And replaced with new para 131 : To make payments of Crossrail contributions received by the City of London Corporation to the Mayor and/or Transport for London on the basis of the Implementation Protocol between the Mayor, Transport for London and the local planning authorities, subject to such payment being agreed by the Chamberlain.
31 August 2018	Was old para 64 - removal of text - now para 118 [This has been amended as the other enforcement remedies contained in sections 225A to K are the subject of a separate delegation.]
31 August 2018	The word 'Officer' added at the 'Delegation to other Officers' to the text 'Chief Planning & Development Director' in the Delegations section
03 October 2018	Transportation & Public Realm section Old Para 22 : Removed and replaced with: 22. Determining applications for consent to the demolition of works

	<p>under any part of a street under Section 5(1) of the Greater London Council (General Powers) Act 1986 and service of notices requiring a person who has demolished works or caused such works to be demolished without consent to deal with them as specified.</p> <p>23. Giving notice of consent to statutory undertakers under section 5(3) of the Greater London Council (General Powers) Act 1986.</p> <p>24. Determining applications for consent to the erection or placement of any wall, barrier or obstruction under section 6(1) of the Greater London Council (General Powers) Act 1986 and service of notices requiring a person who has erected any such wall, barrier or obstruction or caused any such wall, barrier or obstruction to be erected without consent to remove the wall, barrier or obstruction.</p> <p>25. Giving notice of consent to statutory undertakers under section 6(3) of the Greater London Council (General Powers) Act 1986.</p> <p>26. Determining applications for consent to infilling any vault, cellar, underground room or storage area under a street under section 7(1) of the Greater London Council (General Powers) Act 1986 and service of notices requiring a person who has undertaken infilling or caused infilling to be undertaken without consent to remove the infilled material or to alter or deal with it as specified.</p> <p>27. Giving notice of consent to statutory undertakers under section 7(3) of the Greater London Council (General Powers) Act 1986.</p> <p>28. Approval of plans, sections and specifications relating to certain retaining walls and consultation with Transport for London under section 8(2) of the Greater London Council (General Powers) Act 1986.</p> <p>29. Service of notices requiring the execution of works to obviate danger under section 8(4) of the Greater London Council (General Powers) Act 1986.</p> <p>30. Determining whether to comply with a request by Transport for London under section 8(5) of the Greater London Council (General Powers) Act 1986.</p> <p>31. Executing works under section 9(4) of the Greater London Council (General Powers) Act 1986 and recovering the expenses reasonably incurred in so doing, including instituting proceedings for the recovery of expenses.</p> <p>32. Giving effect to any order of a court under section 302 of the Public Health Act 1936 (as applied by 9(3) of the Greater London Council (General Powers) Act 1986).</p> <p>33. Approval of plans, sections and specifications relating to retaining walls near streets under section 167(2) of the Highways Act 1980.</p> <p>34. Consultation with Transport for London under section 167(2) of the Highways Act 1980.</p> <p>35. Service of notices requiring the execution of works to obviate danger under section 167(5) of the Highways Act 1980.</p> <p>36. Determining whether to comply with a request by Transport for London under section 167(6) of the Highways Act 1980.</p>
--	---

	<p>37. Executing works under section 290(6) of the Public Health Act 1936 (as applied by section 167(7) of the Highways Act 1980) and recovering the expenses reasonably incurred in so doing, including instituting proceedings for the recovery of expenses.</p> <p>38. Giving effect to any order of a court under section 302 of the Public Health Act 1936 (as applied by 167(8) of the Highways Act 1980).</p> <p>39. Determining applications for licences for the construction of bridges over highways under section 176(1) of the Highways Act 1980, including the imposition of terms and conditions.</p> <p>40. Determining whether the removal or alteration of a bridge is necessary or desirable in connection with the carrying out of improvements to a highway under section 176(4) of the Highways Act 1980 and enforcing the requirement to remove or alter the bridge.</p> <p>41. Determining applications for licences for the construction, alteration and use of buildings over highways under section 177(1) of the Highways Act 1980, including the imposition of terms and conditions.</p> <p>42. Recovering any sum payable under section 177(3) of the Highways Act 1980.</p> <p>43. Executing works and providing facilities under section 177(5) of the Highways Act 1980 and recovering expenses incurred in so doing.</p> <p>44. Declaring any term or condition to be necessary for the purpose of securing the safety of persons using the highway or of preventing interference with traffic thereon under section 177(6) of the Highways Act 1980.</p> <p>45. Service of notices requiring the demolition of buildings or the making of alterations under section 177(7) of the Highways Act 1980 where a building has been constructed or altered in contravention of section 177(1).Service of notices requiring the execution of works or the taking of steps as are necessary to secure compliance with terms or conditions of a licence under section 177(8) of the Highways Act 1980.</p> <p>46. If notices under section 177(7) or (8) are not complied with,, demolishing buildings, executing works or taking such steps as are necessary and recovering expenses incurred in so doing under section 177(9) of the Highways Act 1980.</p> <p>47. Disposing of materials under section 177(10) of the Highways Act 1980.</p> <p>48. Consenting to the fixing or placing of any overhead beam, rail, pipe, cable, wire or other similar apparatus over, along or across a highway under section 178(1) of the Highways Act 1980 and attaching terms and conditions</p> <p>49. Consenting to the construction of works under a street and service of notices requiring the removal or alteration of works or dealing with works constructed without consent under section 179(1) of the Highways Act 1980.</p>
--	---

	<p>50. Removing, altering or dealing with works under section 179(4) of the Highways Act 1980 and recovering expenses incurred in so doing.</p> <p>51. Giving notice of consent to public utility undertakers under section 179(5) of the Highways Act 1980.</p> <p>52. Determining applications for consenting to the making of openings in the footway of a street as an entrance to a cellar or vault thereunder under section 180(1) of the Highways Act 1980 and requiring the provision of doors or coverings or directing the manner of construction and the materials.</p> <p>53. Consenting to the carrying out of works in a street to provide means for the admission of air or light under section 180(2) of the Highways Act 1980 and imposing requirements as to the construction of the works.</p> <p>54. Giving notice to public utility undertakers under section 180(5) of the Highways Act 1980.</p> <p>55. Serving notices and causing any thing as respects which there has been default to be repaired or put into good condition under section 180(7) of the Highways Act 1980 and recovering expenses incurred in so doing.</p>
03 October 2018	<p>Transportation & Public Realm section</p> <p>Old Para 26 : Removed and replaced with:</p> <p>59. Publication and display of notices of the passing of a resolution declaring a city walkway under section 6(2) of the City of London (Various Powers) Act 1967.</p> <p>60. Publication and display of notices of the passing of a resolution altering or discontinuing a city walkway under section 6(5) of the City of London (Various Powers) Act 1967.</p> <p>61. Agreeing or authorising the entering into of an agreement in respect of responsibility for paving, repairing, draining, cleansing or lighting any city walkway or any exemption from liability for non-repair of the surface of a city walkway under section 9(1) of the City of London (Various Powers) Act 1967.</p> <p>62. Agreeing or authorising the entering into of an agreement relating to any changes in ownership of materials placed by the Corporation on or in any building or land in pursuance of the Corporation's functions under section 9 of the City of London (Various Powers) Act 1967.</p> <p>63. Agreeing or authorising the entering into of an agreement relating to any changes in duties to provide and maintain support for city walkways or parts of city walkways under section 10(1) of the City of London (Various Powers) Act 1967.</p> <p>64. Instituting civil proceedings for an injunction to prevent any breach of the duty or to secure compliance with the duty to provide and maintain support for a city walkway or any part of a city walkway under section 10(2) of the City of London (Various Powers) Act 1967.</p> <p>65. Service of notices requiring the carrying out of works required to prevent danger or inconvenience to persons on a city walkway or</p>

	<p>works required for the improvement of a city walkway under section 11(1) of the City of London (Various Powers) Act 1967.</p> <p>66. Approving or refusing to approve the carrying out of alternative works under section 11(3) of the City of London (Various Powers) Act 1967.</p> <p>67. Carrying out works under section 11(5) of the City of London (Various Powers) Act 1967 and recovering the expenses reasonably incurred in so doing, including instituting proceedings for the recovery of expenses.</p> <p>68. If any question arises whether the withholding of a consent is unreasonable, determining whether to require referral to an arbitrator under section 11(6) of the City of London (Various Powers) Act 1967 and agreeing to the appointment of the arbitrator.</p> <p>69. Restricting or prohibiting temporarily pedestrian access along and the use of a city walkway or any part of a city walkway by notice under section 11A of the City of London (Various Powers) Act 1967, including determining the extent of the restriction or prohibition and the imposition of conditions and exceptions considered necessary.</p> <p>70. Affixing to a building drainage apparatus under section 15(1) of the City of London (Various Powers) Act 1967.</p> <p>71. Applying to the Mayor's and City of London Court for the affixing of drainage apparatus without the consent of the owner of the building under section 15(2) of the City of London (Various Powers) Act 1967 where consent considered to be unreasonably withheld.</p> <p>72. Removing drainage apparatus in compliance with a notice served on the Corporation and applying to the Mayor's and City of London Court for the annulment of notices to remove drainage apparatus under section 15(3) of the City of London (Various Powers) Act 1967 where the requirement is considered unreasonable.</p> <p>73. Temporarily removing drainage apparatus where necessary during any reconstruction or repair of a building under section 15(4) of the City of London (Various Powers) Act 1967.</p> <p>74. Altering, removing, repairing and maintaining drainage apparatus under section 15(5) of the City of London (Various Powers) Act 1967.</p> <p>75. Paying compensation under section 16(5) of the City of London (Various Powers) Act 1967 to the owner of a building who suffers damage by, or in consequence of, the affixing, altering, removing, repairing or maintaining of any drainage apparatus.</p> <p>76. Giving undertakings as to the use to which land or a right in, on, over or under land or any part thereof to be compulsorily acquired will be put under section 17(3) of the City of London (Various Powers) Act 1967.</p> <p>77. Determining applications for consent to the placing or maintaining in or over a city walkway or any part thereof anything for the use, convenience or entertainment of members of the public, or otherwise for the benefit of the public, or for the improvement of</p>
--	---

	<p>amenities, or for decorative purposes, or to the use of any part of a city walkway temporarily for the purpose of any exhibition or entertainment under section 18(1) of the City of London (Various Powers) Act 1967, including the imposition of conditions.</p> <p>78. Withdrawing consent or varying or adding to any conditions subject to which a consent has been given under section 18(3) of the City of London (Various Powers) Act 1967.</p> <p>79. Requiring the removal of things in respect of which consent was given, removing such things and recovering the expenses incurred in so doing where a condition of consent is contravened under section 18(4) of the City of London (Various Powers) Act 1967.</p>
03 October 2018	<p>Transportation & Public Realm section</p> <p>Delegations to other officers (the following deleted) :</p> <p style="padding-left: 40px;">The following authorities are also delegated to the specified Deputies or Assistants:</p> <p>Transportation and Public Realm Director – Items 4 - 41</p> <p>Assistant Director (Highways) – Items 5 -17 and Items 23 – 26</p> <p>Assistant Director (City Transportation) – Item 18</p> <p>And replaced with :</p> <p style="padding-left: 40px;">These delegations are also delegated to the <i>following</i> senior officers within the Department of the Built Environment as specified:—</p> <ul style="list-style-type: none"> • Transportation and Public Realm Director: delegated items 4 – 96 • Assistant Director (Highways): delegated items 05–17 and Items 56, 57, 58. • Assistant Director (City Transportation): delegated item 18
12 November 2018	<p>Heading between paras 79-80 'CLEANSING' deleted.</p> <p>Replaced with 'Institution of Proceedings'</p>
13 November 2018	<p>New Para 125</p> <p>Authorising the entering into of Planning Performance Agreements and Memoranda of Understanding under section 111 of the Local Government Act 1972 and Part 1 of the Localism Act 2011 and making charges for discretionary planning services under section 93 of the Local Government Act 2003.</p>
15 April 2019	<p>New Para 126</p> <p>To carry out public consultation in respect of applications in accordance with the Statement of Community Involvement and the duty to cooperate in Section 33A of the Planning and Compulsory Purchase Act 2004.</p>

Proposals

4. Committee members are asked to note the changes and endorse this report, and Appendix A.

Corporate & Strategic Implications

5. Regular review of delegations is required to keep them up to date and to ensure that the Department of the Built Environment (DBE) can continue to carry out functions effectively.

Implications

6. Failure to review and update delegations may render the Department less effective in performing its statutory functions and unable to take advantage of new legislative powers including those relating to enforcement.

Consultees

7. The Town Clerk and the Comptroller and City Solicitor have been consulted in the preparation of this report and their comments incorporated.

Recommendation

8. That the Committee agrees to the additional items and amendments to the Scheme of Delegations to allow the DBE to continue its work whilst the full and final Town Clerks overall Scheme of Delegations document is collated.

Appendices

- Appendix A – DBE Revised Scheme of Delegations

Background Papers:

Previous Delegated Powers updated Committee Reports.

Elisabeth Hannah

Business Performance Manager

T: 07795 290028

E: Elisabeth.hannah@cityoflondon.gov.uk

DEPARTMENT OF THE BUILT ENVIRONMENT

DIRECTOR OF THE BUILT ENVIRONMENT

The following powers are delegated to the Director of the Built Environment.

Authority

- 1.To authorise duly appointed officers to act under any enactments, regulations or orders relating to the functions within the purview of the Committee and of the Department.
- 2.To sign the necessary warrants of authorisation for the above officers.

Charges

- 3.Setting miscellaneous hourly-based charges subject to agreement with the Chamberlain.

REVISIONS

Date	Details
29 January 2018 (report to Committee)	TOWN PLANNING SECTION Was Item 42, now item 97. The second use of the word 'applications' in this paragraph has been replaced by the word 'decisions'
23 February 2018 (Urgency Report To PH&ES Comm)	Transportation & Public Realm Section NEW item 93, concerning street trading offences under the London local Authorities Act 1990 as amended (sections 34, 38, 38A, 38B and 38C in respect of street trading offences). Authorisation of Officers. All subsequent items re-numbered by +1
28 June 2018	Old paras 77-80 re-phrased in way that is suitable for the delegation register - now only 2 paras 131 & 132. The following old paragraphs removed: 76. To make payments of Crossrail contributions received by the City of London Corporation to the Mayor and/or Transport for London on the basis of the Implementation Protocol between the Mayor, Transport for London and the local planning authorities, subject to such payment being agreed by the Chamberlain. 77. Delegated authority be granted to the Chief Planning and Development Director to determine such applications as outlined in the report relating to the programme for requests for approval; 78. This authority would not be exercised in respect of more major applications or where objections have been received, without prior consultation with the

	<p>Town Clerk, in consultation with the Chairman and Deputy Chairman: and</p> <p>79. It be noted that any proposals in respect of over-station development would not be subject to these provisions and would be the subject of the normal planning application process.</p> <p>And replaced with new paragraph 131: To make payments of Crossrail contributions received by the City of London Corporation to the Mayor and/or Transport for London on the basis of the Implementation Protocol between the Mayor, Transport for London and the local planning authorities, subject to such payment being agreed by the Chamberlain.</p>
31 August 2018	<p>Was old para 64 - removal of text - now para 118 [This has been amended as the other enforcement remedies contained in sections 225A to K are the subject of a separate delegation.]</p>
31 August 2018	<p>The word 'Officer' added at the 'Delegation to other Officers' to the text 'Chief Planning & Development Director' in the Delegations section</p>
03 October 2018	<p>Transportation & Public Realm section</p> <p>Old Para 22: Removed and replaced with:</p> <p>22. Determining applications for consent to the demolition of works under any part of a street under Section 5(1) of the Greater London Council (General Powers) Act 1986 and service of notices requiring a person who has demolished works or caused such works to be demolished without consent to deal with them as specified.</p> <p>23. Giving notice of consent to statutory undertakers under section 5(3) of the Greater London Council (General Powers) Act 1986.</p> <p>24. Determining applications for consent to the erection or placement of any wall, barrier or obstruction under section 6(1) of the Greater London Council (General Powers) Act 1986 and service of notices requiring a person who has erected any such wall, barrier or obstruction or caused any such wall, barrier or obstruction to be erected without consent to remove the wall, barrier or obstruction.</p> <p>25. Giving notice of consent to statutory undertakers under section 6(3) of the Greater London Council (General Powers) Act 1986.</p> <p>26. Determining applications for consent to infilling any vault, cellar, underground room or storage area under a street under section 7(1) of the Greater London Council (General Powers) Act 1986 and service of notices requiring a person who has undertaken infilling or caused infilling to be undertaken without consent to remove the infilled material or to alter or deal with it as specified.</p>

	<p>27. Giving notice of consent to statutory undertakers under section 7(3) of the Greater London Council (General Powers) Act 1986.</p> <p>28. Approval of plans, sections and specifications relating to certain retaining walls and consultation with Transport for London under section 8(2) of the Greater London Council (General Powers) Act 1986.</p> <p>29. Service of notices requiring the execution of works to obviate danger under section 8(4) of the Greater London Council (General Powers) Act 1986.</p> <p>30. Determining whether to comply with a request by Transport for London under section 8(5) of the Greater London Council (General Powers) Act 1986.</p> <p>31. Executing works under section 9(4) of the Greater London Council (General Powers) Act 1986 and recovering the expenses reasonably incurred in so doing, including instituting proceedings for the recovery of expenses.</p> <p>32. Giving effect to any order of a court under section 302 of the Public Health Act 1936 (as applied by 9(3) of the Greater London Council (General Powers) Act 1986).</p> <p>33. Approval of plans, sections and specifications relating to retaining walls near streets under section 167(2) of the Highways Act 1980.</p> <p>34. Consultation with Transport for London under section 167(2) of the Highways Act 1980.</p> <p>35. Service of notices requiring the execution of works to obviate danger under section 167(5) of the Highways Act 1980.</p> <p>36. Determining whether to comply with a request by Transport for London under section 167(6) of the Highways Act 1980.</p> <p>37. Executing works under section 290(6) of the Public Health Act 1936 (as applied by section 167(7) of the Highways Act 1980) and recovering the expenses reasonably incurred in so doing, including instituting proceedings for the recovery of expenses.</p> <p>38. Giving effect to any order of a court under section 302 of the Public Health Act 1936 (as applied by 167(8) of the Highways Act 1980).</p> <p>39. Determining applications for licences for the construction of bridges over highways under section 176(1) of the Highways Act 1980, including the imposition of terms and conditions.</p> <p>40. Determining whether the removal or alteration of a bridge is necessary or desirable in connection with the carrying out of improvements to a highway under</p>
--	---

	<p>section 176(4) of the Highways Act 1980 and enforcing the requirement to remove or alter the bridge.</p> <p>41. Determining applications for licences for the construction, alteration and use of buildings over highways under section 177(1) of the Highways Act 1980, including the imposition of terms and conditions.</p> <p>42. Recovering any sum payable under section 177(3) of the Highways Act 1980.</p> <p>43. Executing works and providing facilities under section 177(5) of the Highways Act 1980 and recovering expenses incurred in so doing.</p> <p>44. Declaring any term or condition to be necessary for the purpose of securing the safety of persons using the highway or of preventing interference with traffic thereon under section 177(6) of the Highways Act 1980.</p> <p>45. Service of notices requiring the demolition of buildings or the making of alterations under section 177(7) of the Highways Act 1980 where a building has been constructed or altered in contravention of section 177(1). Service of notices requiring the execution of works or the taking of steps as are necessary to secure compliance with terms or conditions of a licence under section 177(8) of the Highways Act 1980.</p> <p>46. If notices under section 177(7) or (8) are not complied with, demolishing buildings, executing works or taking such steps as are necessary and recovering expenses incurred in so doing under section 177(9) of the Highways Act 1980.</p> <p>47. Disposing of materials under section 177(10) of the Highways Act 1980.</p> <p>48. Consenting to the fixing or placing of any overhead beam, rail, pipe, cable, wire or other similar apparatus over, along or across a highway under section 178(1) of the Highways Act 1980 and attaching terms and conditions</p> <p>49. Consenting to the construction of works under a street and service of notices requiring the removal or alteration of works or dealing with works constructed without consent under section 179(1) of the Highways Act 1980.</p> <p>50. Removing, altering or dealing with works under section 179(4) of the Highways Act 1980 and recovering expenses incurred in so doing.</p> <p>51. Giving notice of consent to public utility undertakers under section 179(5) of the Highways Act 1980.</p>
--	--

	<p>52. Determining applications for consenting to the making of openings in the footway of a street as an entrance to a cellar or vault thereunder under section 180(1) of the Highways Act 1980 and requiring the provision of doors or coverings or directing the manner of construction and the materials.</p> <p>53. Consenting to the carrying out of works in a street to provide means for the admission of air or light under section 180(2) of the Highways Act 1980 and imposing requirements as to the construction of the works.</p> <p>54. Giving notice to public utility undertakers under section 180(5) of the Highways Act 1980.</p> <p>55. Serving notices and causing any thing as respects which there has been default to be repaired or put into good condition under section 180(7) of the Highways Act 1980 and recovering expenses incurred in so doing.</p>
03 October 2018	<p>Transportation & Public Realm section</p> <p>Old Para 26: Removed and replaced with:</p> <p>59. Publication and display of notices of the passing of a resolution declaring a city walkway under section 6(2) of the City of London (Various Powers) Act 1967.</p> <p>60. Publication and display of notices of the passing of a resolution altering or discontinuing a city walkway under section 6(5) of the City of London (Various Powers) Act 1967.</p> <p>61. Agreeing or authorising the entering into of an agreement in respect of responsibility for paving, repairing, draining, cleansing or lighting any city walkway or any exemption from liability for non-repair of the surface of a city walkway under section 9(1) of the City of London (Various Powers) Act 1967.</p> <p>62. Agreeing or authorising the entering into of an agreement relating to any changes in ownership of materials placed by the Corporation on or in any building or land in pursuance of the Corporation's functions under section 9 of the City of London (Various Powers) Act 1967.</p> <p>63. Agreeing or authorising the entering into of an agreement relating to any changes in duties to provide and maintain support for city walkways or parts of city walkways under section 10(1) of the City of London (Various Powers) Act 1967.</p> <p>64. Instituting civil proceedings for an injunction to prevent any breach of the duty or to secure compliance with the duty to provide and maintain support for a city walkway or any part of a city walkway under section 10(2) of the City of London (Various Powers) Act 1967.</p>

	<p>65. Service of notices requiring the carrying out of works required to prevent danger or inconvenience to persons on a city walkway or works required for the improvement of a city walkway under section 11(1) of the City of London (Various Powers) Act 1967.</p> <p>66. Approving or refusing to approve the carrying out of alternative works under section 11(3) of the City of London (Various Powers) Act 1967.</p> <p>67. Carrying out works under section 11(5) of the City of London (Various Powers) Act 1967 and recovering the expenses reasonably incurred in so doing, including instituting proceedings for the recovery of expenses.</p> <p>68. If any question arises whether the withholding of a consent is unreasonable, determining whether to require referral to an arbitrator under section 11(6) of the City of London (Various Powers) Act 1967 and agreeing to the appointment of the arbitrator.</p> <p>69. Restricting or prohibiting temporarily pedestrian access along and the use of a city walkway or any part of a city walkway by notice under section 11A of the City of London (Various Powers) Act 1967, including determining the extent of the restriction or prohibition and the imposition of conditions and exceptions considered necessary.</p> <p>70. Affixing to a building drainage apparatus under section 15(1) of the City of London (Various Powers) Act 1967.</p> <p>71. Applying to the Mayor's and City of London Court for the affixing of drainage apparatus without the consent of the owner of the building under section 15(2) of the City of London (Various Powers) Act 1967 where consent considered to be unreasonably withheld.</p> <p>72. Removing drainage apparatus in compliance with a notice served on the Corporation and applying to the Mayor's and City of London Court for the annulment of notices to remove drainage apparatus under section 15(3) of the City of London (Various Powers) Act 1967 where the requirement is considered unreasonable.</p> <p>73. Temporarily removing drainage apparatus where necessary during any reconstruction or repair of a building under section 15(4) of the City of London (Various Powers) Act 1967.</p> <p>74. Altering, removing, repairing and maintaining drainage apparatus under section 15(5) of the City of London (Various Powers) Act 1967.</p> <p>75. Paying compensation under section 16(5) of the City of London (Various Powers) Act 1967 to the owner of a building who suffers damage by, or in consequence of, the affixing, altering, removing, repairing or maintaining of any drainage apparatus.</p>
--	---

	<p>76. Giving undertakings as to the use to which land or a right in, on, over or under land or any part thereof to be compulsorily acquired will be put under section 17(3) of the City of London (Various Powers) Act 1967.</p> <p>77. Determining applications for consent to the placing or maintaining in or over a city walkway or any part thereof anything for the use, convenience or entertainment of members of the public, or otherwise for the benefit of the public, or for the improvement of amenities, or for decorative purposes, or to the use of any part of a city walkway temporarily for the purpose of any exhibition or entertainment under section 18(1) of the City of London (Various Powers) Act 1967, including the imposition of conditions.</p> <p>78. Withdrawing consent or varying or adding to any conditions subject to which a consent has been given under section 18(3) of the City of London (Various Powers) Act 1967.</p> <p>79. Requiring the removal of things in respect of which consent was given, removing such things and recovering the expenses incurred in so doing where a condition of consent is contravened under section 18(4) of the City of London (Various Powers) Act 1967.</p>
03 October 2018	<p>Transportation & Public Realm section</p> <p>Delegations to other officers (the following deleted):</p> <p style="padding-left: 40px;">The following authorities are also delegated to the specified Deputies or Assistants:</p> <p>Transportation and Public Realm Director – Items 4-41</p> <p>Assistant Director (Highways) – Items 5-17 and Items 23-26</p> <p>Assistant Director (City Transportation) – Item 18</p> <p>And replaced with:</p> <p style="padding-left: 40px;">These delegations are also delegated to the <i>following</i> senior officers within the Department of the Built Environment as specified:</p> <ul style="list-style-type: none"> • Transportation and Public Realm Director: delegations Items 4 – 96 • Assistant Director (Highways): delegations Items 05–17 and Items 56, 57, 58. • Assistant Director (City Transportation): delegations Item 18
12 November 2018	<p>Heading between paras 79-80 'CLEANSING' deleted.</p> <p>Replaced with 'Institution of Proceedings'</p>

13 November 2018	<p>New Para 125</p> <p>Authorising the entering into of Planning Performance Agreements and Memoranda of Understanding under section 111 of the Local Government Act 1972 and Part 1 of the Localism Act 2011 and making charges for discretionary planning services under section 93 of the Local Government Act 2003.</p>
15 April 2019	<p>New Para 126</p> <p>To carry out public consultation in respect of applications in accordance with the Statement of Community Involvement and the duty to cooperate in Section 33A of the Planning and Compulsory Purchase Act 2004.</p>

Transportation & Public Realm

4. To implement, waive or vary charges relating to traffic management and /or the Public Highway and/or pipe subways such as parking dispensations, private apparatus in the highway, temporary road closures and traffic orders, scaffolding, hoarding and fencing licences, and charges for pipe subways (including under S.73 of the London Local Authorities Act 2007).
5. To grant permission or consent with or without conditions or refusing to grant permission or consent as the case may be with respect to applications made to the City of London Corporation:
 - a. under Part II of the Road Traffic Act 1991, relating to dispensations from, or, the temporary suspension of, waiting and loading regulations or parking places regulations made in accordance with the Road Traffic Regulation Act 1984;
 - b. under Section 7 of the City of London (Various Powers) Act 1973, relating to new buildings;
6. To sign appropriate notices indicating that consent or refusal has been given, as the case may be under (a) above.
7. To sign and serve notices or granting of consents under the Highways Act 1980, City of London (Various Powers) Act 1900 and the City of London Sewers Act 1848 relating to the management and maintenance of streets within the City.
8. To exercise powers under the Road Traffic Regulation Act 1984 in respect of temporary traffic orders.
9. To issue notices and, as necessary discharge the City of London Corporation's obligations under Part III of the New Roads and Street Works Act 1991, relating to the co-ordination and execution of street works by public utility companies and other licensed operators.
10. To enter into agreement with companies and statutory companies to allow the placement of plant within the pipe subways inherited from the Greater London Council in accordance with the London County Council (General Powers) Act 1958 and to determine applications for consent to place electricity substations in the street pursuant to the Electricity Act 1989
11. To enter into agreements with other traffic authorities to jointly exercise the City of London Corporation's traffic order making functions or to delegate those functions to them or to accept their delegations of those functions in accordance with S.101 Local Government Act 1972.
12. To enter into agreements with other highway authorities under section 8 of the Highways Act 1980.

Water and Sewers

13. The requisition of sewers under Sections 98 to 101 inclusive of the Water Industry Act 1991 (relating to the powers to exercise and discharge the functions of the Undertaker within the City to provide and adopt sewers).

14. The adoption of sewers under Sections 102 to 105 inclusive of the Water Industry Act 1991 (relating to the powers to exercise and discharge the functions of the Undertaker within the City to adopt sewers).
15. To authorise and/or approve works under Section 112 of the Water Industry Act 1991 (relating to the power to exercise and discharge the requirements of the Undertaker within the City).
16. The closure or restriction of sewers under Section 116 of the Water Industry Act 1991, relating to the powers to exercise and discharge the functions of the Undertaker within the City to close or restrict the use of a public sewer.
17. The alteration or removal of pipes or apparatus of the Undertaker under Section 185 of the Water Industry Act 1991, relating to the power to exercise and discharge the functions of the Undertaker within the City to alter or remove any relevant pipe or apparatus.

Highways and Transport

18. To make all Traffic Orders under sections 6, 9, 10, 23 and 45 of the Road Traffic Regulation Act 1984, and to make modifications to or to revoke any experimental Traffic Regulation Order (following consultation with the Commissioner of Police for the City of London) where deemed necessary in the interests of safety, convenience or the expeditious movement of traffic.
19. To exercise powers under Part V of the Highways Act 1980 dealing with highway improvements.
20. To make representation or lodge objection, as appropriate, to applications for a Public Service Vehicle Operator's Licence, under Section 14A of the Public Passenger Vehicles Act 1981 or for a London Local Service Licence, under section 186 of the Greater London Authority Act 1999 and authorising in writing the appropriate officers in his Department to put forward objection or recommendation on behalf of the City of London Corporation at any Inquiry or Appeal arising out of an application for either of the recited licences.
21. To agree details of railway works in the City of London under the Transport and Works Act 1992.

~~To issue projection licences on, over or under streets pursuant to schemes where planning permission has already been agreed or renewing existing licences.~~

22. Determining applications for consent to the demolition of works under any part of a street under Section 5(1) of the Greater London Council (General Powers) Act 1986 and service of notices requiring a person who has demolished works or caused such works to be demolished without consent to deal with them as specified.
23. Giving notice of consent to statutory undertakers under section 5(3) of the Greater London Council (General Powers) Act 1986.
24. Determining applications for consent to the erection or placement of any wall, barrier or obstruction under section 6(1) of the Greater London Council (General Powers) Act 1986 and service of notices requiring a person who has erected any such wall, barrier or obstruction or caused any such wall, barrier or

obstruction to be erected without consent to remove the wall, barrier or obstruction.

25. Giving notice of consent to statutory undertakers under section 6(3) of the Greater London Council (General Powers) Act 1986.
26. Determining applications for consent to infilling any vault, cellar, underground room or storage area under a street under section 7(1) of the Greater London Council (General Powers) Act 1986 and service of notices requiring a person who has undertaken infilling or caused infilling to be undertaken without consent to remove the infilled material or to alter or deal with it as specified.
27. Giving notice of consent to statutory undertakers under section 7(3) of the Greater London Council (General Powers) Act 1986.
28. Approval of plans, sections and specifications relating to certain retaining walls and consultation with Transport for London under section 8(2) of the Greater London Council (General Powers) Act 1986.
29. Service of notices requiring the execution of works to obviate danger under section 8(4) of the Greater London Council (General Powers) Act 1986.
30. Determining whether to comply with a request by Transport for London under section 8(5) of the Greater London Council (General Powers) Act 1986.
31. Executing works under section 9(4) of the Greater London Council (General Powers) Act 1986 and recovering the expenses reasonably incurred in so doing, including instituting proceedings for the recovery of expenses.
32. Giving effect to any order of a court under section 302 of the Public Health Act 1936 (as applied by 9(3) of the Greater London Council (General Powers) Act 1986).
33. Approval of plans, sections and specifications relating to retaining walls near streets under section 167(2) of the Highways Act 1980.
34. Consultation with Transport for London under section 167(2) of the Highways Act 1980.
35. Service of notices requiring the execution of works to obviate danger under section 167(5) of the Highways Act 1980.
36. Determining whether to comply with a request by Transport for London under section 167(6) of the Highways Act 1980.
37. Executing works under section 290(6) of the Public Health Act 1936 (as applied by section 167(7) of the Highways Act 1980) and recovering the expenses reasonably incurred in so doing, including instituting proceedings for the recovery of expenses.
38. Giving effect to any order of a court under section 302 of the Public Health Act 1936 (as applied by 167(8) of the Highways Act 1980).
39. Determining applications for licences for the construction of bridges over highways under section 176(1) of the Highways Act 1980, including the imposition of terms and conditions.

40. Determining whether the removal or alteration of a bridge is necessary or desirable in connection with the carrying out of improvements to a highway under section 176(4) of the Highways Act 1980 and enforcing the requirement to remove or alter the bridge.
41. Determining applications for licences for the construction, alteration and use of buildings over highways under section 177(1) of the Highways Act 1980, including the imposition of terms and conditions.
42. Recovering any sum payable under section 177(3) of the Highways Act 1980.
43. Executing works and providing facilities under section 177(5) of the Highways Act 1980 and recovering expenses incurred in so doing.
44. Declaring any term or condition to be necessary for the purpose of securing the safety of persons using the highway or of preventing interference with traffic thereon under section 177(6) of the Highways Act 1980.
45. Service of notices requiring the demolition of buildings or the making of alterations under section 177(7) of the Highways Act 1980 where a building has been constructed or altered in contravention of section 177(1). Service of notices requiring the execution of works or the taking of steps as are necessary to secure compliance with terms or conditions of a licence under section 177(8) of the Highways Act 1980.
46. If notices under section 177(7) or (8) are not complied with, demolishing buildings, executing works or taking such steps as are necessary and recovering expenses incurred in so doing under section 177(9) of the Highways Act 1980.
47. Disposing of materials under section 177(10) of the Highways Act 1980.
48. Consenting to the fixing or placing of any overhead beam, rail, pipe, cable, wire or other similar apparatus over, along or across a highway under section 178(1) of the Highways Act 1980 and attaching terms and conditions.
49. Consenting to the construction of works under a street and service of notices requiring the removal or alteration of works or dealing with works constructed without consent under section 179(1) of the Highways Act 1980.
50. Removing, altering or dealing with works under section 179(4) of the Highways Act 1980 and recovering expenses incurred in so doing.
51. Giving notice of consent to public utility undertakers under section 179(5) of the Highways Act 1980.
52. Determining applications for consenting to the making of openings in the footway of a street as an entrance to a cellar or vault thereunder under section 180(1) of the Highways Act 1980 and requiring the provision of doors or coverings or directing the manner of construction and the materials.
53. Consenting to the carrying out of works in a street to provide means for the admission of air or light under section 180(2) of the Highways Act 1980 and imposing requirements as to the construction of the works.
54. Giving notice to public utility undertakers under section 180(5) of the Highways Act 1980.

55. Serving notices and causing any thing as respects which there has been default to be repaired or put into good condition under section 180(7) of the Highways Act 1980 and recovering expenses incurred in so doing.
56. To be responsible for all functions under the Traffic Management Act 2004 and Regulations made thereunder that relate to the City of London Corporation as a local highway and local traffic authority.
57. To agree consents for temporary highway activities pursuant to the Crossrail Act 2008.
58. To exercise through Civil Enforcement amongst other things, parking management and parking enforcement functions, under the Road Traffic Regulation Act 1984, the Road Traffic Act 1991, the London Local Authorities Acts 1995 – 2012 (LLAA), and the Traffic Management Act 2004 (TMA).

City Walkway

~~Power to licence the temporary hoarding or enclosure of City Walkway pursuant to Section 162 of the City of London Sewers Act 1848 and Section 21 and Schedule 2 Part II to the City of London (Various Powers) Act 1967.~~

59. Publication and display of notices of the passing of a resolution declaring a city walkway under section 6(2) of the City of London (Various Powers) Act 1967.
60. Publication and display of notices of the passing of a resolution altering or discontinuing a city walkway under section 6(5) of the City of London (Various Powers) Act 1967.
61. Agreeing or authorising the entering into of an agreement in respect of responsibility for paving, repairing, draining, cleansing or lighting any city walkway or any exemption from liability for non-repair of the surface of a city walkway under section 9(1) of the City of London (Various Powers) Act 1967.
62. Agreeing or authorising the entering into of an agreement relating to any changes in ownership of materials placed by the Corporation on or in any building or land in pursuance of the Corporation's functions under section 9 of the City of London (Various Powers) Act 1967.
63. Agreeing or authorising the entering into of an agreement relating to any changes in duties to provide and maintain support for city walkways or parts of city walkways under section 10(1) of the City of London (Various Powers) Act 1967.
64. Instituting civil proceedings for an injunction to prevent any breach of the duty or to secure compliance with the duty to provide and maintain support for a city walkway or any part of a city walkway under section 10(2) of the City of London (Various Powers) Act 1967.
65. Service of notices requiring the carrying out of works required to prevent danger or inconvenience to persons on a city walkway or works required for the improvement of a city walkway under section 11(1) of the City of London (Various Powers) Act 1967.
66. Approving or refusing to approve the carrying out of alternative works under section 11(3) of the City of London (Various Powers) Act 1967.

67. Carrying out works under section 11(5) of the City of London (Various Powers) Act 1967 and recovering the expenses reasonably incurred in so doing, including instituting proceedings for the recovery of expenses.
68. If any question arises whether the withholding of a consent is unreasonable, determining whether to require referral to an arbitrator under section 11(6) of the City of London (Various Powers) Act 1967 and agreeing to the appointment of the arbitrator.
69. Restricting or prohibiting temporarily pedestrian access along and the use of a city walkway or any part of a city walkway by notice under section 11A of the City of London (Various Powers) Act 1967, including determining the extent of the restriction or prohibition and the imposition of conditions and exceptions considered necessary.
70. Affixing to a building drainage apparatus under section 15(1) of the City of London (Various Powers) Act 1967.
71. Applying to the Mayor's and City of London Court for the affixing of drainage apparatus without the consent of the owner of the building under section 15(2) of the City of London (Various Powers) Act 1967 where consent considered to be unreasonably withheld.
72. Removing drainage apparatus in compliance with a notice served on the Corporation and applying to the Mayor's and City of London Court for the annulment of notices to remove drainage apparatus under section 15(3) of the City of London (Various Powers) Act 1967 where the requirement is considered unreasonable.
73. Temporarily removing drainage apparatus where necessary during any reconstruction or repair of a building under section 15(4) of the City of London (Various Powers) Act 1967.
74. Altering, removing, repairing and maintaining drainage apparatus under section 15(5) of the City of London (Various Powers) Act 1967.
75. Paying compensation under section 16(5) of the City of London (Various Powers) Act 1967 to the owner of a building who suffers damage by, or in consequence of, the affixing, altering, removing, repairing or maintaining of any drainage apparatus.
76. Giving undertakings as to the use to which land or a right in, on, over or under land or any part thereof to be compulsorily acquired will be put under section 17(3) of the City of London (Various Powers) Act 1967.
77. Determining applications for consent to the placing or maintaining in or over a city walkway or any part thereof anything for the use, convenience or entertainment of members of the public, or otherwise for the benefit of the public, or for the improvement of amenities, or for decorative purposes, or to the use of any part of a city walkway temporarily for the purpose of any exhibition or entertainment under section 18(1) of the City of London (Various Powers) Act 1967, including the imposition of conditions.
78. Withdrawing consent or varying or adding to any conditions subject to which a consent has been given under section 18(3) of the City of London (Various Powers) Act 1967.

79. Requiring the removal of things in respect of which consent was given, removing such things and recovering the expenses incurred in so doing where a condition of consent is contravened under section 18(4) of the City of London (Various Powers) Act 1967.

Cleansing
Institution of Proceedings

80. The institution of proceedings and other enforcement remedies in respect of offences under the Environmental Protection Act 1990, Part II, Part III and Part IV.

81. To institute proceedings and other enforcement remedies in respect of the Health Act 2006, section 6, 7, 8, 9 and 10.

82. To institute proceedings and other enforcement remedies in respect of offences under the Refuse Disposal (Amenity) Act 1978.

83. To institute proceedings and other enforcement remedies in respect of offences under the City of London (Various Powers) Act 1987.

84. To institute proceedings and enforcement remedies in relation to Part VI of the Anti-Social Behaviour Act 2003.

85. To institute proceeding and enforcement remedies in relation to Part I-IV of the Anti-social Behaviour, Crime and Policing Act 2014.

86. To serve notices and institute enforcement remedies in relation to the Town and Country Planning Act 1990 sections 225A - 225K.

87. To institute proceedings in relation to the Regulation of Investigatory Powers Act 2000.

88. To institute proceedings in relation to the Control of Pollution Act 1974.

89. To issue notices under section 6 London Local Authorities Act 2004 (abandoned vehicles).

90. To institute proceedings in relation to the Environment Act 1995.

91. To institute proceedings in relation to the London Local Authorities Act 1995.

92. To institute proceedings in relation to the London Local Authorities and Transport for London Act 2003.

93. To institute proceedings and other enforcement remedies in sections 34, 38, 38A, 38B and 38C in respect of street trading offences under the London local Authorities Act 1990 as amended and authorise duly appointed officers to act under that enactment.

94. To institute proceedings in relation to the Local Government (Miscellaneous Provisions) Act 1976.

95. To institute proceedings in relation to the Highways Act 1980.

96.To institute proceedings in relation to the Greater London Council (General Powers) Act 1986.

Delegations to other Officers

~~The following authorities are also delegated to the specified Deputies or Assistants:~~

~~Transportation and Public Realm Director — Items 4 – 41~~

~~Assistant Director (Highways) — Items 5 – 17 and Items 23 – 26~~

~~Assistant Director (City Transportation) — Item 18~~

These delegations are also delegated to the *following* senior officers within the Department of the Built Environment as specified:

- Transportation and Public Realm Director: delegated items 4 – 96
- Assistant Director (Highways): delegated items 05–17 and Items 56, 57, 58.
- Assistant Director (City Transportation): delegated item 18

TOWN PLANNING

The following functions are delegated to the Chief Planning Officer & Development Director:

A) Development Management

- 97.To determine applications for outline, full and temporary planning permission under Part III of the Town and Country Planning Act 1990 subject to the applications decisions being in accordance with policy, not being of broad interest and there being no more than 4 planning objections.
- 98.To make non-material changes to planning permission pursuant to Section 96A of the Town and Country Planning Act 1990.
- 99.To determine applications for Listed Building Consent under the Planning (Listed Buildings & Conservation Areas) Act 1990; subject to the applications not being of broad interest and there being no more than 4 relevant objections.
- 100.To advise the Secretary of State for Communities and Local Government of what decision the City of London Corporation would have made on its own applications for listed building consent if it had been able to determine them, subject to the same criteria as 99.
- 101.To determine submissions pursuant to the approval of conditions, under the Town & Country Planning Act 1990 and the Planning (Listed Buildings & Conservation Areas) Act 1990 and in relation to clauses set out in approved Section 106 Agreements.
- 102.To make minor changes to conditions in respect of planning permissions and listed building consents which have been conditionally approved by the Planning & Transportation Committee.

- 103.To determine applications for planning permission and listed building consent to replace an extant permission/consent granted on or before 1st October 2010, for development which has not already begun with a new permission/consent subject to a new time limit pursuant to Article 20 of the Town and Country Planning (Development Management Procedure) Order 2015 and Regulation 3 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990 as amended and provided no more than 4 planning objections have been received.
- 104.To determine applications for Certificates of Lawfulness of existing and proposed use or development in accordance with sections 191 and 192 of the Town and Country Planning Act 1990.
- 105.To determine applications for Advertisement Consent pursuant to Regulations 12, 13, 14, 15 and 16 of the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.
- 106.To determine applications for prior approval under the Town and Country Planning (General Permitted Development) Order 2015.
- 107.To make observations in respect of planning and related applications submitted to other Boroughs, where the City of London Corporation's views have been sought and which do not raise wider City issues.
- 108.To serve notices under Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015.
- 109.To determine the particulars and evidence to be supplied by an applicant for planning permission pursuant to section 62 of the Town and Country Planning Act 1990.
- 110.To serve Planning Contravention Notices under Section 171C of the Town and Country Planning Act 1990.
- 111.To issue and serve Enforcement Notices under Section 172 of the Town and Country Planning Act 1990 and Section 38 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 112.To issue a letter of assurance under Section 172A of the Town and Country Planning Act 1990.
- 113.To serve notices under Section 215 of the Town and Country Planning Act 1990.
- 114.To serve Breach of Condition Notices under Section 187A of the Town and Country Planning Act 1990.
- 115.To decline to determine a retrospective application for planning permission under Section 70C of the Town and Country Planning Act 1990.
- 116.To seek information as to interests in land under Section 330 of the Town and Country Planning Act 1990, and as applied by Section 89 of the Planning (Listed Buildings & Conservation Areas Act) 1990, and Section 16 of the Local Government (Miscellaneous Provisions) Act 1976.
- 117.To institute proceedings pursuant to Section 224 of the Town and Country Planning Act 1990.

- 118.To serve Notice of Intention to remove or obliterate placards and posters pursuant to Section 225, of the Town and Country Planning Act 1990. ~~[This has been amended as the other enforcement remedies contained in sections 225A to K are the subject of a separate delegation.]~~
- 119.To agree minor variations to agreements pursuant to sections 106 and 106A of the Town and Country Planning Act 1990 and to authorise section 106 covenants in respect of planning applications (and where the planning application is such that it may be determined by the Chief Planning Officer (or other appropriate officer authorised by them) under this Scheme of Delegation).
- 120.To agree minor variations to agreements pursuant to section 278 of the Highways Act 1980.
- 121.To make payments to other parties where required by the terms of an agreement made under section 106 of the Town and Country Planning Act 1990 or section 278 of the Highways Act 1980.
- 122.To determine City Community Infrastructure Levy contributions pursuant to the Community Infrastructure Levy Regulations 2010 (as amended).
- 123.To pass Community Infrastructure Levy contributions to other parties pursuant to section 216A of the Planning Act 2008 and regulations made thereunder.
- 124.To determine applications to discharge requirements and approve details pursuant to the Thames Tideway Tunnel Development Consent Order and other similar Development Consent Orders, and to discharge conditions and approve details pursuant to deemed planning permission granted by Transport and Works Act Orders and statutes in respect of infrastructure projects subject to the applications being in accordance with policy, not being of broad interest, and there being no more than 4 planning objections.
- 125.Authorising the entering into of Planning Performance Agreements and Memoranda of Understanding under section 111 of the Local Government Act 1972 and Part 1 of the Localism Act 2011 and making charges for discretionary planning services under section 93 of the Local Government Act 2003.
- 126.To carry out public consultation in respect of applications in accordance with the Statement of Community Involvement and the duty to cooperate in Section 33A of the Planning and Compulsory Purchase Act 2004.

B) Trees

- 127.To authorise works, including their removal, to trees in Conservation Areas and works in relation to a tree the subject of a Tree Preservation Order (T.P.O.)
- 128.To determine applications made under sections 206 (2) and 213 (2) of the Town and Country Planning Act 1990, to dispense with the duty to plant replacement trees.

C) Churches

- 129.To respond to consultation made under the provisions of the Mission and Pastoral Measure 2011, the Faculty Jurisdiction Rules 2015, the Care of Churches and Ecclesiastical Jurisdiction Measure 1991, the Care of Cathedrals Measure 2011 and the Code of Practice relating to exempted denominations procedures agreed by the Secretary of State.
- 130.The City of London Corporation's functions under the City of London (St. Paul's Cathedral Preservation) Act 1935.

D) Environmental Impact

- 131.To carry out the following functions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) :
- a. formulating "screening opinions" under Regulation 5;
 - b. requiring developers to submit an environmental statement to validate an application under Regulation 10;
 - c. formulating "scoping opinions" under Regulation 13;
 - d. providing relevant information to developers who propose to prepare an environmental statement under the provisions of Regulation 15 (4);
 - e. requiring the submission of further information pursuant to regulation 22
 - f. requiring the local authority to submit an environmental statement in respect of applications for local authority development under Regulation 25;
 - g. formulating a "screening opinion" in matters of planning enforcement under Regulation 32.

E) Crossrail

- 132.To agree Crossrail contributions, agree viability assessments and instruct the Comptroller & City Solicitor to secure any necessary planning obligations in respect of Crossrail contributions pursuant to Section 106 of the Town and Country Planning Act 1990.

~~To make payments of Crossrail contributions received by the City of London Corporation to the Mayor and/or Transport for London on the basis of the Implementation Protocol between the Mayor, Transport for London and the local planning authorities, subject to such payment being agreed by the Chamberlain.~~

~~Delegated authority be granted to the Chief Planning and Development Director to determine such applications as outlined in the report relating to the programme for requests for approval;~~

~~This authority would not be exercised in respect of more major applications or where objections have been received, without prior consultation with the Town Clerk, in consultation with the Chairman and Deputy Chairman; and~~

~~It be noted that any proposals in respect of over station development would not be subject to these provisions and would be the subject of the normal planning application process.~~

- 133.To make payments of Crossrail contributions received by the City of London Corporation to the Mayor and/or Transport for London on the basis of the Implementation Protocol between the Mayor, Transport for London and the local planning authorities, subject to such payment being agreed by the Chamberlain.

The following functions are delegated to the Policy & Performance Director:

F) Local Plans, Naming and Numbering

134. To carry out sustainability appraisal of Local Development Documents under Section 19(5) of the Planning and Compulsory Purchase Act 2004 and to exercise functions under the Environmental Assessment of Plans and Programmes Regulations 2004 including carrying out strategic environmental assessment (including assessments under the Habitats Directive (Council Directive 92/43/EEC)), preparing, publishing and consulting upon screening reports, scoping reports, sustainability commentaries and sustainability appraisal reports.
135. To carry out public consultation in the preparation of Local Development Documents in accordance with the Statement of Community Involvement and the duty to cooperate in Section 33A of the Planning and Compulsory Purchase Act 2004.
136. To carry out surveys under Section 13 of the Planning & Compulsory Purchase Act 2004.
137. To provide any documents necessary to support consultations on Local Development Documents and submission of Local Plans.
138. To prepare and publish monitoring reports on an annual basis in accordance with Section 35 of the Planning & Compulsory Purchase Act 2004
139. To make observations on consultation documents issued by central and local government, statutory bodies etc., where the observations are in accordance with the City's general policy position.
140. To carry out public consultation in the preparation or revision of the Community Infrastructure Levy, in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and the Statement of Community Involvement.
141. To exercise powers under the London Building Acts (Amendment) Act 1939 – Part II relating to street naming and numbering of property.

G) Land Charges

142. To maintain a register and index of Local Land Charges pursuant to section 3 of the Local Land Charges Act 1975, including the amendment and cancellation of registrations pursuant to the Local Land Charges Rules 1977 and to set search fees pursuant to Section 8 of the Local Land Charges Act 1975 and Section 150 of the Local Government and Housing Act 1989 and relevant Rules and Regulations made there under.
143. To make searches and issue search certificates pursuant to section 9 of the Local Land Charges Act 1975.

H) Lead Local Flood Authority

144. To exercise the City of London Corporation's functions as Lead Local Flood Authority in relation to the Flood and Water Management Act 2010 (other than the functions delegated to the District Surveyor).

Delegations to other Officers

In addition the following functions are also delegated to the following Officers:

Director of the Built Environment – Sections A to H

As directed by the Chief Planning **Officer** & Development Director sections A to E, and Paragraph 138 are delegated to Assistant Directors (Development).
Then to : The Policy & Performance Director.

The Policy and Performance Director - Sections F-H

As directed by the Policy & Performance Director Sections F – H are delegated to the Assistant Director (Policy).

Then to : Chief Planning **Officer** & Development Director.

Statutory Authorities

145. Officers of the department are authorised to exercise the following powers in accordance with the responsibilities of the post:
- a. Sections 178(1), 196A(1), 196B, 209(1), 214B(1), 214B(3), 214C, 219(1) and 225, 324 and 325 of the Town and Country Planning Act 1990 (as amended),
 - b. Sections 42(1), 88(2), (3), (4) and (5) and 88(A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)
 - c. Sections 36 and 36A of the Hazardous Substances Act 1990

DISTRICT SURVEYOR

The following functions are delegated to the District Surveyor:

1. To grant permission or consent, with or without conditions or, refuse to grant permission or consent, as the case may be, with respect to applications made to the City of London Corporation under the London Building Acts 1930-1982, The Building Act 1984 and The Building Regulations 2010 (as amended).
2. To sign and serve any notices required to be given by the City of London Corporation under the London Building Acts (Amendment) Act 1939, Part VII, Section 62 relating to dangerous structures within the City of London.
3. To exercise the City's Lead Local Flood Authority function as a statutory consultee to the local planning authority on surface water drainage issues.
4. To sign and serve any notices and consents required to be given by the City of London Corporation under the London Building Acts (Amendment) Act 1939, Part IV, Section 30 relating to special and temporary structures etc. erected within the City of London.
5. In accordance with the Party Wall etc. Act 1996, Section 10 (8) select the third surveyor if required to do so.

Delegation to other Officers

The functions of the District Surveyor are also delegated to the Director of the Built Environment and the Assistant District Surveyor.

This page is intentionally left blank

Committees: Planning & Transportation Committee Projects Sub (Policy & Resources) Committee		Dates: 30 April 2019 24 April 2019
Subject: Southwark Bridge South Viaduct Waterproofing Unique Project Identifier: 11987	Gateway 3/4: Options Appraisal (Regular)	
Report of: Director of the Built Environment Report Author: Mark Bailey		For Decision
<h1>PUBLIC</h1>		

1. Next steps and Requested decisions	<p>Next Gateway: <i>Gateway 5: Authority to Start Work</i></p> <p>Next Steps:</p> <ol style="list-style-type: none"> 1) Detailed design by appointed term consultant 2) Trial investigations 3) Coordination of permits/approvals for works with City and Southwark highway authorities, including bus lane suspensions 4) Contract and tender preparation 5) Competitive tendering of works 6) Review of tenders and recommendations <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1) Approval is sought to include waterproofing works to the north approach viaduct within the scope of works and to change the project name accordingly to “Southwark Bridge <i>Approach Viaducts</i> Waterproofing” 2) Authority is sought to progress the design to Gateway 5 and invite tenders for the works. 3) Approval is sought for £134,000 funding (from identified sums within the Bridge House Estates BHE 50-year Repair & Maintenance Fund) to proceed to Gateway 5. 4) Approval is sought for the project budget of £1,725,000 including the Costed Risk Provision of £200,000, on the basis of recommended option 2. 5) Authority is sought for delegated authority to be given to Chief Officer at Gateway 5 to appoint the successful tenderer and to instruct the Comptroller and City
--	--

	<p>Solicitor to enter into contract, should tenders be returned within budget</p> <p>6) Authority is also sought for delegated authority to be given to Chief Officer following Gateway 5 to expend identified sums from the project risk register against specified risks</p>			
2. Resource requirements to reach next Gateway	Item	Reason	Funds/ Source of Funding	Cost (£)
	Staff Costs	Project Management and coordination of approvals	Bridge House Estates 50yr Repair & Maintenance Fund	14,000
	Investigation Costs	To reduce construction stage risks		50,000
	Consultant Fees	Detailed design and preparation of tender documents		60,000
	Statutory consent and consultation fees	Approvals from highway authorities and Historic England		10,000
	Total			134,000
	<p>Please note that consultant fees are based on tendered rates against works value from the term structural consultancy contract for Bridge House Estates structures, with approximately 60% of this value being used to take the project up to Gateway 5</p> <p>A cost breakdown for the recommended option is appended to the report</p>			
3. Overview of project options	<p>At Gateway 1/2, 3 principal options were identified, albeit only relating to the south approach viaduct at that time. These are now considered necessary to both north and south viaducts, based on a subsequent review of recent inspections on the condition of the north viaduct and identified water ingress issues</p>			

	<ol style="list-style-type: none"> 1) “Do nothing” and purely monitor the deterioration of structures in the immediate term during the current two-yearly inspection programme 2) (Recommended Option) Design and implement shallow depth waterproofing at road sub-base level and new kerb drainage to both viaducts, with sub-soil relief drainage installed to south viaduct arches 3) Design and implement waterproofing (at depth) directly to exposed structures for both viaducts, with sub-soil relief drainage installed to south viaduct arches. This option requires full exposure of existing structures and temporary diversion of services.
4. Recommended Option	<ul style="list-style-type: none"> • Option 2 is recommended, to expedite waterproofing of both approaches in the most efficient way and relieve both approaches of active water ingress problems • Whilst option 3 – in removing all fill and attempting to expose the structural deck and waterproof this directly, below the levels of services – represents the best technical option theoretically, this is not recommended on economic and practical grounds due to the high congestion of services and the preclusive costs of diverting or accommodating these during the works • Option 1 (“do-nothing”) is not recommended, as it only delays the inevitable and will ultimately lead to degradation of structural condition if not addressed in a timely manner.
5. Procurement approach	<p>As these works are on relatively low complexity and as 3-phased traffic management has been recently used successfully to implement similar works to Park Street Bridge (part of the south approach), there are not considered to be particular technical or logistical challenges that would warrant anything other than a traditional procurement process by competitive tender, with weighted scoring of cost and quality submissions. Early Contractor Involvement (ECI) or Design-and-Build procurement strategies are not considered appropriate for this project.</p> <p>Please also refer to appended PT4 form</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	PT4 Procurement Form
Appendix 3	Cost Summary of Recommended Option
Appendix 3	Project Risk Register

Contact

Report Author	Mark Bailey
Email Address	mark.bailey@cityoflondon.gov.uk
Telephone Number	020 7332 1972

Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
1. Brief description of option	“Do nothing” (Monitor only)	Shallow depth waterproofing at road sub-base level and new kerb drainage to both viaducts, with sub-soil relief drainage installed to south viaduct arches	Waterproofing directly to exposed structures (at depth) for both viaducts, with sub-soil relief drainage installed to south viaduct arches
2. Scope and exclusions	Involves only monitoring water ingress and structural degradation in the interim, at two yearly routinely inspection intervals	As described above. Excludes applying waterproofing directly to structure and the need for substantial diversion/support of utilities	Includes full removal of fill to structures, diversion/support of services and applying waterproofing directly to structure
<i>Project Planning</i>			
3. Programme and key dates	Not applicable	Estimated 12-16 weeks works programme, targeted for construction in Q2 or Q3 of 2019/20, subject to agreement of permits with highway authorities (Southwark and City)	Estimated 16-20 weeks works programme, subject to agreement of permits with highway authorities and costs/programme for major utility diversions with statutory undertakers
4. Risk implications	Overall project option risk: Red Structural degradation due to un-addressed water ingress	Overall project option risk: Green	Overall project option risk: Red High risk of excessive delays and costs involved in diverting

Option Summary	Option 1	Option 2	Option 3
	problems, with increased costs in the longer term		and accommodating heavily congested services
5. Stakeholders and consultees	<ul style="list-style-type: none"> Tenants of occupied spaces beneath viaducts 	<ul style="list-style-type: none"> City of London & Southwark highway authorities Transport for London (cycle and bus lanes) Utility companies Local residents and businesses Historic England (via Local Planning Authorities) Tenants of occupied spaces beneath viaducts 	
6. Benefits of option	<ul style="list-style-type: none"> No perceived benefit, other than the lack of expenditure in the short term and lack of immediate disruption to public 	<ul style="list-style-type: none"> Provides an efficient solution to protect the structure from salt-laden water ingress from carriageway runoff, whilst avoiding the costs and disruption of major utility diversions 	<ul style="list-style-type: none"> Provides the best technical solution to protect the structure from salt-laden water ingress from carriageway runoff, as well as from leaking services (as applied waterproofing below the services zone directly to structure).
7. Disbenefits of option	<ul style="list-style-type: none"> Merely delays the inevitable, while potentially leading to structural deterioration with subsequent increased remedial costs in the longer term 	<ul style="list-style-type: none"> Waterproofing applied above the level of (congested) services, such that risks remain of small amounts of water from buried services being able to access the structure, if present. In the case of water within 	<ul style="list-style-type: none"> Practically and economically impossible to achieve, due to the high congestion of services, including trunk HV electrical and BT services. Would also involve the breakout of dense concrete fill above structure, with the

Option Summary	Option 1	Option 2	Option 3
		<p>cable ducts, this will tend to drain away from the structure due to the high longitudinal falls of the road (and ducts).</p> <ul style="list-style-type: none"> The bigger risk relates to leaking water mains, although these sources do not contain contamination from de-icing road salts which causes corrosion of embedded steel structure 	<p>potential to do more damage from percussive vibration that the gains/protection achieved by implementing a new waterproofing system.</p>
Resource Implications			
8. Total Estimated cost	<ul style="list-style-type: none"> Not applicable. Monitoring of structures is already funded as part of the term inspection contract 	<ul style="list-style-type: none"> Estimated project cost (including risk) £1.68 Million 	<ul style="list-style-type: none"> Not established in detail, due to unknown costs and impracticality of trunk services diversions, but expected to exceed £3M
9. Funding strategy	<ul style="list-style-type: none"> Not applicable 	<ul style="list-style-type: none"> Appropriate funding of £2.04M currently identified in BHE 50-year Repair & Maintenance Fund 	<ul style="list-style-type: none"> Funding of £2.04M currently identified in BHE 50-year Repair & Maintenance Fund Further funding from within the 50-year plan would be required to implement this option

Option Summary	Option 1	Option 2	Option 3
10. Investment appraisal	<ul style="list-style-type: none"> Not applicable 		
11. Estimated capital value/return	<ul style="list-style-type: none"> Not applicable 		
12. Ongoing revenue implications	<ul style="list-style-type: none"> By not mitigating current water ingress issues will lead to deterioration of structure and increased future remediation costs 	<ul style="list-style-type: none"> Reduced future structural deterioration and reactive repair costs by reducing water ingress 	
13. Affordability	<ul style="list-style-type: none"> Not applicable 	<ul style="list-style-type: none"> Adequate funds available in BHE 50-year plan Represents the most efficient and economic solution to mitigate water ingress 	<ul style="list-style-type: none"> Restrictively expensive and impractical due to high services congestion and the need for major diversions Would require additional funding from within the 50-year plan, for little practical benefits over Option 2
14. Legal implications	<ul style="list-style-type: none"> In the longer term, potentially does not address the City's obligations in terms of maintaining Grade-listed structures to an appropriate standard 	<ul style="list-style-type: none"> Assists in satisfying the City's obligations in terms of maintaining Grade-listed structures to an appropriate standard 	

Option Summary	Option 1	Option 2	Option 3
15. Corporate property implications	<ul style="list-style-type: none"> Water ingress to lettable property below the viaducts is a nuisance and potentially reduces the value of this asset 	<ul style="list-style-type: none"> Condition of City-owned lettable space beneath viaducts will be improved by reduced water ingress and damp 	
16. Traffic implications	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Disruption will be limited by the ability to accommodate phased working, enabling a single lane in each direction at all times as successfully used on similar projects. Temporary suspension of bus lanes will be required, as will restrictions to cycle route 	<ul style="list-style-type: none"> As Option 2, but for a significantly greater period of time
17. Sustainability and energy implications	<ul style="list-style-type: none"> Not applicable 		
18. IS implications	<ul style="list-style-type: none"> Not applicable 		
19. Equality Impact Assessment	<ul style="list-style-type: none"> Not applicable 		
20. Data Protection Impact Assessment	<ul style="list-style-type: none"> Not applicable 		

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
21. Recommendation	Not recommended	Recommended	Not recommended

Project Coversheet

[1] Ownership

Unique Project Identifier: 11987 **Report Date:** 22/02/2019
Core Project Name: Southwark Bridge South Viaduct Waterproofing
Programme Affiliation (if applicable): n/a
Project Manager: Mark Bailey
Next Gateway to be passed: G3/4

[2] Project Brief

Project Mission statement: To implement essential maintenance works to this Bridge House Estates structure, to satisfy the City's obligations and maintain the asset value

Definition of need: To pro-actively maintain the BHE structures by substantially arresting current water ingress

Key measures of success:

- 1) To substantially arrest water ingress to structures
- 2) To complete within the budget allocated within the BHE 50-year plan
- 3) To compete within the allocated programme with minimum possible disruption to traffic, local residents and business users, consistent with the nature and extent of works

[3] Highlights

Finance:

Total anticipated cost to deliver [£]: £1.73 Million

Total potential project liability (cost) [£]: £2 Million

Total anticipated on-going commitment post-delivery [£]: n/a

Programme Affiliation [£]: n/a

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£14,000	£134,000	£148,000
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£250k to £5M	£1,725,000	
[G] Spend to Date	[H] Anticipated future budget requests	
£5,000 approx.	£1,577,000	

Headline Financial changes:

Since 'Project Proposal' (G2) report:

◀▶ Likely cost range indicated as £250k to £5m band at Gateway 1/2. Since GW1/2, project scope increased to include north viaduct waterproofing works, based on further inspection/review

Project Status:**Overall RAG rating:** Green**Previous RAG rating:** Green**[4] Member Decisions and Delegated Authority**

GW1/2 report approved

[5] Narrative and change**Date and type of last report:**

GW1/2 report Feb/March 2018

Key headline updates and change since last report.

Scope changed to include waterproofing of north viaduct

Project being advanced ahead of London Bridge waterproofing/bearings project, due to TFL network constraints delaying London bridge project

Headline Scope/Design changes, reasons why, impact of change:**Since 'Project Proposal' (G2) report:**

Scope changed to include waterproofing of north viaduct

Timetable and Milestones:**Expected timeframe for the project delivery:** By end of 2019/20 FY**Milestones:**

- | |
|--|
| 1) Completion of design and tender of works June/July 2019 |
| 2) Gateway 5 report July/August 2019 |
| 3) Completion of works by end of 2019/20 FY |

Are we on track for this stage of the project against the plan/major milestones? Y**Are we on track for completing the project against the expected timeframe for project delivery?** Y**Risks and Issues****Top 3 risks:**

<i>Risk description</i>	Delays in securing access to road network due to other works
<i>Risk description</i>	Limited tender interest and competition
<i>Risk description</i>	Unforeseen or adverse conditions during construction

See 'risk register template' for full explanation.

Top 3 issues realised

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

No

PT4 - Committee Procurement Report

This document is to be used to identify the Procurement Strategy and Purchasing Routes associated with a project and only considers the option recommended on the associated Gateway report.



Introduction

City Procurement Project Reference:	18-307PS		
Project / Contract Title:	Southwark Bridge Approach Viaduct Waterproofing		
Project Lead & Contract Manager:	Mark Bailey	Lead Department:	DBE
Category Manager:	Mamun Khan	Other Contact:	
Total Contract Value (excluding VAT and inc. extension options):	£1,300,000	Contract Duration (inc. extension options):	16 weeks envisaged
Budget approved Capital/Revenue:	Yes – subject to further Gateway approval Capital	Capital Project reference (if applicable):	72800018
Gateway Approval Process - Is this project subject to the Gateway process? Yes - If so, what was the last Gateway report, and date of approval, and what is the next Gateway report and scheduled date for recommendation for approval? Gateway 1/2 approved March 2018. Next Gateway 3/4 March 2019			
Opportunity for Inter-City Collaboration (is there another site/department that could benefit from this project)? N/A			

Procurement Strategy Recommendation

City Procurement team recommended option
Option 1 - Traditional – Client Led (Single Stage) City Procurement concurs that a traditional – client led is in this case would be the most appropriate method City Procurement concurs that the NEC4 form of contract is considered to be the most appropriate form of contract for a project of this value. NEC remains a technically reasonable alternative form of contract save that the contract administration regime arising from the contract form can be associated with higher project consultant fees, and which can be considered less justifiable for lower value works projects.

Route to Market Recommendation

City Procurement team recommended option
Option 2 - Sub OJEU – Open Preferred route to market – Sub-OJEU. A framework route is not preferable in this case on the basis that framework contractors tend to be general contractors who would most likely sub-contract this predominantly specialist work in any case.

Specification and Evaluation Overview

Summary of the main requirements: <ul style="list-style-type: none">The works comprise of: -<ul style="list-style-type: none">Remove existing pavingConstruct concrete sub-base to footwaysRepair sub-base on carriagewayOn Southwark side – carry out Directional drilling of Archways underneath the bridge for relief of drainageThe Waterproofing of the two approaches (City side & Southwark side) then resurface the approaches
Technical and Pricing evaluation ratio

40% (Technical) / 60% (Price) The Project Manager has advised City Procurement that the project has no design input. It is for straight-forward routine maintenance works, and therefore, this project is more suited to a heavier weighting on the price. City Procurement have agreed for the evaluation ratio to be 60% Price and 40% Technical.	
Overview of the key Evaluation areas (if known at this stage): N/A	
Does contract delivery involve a higher than usual level of Health & Safety, Insurance, or Business risk to be allowed in the procurement strategy?	
Are there any accompanying documents with this report? <i>e.g. PTO/outlined project plan identifying roles and responsibilities as appropriate</i> If yes, please include information in the appendices section below.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Will this project require the winning supplier(s) to process personal data on our behalf?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If yes, please make sure you've defined roles and responsibilities within your project specification. For more information visit Designing Specifications under GDPR. You may include your Privacy Impact Assessment or other relevant report as an appendix to this PT form when submitting to category board (for information).	
Evaluation Panel – Please enter Names and Departments below (if known)	
N/A	

Procurement Strategy Options *This could include inter-departmental usage, external collaborative opportunities, existing contracts integrated once expired or adding it to an existing contract. Options for Make (In-house delivery) versus Buy (Outsource) decision to be considered; also indicate any discarded or radical options.*

Option 1: Traditional – Client Led (Single Stage) - Recommended
Advantages to this Option: <ul style="list-style-type: none"> Competed Design produced by the City, with no substantial design elements required from the supplier. Traditional method suites the approach in which this project relates to. Design Control with the City
Disadvantages to this Option: <ul style="list-style-type: none"> Design risk is not passed to the contractor. More of a conformance specification as opposed to a fully completed design and can be amended.
Option 2: Design & Build
Advantages to this Option: <ul style="list-style-type: none"> Construction can start earlier, reducing the overall project delivery time. The employer only has one organisation to deal with - one point of responsibility The ability to novate the design team to the design and build contractor
Disadvantages to this Option: <ul style="list-style-type: none"> The employer may pay more if they ask the contractor to take on an unreasonably high level of risk The quality may be compromised if the supplier does not follow specifications.
Option 4: Other Partner
Advantages to this Option: <ul style="list-style-type: none"> Fully Managed service Issues that arise are dealt with the managing partner. The successful delivery and keeping programming risk is transferred from the City to the Supplier.
Disadvantages to this Option: <ul style="list-style-type: none"> Increased pricing due to additional management of the programme. Not dealing with the Supplier directly, a third party instead. Fail to agree on design/construction elements regarding responsibility or sharing specifications/drawings/reports could affect the delivery of the project.

Route to Market Options: *Route to market is the way in which the City will invite suppliers to bid for the procurement.*

Option 1: OJEU – Not Applicable
Option 2: Sub OJEU Open Procedure - Recommended
Advantages to this Option: <ul style="list-style-type: none"> Compliant and defined process Established regulatory process aimed at securing a best and final offer at tender stage Can allow shortlist at first stage to avoid review of high volume returns under some circumstances Opens up competition to the wider market
Disadvantages to this Option:

<ul style="list-style-type: none"> Tender submission in the first instance is on a best and final offer basis. There is no compliant provision for development to technical offers after receipt of tenders as is the case with other procedures competition with negotiation Procurement lead time of up to 10 weeks not as fast as an established framework
Option 3: Internal Framework - Not Available
Option 4: External Framework - Not Applicable
Advantages to this Option: <ul style="list-style-type: none"> Faster route to market (6 to 10 weeks depending on project complexity and procurement strategy) Compliant alternative to full OJEU Restricted or Open Procedure
Disadvantages to this Option: <ul style="list-style-type: none"> The contactors available are defined by the framework Level of competition experience can be limited and may not realise a minimum of 3 tenders required by City

Price Mechanism

Option 1: Lump sum fixed price
Option 2: Fixed price - schedule of rates/bill of quantities
Option 3: Bill of Quantities – Recommended
Option 4: Target cost
Option 5: Cost reimbursable
Option 6: Other

Form of Contract

Option 1: Col Standard amendments to JCT
Option 2: Col Standard amendments to NEC4 - Recommended
Option 3: NEC3/JCT – unamended
Option 4: Other CC&S standard form
Option 5: Other

Outline of appendices

<ul style="list-style-type: none"> Please list appendices here or mark 'Not applicable' if there is none. N/A
--

Report Sign-offs

Senior Category Manager Chamberlain's Department	Michael Harrington	Date	18/03/2019
Departmental Stakeholder Department	Mark, Bailey	Date	Click here to enter a date.

This page is intentionally left blank

Appendix 3

OPTION 2 – Cost Summary

[illegible]

This page is intentionally left blank

City of London: Projects Procedure Corporate Risks Register

Project Name:

Southwark Bridge South Viaduct Waterproofing

Unique project identifier:

11972

PM's Overall risk rating:

Low

Lifetime total budget estimate:

£1,725,000

Costed risk provision requested:

£200,000

Average unmitigated risk

4.9

Average mitigated risk score

3.3

Open Risks

10

Closed Risks

0

General risk classification										Mitigation actions						Ownership & Action				Comment(s)
Risk ID	Category	Description of the Risk	Risk Impact Description	Likelihood Classification	Impact Classification	Risk score	Costed impact (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification after mitigation	Impact Classification after mitigation	Costed impact after mitigation (£)	Mitigated Risk score	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	
R1	(2) Financial	Failure to secure funding	Delay or cancellation	Unlikely	Serious	4	£0.00	N	A – Very Confident	Adequate funds identified in BHE 50 year plan	£0.00	Unlikely	Serious	£0.00	4	22/02/2019	DBE	M. Bailey		
R2	(4) Legal/ Statutory	Failure to secure timely access for works	Delay to project start	Possible	Minor	3	£0.00	N	A – Very Confident	Advance coordination with statutory authorities	£0.00	Unlikely	Minor	£0.00	2	22/02/2019	DBE	M. Bailey		
R3	(2) Financial	Tenders for works above budget	Increased project costs	Possible	Serious	6	£150,000.00	N	B – Fairly Confident	Robust estimates based on recent similar projects	£0.00	Unlikely	Serious	£0.00	4	22/02/2019	DBE	M. Bailey		
R4	(4) Legal/ Statutory	Planning/TFL approval risks	Delay to project start	Possible	Minor	3	£0.00	N	B – Fairly Confident	Advance coordination with statutory authorities	£0.00	Unlikely	Minor	£0.00	2	22/02/2019	DBE	M. Bailey		
R5	(2) Financial	Adverse weather during construction	Delays and additional costs	Possible	Serious	6	£0.00	N	B – Fairly Confident	Careful programming of works and selection of materials	£0.00	Possible	Minor	£0.00	3	22/02/2019	DBE	M. Bailey		Costs included with Adverse Conditions risks
R6	(2) Financial	Adverse unforeseen conditions during construction	Delays and additional costs	Possible	Serious	6	£250,000.00	Y	B – Fairly Confident	Trial investigations. Simplification of design, plus lessons learned from Park Street Bridge project on south approach	£50,000.00	Possible	Minor	£150,000.00	3	22/02/2019	DBE	M. Bailey		Costs based on experiences at Park Street Bridge project
R7	(4) Legal/ Statutory	Conflict with other works on network	Delays to project start	Possible	Minor	3	£0.00	N	A – Very Confident	Advance coordination	£0.00	Unlikely	Minor	£0.00	2	22/02/2019	DBE	M. Bailey		
R8	(3) Reputation	Public dissatisfaction with works	Bad PR and reputation	Likely	Minor	4	£0.00	N	A – Very Confident	Design of phased working to minimise disruption	£0.00	Possible	Minor	£0.00	3	22/02/2019	DBE	M. Bailey		
R9	(2) Financial	Conflict with utilities during construction	Delays and additional costs	Likely	Serious	8	£100,000.00	N	C – Uncomfortable	Opting for shallow waterproofing to mitigate risks	£0.00	Unlikely	Serious	£0.00	4	22/02/2019	DBE	M. Bailey		
R10	(2) Financial	Conflict with neighbouring property development	Delays and additional costs	Possible	Serious	6	£50,000.00	Y	C – Uncomfortable	Further coordination with Southwark Council	£0.00	Possible	Serious	£50,000.00	6	22/02/2019	DBE	M. Bailey		Costs based on 6 weeks contract preliminaries due to delays arising from conflicts of access
R11							£0.00				£0.00			£0.00						
R12							£0.00				£0.00			£0.00						
R13							£0.00				£0.00			£0.00						
R14							£0.00				£0.00			£0.00						
R15							£0.00				£0.00			£0.00						
R16							£0.00				£0.00			£0.00						
R17							£0.00				£0.00			£0.00						
R18							£0.00				£0.00			£0.00						
R19							£0.00				£0.00			£0.00						
R20							£0.00				£0.00			£0.00						
R21							£0.00				£0.00			£0.00						
R22							£0.00				£0.00			£0.00						
R23							£0.00				£0.00			£0.00						
R24							£0.00				£0.00			£0.00						
R25							£0.00				£0.00			£0.00						
R26							£0.00				£0.00			£0.00						
R27							£0.00				£0.00			£0.00						
R28							£0.00				£0.00			£0.00						
R29							£0.00				£0.00			£0.00						
R30							£0.00				£0.00			£0.00						
R31							£0.00				£0.00			£0.00						
R32							£0.00				£0.00			£0.00						
R33							£0.00				£0.00			£0.00						
R34							£0.00				£0.00			£0.00						
R35							£0.00				£0.00			£0.00						
R36							£0.00				£0.00			£0.00						
R37							£0.00				£0.00			£0.00						
R38							£0.00				£0.00			£0.00						
R39							£0.00				£0.00			£0.00						
R40							£0.00				£0.00			£0.00						
R41							£0.00				£0.00			£0.00						
R42							£0.00				£0.00			£0.00						
R43							£0.00				£0.00			£0.00						
R44							£0.00				£0.00			£0.00						
R45							£0.00				£0.00			£0.00						
R46							£0.00				£0.00			£0.00						
R47							£0.00				£0.00			£0.00						
R48							£0.00				£0.00			£0.00						
R49							£0.00				£0.00			£0.00						
R50							£0.00				£0.00			£0.00						
R51							£0.00				£0.00			£0.00						
R52							£0.00				£0.00			£0.00						
R53							£0.00				£0.00			£0.00						
R54							£0.00				£0.00			£0.00						
R55							£0.00				£0.00			£0.00						
R56							£0.00				£0.00			£0.00						
R57							£0.00				£0.00			£0.00						
R58							£0.00				£0.00			£0.00						
R59							£0.00				£0.00			£0.00						
R60							£0.00				£0.00			£0.00						

R61								£0.00			£0.00			£0.00						
R62								£0.00			£0.00			£0.00						
R63								£0.00			£0.00			£0.00						
R64								£0.00			£0.00			£0.00						
R65								£0.00			£0.00			£0.00						
R66								£0.00			£0.00			£0.00						
R67								£0.00			£0.00			£0.00						
R68								£0.00			£0.00			£0.00						
R69								£0.00			£0.00			£0.00						
R70								£0.00			£0.00			£0.00						
R71								£0.00			£0.00			£0.00						
R72								£0.00			£0.00			£0.00						
R73								£0.00			£0.00			£0.00						
R74								£0.00			£0.00			£0.00						
R75								£0.00			£0.00			£0.00						
R76								£0.00			£0.00			£0.00						
R77								£0.00			£0.00			£0.00						
R78								£0.00			£0.00			£0.00						
R79								£0.00			£0.00			£0.00						
R80								£0.00			£0.00			£0.00						
R81								£0.00			£0.00			£0.00						
R82								£0.00			£0.00			£0.00						
R83								£0.00			£0.00			£0.00						
R84								£0.00			£0.00			£0.00						
R85								£0.00			£0.00			£0.00						
R86								£0.00			£0.00			£0.00						
R87								£0.00			£0.00			£0.00						
R88								£0.00			£0.00			£0.00						
R89								£0.00			£0.00			£0.00						
R90								£0.00			£0.00			£0.00						
R91								£0.00			£0.00			£0.00						
R92								£0.00			£0.00			£0.00						
R93								£0.00			£0.00			£0.00						
R94								£0.00			£0.00			£0.00						
R95								£0.00			£0.00			£0.00						
R96								£0.00			£0.00			£0.00						
R97								£0.00			£0.00			£0.00						
R98								£0.00			£0.00			£0.00						
R99								£0.00			£0.00			£0.00						
R100								£0.00			£0.00			£0.00						

Committee(s)	Dated:
Planning & Transportation Committee Policy & Resources Committee	30 April 2019 2 May 2019
Subject: City of London Transport Strategy	Public
Report of: Director of the Built Environment	For decision
Report author: Bruce McVean – Department of the Built Environment	

Summary

This report seeks approval of the City of London Transport Strategy for onward submission to the Court of Common Council.

The Transport Strategy sets out the City of London Corporation's approach to investing in and managing the City's streets over the next 25-years and aspirations for improved transport connections. The Transport Strategy and supporting three-year Local Implementation Plan (LIP) Delivery Plan will together form the City Corporation's third LIP.

Consultation on the draft Transport Strategy ran from 12 November 2018 to 13 January 2019. The consultation generated almost 2,900 individual responses and 6,900 comments through the consultation website, with a further 70 submissions by email. Over 60 organisations also responded to the consultation.

Most respondents supported the draft proposals. Of all responses received through the website 77% were supportive of the proposals, with 15% opposing.

43 organisations provided separate written responses to the consultation. Of these, 21 expressed general support for the Transport Strategy as well commenting on individual proposals, including the Barbican Association, City Property Association, Landsec and St Paul's Cathedral School.

Four organisations expressed general opposition – Alliance of British Drivers, Brewery Logistics Group, Road Haulage Association and Motorcycle Action Group.

Over 500 people submitted template responses through the Unblock the Embankment website and more than 1500 people submitted template responses via the Square Mile Cycling Campaign.

The response to individual and organisational concerns and suggestions raised during the consultation are set out in the Phase 3 Engagement Report (Appendix 2).

The positive response to consultation on the draft Transport Strategy means that no significant changes have been made. Changes to the Transport Strategy are shown as tracked changes in Appendix 4, these include:

- Making clearer the commitment to maintain appropriate vehicle access when delivering pedestrian priority.
- Indicating that we will seek to deliver the Strategy as quickly as possible and that milestones represent the latest date by which we expect proposals and projects to be fully delivered.
- Making the aim of a 25% reduction in motor traffic by 2030 a minimum aspiration.
- Making it clearer that no major changes will be made to the use of the kerbside without adequate assessment of current use and engagement with users and stakeholders.
- Accelerating the delivery of the core cycling network from 2044 to 2035 and delivery of the first sections of the core cycling network (Bishopsgate to Bank Junction and Liverpool Street to Monument) by 2025.
- Clarifying that the proposed measures to reduce the number of freight vehicles in the Square Mile do not uniformly apply to all types of deliveries.
- Adding an additional requirement for transport innovators to ensure that the needs of disabled people are accommodated in emerging transport technologies.

Recommendation(s)

Members are asked to:

- Approve the Transport Strategy for onward submission to the Court of Common Council (Appendix 4)

Main Report

Background

1. Over the last 15 months the City of London Corporation has developed and consulted on its first ever long-term Transport Strategy. The Transport Strategy has been finalised following consultation and, subject to approval, will be submitted to the Court of Common Council on 23 May for adoption.
2. The Strategy sets out the City Corporation's approach to investing in and managing the City's streets over the next 25-years and aspirations for improved transport connections.
3. Delivering the Strategy will help facilitate the forecast growth of the City and accommodate the increased numbers of people travelling to and around the Square Mile. It will improve the experience of spending time on the City's streets

with the aim of ensuring the Square Mile remains a healthy, attractive and easy place to live, work and visit.

4. The Transport Strategy will be supported by a series of short-term and regularly updated delivery plans, including the City Corporation's Local Implementation Plan (LIP) Delivery Plan.
5. Together, the Transport Strategy and LIP Delivery Plan form the City Corporation's third LIP. The LIP is a statutory document that sets out how the City Corporation will deliver the Mayor of London's Transport Strategy.
6. The development of the Transport Strategy has been informed by extensive engagement with the public and organisations with an interest in transport in the Square Mile. The first phase of engagement, held in February and March 2018, included:
 - **City Streets survey:** Almost 2,000 people accessed this survey which included questions on perceptions of the City's streets, priorities for the use of streets and kerb-side space, and ideas and suggestions for future street and transport improvements.
 - **City Streets exhibition:** A supporting exhibition held at the City Centre on Basinghall Street.
 - **Stakeholder workshops:** 77 representatives from City businesses, transport user groups and other organisations with an interest in transport in the Square Mile attended workshops to share their views on the transport challenges and opportunities.
7. The key themes emerging from this first phase of engagement were that:
 - Motor traffic levels on the City's streets are too high
 - People walking in the Square Mile are not given enough priority or space
 - Conditions for cycling in the Square Mile need to be improved and made safer
 - More greenery and seating should be provided on streets and the quality of the public realm improved
 - Air quality in the Square Mile needs to be urgently improved
 - There is potential to use streets more flexibly to accommodate the various demands on them at different times of the day
 - The City's streets are not accessible to all
 - The management of freight needs to be improved
8. A second phase of engagement, in June and July 2018, consulted on the proposed vision, aims and outcomes for the Strategy. Over 500 people and organisations responded to this consultation. The draft vision, aims and outcomes received high levels of support, with each being supported or supported with changes by between 77% and 92% of respondents.
9. An independently recruited panel of City workers and residents met three times during the development of the Strategy. This panel, which was facilitated by Populus, provided an opportunity to gain a deeper understanding of residents and workers' transport needs and concerns.

10. A Strategy Board made up of City business representatives, representatives from the Greater London Authority and TfL, and transport experts, met four times during the development of the Strategy. This Board provided advice and acted as a sounding board for emerging proposals.

Integrated Impact Assessment

11. Land Use Consultants have been appointed to undertake an independent Integrated Impact Assessment (IIA) for the Transport Strategy. The IIA brings together Strategic Environmental Assessment, Equality Impact Assessment and Health Impact Assessment into a single assessment.
12. The IIA identifies the potential for significant positive effects under all the Transport Strategy outcomes. No significant negative effects have been identified. The non-technical summary of the assessment report for the Transport Strategy is provided in Appendix 1.

Draft Transport Strategy consultation

13. The draft Transport Strategy was approved for consultation by the Planning and Transportation Committee on 30 October.
14. Consultation ran from 10 November 2018 to 13 January 2019. The consultation was widely promoted, including through Ward newsletters, social media, the Transport Strategy and Active City Network mailing lists, flyers and the City of London website home page.
15. The main consultation activities were:
- **Consultation website:** A bespoke consultation website allowed people and organisations to indicate their level of support for and comment on all proposals. To maximise the volume of feedback received and cater for all interest levels, the website allowed users to tailor the level of detail by choosing one of the following options:
 - Ten 'key proposals' that are likely to be of most interest and will result in some of the most significant changes
 - Proposals grouped by topic or topics, e.g. transport mode
 - All proposals, organised by outcome
 - **Stakeholder briefings:** 47 representatives from stakeholder organisations attended briefing sessions at the Guildhall Art Gallery on 30 November.
 - **Drop-in sessions:** Eight public drop-in sessions were held over the consultation period in the City Corporation's libraries and in Guildhall reception.
16. Almost 2,900 individual responses and 6,900 comments were received through the consultation website, with a further 70 submissions by email. Over 60 organisations also responded to the consultation.

17. Levels of support for the Transport Strategy key proposals are summarised in Table 1. These scores were generated through the consultation website, with respondents indicating their level support on a scale of 1 (oppose) to 5 (support).

Proposal	% scores in support
2: Put the needs of people walking first when designing and managing our streets	76%
11: Take a proactive approach to reducing motor traffic	71%
14: Make the best and most efficient use of the kerbside and car parks	69%
17: Keep pavements free of obstructions	71%
20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero	74%
24: Apply a minimum cycling level of service to all streets	78%
29: Support and champion a central London Zero Emission Zone	77%
38: Reduce the number of freight vehicles in the Square Mile	83%
41: Reduce the impact of construction and streetworks	85%
43: Establish a Future Transport Programme	78%

Table 1: Summary levels of support for key proposal

18. The headline results from the consultation website are:

- Of all responses received through the website 77% were supportive of the proposal, with 15% opposing
- Levels of support were similar for people who live in the City, work in the City, travel through the City, and visit the City for business or leisure. This contrasts with professional drivers, who tended not to support proposals
- People who reported that their mobility is limited a little or a lot were less likely to support proposals. This may be due to concerns over access outlined below
- 20 organisations used the website to respond to the consultation. The average score across all proposals for these organisational responses was 4.5 – on a scale of 1 (oppose) to 5 (support).

19. 43 organisations provided separate written responses to the consultation. Of these, 21 expressed general support for the Transport Strategy as well as commenting on individual proposals, including the Barbican Association, City Property Association, Landsec and St Paul's Cathedral School.
20. Only four organisations expressed general opposition – Alliance of British Drivers, Brewery Logistics Group, Road Haulage Association and Motorcycle Action Group.
21. The response to recurring comment themes and comments on the key proposals are set out below. Further details of the consultation results and responses to concerns and suggestions raised during the consultation are set out in the Phase 3 Engagement Report (Appendix 2).

Response to recurring comment themes

22. Recurring comment themes that cut across proposals and the response to them are summarised below. Responses were discussed and approved at Local Plans Sub (Planning & Transportation) Committee on 6 March 2019.

Concerns over congestion and air quality impacts of delivering the Strategy

23. Concerns that Transport Strategy deliverables will lead to an increase in congestion and emissions were raised across a number of proposals, particularly those relating to:
 - Providing greater priority for people walking (Proposal 2)
 - Providing protected space for people cycling (Proposal 24)
 - Implementing a 15mph speed limit (Proposal 20)
24. No changes to the Strategy are proposed as a result of these concerns. It is recognised that reallocating space to walking, cycling and public realm will reduce capacity for motor vehicles. However, proposals to reallocate space from motor vehicles need to be considered alongside proposals to reduce motor traffic and improve air quality. Collectively the Strategy proposals are not expected to increase congestion and will result in reduced emissions from motor vehicles.
25. The traffic and air quality impacts of individual interventions and projects, including the potential introduction of a 15mph speed limit, will also be assessed and addressed during project development.
26. Proposals 11 and 38 seek to reduce general motor traffic and the number of freight vehicles. These reductions will help prevent unreasonable impacts on remaining essential journeys as a result of reallocating street space. Several other proposals will also support efforts to reduce motor traffic, including support for improved public transport and cycling connections to the City.
27. The Strategy includes ambitious proposals to reduce emissions from motor vehicles. These will be in addition to improvements that will be delivered by the Ultra-Low Emission Zone from April 2019. The intended shift to more electric vehicles will mean that slower speeds do not result in increased emissions, and smoother flows at lower speeds should mean less impact from braking and accelerating.

Concerns over access impacts of delivering the Strategy

28. Approximately 80 people and a number of organisations, including the City of London Access Group, the Barbican Association, Royal Mail and the Brewery Logistics Group, raised concerns that measures to deliver pedestrian priority would adversely impact on access for people with disabilities and for deliveries.
29. The principle of pedestrian priority streets, as set out in Proposal 2, is to provide priority to people walking while still allowing access for essential vehicles, including delivery and servicing vehicles with a destination in the Square Mile. This approach recognises the need to maintain some access by motor vehicles to most addresses in the City.
30. Proposal 2 has been updated to make clearer the commitment to maintain appropriate vehicle access and to highlight that access requirements will be assessed as part of the project development process. Vehicle access requirements will also be considered during the development of the City of London Street Accessibility Standard (COLSAS, Proposal 16).
31. The work to develop the COLSAS will explore how to best balance the varied access and transport needs of disabled people. Most disabled people do not have limited mobility or are able to walk short distances or use a wheelchair, mobility scooter or cycle. This group may benefit from access restrictions and reallocation of street space to walking and cycling, while those with such limited mobility that they require door-to-door transport and assistance might potentially disbenefit.

Requests to increase the pace of delivery

32. Requests to increase the pace of delivery were made across a range of proposals, particularly in relation to milestones for:
 - Delivering the cycle network (Proposal 24)
 - Reducing motor traffic (Proposal 11)
 - Improving air quality (Proposal 29)
33. The milestones in the Transport Strategy reflect the relatively long-term nature of delivering significant changes to the City's streets, including the requirement for extensive stakeholder engagement as projects are developed.
34. The Strategy has been updated to indicate that we will seek to deliver proposals as quickly as possible and that milestones represent the latest date by which we expect proposals and projects to be fully delivered. We will also indicate the expected year of delivery for projects and proposals that are due to be delivered by 2022. The pace of delivery will be kept under review to take account of available resources and priorities, any changes to milestones will be included in the annual update of the Transport Strategy Delivery Plan.
35. It is difficult to commit to faster timescales for proposals to proactively reduce motor traffic (Proposal 11) and introduce additional emissions related restrictions (Proposal 29) as these are largely dependent on actions by the Mayor of London and TfL.

36. The milestone for delivering the second phase of the cycle network (Proposal 24), currently 2044, have been brought forward to 2035. While this remains a relatively long-term milestone it reflects the connection between the delivery of the network and related projects, such as St Pauls Gyratory and the transformation of Fleet Street, and major developments. It also reflects the need for general traffic reduction to reduce the volume of motor vehicles on some streets where protected space for cycling is not possible or appropriate.

The treatment of taxis in the Strategy

37. Responses from taxi trade representatives along with some organisational and individual comments requested that taxis be treated the same as buses, particularly when any access restrictions are introduced. Comments also included suggestions that taxis should be exempt from measures to reduce motor traffic. The City of London Access Group and others highlighted the role of taxis in providing a fully accessible door-to-door service.
38. Comments were also received that suggested taxis should not be treated any differently to private cars and private hire vehicles, and that measures to actively reduce the number of taxis in the City should be introduced.
39. No changes to the Strategy are proposed in response to these comments, which are most relevant to Proposals 2, 11, and 12.
40. It is recognised that there will always be a need for taxis in the Square Mile, but it is not considered appropriate for taxis be exempt from consideration in terms of traffic reduction. Reductions in all types of motor traffic will be required to meet the Strategy's traffic reduction target, and taxis currently make up approximately 21% of motor vehicles on the Square Mile's streets.
41. The exemption of taxis from any future access restrictions is best addressed on a case-by-case basis during project development. This will include the consideration of accessibility requirements and take account of the fact that the Transport Strategy defines taxis being used by people with access needs as essential traffic.

The treatment of motorcycles and mopeds in the Strategy

42. The Motorcycle Action Group, Motorcycle Industry Association, British Motorcyclists Federation and almost 250 individuals suggested the Transport Strategy should seek to encourage greater use of motorcycles and mopeds. Suggestions included providing more free on-street parking and giving motorcycles and mopeds equal priority to cycles.
43. Respondents also suggested that motorcycles and mopeds should be exempt from future access restrictions and road user charges, including emissions related charges.
44. No changes to the Strategy are proposed in response to these comments, which are most relevant to Proposals 2, 11, 12, 14 and 29. However, further analysis on the current use and potential role for motorcycles and mopeds, both private and commercial, will be undertaken before implementing any proposals.

45. It is recognised that there is a role for motorcycles and mopeds for certain journeys where a non-motorised or public transport alternative is not available. In these instances, travelling by motorcycle or moped is likely to have a lower impact on congestion and air pollution than using a private car. However, motorcycles and mopeds do still emit NOx and particulate matter and contribute to noise pollution.
46. There is likely to be limited potential for modal shift to motorcycles and mopeds from private cars, taxis and private hire vehicles. Actively encouraging travel by motorcycles and mopeds may also result in some shift away from walking, cycling and public transport (currently 93% of commuter travel).
47. The Transport Strategy currently takes a relatively neutral position on motorcycles and mopeds. It does not seek to further encourage or actively discourage their use beyond overall measures to reduce motor traffic. No changes to this approach are proposed, including maintaining existing proposals on reviewing the potential for reallocation of on-street parking to space for walking, cycling and public realm.
48. As with taxi access, exemptions from restrictions are best decided on a case-by-case basis during project development. Any exclusions to future road user or emissions-based charges will be considered during development of more detailed policy or future schemes.

Suggested removal of the Cycle Superhighway on Upper and Lower Thames Street

49. Over 500 people submitted template responses via the Unblock the Embankment website suggesting that the existing Cycle Superhighway on Upper and Lower Thames Street should be replaced by the Aldgate to Blackfriars route proposed in the Transport Strategy (Proposal 24). The template mirrored the formal Unblock the Embankment response. Members of the Unblock the Embankment campaign are the Licensed Taxi Drivers Association, Royal Jersey Laundry, Canary Wharf Group, the Confederation of Passenger Transport and the British Motorcycle Federation.
50. Proposal 24 outlines the proposed core cycle network for the Square Mile, which builds on the existing cycle network in central London and aims to create a network of safe, attractive, and accessible cycle routes across the City. It also allows the existing east-west Cycle Superhighway to continue to provide a relatively quick route through the City while reducing potential conflicts with the very high volumes of people walking in the Square Mile.
51. Proposal 24 was supported by 78% of people who responded through our consultation website. It was also supported fully by 12 organisations and in part by 6 more; including the Federation of Small Businesses, City Property Association and St Paul's Cathedral School. 1,500 people also submitted template responses prepared by the Square Mile Cycling campaign, which expressed support for an enhanced Aldgate to Blackfriars route in addition to the existing Cycle Superhighway.
52. No changes to Proposal 24 are proposed in response to the Unblock the Embankment request.

Responses and updates to key proposals

53. The major comments on and updates to the key proposal are summarised below. Further details on comments and responses to all proposals are provided in the Phase 3 Engagement Report (Appendix 2).

Proposal 2: Put the needs of people walking first when designing and managing our streets

54. The average score for this proposal was 4.1 out of 5. Of those who provided comments, 355 people and 25 organisations supported the proposal and made no suggestions for changes, including the City Property Association, Cross River Partnership and the Barbican Association. 84 people and three organisations (Alliance of British Drivers, Brewery Logistics Group and Smithfield Market Tenants' Association) opposed the proposal without making any suggestions for change.
55. The majority of comments expressed support for the proposal because of the benefits it would bring, such as helping to alleviate crowded pavements, improving the Square Mile as a place to live and work, and encouraging people to walk. A number of comments supported the proposal but asked for it to be more ambitious in its pace of delivery or in the number of pedestrian priority streets.
56. The main areas of concern from individuals and organisations were the potential impact on vehicle access (particularly for disabled people who require the use of motor vehicles) and whether the proposal would increase congestion, which in turn would impact air quality.
57. The proposal has been updated to make clearer the requirement to maintain appropriate vehicle access and to highlight that access requirements will be assessed as part of the project development process.

Proposal 11: Take a proactive approach to reducing motor traffic

58. The average score for this proposal was 3.9 out of 5. Of those who provided comments, 222 people and 19 organisations supported the proposal and made no suggestions for changes, including Transport for London, Sustrans and Centre for London. 42 people and the Alliance of British Drivers and Unblock the Embankment opposed the proposal without making any suggestions for change. The 500 template responses sent via the Unblock the Embankment website raised concerns about increased traffic on the A3211 as a result of implementing this proposal.
59. Respondents expressed support for the proposal because it would help to reduce air and noise pollution, make the City a more pleasant place and improve road safety. A significant number of people supported the proposal but requested it went further by either delivering at a faster pace, reducing the number of certain types of vehicle or removing on-street parking spaces.
60. A significant number of comments were received suggesting the proposal should seek to encourage greater use of motorcycles and mopeds. Concerns over the impact of the proposal on vehicle access were also raised.

61. Reflecting the requests for a more ambitious target, the aim of a 25% reduction in motor traffic by 2030 has been updated to a minimum aspiration. However, the rate at which traffic volumes are reduced is largely dependent on actions by the Mayor of London and Transport for London and it is difficult to commit faster timescales.
62. As noted above, the proposal will not be updated to actively encourage travel by powered two wheelers, but further analysis will be undertaken to understand their use and potential as part of proposal 14.

Proposal 14: Make the best and most efficient use of the kerbside and car parks

63. The average score for this proposal was 3.9 out of 5. Of those who provided comments, 148 people and 18 organisations supported the proposal and made no suggestions for changes, including Transport for London, Centre for London and Cross River Partnership. 45 people and four organisations opposed the proposal without making any suggestions for change, including the British Motorcyclists Federation and Motorcycle Action Group.
64. Respondents expressed support for the proposal because too much space is currently given to vehicles and on-street parking spaces are a poor use of public space. Some respondents supported the proposal but asked it to go further by removing more or all of on-street parking or to deliver the proposal faster.
65. A number of respondents opposed the proposal because of a specific measure. Most of the opposition was related to powered two wheelers; either regarding the potential reductions in on-street parking or the potential introduction of variable charging by size and emissions. A number of organisations also expressed opposition to the potential reduction in the maximum loading period for freight vehicles.
66. The proposal has been updated to make it clearer that no changes have been made to use of the kerbside without adequate assessment of current use and potential impact and engagement with users and stakeholders.

Proposal 17: Keep pavements free of obstructions

67. The average score for this proposal was 4.0 out of 5. Of those who provided comments, 156 people and 19 organisations supported the proposal and made no suggestions for changes, including Transport for London, Sustrans and the City of London Accessibility Group. 34 people opposed the proposal without making any suggestions for change.
68. Support for the proposal referred to provision of designated parking spaces for dockless cycles and removing A-boards and other street clutter.
69. A significant number of comments were concerned that proposals to manage outside drinking and seating would prevent people spending time outdoors and result in a 'sterile' environment. Other concerns included undermining dockless cycle schemes or the impact of removing A boards on small businesses.
70. No changes are proposed. In line with existing licensing policies this proposal seeks to manage rather than ban or unduly restrict outdoor drinking and seating.

We recognise that eating and drinking outside, especially in summer months, is an important part of the City's culture. However in places this can result in access or safety issues due to pavement crowding.

Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

71. The average score for this proposal was 4.0 out of 5. Of those who provided comments, 156 people and 13 organisations supported the proposal and made no suggestions for changes, including Transport for London, City Property Association and Brake. 17 people opposed the proposal without making any suggestions for change, but 5 organisations opposed and suggested changes, including the Alliance of British Drivers, the Brewery Logistics Group and the Motorcycle Action Group.
72. Overall, proposal 20 received strong support from both individuals and organisations. Comments referred to supporting a 15mph speed limit, encouraging safer road user behaviours, need for strong enforcement of speed, vehicles and poor behaviours and Intelligent Speed Adaption (ISA).
73. Most comments from individuals and organisations opposing the proposal related to the 15mph speed limit – noting that this was too slow a speed and may result in increased congestion and vehicle emissions.
74. While we understand that there are concerns relating to the impact and suitability of a 15mph speed limit, safer speeds is a core component of the safe systems approach to reducing road danger. We do not expect the 15mph speed limit to have a significant impact on air quality or congestion, particularly as it will be delivered alongside measures to reduce vehicle numbers and emissions. All impacts of the limit, including increased journey times and specific impacts to motorcyclists will be considered as part of scheme development.

Proposal 24: Apply a minimum cycling level of service to all streets

75. The average score for this proposal was 4.2 out of 5. Of those who provided comments, 177 people and 11 organisations supported the proposal and made no suggestions for changes, including the City Property Association, London Living Streets, and Transport for London. 32 people and the Alliance of British Drivers and Motorcycle Action Group opposed the proposal without making any suggestions for change.
76. Support for this proposal covered many themes, including the introduction of a minimum cycling level of service on all streets, improving safety for people cycling through the development of the core cycling network, or enabling more non-standard cycling in the City. There was also significant support for accelerating the delivery of the core cycling network.
77. Opposition to this proposal was focused on the reallocation of street space from vehicles to people cycling, negative behaviours of people cycling, conflicts between street users arising from shared space and contraflow cycling lanes, the lack of inclusion of powered two wheelers in our plans, and general opposition towards more people cycling in the City.

78. Key changes to this proposal include accelerating the delivery of the core cycling network overall from 2044 to 2035 and delivery of the first sections of the core cycling network (Bishopsgate to Bank Junction and CS1 to Monument) by 2025. Other minor changes have been made to the proposal for clarification or to points of detail.

Proposal 29: Support and champion a central London Zero Emission Zone

79. The average score for this proposal was 4.1 out of 5. Of those who provided comments, 275 people and 25 organisations supported the proposal and made no suggestions for changes, including Barbican Association, City Property Association, Living Streets and Transport for London. 56 people opposed the proposal without making any suggestions for change. The Motorcycle Action Group (MAG), Alliance of British Drivers (ABD), Smithfield Market Tenants' Association opposed the proposal and made suggestions for change.
80. There was a high level of support for this proposal with many people asking for it to go further than the two local Zero Emission Zones (ZEZ) proposed for the City Cluster and Barbican and Golden Lane.
81. Concerns expressed were predominantly around the need to manage implementation timescales for any ZEZ with a realistic approach to access for residents and restrictions that reflect the availability of zero emission capable vehicles, particularly for freight.
82. No changes are proposed as a result of consultation comments. The need to consider phasing for vehicle class/type and possible exemptions for certain users is reflected in the proposal and will be considered during the development of local ZEZs. Residents, businesses, the freight industry and other street users will be engaged as part of this process.

Proposal 38: Reduce the number of freight vehicles in the Square Mile

83. The average score for this proposal was 4.4 out of 5. Of those who provided comments, 129 people and 15 organisations supported the proposal and made no suggestions for changes. 34 people and the Alliance of British Drivers, La Fromagerie and the Smithfield Market Tenant's Association opposed the proposal without making any suggestions for change. The 500 template responses sent via the Unblock the Embankment website raised concerns about increased traffic on the A3211 as a result of implementing this proposal.
84. Proposal 38 received very strong support from individuals and good support from organisations, including supportive responses from the City Property Association, Landsec and the Chancery Lane Association.
85. Opposition to this proposal was predominantly from organisations concerned that that not all types of delivery are suitable for retiming or consolidation.
86. The proposal has been updated to clarify that the proposed actions do not uniformly apply to all types of deliveries.

Proposal 41: Reduce the impact of construction and streetworks

87. The average score for this proposal was 4.4 out of 5. Of those who provided comments, 223 people and 25 organisations supported the proposal and made no suggestions for changes, including Federation of Small Businesses, Living Streets, City of London Access Group. 6 people and none of the organisations opposed the proposal without making any suggestions for change.
88. Comments included requests for higher penalties for overrunning works and for better notification of diversion routes, including for people walking, cycling and using buses.
89. Commenters also highlighted the need to protect residents. Some comments were made regarding the hierarchy for traffic management plans, particularly with respect to taxis and freight. The proposal has been updated to consider access for taxis alongside buses and to include essential freight.

Proposal 43: Establish a Future Transport Programme

90. The average score for this proposal was 4.2 out of 5. Of those who provided comments, 67 people and 17 organisations supported the proposal and made no suggestions for changes, including the Society of Motor Manufacturers and Traders, Barbican Association and Tideway. 23 people and the Brewery Logistics Group opposed the proposal without making any suggestions for change.
91. Support for this proposal was broadly related to our proactive approach to planning for and incorporating emerging transport technologies and innovations into the Strategy and the approach we have taken to vet those technologies and innovations, including our list of requirements.
92. Opposition to this proposal was focused on the role of Connected and Autonomous Vehicles (CAVs) and technology more widely in the City and an overall scepticism about whether the City can proactively plan for and integrate innovation into the Strategy.
93. Changes to this proposal include adding an additional requirement for transport innovators to ensure that needs of disabled people are accommodated by emerging technologies and for a Future Transport Action Plan to be published in 2020.

Other changes to the draft Transport Strategy

94. The IIA for the draft Transport Strategy recommended changes to five proposals. The response to these recommendations is set out in the table below.

Proposal	LUC recommendation	Response
4: Enhance the Barbican high walks	To reduce the impact on heritage assets it was recommended that the proposal be modified to require that any enhancements to the Barbican will ensure that its heritage significance is respected.	The proposal has been amended to include: <i>Any enhancements made to the high walks will be in line with the special architectural and historic interest of the Barbican and the requirements of the Barbican Listed Building Management Guidelines SPD.</i>
30: Install additional electric vehicle charging infrastructure.	To reduce the impact on the built environment and public realm it was recommended that additional text is added to the proposal which requires the design of charging points to be sensitive to the streetscape and public realm.	The proposal has been amended to include: Where it is essential to locate on-street, charge points will be installed in the carriageway rather than on the pavement <i>and in a way that is sensitive to the streetscape and public realm.</i>
38: Reduce the number of freight vehicles in the Square Mile	To further reduce the negative effect on economic growth a caveat could be added to the text allowing for certain types of businesses, who can justify the need, to retain agreed bespoke servicing arrangements on an exception basis where this can be clearly justified.	The proposal has been amended to include: <i>These solutions are not uniformly applicable to all types of deliveries and we will work with the freight industry to target interventions at the most appropriate types of delivery.</i>
38: Reduce the number of freight vehicles in the Square Mile	To reduce the negative impact on environmental protection it was recommended that text is added to the proposal which states that as far as possible adverse effects on the water quality and biodiversity of the river will be avoided.	The text already references working with the Port of London Authority to ensure that river fleets meet their air quality standards, which includes impacts to water and surrounding environment. The proposal has been amended to include: <i>Working with river freight operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity.</i>

Table 2: Response to LUC recommendations

Proposal	LUC recommendation	Response
40: Allow some local access streets to function as city access streets during significant disruption	To monitor potential negative effects on the built environment, heritage assets and pollution it was recommended that text be added to the proposal which requires monitoring of the Local Access streets to ensure any negative effects are appropriately recorded and mitigated.	The proposal has been amended to include: <i>Monitoring of any uses of Local Access streets in this way will ensure management arrangements are working well and identify and mitigate and negative effects on the built environment and air quality.</i>
48: Support the increased use of the Thames for passenger services	It was advised that negative effects on environmental pollution could be further reduced through text added to the proposal which requires as far as possible that adverse effects on the water quality of the river be avoided.	The proposal has been amended to include: <i>Working with river passenger service operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality.</i>

Table 2 (contd.): Response to LUC recommendations

95. Following discussions with the City of London Police a number of minor changes have been made to highlight the role that they can play in supporting the delivery of the Transport Strategy and the relationship between the Transport Strategy, the City of London Police Corporate Plan and the Secure City programme.
96. Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy, has been updated to include a fourth Healthy Streets Plan covering Fleet Street and the Temples. This has been added to support the delivery of the new combined court and City of London Police headquarters and enhancement of Fleet Street and the Temples area.
97. In response to comments from Historic England the second aim for the Transport Strategy has been updated to read: Support the development of the Square Mile as a vibrant commercial centre and cultural destination, *and protect and enhance its unique character and heritage.*

Corporate and Strategic Implications

98. The delivery of the Transport Strategy will support the delivery of the Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4. The relationships between Transport Strategy and Corporate Plan outcomes are mapped in Appendix 3.

99. It will help the City contribute to a flourishing society by:

- Making streets safer and reducing the number of traffic related deaths and serious injuries.
- Enabling people to walk and cycle and reducing the negative health impacts of transport.
- Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together.

100. A thriving economy will be supported by:

- Enabling the City to continue to grow and accommodating the associated increase in demand for our limited street space.
- Improving the quality of streets and transport connections to help attract talent and investment.
- Helping create a smarter City, that supports and enables innovative transport technology and other mobility solutions.

101. The Strategy will help shape outstanding environments by:

- Advocating for improved local, national and international transport connections.
- Reducing motor traffic levels to enable space to be reallocated to walking, cycling, greenery and public spaces.
- Improving air quality and reducing noise from motor traffic.
- Ensuring streets are well maintained and resilient to natural and man-made threats.

Financial implications

102. Delivery of the Transport Strategy will primarily be funded through developer contributions (S106, S278 and CIL) and the On-Street Parking Reserve (OSPR). Funding will also be provided by Transport for London, including the City Corporation's annual LIP allocation.

103. The Corporation is currently undertaking a fundamental review of its services and projects. This is expected to be completed by September 2019. Ahead of this a prioritisation exercise for transport and public realm projects has been completed. This includes capital projects emerging from the Transport Strategy, some of which are already programmed. This exercise took account of both Corporate Plan and Transport Strategy outcomes and was conducted in discussion with the Chamberlain and with support from Corporate Strategy. This work will help inform the overall fundamental review of services and projects.

104. A costed Delivery Plan outlining the projects that will be delivered or initiated in the first three years of the Strategy will be prepared once the fundamental review has been completed. The Delivery Plan will include a funding strategy and be updated on an annual basis.

105. Transport schemes related to the delivery of the approved Major projects (i.e. Markets Relocation, New Museum at Smithfield and Fleet Street combined courts), other projects not put on hold and any schemes wholly funded from

restricted sources (LIP, S106 and S278) will be able to progress, subject to Member approval.

Public sector equality duty

106. The IIA includes an Equalities and Inclusion Assessment. The assessment of the draft Transport Strategy found that overall the proposals will have positive effects in relation to equality and inclusion.
107. Equalities and Inclusion Assessments will be undertaken for all relevant delivery projects.

Conclusion

108. The City of London Transport Strategy represents a radical and ambitious approach to tackling the transport challenges and opportunities facing the Square Mile. The delivery of the Transport Strategy will help support the City's growth and ensure the Square Mile remains an attractive place to work, live, learn and visit.
109. The consultation on the draft Transport Strategy indicated a high level of support for proposals from both individuals and organisations. The Transport Strategy has been updated following consultation and is provided in Appendix 4. Updates are shown as tracked changes for ease of reference. Members are asked to approve the Transport Strategy for onward submission to the Court of Common Council.

Appendices

Appendix 1: Integrated Impact Assessment Non-Technical Summary

Appendix 2: Phase 3 Engagement Report

Appendix 3: Corporate Plan outcome mapping

Appendix 4: City of London Transport Strategy (tracked changes)

Background Papers

Draft Transport Strategy <https://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/draft-transport-strategy.pdf>

Phase 1 Engagement report <https://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/transport-strategy-phase-1-engagement-report.pdf>

Phase 2 Engagement report <https://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/transport-strategy-phase-two-engagement-report.pdf>

Bruce McVean

Department of the Built Environment

T: 020 7332 3163

E: bruce.mcvean@cityoflondon.gov.uk

Appendix 1: Integrated Impact Assessment Non-Technical Summary



www.landuse.co.uk

City of London Transport Strategy Integrated Impact Assessment

Non-Technical Summary

Prepared by LUC
March 2019

Project Title: City of London Transport Strategy IIA Non-Technical Summary

Client: City of London Corporation

Version	Date	Version Details	Prepared by	Checked by	Approved by
V1.0	26/10/18	Final draft report to accompany consultation of draft Transport Strategy	Alex Martin	Jeremy Owen	Jeremy Owen
V2.0	06/11/2018	Final report to accompany consultation of draft Transport Strategy	Alex Martin	Jeremy Owen	Jeremy Owen
V3.0	08/11/2018	Updated final report to accompany consultation of draft Transport Strategy	Alex Martin	Jeremy Owen	Jeremy Owen
V4.0	15/03/2019	Final report following updates to Transport Strategy resulting from consultation.	Alex Martin	Jon Pearson	Jeremy Owen



www.landuse.co.uk

City of London Transport Strategy Integrated Impact Assessment

Non-Technical Summary

Prepared by LUC
March 2019

Planning & EIA
Design
Landscape Planning
Landscape Management
Ecology
GIS & Visualisation

LUC LONDON
43 Chalton Street
London
NW1 1JD
T +44 (0)20 7383 5784
london@landuse.co.uk

Offices also in:
Bristol
Edinburgh
Glasgow
Lancaster
Manchester



Land Use Consultants Ltd
Registered in England
Registered number: 2549296
Registered Office:
43 Chalton Street
London NW1 1JD
LUC uses 100% recycled paper

Contents

1	Introduction	1
	The City of London Transport Strategy	1
2	Integrated Impact Assessment	3
	Methodology	10
	Consultation	11
	Difficulties encountered	11
3	Environmental Context	12
	Review of plans, policies and programmes	12
	Baseline information and key sustainability issues	13
4	IIA Findings for the Transport Strategy	19
	Economic growth	28
	Built environment and the public realm	28
	Safe environment and crime reduction	28
	Heritage assets	28
	Waste management	29
	Environmental protection	29
	Climate change mitigation and resilience	29
	Open spaces	29
	Biodiversity and urban greening	29
	Social and cultural facilities	30
	Health	30
	Education	30
	Equality and inclusion	30
	Reasonable alternatives	31
5	Conclusions and monitoring	32
	Conclusions	32
	Monitoring proposals	32

1 Introduction

- 1.1 This Non-Technical Summary relates to the Integrated Impact Assessment (IIA) Report for the City of London Transport Strategy. The City of London Strategy is being produced by the City Corporation and will set out the City's vision for all aspects of City transport in the future, setting the 25 year framework for the future management of the streets and for improvements to transport connections. The City of London Transport Strategy should be read in conjunction with its Delivery Plan, which comprises the draft Local Implementation Plan (LIP) and which, when finalised will incorporate the City's wider transport projects. The Delivery Plan LIP has been subject to a separate IIA.
- 1.2 Integrated Impact Assessment brings together Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA), Equality Impact Assessment (EqIA) and Health Impact Assessment (HIA) into a single assessment process based on SA methodology. The City Corporation has commissioned independent consultants (LUC) to carry out the IIA of the Transport Strategy on its behalf. The IIA Scoping Report, IIA Report and this Non-Technical Summary incorporate all of the work undertaken by LUC.
- 1.3 This Non-Technical Summary relates to the full IIA for the Transport Strategy.

The City of London Transport Strategy

- 1.4 How people and goods travel to and around the City has a significant impact on the experience of living, working and studying in or visiting the Square Mile. Facilitating the safe, clean and efficient movement of people and vehicles serving the City, alongside improving the quality of streets and public spaces, will be essential to the continued success of the City as a global centre for business and a cultural destination.
- 1.5 The City of London Transport Strategy provides a 25-year framework for future investment in and management of the City's streets, as well as measures to reduce the social, economic and environmental impacts of motor traffic and congestion. It also sets out the City's aspirations for improvements to the Transport for London Road Network (TLRN, also known as 'Red Routes') and local, national and international transport connections. It details an ambitious approach to transport and the design and management of streets in response to the challenges arising from significant growth, fast moving technological development and changing travel habits.
- 1.6 Additionally, the City Corporation, along with the London Boroughs, is required to produce a Local Implementation Plan (LIP) that details how it will support the delivery of the Mayor's Transport Strategy (MTS). The City's draft LIP Delivery Plan will be published alongside the City of London Transport Strategy and highlights the alignment between the vision, aims and outcomes of the City of London Transport Strategy and the MTS. Delivery Plan for the City of London Transport Strategy also provides a breakdown of the projects that will be delivered over the next three years with Transport for London funding. The final Delivery Plan will incorporate all the City's transport projects. The LIP Delivery Plan has been subject to a separate IIA.
- 1.7 As stated above, the Transport Strategy includes detailed proposals for achieving a number of outcomes. The main outcomes of the document and proposals for achieving these are:
 - Healthy Streets Approach.
 - The Square Mile's Streets are great places to walk and spend time.
 - Street space is used more efficiently and effectively.
 - The Square Mile is accessible to all.
 - People using our streets and public spaces are safe and feel safe.

- A wide range of people choose to cycle.
- The Square Mile's air and streets are cleaner and quieter.
- Delivery and servicing needs are met more efficiently and impacts are minimised.
- Our street network is resilient to changing circumstances.
- Emerging transport technologies benefit the Square Mile.
- The Square Mile benefits from better transport connections.

2 Integrated Impact Assessment

- 2.1 IIA brings together Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA), Equality Impact Assessment (EqIA) and Health Impact Assessment (HIA) into a single assessment process based on the SA methodology.
- 2.2 SA is a statutory requirement of the Planning and Compulsory Purchase Act 2004. It is designed to ensure that plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. The SA process involves appraising the likely social, environmental and economic effects of the policies and proposals within a plan from the outset of its development.
- 2.3 SEA is also a statutory assessment process, required under SEA Directive, transposed in the UK by the SEA Regulations (Statutory Instrument 2004, No 1633). The SEA Regulations require the formal assessment of plans and programmes which are likely to have significant effects on the environment and which set the framework for future consent of projects requiring Environmental Impact Assessment (EIA).
- 2.4 SEA and SA are separate processes but have similar aims and objectives. SEA focuses on the likely environmental effects of a plan, while SA includes a wider range of considerations, extending to social and economic impacts.
- 2.5 The requirement to undertake EqIA of plans was introduced in the Equality Act 2010, but was abolished in 2012 as part of a Government bid to reduce bureaucracy. Despite this authorities are still required to have regard to the provisions of the Equality Act, namely the Public Sector Duty which requires public authorities to have due regard for equalities considerations when exercising their functions.
- 2.6 HIA is not a statutory requirement but can support decision making by identifying possible impacts of a plan on the health of a community.
- 2.7 In addition to complying with legal requirements, the approach taken to the IIA of the Transport Strategy is based on current best practice and guidance set out in the National Planning Practice Guidance. The following paragraphs describe the approach that has been taken to the IIA and provides information on the subsequent stages of the process.

Stage A: Scoping

- 2.8 The IIA process began in April 2018 with the production by LUC of a Scoping Report for the Transport Strategy and Local Implementation Plan (LIP).
- 2.9 The scoping stage involved collating information about the environmental baseline for the Transport Strategy area and the key environmental issues facing it, as well as information about the policy context for the preparation of the Strategy. The IIA Scoping Report presented the outputs of the following tasks:
 - Policies, plans and programmes of relevance to the Transport Strategy were identified and the relationships between them were considered. The policy, plan and programme review can be found in **Chapter 3** and **Appendix 2** of the main IIA report.
 - In line with the requirements of the SEA Regulations, baseline information was collected on the following 'SEA topics': biodiversity, (including flora and fauna); population; human health; soil; water; air; climatic factors; material assets; cultural heritage including architectural and archaeological heritage and landscape. This baseline information, (presented in **Chapter 3** and **Appendix 3** of the main IIA report), provides the basis for predicting and monitoring the likely effects of the Strategy and helps to identify alternative ways of dealing with any adverse effects identified.
 - Drawing on the review of relevant plans, policies and programmes and the baseline information, key environmental issues for the City were identified (including environmental

problems, as required by the SEA Regulations). Consideration was given to the likely evolution of each issue if the Transport Strategy were not to be implemented. If, drawing on the baseline information and relevant plans, policies and programmes it was considered that the Transport Strategy was unlikely to have significant effects upon certain SEA topics, they were scoped out.

- An IIA 'framework' was then presented, setting out the IIA objectives against those which the proposals of the Transport Strategy would be appraised. The IIA framework provides a way in which the impacts of implementing a plan and reasonable alternatives (i.e. options) can be described, analysed and compared. The IIA framework comprises a series of sustainability objectives and associated questions that can be used to 'interrogate' options during the plan-making process. These IIA objectives define the long-term aspirations of the City with regard to sustainability issues. During the IIA, the performance of the options is assessed against these IIA objectives and questions.

2.10 **Table 2.1** presents the IIA objectives in the Transport Strategy IIA framework and shows how the SEA Regulations topics have been covered by these. It also shows which objectives relate to which element of the IIA (Sustainability Appraisal, Equality Impact Assessment and Health Impact Assessment).

Table 2.1 IIA Framework

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
Economic growth To sustain economic growth and employment opportunities locally, nationally and internationally maintaining the City's status as a leading international financial and business centre and to help enable the continuing success of its historic visitor attractions.	Population	Will the strategy / plan provide the business environment to attract and retain global financial, business services and TMT companies?	X		
		Will the strategy / plan provide the business environment to attract, retain and support SMEs?	X		
		Will the policy provide employment in supporting businesses and services providing a range of job opportunities?	X		
		Will the strategy / plan enable the City to grow and compete with other global financial and business centres?	X		
		Will the strategy / plan help to sustain and increase the City's contribution to the London and UK economies?	X		
		Will the strategy / plan enable the successful management of pedestrian and visitor movements and support the continuing growth of the tourism sector and visitor attractions?	X		
		Will the strategy / plan unlock heritage-led regeneration opportunities?	X		
Built environment and public realm To provide an attractive, efficient, accessible and digitally connected built environment and public realm for business, visitor, student and residential communities that respects and enhances local character and distinctiveness.	Landscape Population Human health Material assets	Will the strategy / plan provide an attractive public realm?	X		
		Will the strategy / plan secure high-quality design that enhances the built environment and character of the City?	X		
		Will the strategy / plan enable the efficient use of land?	X		
		Will the strategy / plan enable accessibility for everyone?	X	X	X
		Will the strategy / plan facilitate integrated urban solutions to problems such as congestion, waste, resource use and demographic changes?	X		
		Will the strategy / plan enable effective enforcement of planning conditions to reduce adverse impacts of development?	X		
		Will the strategy / plan make better use of the river for transport?	X		
Safe environment and crime reduction To reduce crime and antisocial behaviour and to manage and respond to the security challenges	Population Human health	Will the plan / strategy reduce crime and fear of crime?	X		X
		Will the plan / strategy tackle anti-social behaviour through design, use and management of buildings and spaces?	X		
		Will the plan / strategy provide effective security in the public realm beyond individual buildings?	X		

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
that the City faces.		Will the plan / strategy help to reduce moped crime in the City?	X		X
Heritage assets To conserve and enhance the significance of heritage assets and their settings enabling public appreciation and access wherever possible.	Cultural heritage Landscape	Will the plan / strategy conserve or enhance the significance of heritage assets (listed buildings, conservation areas, historic street furniture, scheduled monuments, historic parks and gardens, historic trees, world heritage sites and archaeological remains) and their settings in and around the City?	X		
		Will the plan / strategy preserve archaeological remains and other heritage assets in situ and allow access for viewing?	X		
		Will the strategy / plan protect the views of historically important landmarks and buildings?	X		
		Will the strategy / plan successfully balance access, energy efficiency and digital connectivity requirements with the need to conserve and enhance heritage assets?	X		
		Will the strategy / plan contribute to the better management of heritage assets and tackle heritage at risk?	X		
Waste management To decouple waste generation from economic growth enabling a circular economy in the City that minimises waste arisings.	Material assets	Will the policy enable waste to be managed further up the waste hierarchy?	X		
		Will the strategy / plan facilitate sustainable waste transport?	X		
		Will the strategy / plan provide opportunities for businesses to benefit from the circular economy?	X		
		Will the strategy / plan encourage the transport of materials by rail or river where possible?	X		
		Will the strategy / plan safeguard existing wharves, particularly Walbrook Wharf?	X		
		Will the strategy / plan reduce the negative effects of servicing and freight?	x		x
Environmental protection (pollution) To maximise protection and enhancement of the natural environment.	Biodiversity, flora and fauna Water Soil	Will the strategy /plan improve air quality?	X		X
		Will the strategy / plan improve water quality and prevent contamination?	X		X
		Will the strategy / plan improve water quality by reducing diffuse urban pollution?	X		X
		Will the strategy / plan reduce waste water volumes and the risk of sewer flooding, for example through the use of SuDS?	X		X

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
Climate change mitigation and resilience To mitigate climate change, assist in maintaining energy security and promote climate change resilience.	Climatic factors Air	Will the strategy / plan result in minimisation of noise and light pollution and nuisance?	X		X
		Will the strategy / plan reduce harmful emissions from transport?	X		X
		Will the strategy / plan improve energy efficiency or reduce carbon emissions associated with buildings or transport?	X		
		Will the strategy / plan enable the use of low and zero carbon technologies including decentralised energy networks?	X		
		Will the strategy / plan improve energy security for City premises?	X		
		Will the strategy / plan make the City's buildings and spaces more resilient to climate impacts (flooding, storm damage, drought, overheating)?	X		X
		Will the strategy / plan improve the microclimate and ameliorate the heat island effect?	X		X
		Will the strategy / plan assist in reducing vulnerability to flood risk within and beyond the City (e.g. by supporting TE2100 plan)?	X		X
Open spaces To increase provision and enhance the quality of open spaces enabling public access to them wherever possible.	Landscape Population Human health	Will the strategy / plan protect existing open spaces and streets?	X		X
		Will the strategy / plan increase the amount of publicly accessible open space?	X	X	X
		Will the strategy / plan improve the quality and design of existing open spaces and streets?	X	X	X
		Will the strategy / plan enhance tranquillity of open spaces and streets?	X		X
		Will the strategy / plan encourage multiple uses for open spaces such as sport, recreation, relaxation, food growing, public and private events (subject to local byelaws)?	X		X
		Will the strategy / plan ensure that open spaces reflect and interpret the local distinctiveness of an area, particularly in historic places?	X		
		Will the strategy / plan provide new or improve existing amenity space?	X		X
		Will the strategy / plan improve access for all to the City's public realm and open spaces?	X	X	X

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
Biodiversity and urban greening To improve opportunities for biodiversity and increase the provision of natural environments.	Biodiversity, flora and fauna	Will the strategy / plan increase protection and improve opportunities for biodiversity in particular black redstarts, sparrows, bats and stag beetles?	X		
		Will the strategy / plan enhance the River Thames as a Site of Metropolitan Importance for Nature Conservation (e.g. through the provision of roosting structures for birds and bats)?	X		
		Will the strategy / plan affect any other Sites of Importance for Nature Conservation?	X		
		Will the strategy / plan protect existing trees and increase tree planting?	X		
		Will the strategy / plan increase green roofs, green walls and soft landscaping and lead to their positive management for biodiversity?	X		
		Will the strategy / plan affect any Natura 2000 sites?	X		
		Will the strategy / plan protect or improve residential amenity?	X		X
Social and cultural facilities To provide suitable social and cultural facilities for all the City's communities.	Population	Will the strategy / plan encourage a vibrant social environment which attracts workers to the City whilst respecting the needs of residents?	X		
		Will the strategy / plan decrease social isolation and improve the provision of opportunities for social interaction, leisure and sport?	X	X	X
		Will the strategy / plan ensure the City's historic environment continues to contribute significantly to social and cultural life in the square mile?	X		
Health To improve the health of the City's resident, worker and student populations.	Human health	Will the strategy / plan enable and encourage healthy lifestyles – exercise, healthy food, social interaction etc.?	X		X
		Will the strategy / plan maintain or improve access to health facilities?	X		X
		Will the strategy / plan reduce exposure to poor air quality?	X		X
		Will the strategy / plan provide opportunities for stress reduction?	X		X
		Will the strategy / plan reduce intrusive noise levels?	X		X
		Will the strategy / plan improve health and wellbeing through the provision of cultural facilities and activities?	X		X
		Will the strategy / plan have negative health impacts beyond the City?	X		X
		Will the strategy / plan improve road safety for all, particularly vulnerable road users (pedestrians, cyclists and motor cyclists)?	X	X	X

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
		Will the strategy / plan encourage active transport (walking and cycling)?	X		X
Education To enable excellence in education for all the City's communities.	Population	Will the strategy / plan enable access to educational facilities in the City?	X	X	
Equality and inclusion To enable social and economic inclusion in and around the City for workers, residents and visitors.	Population Human health	Will the strategy / plan contribute to the elimination of discrimination, harassment & victimisation?	X	X	
		Will the strategy / plan advance equality of opportunity between people who share a protected characteristics and those who don't, particularly the disabled and elderly?	X	X	
		Will the strategy / plan reduce economic inequality for individuals and communities in and around the City?	X	X	
		Will the strategy / plan improve the accessibility of the City's transport network?	X	X	
		Will the strategy / plan encourage safe, convenient, accessible, economic and efficient public transport?	X	X	X

Stage B: Developing and refining options and assessing effects

- 2.11 Developing options for a plan is an iterative process, which can involve a number of rounds of consultation with stakeholders and the public. Consultation responses and the IIA process can help to identify where there may be other 'reasonable alternatives' to the options being considered for a plan. In terms of the Transport Strategy, options include different proposals for improving transport and public realm within the City.
- 2.12 Alternative options have been considered for proposals 9, 10, 16, 20, 22, 29, 30 and 36 and include: the continuation of current measures; the use of traditional road safety approaches; and the banning of all motor vehicles in a zone. The alternatives for proposals 9 and 10 were unachievable and so were not considered reasonable alternatives and were not assessed.
- 2.13 The City of London Corporation's reasons for either taking forward each reasonable alternative in the Transport Strategy or for rejecting it are described in **Appendix 4** of the main IIA Report.

Stage C: Preparing the Integrated Impact Assessment Report

- 2.14 The IIA report describes the process that has been undertaken in carrying out the IIA of the Transport Strategy. It sets out the findings of the appraisal of the Transport Strategy's outcomes / proposals. Where any significant negative effects are identified, recommendations are made for preventing, reducing or offsetting these.

Stage D: Consultation on the Transport Strategy

- 2.15 The City of London invited comments on the draft Vision, Aims and Outcomes for the Transport Strategy and the accompanying IIA commentary in June / July 2018. No comments were received on the IIA commentary.
- 2.16 The draft Transport Strategy and the accompanying IIA were consulted on between November 2018 and January 2019. Again, no comments were received on the IIA, and this IIA has been updated only to reflect the minor changes made to the Transport Strategy.

Stage E: Monitoring implementation of the Transport Strategy

- 2.17 Monitoring of the significant sustainability effects of implementing the Strategy should be carried out after its adoption. Initial suggestions for monitoring are presented in **Chapter 5** of the main IIA Report.

Methodology

- 2.18 The reasonable alternative proposals and the selected proposals set out in the Transport Strategy have been appraised against the IIA objectives in the IIA framework with scores being attributed to each option to indicate its likely effects on the baseline in relation to achievement of each objective as set out in **Figure 2.1**.

Figure 2.1 Key to symbols and colour coding used in the IIA

++	Significant positive effect likely
+	Minor positive effect likely
0	Negligible effect likely
-	Minor negative effect likely
--	Significant negative effect likely
?	Likely effect uncertain
+/-	Mixed effect likely

- 2.19 The dividing line in making a decision about the significance of an effect is often quite small. Where either '++' or '--' has been used to distinguish significant effects from more minor effects (+ or -) this is because the effect of an option in relation to the SEA objective in question is considered to be of such a magnitude that it will have a noticeable and measurable effect taking into account other factors that may influence the achievement of that objective. However, scores are relative to the scale of proposals under consideration.

Consultation

- 2.20 Public and stakeholder participation is an important element of the IIA and wider plan/making process. It helps to ensure that the IIA report is robust and has due regard for all appropriate information that will support the Transport Strategy in making a contribution to sustainable development. The IIA Scoping Report for the Transport Strategy was published in April 2018 for a five week consultation period with the statutory consultees (Natural England, the Environment Agency and Historic England) and Transport for London / Greater London Authority. The comments received were then reviewed and addressed as appropriate in subsequent stages of the IIA. **Appendix 1** of the main IIA report lists the comments that were received during the IIA scoping consultation and describes how each one was addressed.
- 2.21 The draft Vision, Aims and Outcomes document and the accompany IIA commentary were consulted on between June and July 2018, and the final draft Transport Strategy and IIA were consulted on between November 2018 and January 2019. No comments were received in regards to the IIA from either consultation.

Difficulties encountered

- 2.22 It is a requirement of the SEA Regulations that the SA Report describes any data limitations or other difficulties that are encountered during the SEA process.
- 2.23 There were very few difficulties encountered during the IIA of the Transport Strategy. However, due to the high level nature of the outcomes and proposals in the Strategy, at times it has been more difficult to assess in detail or with great certainty the likely effects of the outcomes and proposals in relation to each IIA objective.

3 Environmental Context

Review of plans, policies and programmes

- 3.1 The Transport Strategy is not prepared in isolation but should seek to address relevant sustainability objectives set at an international and national level as well as sustainability issues facing the City of London. The IIA therefore gathers information on relevant international and national plans, policies, and programmes and on the sustainability baseline and uses this information to inform the framework of objectives against which the Transport Strategy is assessed.

International policy

- 3.2 At the international level, Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the 'SEA Directive') is particularly important as it sets out the requirements for SEA. SEA should be undertaken iteratively and integrated into the production of the Transport Strategy in order to ensure that any potential negative environmental effects are identified and can be mitigated.
- 3.3 There are a wide range of EU Directives, most of which have been transposed into UK law through national-level policy; the international directives have been summarised in **Appendix 2** of the main IIA report for completeness.

National policy

- 3.4 There is also a wide range of national level plans, policies and programmes with relevant objectives for the IIA, which are summarised in **Appendix 2** of the main IIA report. Amongst the most significant national policy documents providing context for the Transport Strategy are the Transport Investment Strategy (2017), the Air Quality Strategy for England (2007), and the National Planning Policy Framework (2018) and associated Planning Practice Guidance¹.

Regional policy

- 3.5 There are a number of regional policy documents that the Transport Strategy will need to have due regard to. These are summarised in **Appendix 2** of the full IIA report and include:
- The London Plan² and the new London Plan³.
 - The Mayor's Transport Strategy 2018⁴.
 - The Mayor of London River Action Plan 2013⁵.
 - A City for all Londoners 2016⁶.
 - Environment Strategy (2018)⁷.
 - Housing Strategy (2018)⁸.

¹ <http://planningguidance.planningportal.gov.uk/>

² The London Plan, The Spatial Development Strategy for London Consolidated with Alterations Since 2011, Mayor of London, March 2016

³ The London Plan, The Spatial Development Strategy for Greater London, Draft for Public Consultation, December 2017

⁴ The Mayor's Transport Strategy, March 2018

⁵ River Action Plan, Mayor of London and Transport for London, February 2013

⁶ A City for all Londoners, Mayor of London, October 2016

⁷ Mayor of London, London Environment Strategy, May 2018.

⁸ Mayor of London, London Housing Strategy, May 2018.

City of London policy

- 3.6 The following is a list of relevant City of London Policy and documents that the Transport Strategy and LIP should be guided by and be in conformity with. Outlines of the documents are included in **Appendix 2** of the full IIA report.
- City of London Local Plan 2015⁹.
 - The Standard Highway and Servicing Requirements for Developments in the City of London¹⁰.
 - The City of London Air Quality Strategy 2015-2020¹¹.
 - The City of London Noise Strategy 2016–2026¹².
 - The City of London Road Danger Reduction and Active Travel Plan¹³.
 - The Thames Strategy Supplementary Planning Document¹⁴.
 - The City of London Public Realm Supplementary Planning Document¹⁵.
 - Freight and Servicing Supplementary Planning Document¹⁶.

Baseline information and key sustainability issues

Baseline information

- 3.7 Baseline information provides the basis for predicting and monitoring the likely sustainability effects of a plan and helps identify key sustainability issues and means of dealing with them.
- 3.8 The baseline information for the City of London, which was originally presented in the Scoping Report is set out in **Appendix 3** of the full IIA report.

Key sustainability issues

- 3.9 Together with the sustainability objectives set by other plans, policies and programmes, the sustainability issues facing the City of London inform the framework of objectives against which the Transport Strategy is assessed.
- 3.10 The key sustainability issues facing the City of London and their evolution without the Transport Strategy were identified during the scoping stage of the IIA and are presented in the Scoping Report. This information is reproduced in **Table 3.1**.

⁹ The City of London Local Plan, January 2015

¹⁰ Standard Highway and Servicing Requirements for Developments in the City of London, City of London, 2007

¹¹ City of London Air Quality Strategy 2015-2020, City of London, June 2015

¹² City of London Noise Strategy 2016 to 2026,

¹³ City of London Road Danger and Active Travel Plan 2018-2023

¹⁴ City of London Thames Strategy Supplementary Planning Document, June 2015

¹⁵ City Public Realm, People Places Projects Supplementary Planning Document, July 2016

¹⁶ City of London Freight and Servicing Supplementary Planning Document, February 2018

Table 3.1 Key sustainability issues for the City of London and their likely evolution without the Transport Strategy

Sustainability issues of relevance to the Transport Strategy	Likely evolution without the Transport Strategy	IIA objective
Climatic Factors		
<p>While total energy consumption and associated carbon emissions for the City show a declining trend, they continue to result in significant carbon emissions which contribute to climate change.</p> <p>While the most of the City's emissions are from its commercial activities, motorised transport also contributes and the Transport Strategy and LIP provide a means of reducing transport emissions.</p>	<p>The implementation of the Transport Strategy and LIP offer opportunities to further tackle this issue through measures to reduce motorised transport – a major contributor to carbon emissions, and promote and improve active travel and public transport. Without the implementation of the Transport Strategy and LIP it is considered that a reduction in carbon emissions is still achievable with the support of policies in the Local Plan but this may be to a lesser extent or be achieved over a longer time scale as the issues associated with motorised transport will not be as well addressed. However as a global issue, climate change will continue to be a key consideration, regardless of the policies and measures within both the Local Plan and the Transport Strategy and LIP.</p>	<p>Objective 6 – Environmental protection (pollution)</p> <p>Objective 7 – Climate change mitigation and resilience</p>
Biodiversity, Flora and Fauna		
<p>The baseline information identifies a number of priority habitats, Sites of Metropolitan Importance for Nature Conservation (Tidal Thames) and Sites of Importance for Nature Conservation.</p> <p>Changes to streets, the public realm, river transport and / or vehicle movements may have the potential to impact upon these habitats.</p>	<p>The implementation of the Transport Strategy and LIP may further benefit these habitats through its aims, such as the reduction in road traffic however, the impact is unknown. If the Transport Strategy were not to be implemented it is considered that adequate protection would be afforded to the City's habitats and species through policies within the Local Plan as well as supporting documents such as the Biodiversity Action Plan.</p>	<p>Objective 9 – Biodiversity and urban greening</p>

Sustainability issues of relevance to the Transport Strategy	Likely evolution without the Transport Strategy	IIA objective
Cultural Heritage and Landscape		
<p>The City is the historic core from which London developed. Consequently it is an area of great archaeological importance and contains many buildings and areas of historic and architectural value.</p> <p>Changes to streets and / or vehicle movements, including public realm improvement proposals designed to manage increasing numbers of pedestrians, may affect the settings and views of city landmarks, listed buildings and other heritage assets and can affect archaeological remains.</p>	<p>The implementation of the Transport Strategy and LIP may add further protection to these assets through its aims, such as the reduction in road traffic however, the impact is unknown. If the Transport Strategy were not to be implemented it is considered that more than adequate protection would still be afforded to the City's heritage and archaeological assets through policies within the Local Plan as well as supporting documents such as Conservation Area Plans.</p>	<p>Objective 2 – Built environment and public realm</p> <p>Objective 4 – Heritage assets</p>
Air quality		
<p>The City has some of the highest levels of air pollution in the country due to its location at the heart of London and the density of development. Levels of pollutants in the City such as sulphur dioxide, carbon monoxide and benzene have reduced over the past decade but levels of fine particulates (PM10) and nitrogen dioxide (NO₂) remain high. For this reason the City of London is a designated AQMA. Exposure to these pollutants is considered to be a significant cause of ill health.</p>	<p>The implementation of the Transport Strategy offers an opportunity to further improve air quality in the City through, for example the reduction in vehicular traffic and congestion. Although it is considered that the issue of air quality is addressed in the Local Plan, the Transport Strategy would lend further measures and support to this and ensure that vehicular traffic does not contribute to a decline in air quality. In terms of a reduction in traffic, the Local Plan sets out a number of policies to this effect and it is considered that the Transport Strategy and LIP would lend further support to these policies in the reduction in traffic and congestion and a decrease in pollution. In the absence of the Transport Strategy and LIP, the policies in the</p>	<p>Objective 6 – Environmental protection (pollution)</p> <p>Objective 12 - Health</p>

Sustainability issues of relevance to the Transport Strategy	Likely evolution without the Transport Strategy	IIA objective
Much of the air pollution in the City is associated with vehicle emissions, and so a reduction in emissions should be sought.	Local Plan will work towards this reduction with support from forthcoming GLA policies such as the Ultra Low Emissions Zone but the Strategy will further support these measures.	
Water and soils		
Vehicular transport has the potential to pollute water in the City. Pollutants from transport can enter surface or ground water either directly or indirectly and can spread to other water bodies, such as the River Thames. The water quality of the Thames has been decreasing in recent years and is now classed as moderate.	Whilst not setting out specific aims in regards to water quality, the Transport Strategy and LIP have the potential to reduce pollution of water in the City through its aim to cut motorised transport. It is considered that without the transport strategy the Local Plan would provide adequate protection however, reducing water pollution from transport may not be so easily achieved without the Transport Strategy and LIP.	Objective 6 – Environmental protection (pollution)
Population		
The baseline information shows that the resident, working and visitor populations of the City are expected to rise. An efficient transport network is required to accommodate these additional people and protect against traffic congestion.	The current population trends of the City are expected to continue with or without the implementation of the Transport Strategy, supported by policies in the Local Plan. The Transport Strategy and LIP are expected to support and facilitate the rise in population.	<p>Objective 1 – Economic growth</p> <p>Objective 2 – Built environment and public realm</p> <p>Objective 3 – Safe environment and crime reduction</p> <p>Objective 8 – Open spaces</p> <p>Objective 10 – Housing</p> <p>Objective 11 – Social and cultural facilities</p> <p>Objective 12 – Health</p> <p>Objective 13 – Education</p> <p>Objective 14 – Equality and inclusion</p>

Sustainability issues of relevance to the Transport Strategy	Likely evolution without the Transport Strategy	IIA objective
Health		
Consideration of health for the City must take account of the health of the resident, working and visitor populations. Therefore the City must be designed to encourage healthy lifestyles through the provision of facilities for walking and cycling as well as improving safety for pedestrians and cyclists and improving air quality.	The Transport Strategy and LIP have the potential to further improve the health of the City's residents and working population through the reduction in road traffic, congestion and air pollution, and the promotion of active travel. Without the implementation of the Transport Strategy and LIP, health targets will still be in place but the effects of air quality may be more of a barrier to meeting these, along with road traffic and noise pollution.	Objective 3 – Safe environment and crime reduction Objective 12 – Health Objective 14 – Equality and inclusion
Equality		
<p>The City of London is generally affluent however, areas around it fall into some of the most deprived areas in the country.</p> <p>Some Index of Multiple Deprivation domains illustrate the issues the City currently has with housing, air quality and road traffic incidents.</p>	Without the implementation of the Transport Strategy and LIP, the policies in the Local Plan will continue to address these issues. However, the Transport Strategy and LIP, particularly in regards to air quality and road traffic incidents, will make meeting targets much more achievable.	Objective 8 – Open spaces Objective 10 – Housing Objective 11 – Social and cultural facilities Objective 13 – Education Objective 14 – Equality and inclusion
Material assets		
Office space is the predominant land use in the City, serving its large working day population. The City Corporation aims to ensure that people have a range of sustainable modes of transport to choose from when travelling to and from work and is working to ensure that a high	Although the Local Plan includes policies aimed at promoting sustainable transport, the Transport Strategy and LIP will build upon and add further weight to this. Without the production of the Transport Strategy and LIP the Local Plan policies will still be in place, but could be harder to meet.	Objective 1 – Economic growth Objective 2 – Built environment and public realm Objective 8 – Open spaces

Sustainability issues of relevance to the Transport Strategy	Likely evolution without the Transport Strategy	IIA objective
quality public realm is provided.		
Waste		
<p>The City itself has no waste management sites so all waste has to be transported elsewhere.</p> <p>The high rate of redevelopment in the City means that large quantities of demolition and construction waste are generated.</p>	In the absence of the Transport Strategy and LIP, the Local Plan and supporting documents provide a range of policies and measures that will work to reduce waste and waste transfer in the City.	Objective 5 – Waste management
Economy		
The City of London is a leading financial and business centre. Offices are the predominant land use and the largest industrial sector is business services and banking. Economic growth in the City is expected to continue and accelerate.	The Local Plan will support the economic development of the City with or without the implementation of the Transport Strategy. However, the Transport Strategy and LIP will support and assist in the continued economic development of the City through improved accessibility and transport infrastructure for those who work in the area, potentially making the City a more attractive place for businesses and workers.	Objective 1 – Economic growth

4 IIA Findings for the Transport Strategy

- 4.1 This chapter presents the IIA findings for the proposals selected by the City of London for inclusion under each outcome in the Transport Strategy and for the reasonable alternatives to these proposals considered by the City but not taken forward in the Strategy.
- 4.2 A total of 11 outcomes with associated proposals have been set out in the Strategy and are subject to IIA. A summary table is provided in **Table 4.1** below, which sets out the scores for each proposal against each IIA objective. The table is followed by a narrative summary of the IIA results.
- 4.3 It is noted that there is a section at the end of the Transport Strategy titled 'Delivering the Strategy' which contains three proposals. Unlike all of the other proposals in the Strategy these three have not been assessed as they relate only to how the Strategy will be delivered and monitored and do not specifically propose anything new or any changes to transport and streets in the City.

Cumulative effects

- 4.4 Cumulative effects have been considered in terms of the impact of the Transport Strategy as whole (i.e. all of the outcomes and proposals within each outcome) on each IIA objective, as well as the cumulative effect of the Transport Strategy in combination with other London wide plans and schemes. For this the Integrated Impact Assessment of the draft London Plan prepared by Arup in November 2017 has been considered, and it is the results of the IIA of the preferred strategic options and emerging policies of the draft London Plan that have been reviewed.
- 4.5 **Table 4.1** below shows all of the scores for the outcomes and proposals in the Transport Strategy and the narrative summary following the table considers the overall impact on the IIA objectives and the cumulative effect of the Transport Strategy with the draft London Plan on the IIA objectives.

Table 4.1 Summary of IIA scores

Proposals	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
Outcome: Healthy Streets Approach													
1 Embed the Healthy Streets Approach in transport planning and delivery	+	++	+	+	0	++	++	++	+	+	++	0	++
Outcome: The Square Mile's streets are great places to walk and spend time													
2 Put the needs of people walking first when designing and managing our streets	+/-	++	++	0	0	++	++	+	0	+	++	0	+
3 Complete the riverside walkway and improve walking connections between the riverside and the rest of the City	+	++	+	0	0	+	+	++	0	++	+	0	0
4 Enhance the Barbican high walks	0	+	+	0	0	0	0	+	0	0	+	0	+
5 Ensure new developments contribute to improving the experience of walking and spending time on the City's streets	+	++	0	+	0	+	+	+	0	+	++	0	+
6 Promote and celebrate walking	0	+	+	0	0	++	++	+	0	0	++	0	+

Proposals	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
7 Provide more public space and deliver world-class public realm	+	++	+	++	0	+	+	++	+	+	++	0	+
8 Incorporate more greenery into the City's streets and public spaces	0	++	0	+	0	++	++	++	++	0	++	0	0
9 Reduce rainwater run-off on City streets and public realm	0	+	0	0	0	++	++	+	++	0	+	0	0
10 Incorporate protection from adverse weather in the design of streets and the public realm	0	++	0	0	0	0	++	+	+	0	+	0	0
Outcome: Street space is used more efficiently and effectively													
11 Take a proactive approach to reducing motor traffic	+/-?	+	0	+	++	++	++	+	0	0	++	0	0
12. Design and manage the street network in accordance with the City of London street hierarchy	+	++	+	+	++	+	+	+	0	+	+	0	++
13 Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and	+	++	+	+	0	+	+	+	0	++	++	0	+

Proposals	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
spend time													
14 Make the best and most efficient use of the kerbside and car parks	+	++	0	0	+	+	+	+	0	+	++	0	+
15 Support and champion the 'Turning the Corner' Campaign	0	+	0	0	0	+	+	0	0	0	++	0	+
Outcome: The Square Mile is accessible to all													
16 Develop and apply the City of London Street Accessibility Standard	0	++	+	0	0	0	0	+	0	++	++	0	++
17 Keep pavements free of obstructions	0	++	0	+	0	0	0	+	0	0	++	0	0
18 Keep pedestrian crossings clear of vehicles	0	+	0	0	0	0	0	0	0	0	+	0	0
19 Support and champion accessibility improvement to underground stations	0	0	0	0	0	0	0	0	0	+	+	0	++
Outcome: People using our streets and public spaces are safe and feel safe													
20 Apply the safe system approach and the principals of road danger reduction to	0	+	+	0	+	0	0	0	0	0	++	0	+

Proposals	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
deliver Vision Zero													
21 Work with the City of London Police to reduce crime and fear of crime	+	+	++	0	0	0	0	0	0	+	+	0	++
22 Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets	0	+	++	0	0	+?	+?	+	+	+	+	0	++
23 Improve the quality and functionality of street lighting	0	++	++	0	0	0	0	+	0	0	++	0	++
Outcome: More people choose to cycle in the City													
24 Apply a minimum cycling level of service to all streets	+?	+	0	0	+	++	++	+	0	+	++	0	+
25 Increase the amount of cycle parking in the City	+?	+	0	0	0	+	+	0	0	+	++	0	+
26 Ensure new developments contribute to improving the experience of cycling in the City	+?	+	0	0	0	++	++	0	0	+	++	0	+

Proposals	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
27 Promote and celebrate cycling	0	+	0	0	0	++	++	0	0	0	++	0	+
28 Improve cycle hire in the City	+?	+	0	0	0	++	+	0	0	+	++	0	+
Outcome: The Square Mile's air and streets are cleaner and quieter													
29 Support and champion a central London Zero Emission Zone	+/-?	+	0	0	+	++	++	0	0	0	++	0	0
30 Install additional electric vehicle charging infrastructure	0	0	0	0	0	++	++	0	0	0	+	0	0
31 Request an accelerated roll out of zero emission capable buses	0	+	0	0	0	++	++	0	0	0	+	0	0
32 Support small businesses to accelerate the transition to zero emission capable vehicles	+	0	0	0	0	+	+	0	0	0	+	0	0
33 Make the City of London's own vehicle fleet zero emissions	0	+	0	0	0	++	++	0	0	0	++	0	0
34 Reduce the level of noise from motor vehicles	0	+	0	+	0	++	0	+	0	0	++	0	0

Proposals	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
35 Reduce noise from streetworks	0	+	0	+	0	++	0	+	0	0	++	0	0
36 Encourage innovation in air quality improvements and noise reduction	+	+	0	+	0	++	++	+	0	0	++	0	0
37 Ensure street cleansing regimes support the provision of a world-class public realm	0	++	0	+	++?	++	0	++	0	+	+	0	0
Outcome: Delivery and servicing needs are met more efficiently and impacts are minimised													
38 Reduce the number of freight vehicles in the Square Mile	++?	+	0	+	++	++	++	0	0	0	++	0	0
39 Develop a sustainable servicing programme	0	+	0	+	+	++	++	0	0	0	++	0	0
Outcome: Our street network is resilient to changing circumstances													
40 Allow some Local Access streets to function as City Access streets during significant disruption	+	+	0	+	0	+	+	0	0	0	0	0	0
41 Reduce the impact of construction and	0	+	0	0	0	0	0	+	0	0	+	0	+

Proposals	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
streetworks													
42 Make the street network resilient to severe weather events	+	0	0	+	0	+	++	+	+	0	+	0	+
Outcome: Emerging transport technologies benefit the Square Mile													
43 Establish a Future Transport Programme	+	++	++	+	0	++	++	++	0	0	++	0	++
44. Establish a Future Transport Advisory Board	++	++	++	++	0	++	++	++	0	0	++	0	++
45 Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile	0	+	0	0	0	0	0	0	0	0	+	0	+
Outcome: The Square Mile benefits from better transport connections													
46. Support and champion better national and international connections to the Square Mile	++	0	0	?	0	+/-	+/-	0	-?	0	0	0	++
47 Support and champion improved connections to the Square Mile from	++	+	0	?	0	++	++	0	-?	0	++	0	++

Proposals	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
Greater London and the surrounding region													
48 Support the increased use of the Thames for passenger services	0	++	0	0	0	+	+	0	0	0	+	0	0
49 Review bus provision across the City	+	+	0	0	0	+	+	0	0	0	+	0	++
50 Support the Mayor of London in retaining locally-generated taxation	+	+	0	0	0	+	+	0	0	0	+	0	+
51 Encourage continued central government investment in major London transport projects	+	0	0	0	0	+	+	0	-?	0	+	0	++

Economic growth

- 4.6 The proposals within the Transport Strategy are expected to have mainly minor positive or negligible effects on economic growth. Significant positive effects are expected as a result of proposals 46 and 47 because they will help to improve regional, national and international connections to the City, making it a more attractive place for businesses to locate and a more accessible place for people to work and visit. Uncertain mixed effects are possible for this IIA objective, in relation to proposals 2, 11 and 29 as it is considered possible that some businesses may be put off locating in the City if access for vehicles is restricted, while on the other hand the restrictions will make the City a more healthy and attractive place to work and will improve driving for those vehicles still permitted access. Overall, the Strategy is expected to have positive effects in relation to the economic growth IIA objective.
- 4.7 These positive effects on the economy that will result from the Transport Strategy are likely to combine with the draft London Plan to create a more significant positive effect on the economy of the City.

Built environment and the public realm

- 4.8 The proposals within the Transport Strategy are considered likely to result in a mix of minor positive and significant positive effects on the built environment and public realm. This is generally because the Strategy will work to enhance the public realm, making it more attractive and accessible. Therefore, cumulatively, all of the proposals within the Strategy are expected to have positive effects on the built environment and public realm IIA objective.
- 4.9 The positive effects that the Strategy is likely to have in relation to the built environment and public realm, will be made more significant through strategic options and emerging policies in the draft London Plan.

Safe environment and crime reduction

- 4.10 Mainly negligible and minor positive effects are expected on the safe environment and crime reduction objective as a result of the proposals within the Transport Strategy, although a number of significant positive effects are considered likely as a result of proposals that include measures to reduce crime and improve safety on the City's streets. Overall, the Strategy is expected to have positive effects on the safe environment and crime reduction IIA objective.
- 4.11 The positive effects in relation to a safe environment and crime reduction as a result of the Transport Strategy are likely to be increased by strategic options and policies in the draft London Plan.

Heritage assets

- 4.12 The impacts of the Transport Strategy on heritage within the City are expected to be mainly negligible and minor positive. However, significant positive effects are expected to result from proposal 7 as it aims to enhance the settings of significant heritage assets. Uncertain effects are expected from proposals 46 and 47 as the effects of high level schemes on heritage assets are unknown at this stage. However, it is considered that they may present the opportunity to enhance assets. Overall therefore, the Strategy is expected to have positive effects in relation to the heritage assets IIA objective.
- 4.13 The positive effects in relation to heritage in the City which will arise as a result of the Transport Strategy will be further increased by emerging policy in the draft London Plan.

Waste management

- 4.14 A mixture of negligible and minor positive effects is expected to result from the Transport Strategy in relation to the waste objective. Four proposals are likely to have significant positive effects: 11, 12, 37 and 38. This is because these proposals will result in a reduction in the number of servicing vehicles and more sustainable waste collection. Therefore, the Strategy is expected to have positive effects in relation to the waste IIA objective.
- 4.15 Positive impacts in relation to the waste objective that will arise from the implementation of the Transport Strategy are likely to be supported and further strengthened by emerging policies in the draft London Plan.

Environmental protection

- 4.16 The majority of proposals within the Transport Strategy are expected to have significant positive, minor positive or negligible effects in relation to the environmental protection objective. These positive effects are generally because many of the proposals promote a reduction in road traffic, which will reduce air and noise pollution in the City. Overall the Strategy is likely to have a positive impact in relation to the environmental protection IIA objective.
- 4.17 The positive effects of the Transport Strategy in relation to the environmental protection objective are expected to be supported and enhanced by strategic options and policies in the draft London Plan.

Climate change mitigation and resilience

- 4.18 The Transport Strategy is likely to have a mixture of significant positive, minor positive and negligible effects in relation to the climate change mitigation and resilience objective. Similarly to environmental protection, this is mainly due to the emphasis on reducing road traffic and congestion in the City and a modal shift to walking and cycling, which will result in a reduction in transport emissions. A number of the proposals also promote urban greening, and require the City to be resilient to severe weather events. Overall therefore the Strategy is likely to have positive effects in relation to the IIA objective.
- 4.19 Positive impacts in relation to the climate change and mitigation objective from the Transport Strategy will be increased by strategic options and emerging policies included within the draft London Plan.

Open spaces

- 4.20 Mainly negligible and minor positive effects are expected in relation to the open spaces objective as result of the Transport Strategy, although significant positive effects are expected as a result of a number of proposals. This is because these proposals promote the enhancement of open space, or a reduction in traffic which will improve the tranquillity of open space. Positive effects therefore are expected overall as a result of the Transport Strategy.
- 4.21 The positive impacts on open spaces resulting from the implementation of the Transport Strategy are likely to be further improved through a number of strategic options and emerging policies in the draft London Plan.

Biodiversity and urban greening

- 4.22 The proposals within the Transport Strategy are anticipated to have mainly negligible effects on biodiversity and urban greening, although some minor positive effects are expected and significant positive effects are considered likely as a result of proposals 8 and 9 as these proposals

promote additional greenery in the City. Uncertain minor negative effects are considered possible as a result of proposals 46, 47, and 51 because of the impacts major transport infrastructure projects, such as new stations and station and rail expansions are likely to have some impact on habitats in, or around the City. However, this is uncertain because the specifics of the projects are unknown. Overall therefore it is expected that the effect of the Transport Strategy in relation to this objective will be mainly positive.

- 4.23 The draft London Plan will improve on the positive effects that the Transport Strategy is anticipated to have in relation to this IIA objective.

Social and cultural facilities

- 4.24 The Transport Strategy is expected to have a mixture of negligible and minor positive effects in relation to the social and cultural facilities objective, although significant positive effects are considered likely as a result of proposals 3, 13 and 16 through the provision of accessible streets, improved leisure facilities and the promotion of lunchtime streets events. Therefore, the impact of the Strategy in relation to the social and cultural facilities objective will be positive.
- 4.25 The positive impacts in relation to the social and cultural facilities objective that are expected to arise as a result of the implementation of the Transport Strategy will be further enhanced through a number of strategic options and policies in the draft London Plan.

Health

- 4.26 The impact of the Transport Strategy in relation to the health objective is anticipated to be a mixture of minor positive and significant positive effects. This is mainly due to the proposals which reduce road traffic thus improving air pollution, noise pollution and road safety. Overall the Strategy will have a positive effect on the health of the City's residents and visitors.
- 4.27 The positive impact that the Transport Strategy is anticipated to have on the health of the City's residents and visitors is expected to be further enhanced by strategic options and emerging policies in the draft new London Plan.

Education

- 4.28 The Transport Strategy is anticipated to have a negligible effect in relation to the education objective as this is unlikely to be affected by the implementation of the outcomes and proposals within the Strategy.
- 4.29 While the Transport Strategy is anticipated to have a negligible effect on education, the London Plan is expected to have positive effects and therefore cumulatively the Strategy and draft London Plan are likely to have positive effects.

Equality and inclusion

- 4.30 The proposals within the Transport Strategy are anticipated to have a mixture of negligible, minor positive and significant positive effects in relation to the equality and inclusion objective. Significant positive effects are considered likely as a number of proposals aim to make the streets in the City and public transport more accessible to all. Therefore, overall the Strategy will have positive effects in relation to the equality and inclusion IIA objective.
- 4.31 The positive effects arising from the Transport Strategy in relation to the equality and inclusion objective are expected to be further improved by the draft London Plan.

Reasonable alternatives

- 4.32 The City Corporation identified an alternative to proposal 9. The alternative being for all transport and public realm schemes to incorporate Sustainable Drainage Systems, aiming for a green field site run-off rate. However, the Corporation has stated that the reason that this alternative proposal was not selected is due to severe space constraints on and below the City's streets, meaning that it is nearly always impossible to install Sustainable Drainage infrastructure on streets in the City, making the proposal unlikely to be deliverable. For this reason, this option is not considered to be a reasonable alternative for the purposes of the IIA and has not been assessed.
- 4.33 An alternative was also considered to proposal 10 and was for the City's streets and public realm to be designed to provide protection from all weather. The Corporation stated that the reason that this alternative proposal was not selected is because providing protection from all weather is possibly unattainable. Therefore, as above, this is not considered to be a reasonable alternative option and has not been assessed.
- 4.34 A reasonable alternative to proposal 16 has been considered by the City Corporation. The reasonable alternative is to 'continue with minimum accessibility standards as per the Design Manual for Roads and Bridges (DMRB)'. This will only have negligible effects on the IIA objectives, as it is a continuation of the current approach. Therefore, the selected proposal 16 is more likely to have positive effects.
- 4.35 A reasonable alternative has also been identified to proposal 20. It is considered that an alternative method of reducing road danger is a traditional road safety approach. Rather than aiming to remove the danger on roads, it seeks to mitigate it, for example by increasing segregation between vehicles and pedestrians with guard railing. This is expected to have mainly negligible effects on the IIA objectives. Significant positive effects are considered likely in relation to health through the mitigation of road danger. However, the alternative option to proposal 20 is anticipated to have fewer positive effects than the selected proposal.
- 4.36 The alternative considered to proposal 22 is to continue with the use of bollards for all hostile vehicle mitigation (HVM). The alternative to proposal 22 is a continuation of the current measure, therefore it will have negligible effects on the IIA objectives. The selected proposal is anticipated to have a number of positive effects.
- 4.37 Reasonable alternatives have also been identified to proposals 29, 30 and 36. For proposal 29 it is considered that an alternative to championing a central London Zero Emission Zone would be to ban all motor vehicles. An alternative to selected proposal 30 would be to rely on the private installation of EV charge points, while the alternative to selected proposal 36 would be to allow the market to lead in air quality improvements and noise reduction, rather than this being encouraged by the City.
- 4.38 The alternative to proposal 29 is anticipated to have a range of effects. The impact on the built environment and public realm; safe environment and crime reduction; heritage assets; and open space is expected to be more beneficial than the selected option. However, the impact on waste management, social and cultural facilities and equality and inclusion is expected to be more adverse. A significant negative effect is considered likely in regards to waste management as a total ban on vehicles in the City would not allow for appropriate and convenient deliveries and servicing. As highlighted in **Appendix 4** of the main IIA report, this is the main reason why this reasonable alternative has not been selected.
- 4.39 The alternatives to proposals 30 and 36 are a continuation of the current situation and therefore will have negligible effects on the IIA objectives. The selected proposals are anticipated to have a number of positive effects.

5 Conclusions and monitoring

Conclusions

- 5.1 The selected proposals and reasonable alternatives for the City of London Transport Strategy have been subject to a detailed appraisal against the IIA objectives, which were developed at the scoping stage of the IIA process.
- 5.2 The IIA has identified the potential for significant effects (positive) for proposals under all of the outcomes contained within the Transport Strategy. The scores are set out in **Table 4.1**. No significant negative effects have been identified as a result of the proposals in the Transport Strategy.
- 5.3 Cumulatively all of the proposals within the Transport Strategy are expected to have positive effects on the baseline in relation to achievement of all of the IIA objectives apart from education for which negligible effects are anticipated. These positive effects are, for the majority of IIA objectives, expected to be enhanced when the Strategy is considered in combination with the draft London Plan.
- 5.4 The IIA has been undertaken alongside the preparation of the Transport Strategy and therefore has been able to feed into the proposals and ensure that sustainability considerations are integrated within the Strategy.

Monitoring proposals

- 5.5 Monitoring proposals should be designed to provide information that can be used to highlight specific issues and significant effects, and which could help decision making.
- 5.6 Monitoring should be focussed on the significant environmental effects of a plan or programme and so based on this, monitoring indicators have been proposed for effects on all of the IIA objectives apart from education; this is not included as it is unlikely to be significantly affected by the implementation of the Transport Strategy. It is noted that no significant negative effects are considered likely as a result of the plan and so the monitoring is based on significant positive effects, with the aim of validating that these effects do indeed arise when the Transport Strategy is implemented.
- 5.7 **Table 5.1** sets out a number of suggested indicators for monitoring the potential significant effects of implementing the Transport Strategy. Indicators are proposed in relation to the IIA objectives for which potential significant positive effects were identified as a result of any of the proposals.
- 5.8 The data used for monitoring in many cases will be provided by outside bodies. Information collected by other organisations can also be used as a source of indicators. It is therefore recommended that that City of London continues the dialogue with the statutory consultees and other stakeholders described in the Transport Strategy, and works with them to agree the relevant environmental effects to be monitored and to obtain information that is appropriate, up to date and reliable.

Table 5.1 Proposed monitoring framework for the Transport Strategy

IIA objectives	Proposed monitoring indicators
Economic growth	<p>New business registration rate</p> <p>Overall change in employment floorspace</p> <p>Commuting numbers / statistics to the City</p> <p>Number of international businesses located in the City</p>
Built environment and public realm	<p>Number of people walking or cycling</p> <p>Public perception of public realm in the City</p> <p>Amount of street clutter and cleanliness of the streets</p> <p>Passenger numbers using river transport</p>
Safe environment and crime reduction	<p>Number of reported crimes</p>
Heritage assets	<p>Quality and usage of the Barbican high walks</p> <p>Number of visits to heritage assets in the City, in particular the Barbican</p> <p>Applications refused due to impact on the historic environment</p> <p>Number of heritage assets at risk</p>
Waste management	<p>Percentage and delivery and servicing trips made by zero emission transport</p> <p>The number of large delivery and servicing vehicles using the transport network</p>
Environmental protection	<p>Changes in the concentration of air pollutants in the City</p> <p>Number of planning applications that include an air quality assessment¹⁷</p> <p>Number of complaints regarding noise</p>

¹⁷ Air quality assessment should demonstrate how the development has met air quality challenges thereby avoiding refusal.

IIA objectives	Proposed monitoring indicators
	Changes in water quality at the River Thames SINC
Climate change mitigation and resilience	The number of vehicles that meet the Zero Emissions Zone standards The percentage of Zero Emission Capable buses on the network The modal shift from private car use to walking, cycling or public transport Changes in greenhouse gas emissions from the City Net increase in Green Infrastructure
Open spaces	Open space / parks usage Amount of public open space as percentage of total land use
Biodiversity and urban greening	Net increase in Green Infrastructure, parks and open spaces Number of sites designated for nature conservation and their quality Changes in areas of biodiversity importance
Social and cultural facilities	Adults participating in sports, recreation and cultural activities Number of 'lunchtime streets' events taking place
Health	Number of hospital admissions in relation to road accidents Number of accidents involving cyclists and pedestrians Number of complaints regarding amenity (e.g. in relation to noise) Proportion of residents reporting their health as 'good' or 'very good' (source: Census)
Equality and inclusion	Number of new or extended bus services Number of step free rail stations Public transport usage by the elderly or disabled

Appendix 2: Phase 3 Engagement Report



Phase 3 Engagement Report

City of London Transport Strategy

Page 167

Contents

1	Introduction	1
2	Consultation methodology.....	4
3	Respondent profile	7
4	Overall levels of support.....	9
5	Recurring comment themes.....	13
6	Outcome summaries	18

Appendix 1 Organisation respondents

Appendix 2 Travel behaviour comparisons across engagement surveys

Appendix 3 Detailed comments and response by proposal

1 Introduction

1 Introduction

The City of London Corporation has developed its first ever long-term Transport Strategy. The Strategy sets out the City Corporation's approach to investing and managing the City's streets over the next 25 years and its aspirations for improved transport connections.

The development of the Strategy has been informed by three phases of public and stakeholder engagement:

- **Phase One** took place in February and March 2018 and identified key transport issues and challenges.
- **Phase Two**, June and July 2018, consulted on the draft vision, aims and outcomes.
- **Phase Three** consulted on a draft version of the Strategy between 12 November 2018 and 13 January 2019.

This report outlines the methodology and findings of the third and final phase of engagement. The responses to the Draft Transport Strategy consultation will inform the final Transport Strategy, due to be published in May 2019. The engagement reports for Phase One and Phase Two can be found on the Transport Strategy webpage.

In addition to the consultation set out in this report, an independently recruited panel of City workers and residents also met three times during the development of the Strategy. This panel provided an opportunity to gain a deeper understanding of residents and workers' transport needs and concerns. A summary report on the Citizens Panel is included in the Phase Two engagement report.

1.1 Response level

Almost 2,900 individual responses and 6,900 comments were received through the Phase Three consultation. Over 60 organisations also responded to the consultation.

Of all responses received through the website:

- 77% were supportive of the proposals
- 8% were neutral
- 15% did not support the proposals

More than 500 people also submitted a template response through the Unblock the Embankment website and more than 1500 people submitted template responses via the Square Mile Cycling Campaign.

All individual and organisation comments were reviewed and grouped in to themes. These comments, along with the scores received for each proposal, has led to some minor updates for the final Transport Strategy.

1.2 Changes to the Strategy

The high levels of support for the draft Transport Strategy proposals mean that no significant changes will be made for the final Strategy. The changes are mostly to clarify a proposal or to make the intent of a measure clearer. Changes to the Strategy will include:

- Making clearer the commitment to maintain appropriate vehicle access when delivering pedestrian priority (Proposal 2)
- Clarifying that proposed measures to reduce the number of freight vehicles in the Square Mile do not uniformly apply to all types of deliveries (Proposal 38)
- Making it clearer that no changes will be made to the use of the kerbside without adequate assessment of current use and engagement with users and stakeholders (Proposal 14)
- Indicating that we will seek to deliver the Strategy as quickly as possible, and bringing forward the delivery of the core cycling network from 2044 to 2035 (Proposal 24)

- Including a fourth Healthy Streets Plan covering Fleet Street and the Temples (Proposal 12)
- Updating the aims to include protecting and enhancing the City's character and heritage.

In addition to the consultation, discussions were held with the City of London Police regarding their role in supporting and delivering the Strategy. A number of minor changes will be made to reflect these discussions. These changes will highlight their role in supporting delivery through engagement and enforcement and set out the relationship between the Transport Strategy, the City of London Police Corporate Plan and the Secure City programme.

1.3 Report structure

- **Section two** sets out the methodology for the consultation, including promotional activities
- **Section three** describes the demographic profile of individual respondents
- **Section four** outlines the cumulative level of support by individuals and organisations for the Strategy
- **Section five** provides details on recurring comment themes received from the consultation, along with our response to these and any resulting changes to the Strategy
- **Section six** summarises, for each outcome, the level of support received and types of comments, our response to these comments and any resulting changes to the Strategy

1.4 Data protection and use

A significant amount of data was collected from the Phase Three engagement in order to inform the final Transport Strategy. The

following paragraphs detail our data protection and usage policy and how it relates to the survey and consultation.

The City of London Corporation is a registered data controller in respect of processing personal data under the relevant data protection legislation. This includes the Data Protection Act 1998, Data Protection Act 2018 and the General Data Protection Regulation (GDPR). Further relevant details are presented below.

Any personal data provided by respondents, for the purposes of this survey, has been done so in accordance with the requirements of the EU-U.S. Privacy Shield. The personal data processed by the City, and by the processor, for the purposes of this Survey, has been done so on the legal basis of respondents' consent.

Any respondent who took part in this survey has the right to request a copy of their data, ask us to make changes to ensure that their data is up to date, ask that the City deletes their information or object to the way we use their data. To do this please write to Data Protection Officer, City of London, PO Box 270, Guildhall, London, EC2P 2EJ or email information.officer@cityoflondon.gov.uk.

Readers may reproduce any figure in this report with reference to the Strategic Transportation Team, Department of the Built Environment, City of London Corporation. If you have any questions regarding the contents of this report, please contact strategic.transportation@cityoflondon.gov.uk.

2 Consultation methodology

2 Consultation methodology

2.1 Consultation website

The main mechanism for gathering feedback was the consultation website (www.citystreets.london).

The website was a bespoke design that allowed people and organisations to indicate their level of support for each proposal, from 1 (Oppose) to 5 (Support), and to leave comments on the proposals.

To maximise the volume of feedback received and cater for all interest levels, the website allowed users to tailor the level of detail by choosing one of the following options:

- Ten 'key proposals' that are likely to be of most interest and will result in some of the most significant changes
- Proposals grouped by topic or topics, e.g. transport mode
- All proposals, organised by outcome

Individuals and organisations could also send their comments by post or by email.

2.2 Consultation events

Three briefing sessions were held for stakeholders on 30 November 2018. These were attended by 47 representatives from stakeholder organisations.

Eight public drop-in sessions were held over the consultation period in the City's Corporation's libraries and in Guildhall reception. Timings of these sessions ranged from starting at 8:00am to ending at 7:30pm, in order to allow the maximum number of people to attend. More than 50 people attended the drop-in sessions.

2.3 Consultation promotion

Promotion of the consultation was undertaken through a variety of channels, including:

- On the City of London Corporation website homepage, Twitter accounts and to the Transport Strategy mailing list
- Through partnership communications, including on the Active City Network website and through 10 external newsletters
- Adverts in City A.M and City Matters newspapers
- Letters to all City residents and to 100 City businesses, in conjunction with the Local Plan consultation
- Posters displayed throughout the Barbican estate, Middlesex Street estate and at the City Corporation libraries
- Flyers distributed at the City libraries, in the Guildhall reception areas, at the City Centre and on street

The Transport Strategy also received extensive press coverage and featured in London, national and international newspapers and online articles and blogs. This included articles in the Evening Standard, Daily Express, Financial Times and Streetsblog NYC.

2.4 Consultation analysis

Each non-organisational comment collected through the consultation website, strategic transportation email inbox and at drop-in sessions was compiled into a database, reviewed and analysed by categorising the subject of each comment into one or more 'comment theme groups'.

Some respondents provided more than one change/proposal and/or expressed a concern or support for a specific subject, location or

scheme. Only the three most emphasised concerns or suggestions a respondent mentioned were reviewed and categorised into comment theme groups to prevent those respondents who provided significantly longer responses from skewing analysis results. Other comments that did not directly relate to the proposal were reviewed and noted when relevant.

All supportive comments that did not include a specific suggestion for change were categorised as 'general support'. All unsupportive comments that did not include a specific suggestion for change or concern were categorised as 'general opposition'. Comments that were not relevant to any proposal, outcome or any other part of the strategy or included derogatory or inflammatory language were noted and not categorised.

Organisational comments collected through the consultation website and received through a written response were compiled into a database and addressed individually.

3 Respondent profile

3 Respondent profile

3.1 Demographic profile and behaviours

Almost 2,900 individuals and 60 organisations responded to the Phase Three consultation. A list of organisations responding is provided in Appendix 1.

The gender split of individuals was around 80% men and 20% women, while the gender split of the City's workforce is 61% men and 39% women. Over a third of individuals who responded were in the 25 - 34 year old age bracket, the age bracket with the lowest number of respondents was 75+, followed by 65 - 74 years.

Prior to responding to the Strategy's proposals, we asked every individual respondent to indicate their reasons for travelling to the City (Figure 3.1) and the modes they use to both travel to/from and around the Square Mile (Figure 3.2). Figure 3.2 also shows the City-destination modeshare data from the London Travel Demand Survey for comparison. Comparisons with the responses from Phase One and Phase Two engagement are provided in Appendix 2.

Figure 3.1 Reasons respondents travelled to/through the City by percentage of respondents (multiple responses permitted)

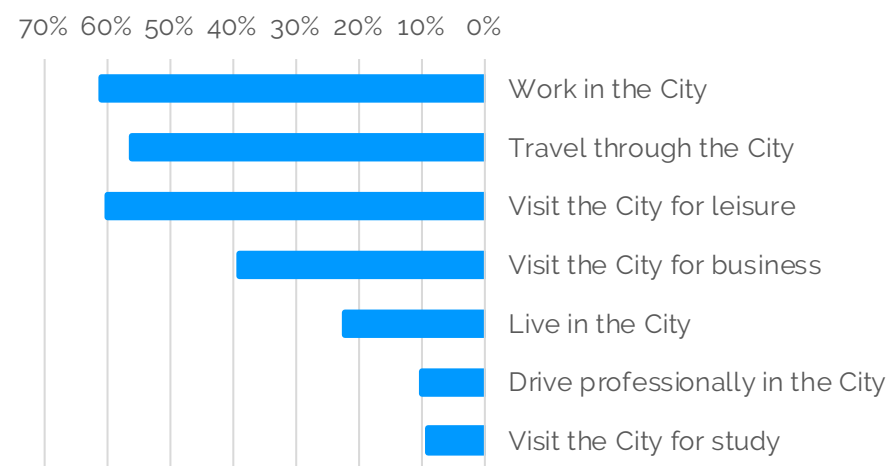


Figure 3.2 Modes used to travel to/through and around the City by percentage of respondents (multiple responses permitted)

4 Overall levels of support

4 Overall levels of support

The consultation website asked respondents to indicate their level of support on a scale from 1 to 5 for each proposal:

- Score 1: Oppose
- Score 2: Somewhat oppose
- Score 3: Neither oppose or support
- Score 4: Somewhat support
- Score 5: Support

Of those that responded to the consultation, 2,888 respondents provided at least one score. In total, there were more than 28,800 scores across all proposals.

The level of support across the entire Strategy from all scores was 77%, as shown in Figure 4.1. The level of opposition was 15%. The average score across all proposals was 4.3.

A third of organisations responded using the website. The average score across all proposals for these organisational responses was 4.5. The remaining 43 organisational responses were provided as separate

written responses. Of these, 21 expressed general support for the Transport Strategy as well as commenting on individual proposals. Four organisations expressed general opposition to the Strategy.

Figure 4.2 overleaf shows the average score by respondents grouped by reason for travelling to/through the City and respondents' mode of travel. When respondents were asked their reasons for travelling to/through the City and how they travel, more than one option could be selected. For example, a respondent who lives in the City could also work in the City and travel through. Likewise a respondent could indicate they travel around the City by several modes i.e. by bus, on foot and by cycle.

The average scores for individual respondents who live in the City, visit for leisure, visit for study and travel were in line with the average score by all respondents. The average score for those who drive professionally in the City was significantly lower, 10% of respondents indicated they were professional drivers.

Respondents who travel by bus around the City were the only modal group with an average score higher than the average for all



Figure 4.1 Level of support for the Strategy overall

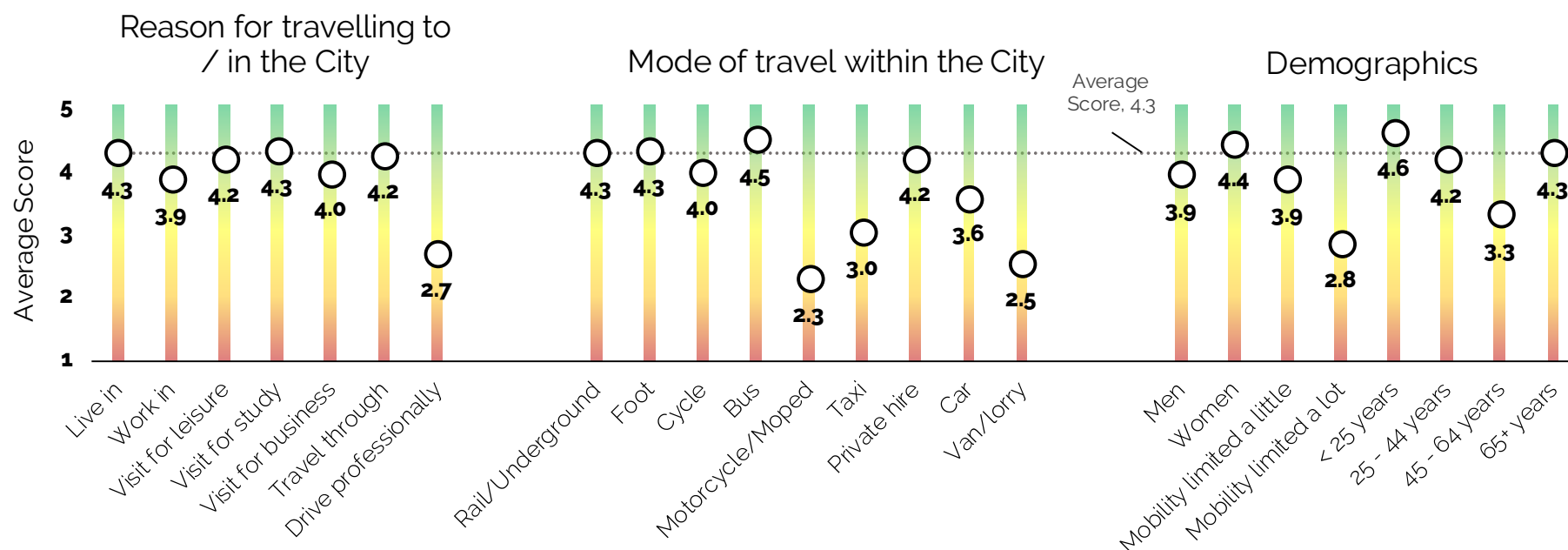
respondents. The average score by those who travel around the City by rail/underground, by foot and by private hire vehicle scored the proposals in line with the average score by all respondents. Those who travel by motorcycle/moped, taxi and van/lorry, on average scored it significantly lower.

Levels of support for the Strategy differed by respondents' sex, level of mobility and age.

Overall, 87% of women supported the Strategy proposals compared to 77% of men. 15% of men opposed the Strategy compared to 7% of women.

Respondents were given the option to indicate whether their day-to-day activities were limited due to a health problem or disability. Respondents who stated their activities are 'limited a lot' had far lower

Figure 4.2 Average scores by reason for travelling, mode of travel and demographics

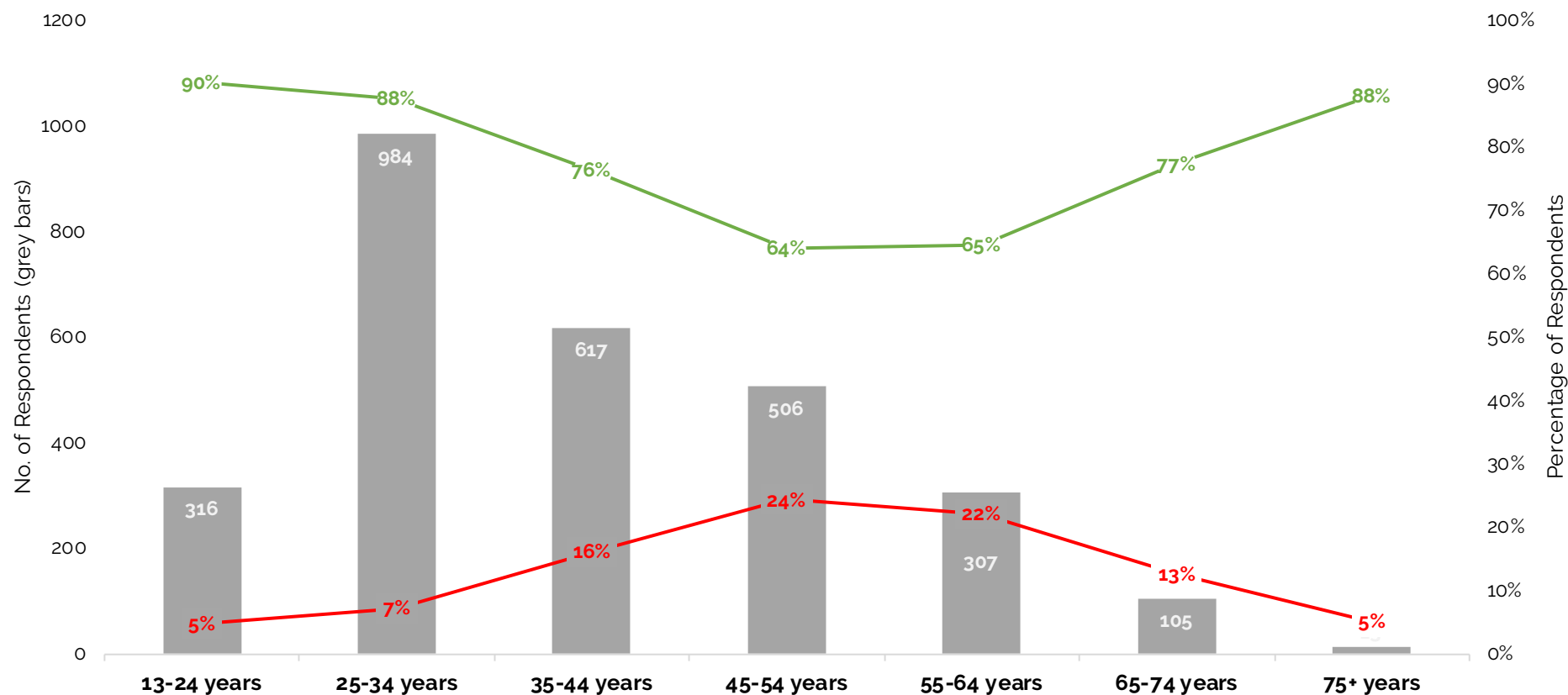


levels of support for the Strategy than those who stated they were 'limited a little' or 'not limited'. 55% of respondents who answered 'limited a lot' stated their support for the Strategy, however the overall score was only 2.8. 73% of those who answered 'limited a little' supported the proposals with an overall score of 3.9.

Figure 4.3 shows the cumulative levels of support and opposition

for respondents grouped by age range. The highest level of support for the Strategy was by respondents in the 13-24 age bracket; 90% 'supported' or 'somewhat supported' the Strategy. Levels of support then dropped by approximately 5% for each age bracket going up to 45-54 years. This age bracket had the lowest levels of support at 64%. As the age brackets increase after 45-54 years, support levels increase again.

Figure 4.3 Level of support by age range



5 Recurring comment themes

5 Recurring comment themes

Comments on the Strategy via the consultation website, and the majority of written submissions, were made proposal by proposal. However, there were several recurring themes that cut across a number of proposals. These are:

- Concerns over congestion and air quality impacts of delivering the Strategy
- Concerns over access impacts of delivering the Strategy
- Requests to increase the pace of delivery
- The treatment of taxis in the Strategy
- The treatment of motorcycles and mopeds in the Strategy
- Suggested removal of the Cycle Superhighway on Upper and Lower Thames Street

This section sets out the recurring comment themes and our response to these comments, along with any resulting changes to the Strategy.

5.1 Concerns over congestion and air quality impacts

A number of respondents raised concerns that the Transport Strategy deliverables will lead to an increase in congestion and emissions.

These comments were particularly in response to:

- Providing greater priority for people walking (set out in Proposal 2)
- Providing protected space for people cycling (set out in Proposal 24)
- Implementing a 15mph speed limit (set out in Proposal 20)

It is recognised that reallocating space to walking, cycling and public realm will reduce capacity for motor vehicles. However, proposals

to reallocate space from motor vehicles need to be considered alongside proposals to reduce motor traffic and improve air quality. Collectively the Strategy proposals are not expected to increase congestion and will result in reduced emissions from motor vehicles.

The traffic and air quality impacts of individual interventions and projects, including the potential introduction of a 15mph speed limit, will also be assessed and addressed during project development.

Proposals 11 and 38 seek to reduce general motor traffic and the number of freight vehicles. These reductions will help prevent unreasonable impacts on remaining essential journeys as a result of reallocating street space. Several other proposals will also support efforts to reduce motor traffic, including support for improved public transport and cycling connections to the City.

The Strategy includes ambitious proposals to reduce emissions from motor vehicles. These will be in addition to improvements that will be delivered by the Ultra-Low Emission Zone from April 2019. The intended shift to more electric vehicles will mean that slower speeds do not result in increased emissions, and smoother flows at lower speeds should mean less impact from braking and accelerating.

No changes to the Strategy will be made as a result of these concerns.

5.2 Concerns over access impacts

Approximately 80 people and a number of organisations, including the City of London Access Group, the Barbican Association, Royal Mail and the Brewery Logistics Group, raised concerns that measures to deliver pedestrian priority would adversely impact on access for people with disabilities and for deliveries.

The principle of pedestrian priority streets, as set out in Proposal 2, is to provide priority to people walking while still allowing access for essential vehicles, including delivery and servicing vehicles with a destination in the Square Mile.

This approach recognises the need to maintain some access by motor vehicles to most addresses in the City. Proposal 2 will be **updated** to make clearer the intention to maintain appropriate vehicle access and to highlight that access requirements will be assessed as part of the project development process. Vehicle access requirements will also be considered during the development of the City of London Street Accessibility Standard (COLSAS, Proposal 16).

The work to develop the COLSAS will explore how to best balance the varied access and transport needs of disabled people. Most disabled people do not have limited mobility or are able to walk short distances or use a wheelchair, mobility scooter or cycle. This group may benefit from access restrictions and reallocation of street space to walking and cycling, while those with such limited mobility that they require door-to-door transport and assistance might potentially disbenefit.

5.3 Requests to increase the pace of delivery

Requests to increase the pace of delivery were made across a range of proposals, particularly in relation to milestones for:

- Delivering the cycle network (Proposal 24)
- Reducing motor traffic (Proposal 11)
- Improving air quality (Proposal 29)

The milestones in the Transport Strategy reflect the relatively long-term nature of delivering significant changes to the City's streets,

including the requirement for extensive stakeholder engagement as projects are developed.

The Strategy will be **updated** to indicate that we will seek to deliver as quickly as possible and that milestones represent the latest date by which we expect proposals and projects to be fully delivered. We will also indicate the expected year of delivery for projects and proposals that are due to be delivered by 2022.

It is difficult to commit to faster timescales for proposals to proactively reduce motor traffic (Proposal 11) and introduce additional emissions related restrictions (Proposal 29) as these are largely dependent on actions by the Mayor of London and TfL. The milestone for delivering the second phase of the cycle network (Proposal 24), currently 2044, will be brought forward to 2035.

5.4 The treatment of taxis

Responses from taxi trade representatives along with some organisational and individual comments requested that taxis be treated the same as buses, particularly when any access restrictions are introduced. Comments also included suggestions that taxis should be exempt from measures to reduce motor traffic. The City of London Access Group and others highlighted the role of taxis in providing a fully accessible door-to-door service.

Comments were also received that suggested taxis should not be treated any differently to private cars and private hire vehicles, and that measures to actively reduce the number of taxis in the City should be introduced.

No changes to the Strategy will be made in response to these comments, which are most relevant to Proposals 2, 11, and 12.

It is recognised that there will always be a need for taxis in the Square Mile, but it is not considered appropriate for taxis to be exempt from consideration in terms of traffic reduction.

Reductions in all types of motor traffic will be required to meet the Strategy's traffic reduction target, and taxis currently make up approximately 21% of motor vehicles on the Square Mile's streets.

The exemption of taxis from any future access restrictions is best addressed on a case-by-case basis during project development. This will include the consideration of accessibility requirements and take account of the fact that the Transport Strategy defines taxis being used by people with access needs as essential traffic.

5.5 The treatment of motorcycles and mopeds in the Strategy

The Motorcycle Action Group, Motorcycle Industry Association, British Motorcyclists Federation and almost 250 individuals suggested the Transport Strategy should seek to encourage greater use of motorcycles and mopeds. Suggestions included providing more free on-street parking and giving motorcycles and mopeds equal priority to cycles.

Respondents also suggested that motorcycles and mopeds should be exempt from future access restrictions and road user charges, including emissions related charges.

No changes to the Strategy will be made in response to these comments, which are most relevant to Proposals 2, 11, 12, 14 and 29. However, further analysis on the current use and potential role for motorcycles and mopeds, both private and commercial, will be undertaken before implementing related proposals.

It is recognised that there is a role for motorcycles and mopeds

for certain journeys where a non-motorised or public transport alternative is not available. In these instances, travelling by motorcycle or moped is likely to have a lower impact on congestion and air pollution than using a private car. However, motorcycles and mopeds do still emit NOx and particulate matter and contribute to noise pollution.

There is likely to be limited potential for modal shift to motorcycles and mopeds from private cars, taxis and private hire vehicles. Actively encouraging travel by motorcycles and mopeds may also result in some shift away from walking, cycling and public transport (93% of commuter travel).

As with taxi access, exemptions from restrictions are best decided on a case-by-case basis during project development. Any exclusions to future road user or emissions-based charges will be considered during development of more detailed policy or future schemes.

5.6 Suggested removal of the Cycle Superhighway on Upper and Lower Thames Street

Over 500 people submitted template responses via the Unblock the Embankment website suggesting that the existing Cycle Superhighway on Upper and Lower Thames Street should be replaced by the Aldgate to Blackfriars route proposed in the Transport Strategy (Proposal 24). The template mirrored the formal Unblock the Embankment response. Members of the Unblock the Embankment campaign are the Licensed Taxi Drivers Association, Royal Jersey Laundry, Canary Wharf Group, the Confederation of Passenger Transport and the British Motorcycle Federation.

Proposal 24 outlines the proposed core cycle network for the Square

Mile, which builds on the existing cycle network in central London and aims to create a network of safe, attractive, and accessible cycle routes across the City. It also allows the existing east-west Cycle Superhighway to continue to provide a relatively quick route through the City while reducing potential conflicts with the very high volumes of people walking in the Square Mile.

Proposal 24 was supported by 78% of people who responded through our consultation website. It was also supported fully by 12 organisations and in part by 6 more; including the Federation of Small Businesses, City Property Association and St Paul's Cathedral School. 1,500 people also submitted template responses prepared by the Square Mile Cycling campaign, which expressed support for an enhanced Aldgate to Blackfriars route in addition to the existing Cycle Superhighway.

No changes to Proposal 24 will be made in response to the Unblock the Embankment request.

6 Outcome summaries

6 Outcome summaries

This section sets out the level of support and comments for each outcome by:

- Providing the overall level of support for each outcome, and the percentage of respondents who supported (scored 'support' or 'somewhat support') each proposal in the outcome
- Summarising the level of support and responses received from comments by outcome, along with our response to the comments and any changes proposed for the final Strategy

Appendix 2 provides a detailed report of the comments and our response for each proposal; the proposal list on each subsequent outcome sheet provides links to the corresponding proposal report.

6.1 Non outcome proposals

Proposal 1, 51, 52 and 54 sit outside of the ten outcomes; Proposal 1 provides the framework for the Strategy and Proposals 52 to 54 set out the Strategy's approach to delivery.

Proposal 1: Embed the Healthy Streets Approach in transport planning and delivery

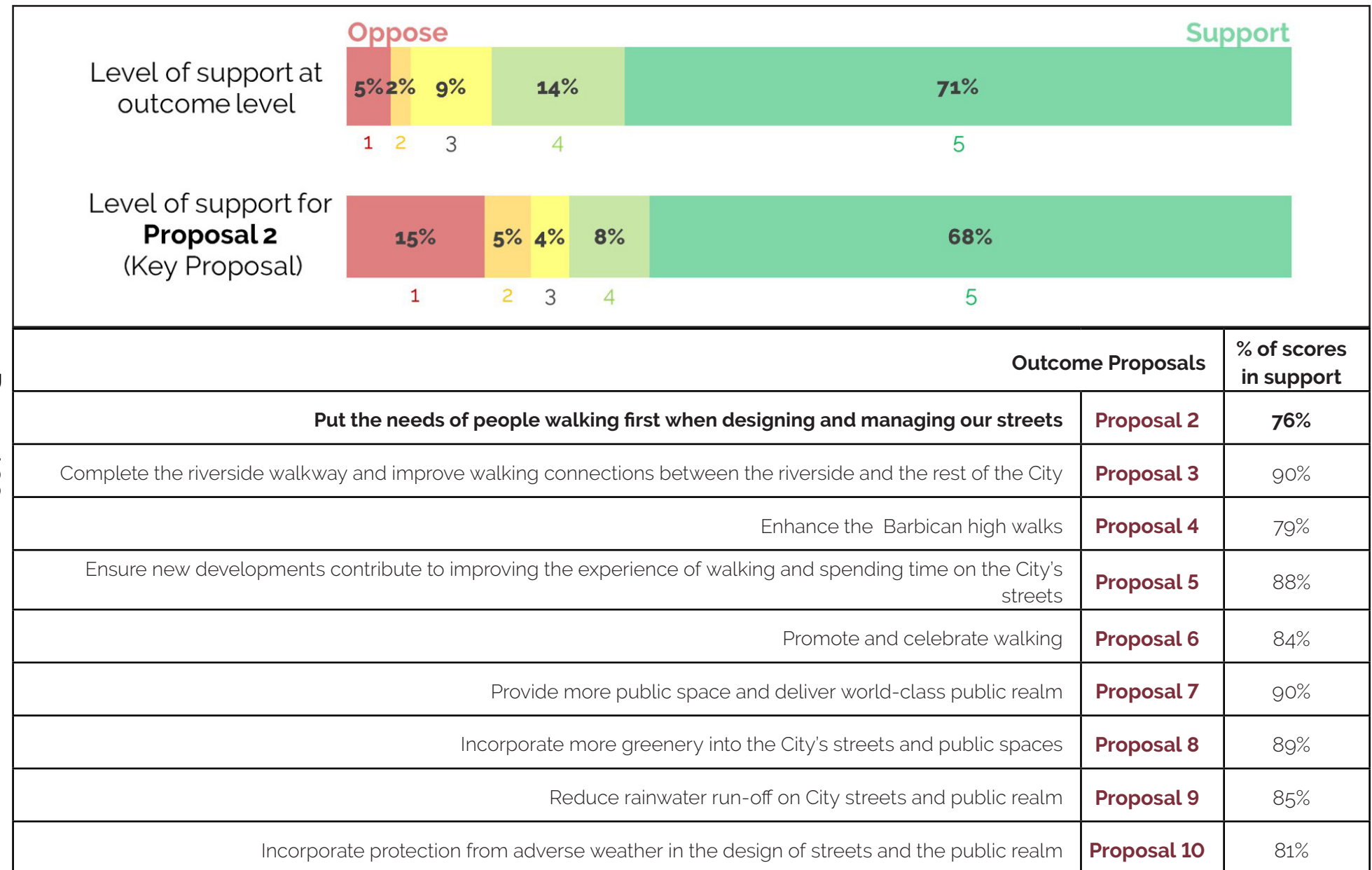
Of all scores, 82% 'supported' or 'somewhat supported' the proposal. Several comments suggested adding text regarding the benefits of walking and the importance of accessibility. The introduction to the proposal will be **updated** to highlight the links between the Healthy Streets Approach and accessibility.

Delivering the Strategy

The percentage of supportive scores for Proposals 52, 53 and 54 were all just under 80%. The following concerns and suggestions were made for the proposals:

- Proposal 52 received several comments requesting that we collaborate with neighbouring boroughs in order to understand the wider impacts of our plans. We will **update** the wording of the proposal to strengthen our commitment to collaboration and transparency.
- There were concerns and suggestions for Proposal 53 regarding improving data standardisation, usage, accessibility and protections. We will **change** the proposal to include reference to improving data standardisation and protection alongside improving public access to our data.

The Square Mile's streets are great places to walk and spend time



The Square Mile's streets are great places to walk and spend time

Comments summary

The key proposal, Proposal 2, received broad support from both individuals and organisations. Reasons for supporting the proposals included that it would encourage people to walk more and make the Square Mile a more welcoming place.

It also received a number of comments that supported the proposal but asked for it to be more ambitious in its pace of delivery or in the number of pedestrian priority streets..

The main areas of concern were regarding the potential impact on vehicle access (particularly for disabled people who require the use of motor vehicles) and whether the proposal would increase congestion, which in turn would impact air quality. These concerns were also raised for Proposal 7, but to a lesser extent.

Notable concerns and suggestions for other proposals included:

- Suggesting the riverside walkway is opened to people cycling (Proposal 3)
- Concerns over both the privatisation of public space (Proposal 5) and 'activating' the public realm when providing more public space (Proposal 7)
- Suggestions to use local fauna and sustainable planting when incorporating more greenery (Proposal 8) and to re-use water run-off and rainwater (Proposal 9)

In addition, there was a mixed response to Proposal 5 on the extent to which new developments should contribute to improving the experience of walking and spending time on the City's streets. Some comments requested new developments are only approved when they provide adequate space, while several business organisations

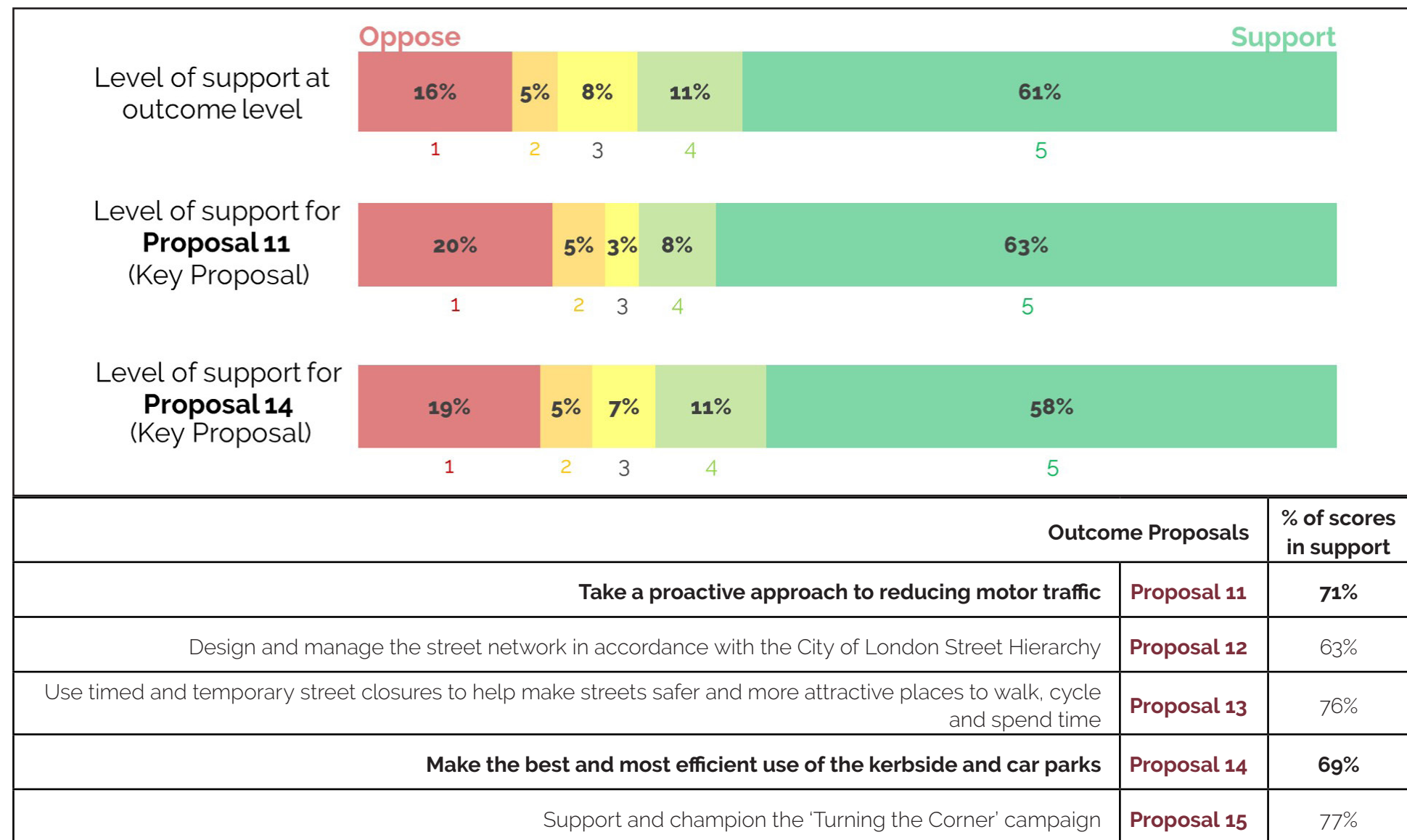
requested a flexible approach to applying this proposal. A comment was also made to consider the impact of public realm and transport changes on heritage assets (Proposal 7).

Summary responses and changes

Access for vehicles and the impact of street changes on congestion and pollution were recurring themes across the Strategy consultation (see page 14). Proposal 2 will be **updated** to make clearer the requirement to maintain appropriate vehicle access and to highlight that access requirements will be assessed as part of the project development process. Minor wording changes will also be **made** to Proposal 7, in response to concerns over activating the public realm and protecting the setting of our heritage assets.

No other changes will be made in response to the other suggestions and concerns. Proposal 5 already sets out that public access across private land will be maintained, and Proposal 9 sets out that rainwater run-off is minimised. The use of local fauna and sustainable planting will be set out in the updated Public Realm Supplementary Planning Document, and the type and scale of public realm and space for people walking by new developments will be addressed through the planning application process. We do not propose to allow cycle access to the riverside walkway as it has been designed as a relaxing walking route and people cycling have an alternative, parallel route on Upper and Lower Thames Street.

Street space is used more efficiently and effectively



Street space is used more efficiently and effectively

Comments summary

The key proposals, Proposal 11 and 14, received a mixture of comments. Supportive comments from individuals and organisations included that the proposals will help improve road safety and encourage people to walk and cycle.

Proposal 11 in particular received a significant number of comments stating support for the proposal but also requesting it went further by either delivering at a faster pace, reducing the number of certain types of vehicle or removing on-street parking spaces. A large number of comments were also received suggesting the proposal should seek to encourage greater use of motorcycles and mopeds. Concerns over the impact of the proposal on vehicle access were also raised.

Some respondents asked for Proposal 14 to go further by removing all on-street parking or to deliver the proposal faster. There were a number of comments opposing the proposal because of a specific measure. Most of the opposition was related to powered two wheelers; either regarding the potential reduction in on-street parking or the potential introduction of variable charging by size and emissions. Comments were also received from organisations expressing opposition to the potential reduction in the maximum loading period for freight vehicles.

Notable suggestions and concerns for other proposals included:

- Requests for access for particular vehicles and location specific changes, including a Healthy Streets Plan covering Fleet Street (Proposal 12)
- Requests to go further by asking for street closures or car free days to be made permanent or to be more frequent (Proposal 13)

- Concerns that the behaviour of people walking and cycling needs to change if the 'Turning the Corner' campaign is successful (Proposal 15)

Summary responses and changes

The treatment of motorcycles and mopeds was a recurring theme across the Strategy consultation (see page 16), as were concerns over access impacts (see page 14). Proposal 14 will be **updated** to make it clearer that no changes will be made to the use of the kerbside without adequate assessment of current use and potential impact and engagement with users and stakeholders. This will include further analysis of powered two wheelers and their current and potential use.

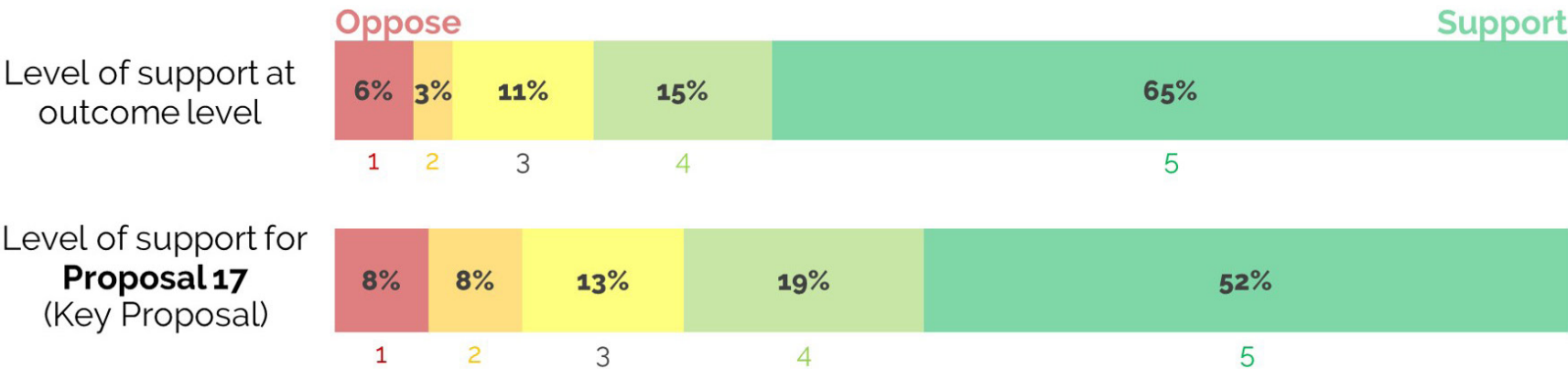
Reflecting the requests for a more ambitious target for Proposal 11, the aim of a 25% reduction in motor traffic by 2030 will be **updated** to a minimum aspiration. However, the rate at which traffic volumes can be reduced is largely dependent on actions by the Mayor of London and Transport for London and it is difficult to commit faster timescales.

Due to the major projects proposed in the area, Proposal 12 will be **updated** to include a Healthy Streets Plan for the Temple and Fleet Street area.

No changes will be made to Proposal 13 and 15. It is likely that these type of street closure events will become more regular, frequent and cover larger areas over the lifetime of the Strategy. If the 'Turning the Corner' campaign is successful, we will work in partnership with City of London Police to engage and educate and, where necessary, enforce the new legislation.

The Square Mile is accessible to all

Page 192



Outcome Proposals		% of scores in support
Develop and apply the City of London Accessibility Standard	Proposal 16	73%
Keep pavements free of obstructions	Proposal 17	71%
Keep pedestrian crossings clear of vehicles	Proposal 18	84%
Support and champion accessibility improvements to Underground stations	Proposal 19	87%

The Square Mile is accessible to all

Comments summary

Most of these comments for the key proposal, Proposal 17, either supported the proposal or raised concerns over delivering the clear pavement policy. The main concern was that the management of outside drinking and seating would prevent people spending time outdoors and result in a 'sterile' environment. Other concerns for this proposal included undermining dockless cycle schemes or the impact of removing A boards on small businesses.

Proposal 18 received requests to go further to include all locations with dropped kerbs to be kept clear of obstructions rather than just formal crossings, and to allow both civil and police enforcement if the campaign for new legislation to prevent blocking on crossings is successful.

Summary responses and changes

No changes will be made to Proposal 17 as this proposal seeks to manage rather than ban or unduly restrict outdoor drinking and seating, in line with existing licensing policies. We recognise that eating and drinking outside, especially in summer months, is an important part of the City's culture. However, in places this can result in access or safety issues due to pavement crowding.

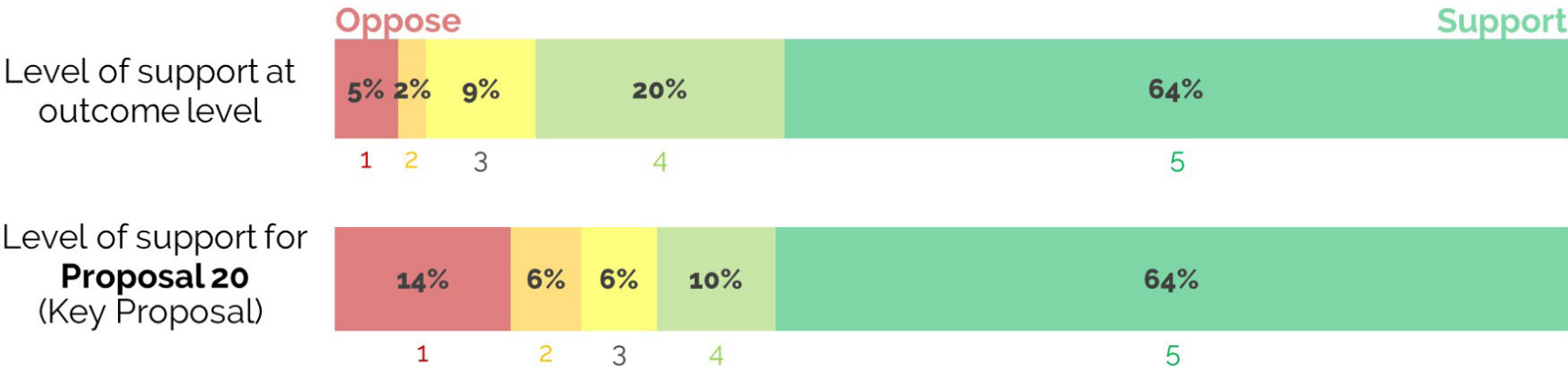
We will **update** the wording of Proposal 18 to highlight that City of London Police should also be allowed to enforce obstruction of crossings if new legislation is introduced. However, changes will not be made to incorporate all dropped kerbs into the Proposal as parking across a dropped kerb is already classed as an obstruction and can result in a penalty charge notice.

Proposal 19 will be **updated** to remove reference to the forthcoming

Transport for London programme as Transport for London have been unable to provide a timetable for delivering step-free upgrades at stations across Central London.

People using our streets and public spaces are safe and feel safe

Page 194



Outcome Proposals		% of scores in support
Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero	Proposal 20	74%
Work with the City of London Police to reduce crime and fear of crime	Proposal 21	91%
Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets	Proposal 22	84%
Improve the quality and functionality of street lighting	Proposal 23	86%

People using our streets and public spaces are safe and feel safe

Comments summary

The key proposal, Proposal 20, received strong supportive comments from both individuals and organisations. These comments referred to supporting a 15mph speed limit, encouraging safer road user behaviours and the need for strong enforcement of speed. There were also comments opposing the 15mph speed limit, noting that this was too slow a speed and may result in increased congestion and vehicle emissions.

Notable suggestions and concerns for other proposals included:

- Suggestions to install motorcycle ground anchors or other additional security features at all parking motorcycle sites rather than as a trial (Proposal 21)
- Requests to include more police officers patrolling on bicycles (Proposal 21)
- Concerns regarding the level of light pollution at night and the need for warm lighting and use of LEDs (Proposal 23)

Summary responses and changes

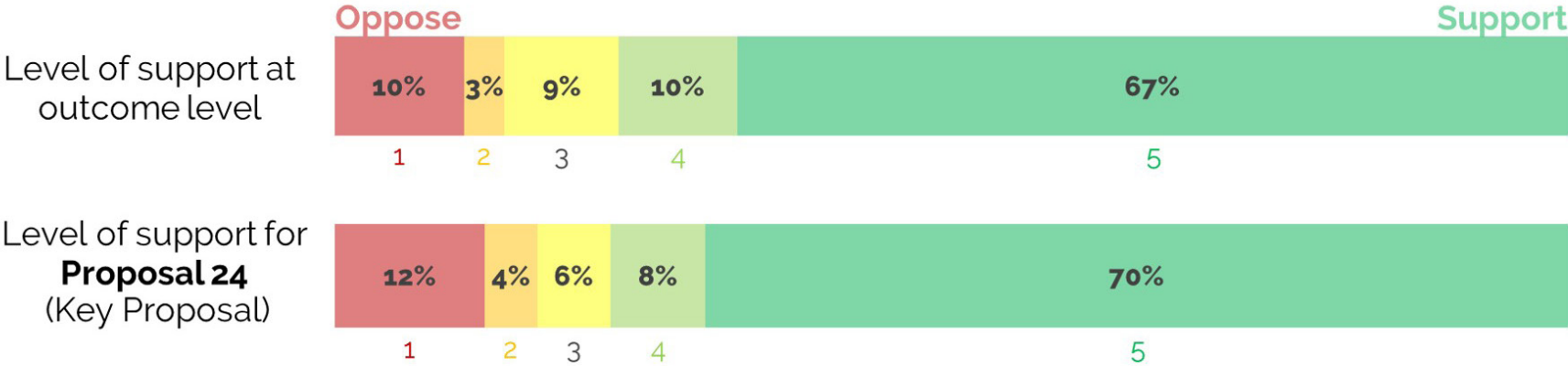
In response to the opposition of the 15mph speed limit in Proposal 20, we understand that there are concerns relating to the impact and suitability of this lower speed limit. However, safer speeds is a core component of the safe systems approach to reducing road danger. We do not expect the 15mph speed limit to have a significant impact on air quality or congestion, particularly as it will be delivered alongside measures to reduce vehicle numbers and emissions. All impacts of the limit, including increased journey times and specific impacts to motorcyclists will be considered as part of scheme development.

The consideration of motorcycle ground anchors and additional security measures are currently being explored by the City Police. The concerns regarding light pollution and requests for warm lighting are reflected in the City of London Lighting Strategy.

No changes will be made to the proposals in this outcome.

More people choose to cycle in the City

Page 196



Outcome Proposals		% of scores in support
Apply a minimum cycling level of service to all streets	Proposal 24	78%
Increase the amount of cycle parking in the City	Proposal 25	80%
Ensure new developments contribute to improving the experience of cycling in the City	Proposal 26	79%
Promote and celebrate cycling	Proposal 27	75%
Improve cycle hire in the City	Proposal 28	73%

More people choose to cycle in the City

Comments summary

Most of the comments for the key proposal, Proposal 24, either supported or raised concerns over delivering more cycling infrastructure in the City and the pace of that delivery. Main concerns included the impacts of allocating more street space for cycling, conflicts between modes and particularly in regard to shared space and contraflow lanes, and the behaviours of some people cycling and driving in the City. Comments referring to the pace of delivery largely requested faster completion of the network.

The template responses from Unblock the Embankment and Square Mile Cycling campaign requested changes to Proposal 24. Unblock the Embankment requested that the existing Cycle Superhighway on Upper and Lower Thames Street should be replaced by an alternate route. Square Mile Cycling campaign expressed support for the proposed routes in addition to the existing Cycle Superhighway.

Notable suggestions and concerns for other proposals included:

- Requests to go further and quicker and include improving security and monitoring of existing and new public cycle parking, designing and retrofitting parking for non-standard cycles, increasing the amount of parking outside stations, and using more innovative parking solutions (Proposal 25)
- Requests to go further in improving cycle parking conditions and capacities in new developments (Proposal 26)
- Requests to encourage more action from businesses on supporting cycling in the City (Proposal 27)

Summary responses and changes

Reflecting the requests to accelerate the delivery of the core cycling network, the Strategy will be **updated** to bring forward the delivery of the Bishopsgate to Bank Junction and CS1 to Monument sections of the core network to 2025 and the entire network by 2035. There will also be other minor **updates** to Proposal 24 to reflect requests including incorporating best practice from the Dutch CROW guidance and improving wayfinding at eye level.

The request from Unblock the Embankment in relation to the change to the Cycle Superhighway have been addressed in the recurring comment theme section (Page 17).

Proposal 25 will be **updated** to bring forward the delivery date of the Cycle Parking Delivery Plan to 2020 and include working with Network Rail to review parking at stations, identifying opportunities to retrofit existing cycle parking for non-standard cycles and strengthening wording around using innovative parking solutions.

Proposal 26 will be **updated** to strengthen wording around the provision of parking facilities are that suitable for non-standard cycles and to add a statement encouraging new developments to ensure that cycle parking locations in new developments minimises potential negative interactions between people walking and cycling, particularly on pavements.

There will be a minor change to Proposal 27 to **strengthen** our intention to work with businesses and heritage and culture institutions to support their efforts to encourage more cycling. No changes will be made to Proposal 28.

The Square Mile's air and streets are cleaner and quieter



The Square Mile's air and streets are cleaner and quieter

Comments summary

The key proposal, Proposal 29, received a significant number of supportive comments from both individuals and organisations. Many of the comments asked for it to go further than the two local Zero Emission Zones for the City Cluster and Barbican and Golden Lane. Concerns about this proposal were predominately around the need to manage implementation timescales for the Zero Emission Zones with a realistic approach to access issues for residents and restrictions that reflect the availability of zero emission capable vehicles, particularly for freight.

Notable suggestions and concerns for other proposals included:

- Requests to ensure that charging points prioritise particular user groups, including blue badge holders, taxis and freight vehicles (Proposal 30).
- Requests to tackle pollution emitted by buses (Proposal 31)
- Suggestions that support should be offered for small businesses switching to non-motor vehicles e.g. cargo bikes (Proposal 32)
- Requests to go further by setting an early target date for making the City's own vehicle fleet zero emissions, the fleet should include more cargo bikes and that an overall reduction in fleet vehicles should be part of the policy (Proposal 33)
- Concerns that reducing the level of noise from motor vehicles could be a safety risk if people can't hear them (Proposal 34)

Summary responses and changes

No changes will be made to Proposal 29 as a result of consultation comments. The need to consider phasing for vehicle class/type and

possible exemptions for certain users is reflected in the proposal and will be considered during the development of local Zero Emission Zones. Residents, businesses, the freight industry and other street users will be engaged as part of this process.

Proposal 30 will be **updated** to include a commitment to produce an Electric Vehicle Charging Action Plan in 2019, which will include the consideration of all user groups to identify how many additional charging points are required up to 2022.

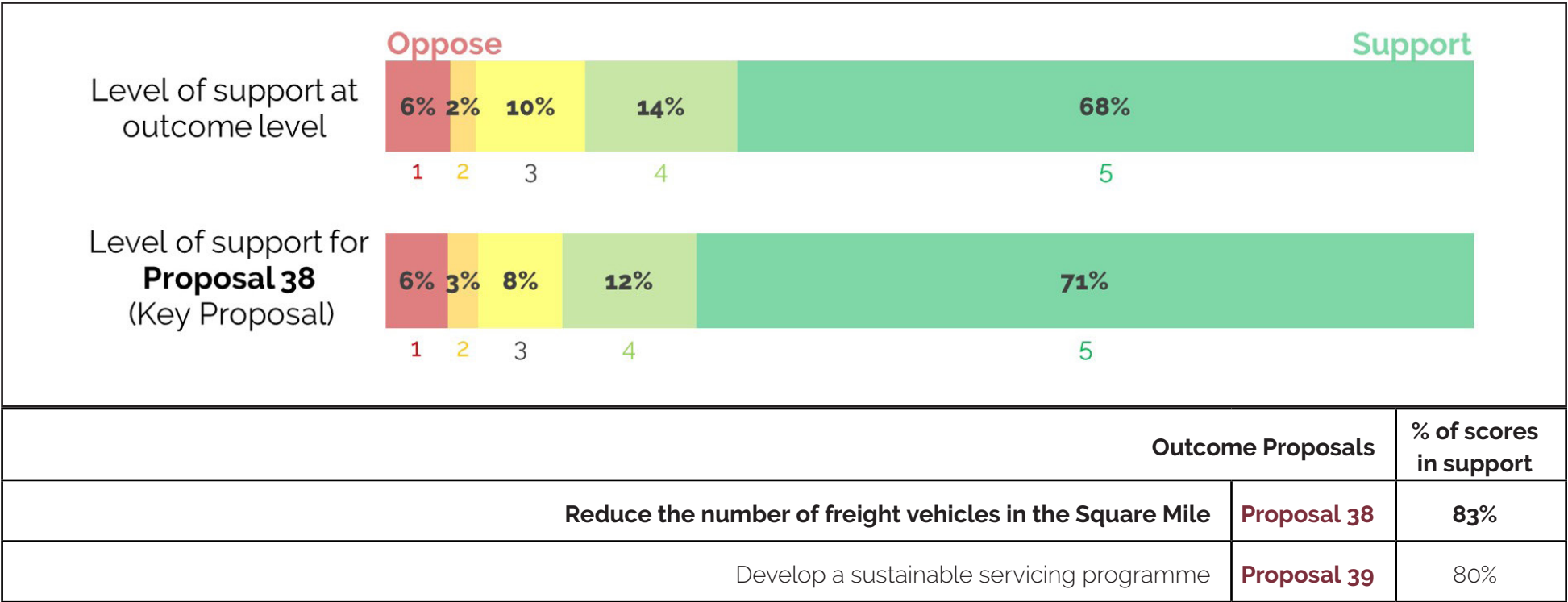
There will be a minor **update** to Proposal 31 to reflect the Transport for London timetable and include a longer-term target for all buses to be zero emission (electric or hydrogen) by 2030.

Proposal 32 will be **updated** to include supporting businesses to switch to non-motor vehicles as well as zero emission capable vehicles.

No changes will be made to the other proposals. The new City Corporation policy on fleet procurement requires zero emission capable vehicles to be considered first when the replacement or retrofitting of a vehicle is required. The policy also includes 'no-replacement' as first principle in decision making, aiming for a net reduction in the City Corporation's vehicle fleet. The need to understand potential safety impacts of quieter electric vehicles is already included in Proposal 20.

Delivery and servicing needs are met more efficiently, and impacts are minimised

Page 200



Delivery and servicing needs are met more efficiently, and impacts are minimised

Comments summary

The key proposal, Proposal 38, received very strong support from individuals and good support from organisations. Opposition to this proposal was predominantly from organisations that were concerned that not all types of delivery are suitable for retiming or consolidation.

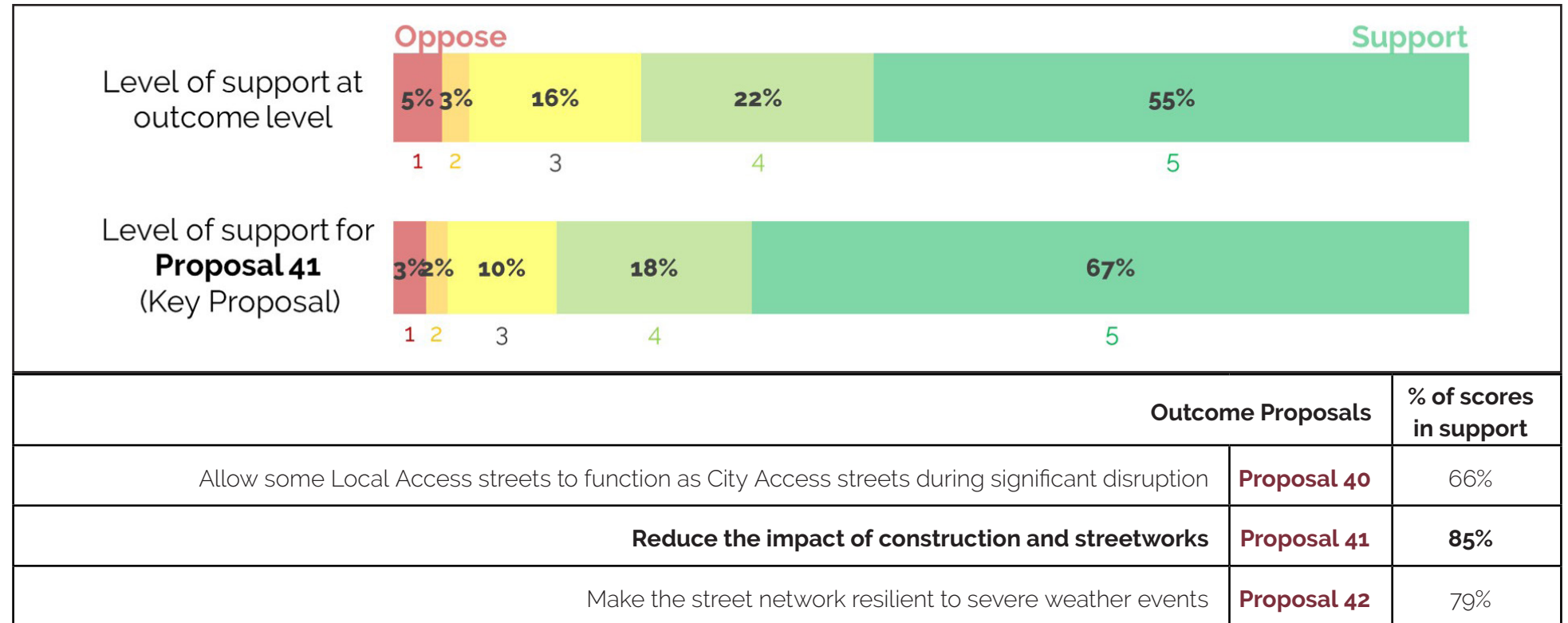
Proposal 39 received some concerns that developing a sustainable servicing programme would limit consumer choice for City occupiers.

Summary responses and changes

Proposal 38 will be **updated** to clarify that the proposed actions do not uniformly apply to all types of deliveries.

No changes will be made to Proposal 38 as the programme will work with the servicing industry to provide infrastructure and policies to encourage efficient operations with smaller fleet requirements and will not limit choice for occupiers.

Our street network is resilient to changing circumstances



Our street network is resilient to changing circumstances

Comments summary

Comments on the key proposal, Proposal 41, included requests for higher penalties for overrunning streetworks and for better notification of diversion routes, including for people walking, cycling and using buses. Respondents also highlighted the need to protect residents from night time work noise. Some comments were made regarding the hierarchy for traffic management plans, in particular that taxis and freight should be given higher priority.

Notable concerns and suggestions for other proposals included:

- A request for more notice when there are changes to street functionalities during disruption, and that allowing Local Access streets to function as City Access streets should only be done in extreme circumstances (Proposal 40)
- Suggestions that walking routes should be a higher priority than roads for gritting in winter and that more use of greenery to manage climate change and severe weather events should be considered (Proposal 42)

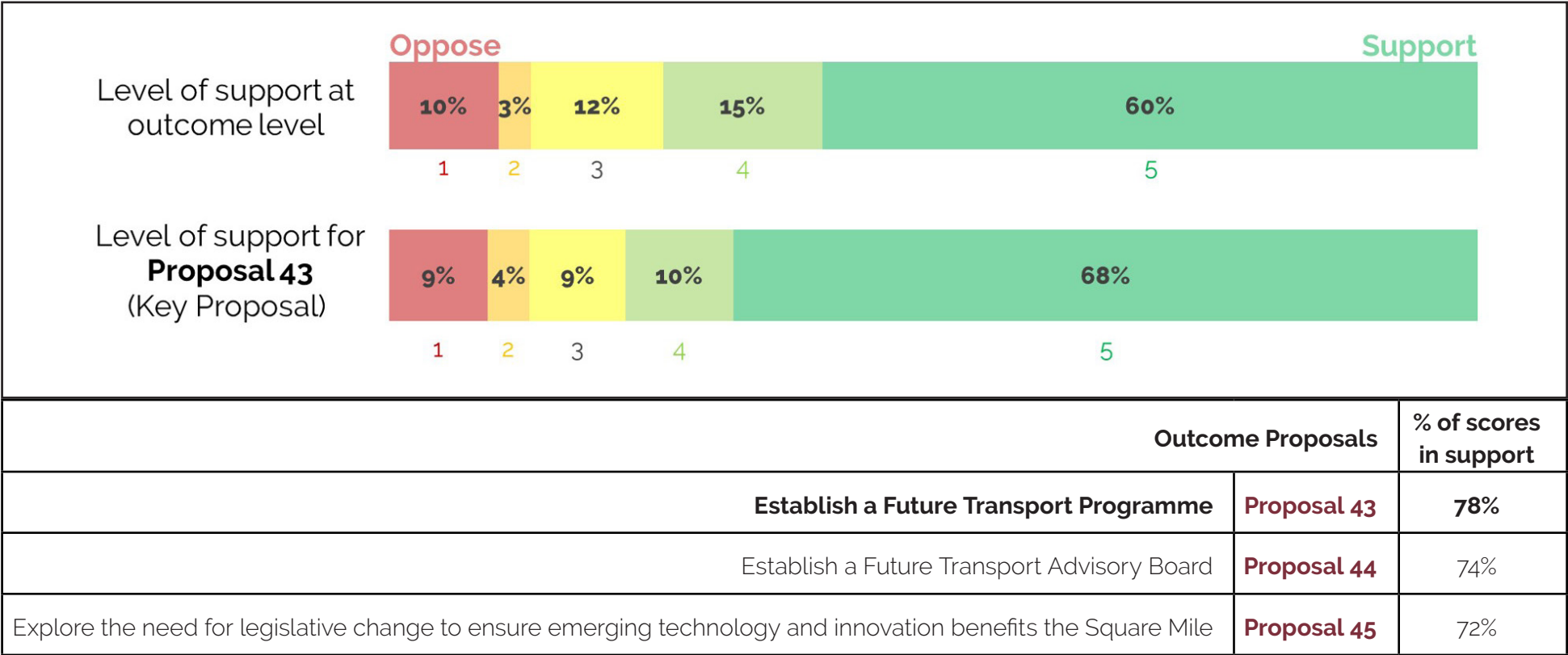
Summary responses and changes

Proposal 41 will be **amended** to consider taxi access alongside buses and include essential freight vehicles.

No changes will be made to Proposal 40 and 42. It is intended that temporary opening of Local Access streets will only be undertaken in extreme circumstances for traffic management purposes. Incorporating more greenery into the City's streets and public spaces is included in Proposal 8.

Emerging transport technologies benefit the Square Mile

Page 204



Emerging transport technologies benefit the Square Mile

Comments summary

Most of the comments for the key proposal, Proposal 43, either supported or raised concerns over the delivery of the Future Transport Programme. Main requests regarding the delivery of the Programme included working with additional partners such as other local governments, looking internationally for best practice, launching the Programme sooner and committing to more trials and strategies, and ensuring more citizen participation. Main concerns included the potential to exclude disabled people, vested interests and conflicts of interest arising when working with industry partners and the perceived 'vagueness' of the Programme.

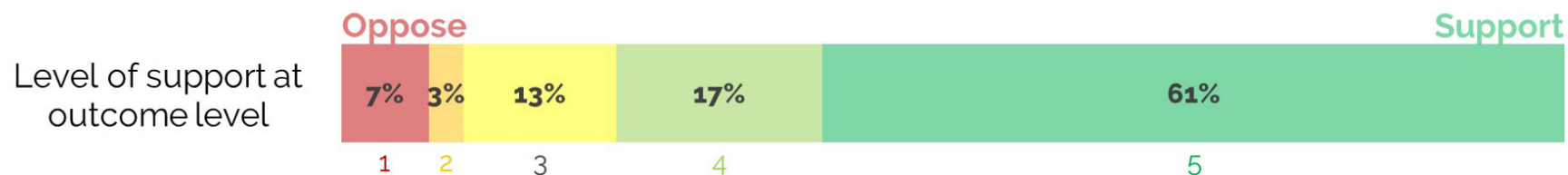
Notable suggestions and concerns for other proposals included the need to ensure that the Future Transport Advisory Board in Proposal 44 was more representative of users and other groups.

Summary responses and changes

Proposal 43 will be **updated** to include an additional requirement for transport innovators to ensure that needs of disabled people are accommodated in emerging technologies, for a Future Transport Action Plan to be published in 2020, and for user groups and members of the public to be engaged when developing the Action Plan.

Proposal 44 will be **updated** to ensure board membership is representative of other users and groups.

The Square Mile benefits from better transport connections



Outcome Proposals		% of scores in support
Support and champion better national and international connections to the Square Mile	Proposal 46	63%
Support and champion improved connections to the Square Mile from Greater London and the surrounding region	Proposal 47	83%
Support the increased use of the Thames for passenger services	Proposal 48	86%
Review bus provision across the City	Proposal 49	84%
Support the Mayor of London in retaining locally-generating taxation	Proposal 50	69%
Encourage continued Government investment in major London transport projects	Proposal 51	79%

The Square Mile benefits from better transport connections

Comments summary

There are no key proposals under this outcome.

Notable suggestions and concerns for proposals included:

- Opposition to a third runway at Heathrow Airport (Proposal 46)
- Concerns around the impacts of night-time running of public transport in the City (Proposal 47)
- Requests to improve fuel standards and emissions for passenger riverboat services and overall passenger pier accessibility (Proposal 48)
- General accessibility and frequency concerns regarding Transport for London's proposed bus service rationalisation (Proposal 49)

Summary responses and changes

No changes will be made to Proposal 46. Faced with the twin challenges of Brexit and escalating demand, the expansion of London's airport capacity is vital. A London better connected with the rest of the world will benefit both the capital and the rest of the UK. We therefore welcome the government's support for a third runway at Heathrow Airport, which will enhance trade and business links with international partners.

Proposal 47 will be **updated** to strengthen wording around avoiding night-time impacts.

Proposal 48 will be **updated** to commit to working with river passenger service operators to ensure that their fleets meet Port of London Authority air quality standards and minimise impact on water quality and to improving overall pier accessibility

No changes will be made to Proposal 49, however, the City Corporation will continue to work with Transport for London to ensure bus services remain frequent and routed in response to demand and need.

Appendices

Appendix 1: Organisation respondents

The following organisations responded to the consultation, grouped by organisation type.

Transport

- Bike Taxi Ltd
- Citymapper Ltd
- Gett UK
- Port of London Authority
- Port of Tilbury London Ltd
- Transport for London
- RailFuture

Think Tanks/Academics

- Centre for London
- Freight Traffic Control 2050 Project (FTC 2050)

Local/National Government Bodies

- Cross River Partnership
- Historic England

Businesses

- A1X Ltd
- AWT Investments Ltd
- Flit Technologies Ltd
- FXpansion Audio UK Ltd
- John Lewis
- La Fromagerie Ltd
- Royal Mail
- Salix Finance
- SYSTRA Ltd
- Ten4 Design Ltd
- TheTin Ltd
- UPS

Landowners

- ARUP/DPg on behalf of British Land
- Landsec

Local Groups

- Barbican Association
- Blackheath Ramblers
- City of London Access Group
- Lancefield Street Residents
- The Heron, Moor Lane Residents Committee
- Inner London Ramblers
- Saint Paul's Cathedral School

Trade Associations/Business Groups

- Brewery Logistics Group
- Chancery Lane Association
- City Property Association
- City Property Association NextGen Steering Group
- Confederation of Passenger Transport
- Federation of Small Businesses
- Freight Transport Association
- Licensed Taxi Drivers' Association
- London Tourist Coach Operators Association
- RMT London Taxi Drivers' Branch
- Road Haulage Association
- Society of Motor Manufacturers and Traders
- Smithfield Market Tenants' Association
- Tideway
- The Aldgate Partnership

Campaign Organisations

- Alliance of British Drivers
- Brake
- British Motorcyclists Federation
- IAM Roadsmart
- Living Streets'
- London Cycling Campaign
- London Living Streets'
- Motorcycle Action Group
- Motorcycle Industry Association
- Road Peace
- Sustrans
- Stop Killing Cyclists
- Unblock the Embankment
- Westminster Living Streets
- Wheels for Wellbeing

Appendix 2: Travel behaviour comparisons across engagement surveys

The following tables compare the travel behaviour of individual respondents across all three engagement surveys. More than one answer could be selected by respondents when answering their reasons for travelling to/through the City and their mode of travel.

Table A: Comparison of reasons respondents travelled to/through the City across all three surveys

	Phase 1	Phase 2	Phase 3
Work in the City	56%	54%	61%
Travel through the City	48%	53%	56%
Visit the City for leisure	45%	54%	60%
Visit the City for business	30%	32%	39%
Live in the City	12%	17%	22%
Drive professionally in the City	8%	10%	10%
Visit the City for study	No data	No data	9%

Table B: Comparison of modes used to commute to/from and around the City across all three surveys

	To/from the City				Around the City		
	Phase 1	Phase 2	Phase 3		Phase 1	Phase 2	Phase 3
Van/lorry	1%	1%	1%		1%	0%	1%
River	1%	8%	6%		0%	0%	0%
Motorcycle/moped	3%	3%	21%		3%	2%	17%
Private Hire	4%	14%	17%		7%	14%	11%
Car	5%	8%	19%		7%	7%	10%
Taxi	10%	22%	34%		14%	24%	26%
Bus	22%	47%	49%		37%	50%	39%
Cycle	31%	62%	59%		38%	57%	55%
Foot	35%	67%	63%		77%	81%	81%
Rail/underground	52%	76%	70%		49%	63%	47%

Appendix 3: Detailed comments and response by proposal

This appendix provides details of the comments received from individuals and organisations, set out proposal by proposal.

Each proposal has a summary page, which presents;

- the number of responses received
- the proposal's average score
- the proportion of scores that each proposal received
- the average scores by reason for travelling to/in the City
- the average scores by mode of travel within the City
- the average scores by sex, level of mobility and age

Responses are then structured by comments that gave general support or opposition but made no specific suggestions or requests for changes, followed by specific comments or suggestions organised by group or theme. The response to specific concerns and suggestions are also included alongside details of any changes made.

Proposal 1

Embed the Healthy Streets Approach in transport planning and delivery

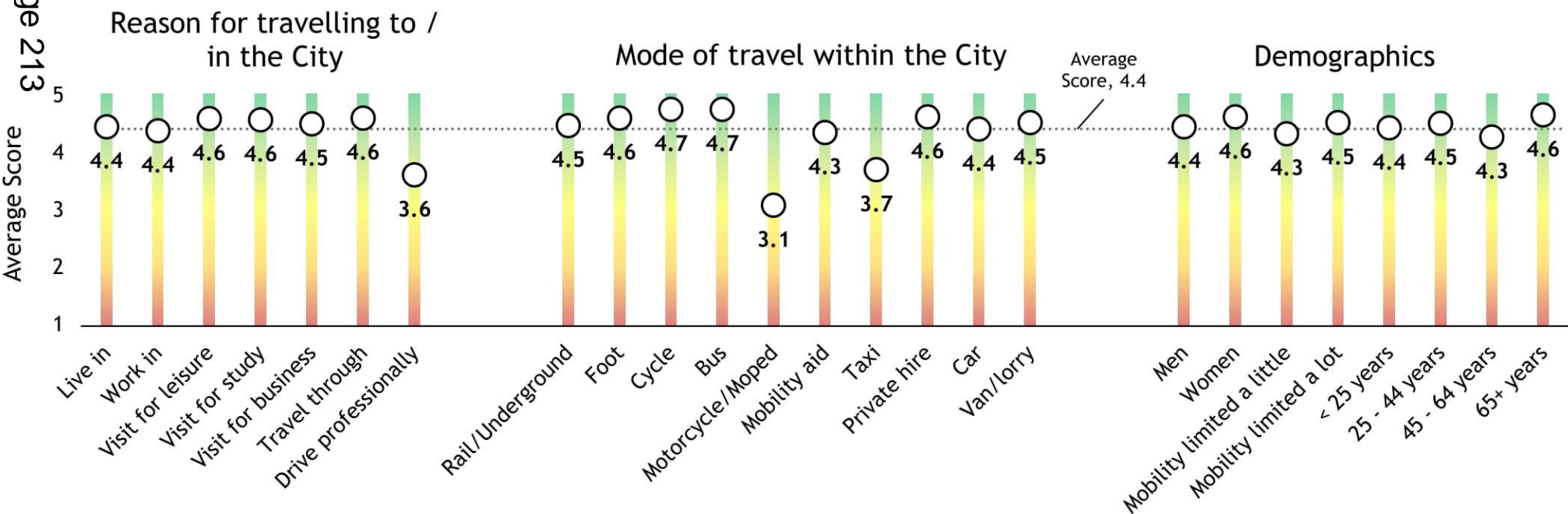
Website scores

239 Responses

4.4 Average score



Page 213



Proposal 1: Embed the Healthy Streets Approach in transport planning and delivery

General expressions of support

13 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions or requests for changes:

- A1X Ltd
- Bike Taxi Ltd
- Flit Technologies Ltd
- Ramblers Inner London
- The Aldgate Partnership
- The Heron, Moor Lane Residents Committee
- The Tin Ltd
- Wheels for Wellbeing

General expressions of opposition

The Alliance of British Drivers expressed general opposition to this proposal.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Support the proposal but request to go further (3 comments)	<p>Brake and Sustrans both suggested that schemes should only be implemented that do not score zero on any critical metrics.</p> <p>Living Streets suggested the proposal should be expanded to ensure that either the Healthy Streets Check for Designers or the Healthy Streets survey is used to assess the impact of new developments in the City of all size or perceived impact on the streets.</p>	<p>We will always aim to design and deliver projects without any zero scores, however this may not always be feasible. Blanket application of a 'no zeros' approach may prevent schemes that still deliver significant benefits from going ahead, for example projects that introduce timed access restrictions but don't change street layout. Using the Healthy Streets Check as outlined in the proposal will require any zero scores to be explained as part of the decision making and consultation process.</p> <p>The request to assess all new developments using the Healthy Streets Check has been noted and has</p>

		been passed on as a comment to the consultation on the City Corporation's draft Local Plan.
Requests for changes to the proposal text or wording (2 comments)	<p>Transport for London suggested highlighting the benefits of walking within the text on this proposal.</p> <p>The City Property Association raised a concern that there was no specific statement on accessibility within this proposal.</p>	<p>Enabling and encouraging more people to walk is only one aspect of the Healthy Streets Approach and it is not considered necessary to single out benefits as part of this proposal.</p> <p>Accessibility is captured under several Healthy Streets indicators. The introduction to this proposal will be updated to highlight the links between the Healthy Streets Approach and accessibility.</p>
Other comments (3 comments)	<p>The Barbican Association raised a concern regarding the indicator 'things to see and do', and that a lot of the issues the City has is because there are so many attractors and destinations within the City.</p> <p>Flit Technologies Ltd raised a concern that a blanket approach of the proposal may stifle the need for dynamic deliveries.</p> <p>The Motorcycle Industry Association suggested that low and zero emission Powered Light Vehicles and the contribution they can make to wider goals should be included in the proposal.</p>	<p>The 'things to see and do' indicator covers all aspects of what makes a street an interesting and engaging place, including small scale interventions. Delivering improvements against this indicator does not necessarily mean creating new attractions.</p> <p>Applying the Healthy Streets Approach is not expected to prevent dynamic deliveries.</p> <p>Access needs for all users and vehicles, including delivery vehicles and powered light vehicles, will be assessed on a case-by-case basis as part of project development.</p>

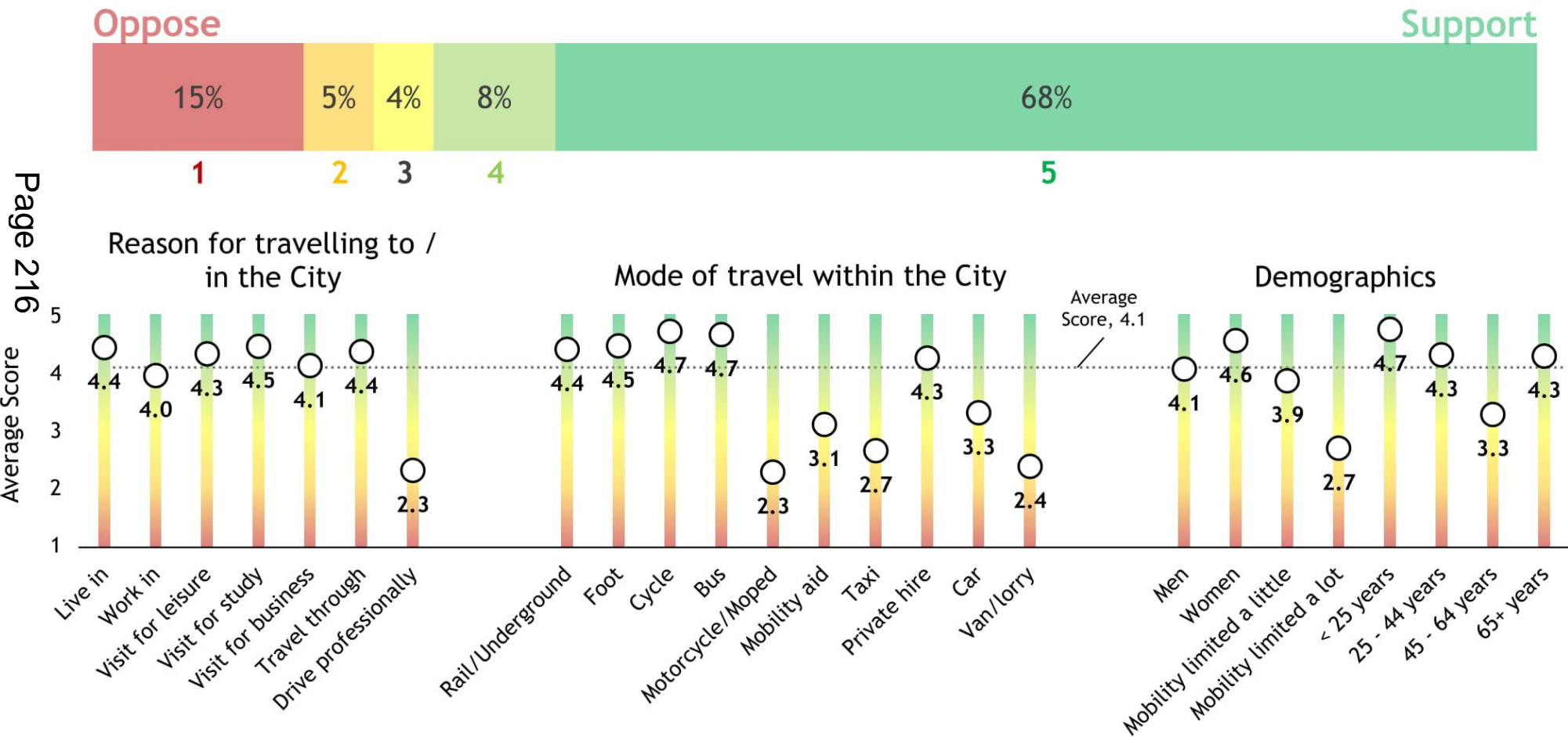
Proposal 2

Put the needs of people walking first when designing and managing our streets.

Website scores

2356 Responses

4.1 Average score



Proposal 2: Put the needs of people walking first when designing and managing our streets

General expressions of support

355 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- Ramblers (both Blackheath and Inner London groups)
- Brake
- Centre for London
- City Property Association Next Generation Steering Group
- City of London Access Group
- Cross River Partnership
- FXpansion Audio UK Ltd
- La Fromagerie Ltd
- Living Streets (London and Westminster groups)
- RailFuture
- Roadpeace
- Salix Finance
- Stop Killing Cyclists
- Ten4 Design
- The Aldgate Partnership
- The Heron, Moor Lane Residents Committee
- The Tin Ltd
- Wheels for Wellbeing

Some respondents expressed support for specific measures, including pedestrian priority, diagonal crossings, pedestrianised routes, pavement widening and shorter waits at pedestrian crossings. Other respondents expressed support for the proposal because it would:

- Help alleviate crowded pavements
- Support good health for workers and economic outcomes for businesses
- Focus on a human-centred approach to transport infrastructure
- Improve the Square Mile as a place to live, work or both
- Help to reduce pollution
- Help to encourage people to walk or walk more
- Reflect the needs of the majority of users of the City's streets.

General expressions of opposition

84 people and the **Alliance of British Drivers**, **Brewery Logistics Group** and **Smithfield Market Tenants' Association** expressed opposition for this proposal. These organisations stated that all road users should be considered equally and people walking should not be prioritised over other street users.

Some respondents highlighted particular reasons for opposing the proposal including:

- People walking already have sufficient space
- Improving conditions for people walking and providing them with greater priority is not necessary
- People walking should not be prioritised over other street users or to the extent that all other transport users are excluded
- Motor vehicles should be prioritised

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Concerns over vehicle access and impacts (191 comments)	<p>Comments in this group raised concerns regarding possible negative impacts of delivering the proposal. Nearly half of comments (80) raised concerns that the delivery of the proposal would reduce vehicle access for certain people, specific modes or to buildings.</p> <p>Of these comments, 33 raised concerns about access for disabled people who need to travel by motor vehicle. The Barbican Association, City of London Access Group and Gett UK were also concerned or wanted assurance that the proposal would not negatively impact on disabled people who need to travel by motor vehicle. The remainder (47), also raised concerns regarding the needs of or providing access for/to the following;</p> <ul style="list-style-type: none"> • Emergency vehicles • Delivery and servicing vehicles (also stated by the Brewery Logistics Group and John Lewis) 	<p>Vehicle access was a key theme from the consultation on the Strategy. Our overall response to this can be seen in Section Five of the report (page 15).</p> <p>We recognise the concerns about vehicle access, and in particular, access needs of disabled people and deliveries. As set out in the Strategy, the principle of pedestrian priority streets is to provide greater priority to people walking, whilst in most instances, still allowing access for vehicles. The proposal will be updated to make this clearer.</p> <p>We note the concerns that the proposal could negatively impact traffic dispersion, congestion or pollution. As set out in the proposal, it is accepted that delivering priority to people walking we may result in</p>

	<ul style="list-style-type: none"> • Buses • To developments • Taxis (also stated by Gett UK) • Motorcycles and mopeds (also stated by Motorcycle Action Group) • Cycles, including cycle couriers and cargo cycles (also stated by Bike Taxi Ltd) • All vehicles/non-walking modes <p>The London Tourist Coach Operators Association requested consideration of the needs of coaches and the people they carry.</p> <p>67 comments raised concerns pedestrian priority streets or improvements to pedestrian crossings would result in:</p> <ul style="list-style-type: none"> • Traffic dispersion • Congestion or delay to other road users (also stated by Flit Technologies Ltd and Gett UK) • Pollution as a result of congestion • Negative impacts on local businesses 	<p>delays or reduced capacity for other street users. Impacts will be assessed and mitigated as far as possible during project development.</p> <p>Other proposals will lead to a reduction in traffic and improvements in air quality including Proposal 11 (reducing levels of motor traffic) and Proposals 29 – 33 (reducing emissions from road transport).</p>
Support the proposal but request that it goes further (48 comments)	<p>13 comments asked for the proposal to be delivered faster, 8 comments asked for the proposal to be more ambitious and 11 asked for it to be delivered faster and to be more ambitious. Ten comments specifically requested for more pedestrian priority streets or pedestrianised streets, or for most or all of the City to be pedestrian priority or pedestrianised.</p> <p>London Living Streets and St Paul's Cathedral School requested quicker implementation of pedestrian priority streets.</p> <p>Living Streets suggested setting a target for improving pedestrian crossings and listing the streets planned to be pedestrianised and made pedestrian priority. They also requested a timeframe for</p>	<p>Pace of delivery and milestones were a key theme of the Strategy from the consultation responses. Our overall response to this can be seen in Section Five of the report (page 16).</p> <p>We note the requests for greater pace and ambition. We expect a number of schemes to be implemented far before the 2030 milestone date and will update the proposal to provide more details of project timescales.</p> <p>Further details of projects that will be delivered over the next three years will be set out in the Delivery Plan that will be published alongside the final Strategy.</p>

	<p>pavement widening. London Living Streets suggested working with Transport for London to ensure crossings are single stage rather than staggered, and that the minimum crossing speed should be based on a walking speed of 0.6m/sec.</p>	<p>We note the request to aim for lower maximum walking speeds and will review the target as implementation of the Strategy progresses.</p>
<p>Additional measures to be considered (48 comments)</p>	<p>This group includes comments with specific measures requested to be added to the proposal.</p> <p>15 comments were received asking for the behaviour of street users to be addressed. This included distracted pedestrians and people jumping red lights when cycling.</p> <p>19 people requested that people walking and cycling are separated on pedestrian priority streets. There were also six comments requesting enforcement of pedestrian priority streets or pedestrianised areas.</p> <p>Five comments were received requesting that the measures are timed changes only, for example not to be applied at evening or weekends or outside of peak times.</p> <p>A small number of comments (3) requested that the proposal is applied at specific locations within the Square Mile, for example, to pedestrianise Beech Street, or apply the measures at the most dangerous locations.</p> <p>British Land requested a pedestrian priority focus area immediately south of Liverpool Street station. London Living Streets requested specific proposals for key walking routes at Ludgate Circus, Old Broad Street and within the Culture Mile area. Saint Paul's Cathedral School requested the implementation of pedestrianised and pedestrian priority streets around St Paul's.</p>	<p>Similar comments on people's behaviour have also been received in response to Proposal 20 and are addressed below.</p> <p>On pedestrianised streets, the use of cycles will be decided on a case-by-case basis, to ensure people walking and cycling feel safe and comfortable. The design of pedestrianised streets and the space for people walking and cycling will be addressed during project development and will reflect the features and characteristics of each street.</p> <p>The proposal sets out an approach to timing pedestrian priority in those instances when further access restrictions are required. The need for timed restrictions will be addressed on a case-by-case basis during project development.</p> <p>All comments on changes to specific locations have been noted and will inform the delivery of the Strategy.</p>

<p>Suggestions to deliver the proposal (11 comments)</p>	<p>Ten people provided suggested measures to support the delivery the proposal. These included;</p> <ul style="list-style-type: none"> • Building more high walks • Working with businesses to encourage flexible working to alleviate pressure on the streets at peak times • Working with neighbouring boroughs to make the proposal even more effective • Change the design and look of the street to make other street users feel like a guest, for examples cobbles to slow down the speed of people cycling and replacing tarmac in the carriageway with pavement materials • Improving the quality of the pavements as well as the quantity, including removing street furniture (also stated by Chancery Lane Association) 	<p>Measures related to the City's high walks are addressed in proposal 4.</p> <p>We will be working with businesses and neighbouring boroughs as key stakeholders of the Strategy to support and help deliver the proposal. This is set out in the delivery chapter of the Strategy.</p> <p>As set out in the proposal, changes to the design and look of the streets will be a key component of pedestrian priority streets and making improvements to the key walking routes. Improving the quality of the pavements is covered in Proposal 16, and reducing street clutter in Proposal 17.</p>
<p>Concern on achieving the proposal (2 comments)</p>	<p>Brewery Logistics Group and the City Property Association raised concerns on whether the Pedestrian Comfort Level of B+ is achievable. City Property Association suggests the B+ target to be an aspirational minimum as opposed to a strict requirement for all future developments.</p>	<p>The Pedestrian Comfort Level of B+ is the recommended minimum level by Transport for London. Reducing crowding will be key to delivering Vision Zero and improving the experience of walking in the Square Mile. The target will be retained, with exceptions agreed on a case-by-case basis.</p>

Proposal 3

Complete the riverside walkway and improve walking connections between the riverside and the rest of the City.

Website scores

220 Responses

4.6 Average score



Page 222

Average Score



Proposal 3: Complete the riverside walkway and improve walking connections between the riverside and the rest of the City

General expressions of support

15 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions or requests for changes:

- Flit Technologies Ltd
- Port of London Authority
- Ramblers Inner London
- The Aldgate Partnership
- The Heron, Moor Lane Residents Committee
- The Tin Ltd

Some of those respondents highlighted particular reasons for supporting the proposal, including:

- It takes too long to find a point of crossing at Blackfriars and Upper Thames Street
- It would enhance the experience for many
- The walkway currently has too many interruptions
- The walkway moves people away from traffic and into quieter, more open spaces

General expressions of opposition

Two people and the **Alliance of British Drivers** opposed the proposals but made no specific suggestions or requests for changes. Reasons for opposing the proposal included delays to traffic and that more open-air eating opportunities will attract vermin and pests.

Concerns and suggestions

Five comments supported the proposal but requested one of the following:

- Consider opening the riverside walkway to cyclists (3 comments), this was also requested by **FXpansion Audio UK Ltd**
- To quicken the pace of the delivery of the proposal (1 comment)
- Incorporate more greenery (1 comment)

We note all requests for changes. In response to cycles using the Riverside Walk, it has been designed as a relaxing walking route and forms part of the Thames Path National Trail, which is mostly a public footpath. The Cycle Superhighway on Upper and Lower Thames Street provides a safe alternative route for cycles, parallel to the riverside walkway. As outlined in Proposal 8 we will, where possible, incorporate more greenery and planting across the Square Mile, including on the riverside walkway. In response to the faster pace of delivery, the completion of the Globe View section of the walkway is dependent on the completion of nearby redevelopment and is to be completed in 2020. The new pedestrian crossing at Puddle Dock is due to be implemented by 2022.

The **Freight Transport Association** requested the wharves are maintained and protected and **Transport for London** suggested to support any planning applications for new piers along the river. We propose to maximise the potential use of the Thames for movement of freight in Proposal 38 and within the City's draft Local Plan, City Plan 2036, and it is not expected that improvements to the walkway will limit this potential.

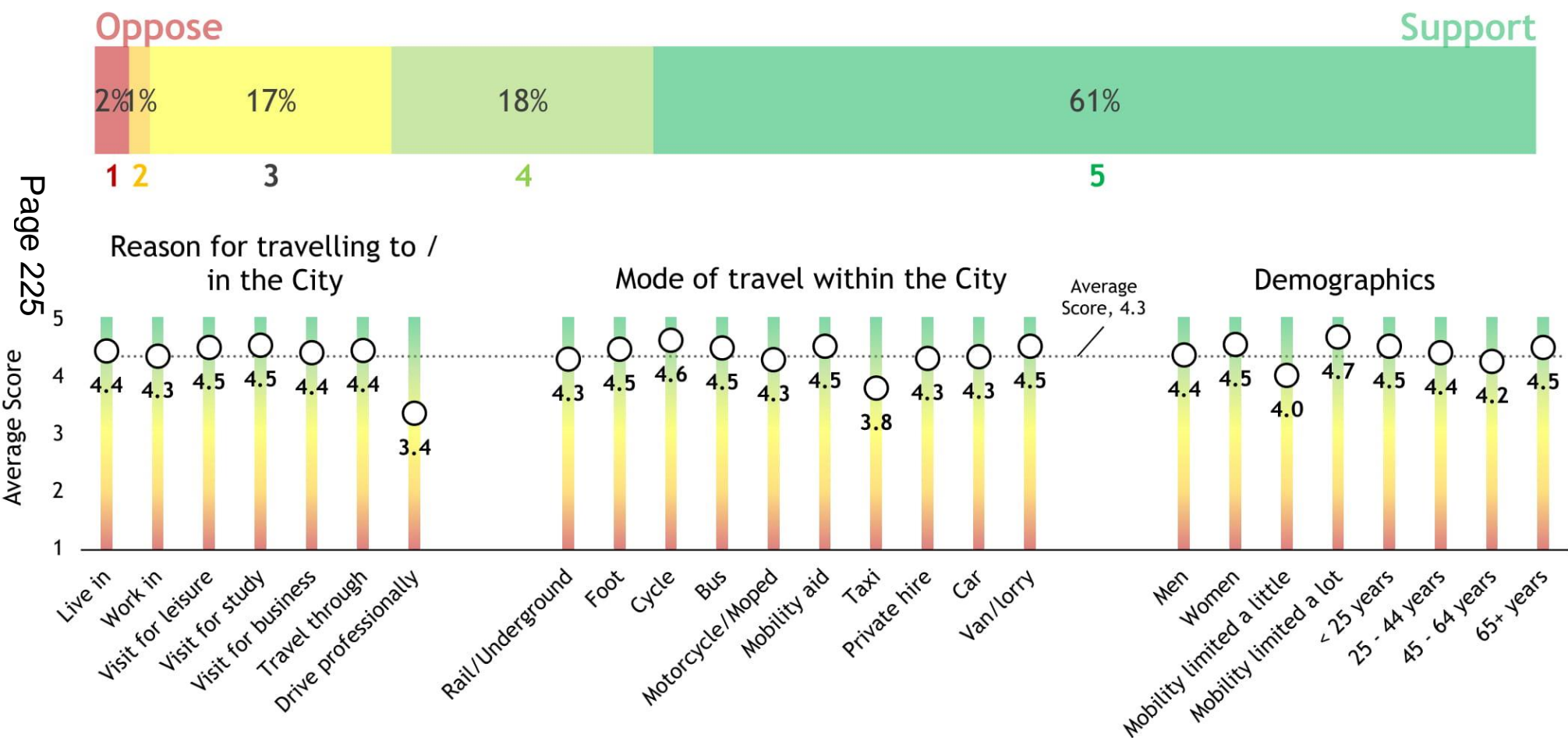
The **City of London Access Group** raised concerns that the primary purpose of the walkway connection could be overlooked or obscured by public realm enhancements, which then undermine its ability to function as an accessible pedestrian route. We will ensure that any changes made to the riverside walkway fully consider the needs of disabled people, and where necessary deliver accessibility improvements.

Proposal 4

Enhance the Barbican high walks

Website scores

209 Responses 4.3 Average score



Proposal 4: Enhance the Barbican high walks

General expressions of support

16 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Alliance of British Drivers
- Flit Technologies Ltd
- Ramblers Inner London
- Sustrans
- The Aldgate Partnership
- The Tin Ltd

Some of those respondents highlighted particular reasons for supporting the proposal, including:

- The importance of keeping lifts in working order
- The area is currently difficult to navigate
- Wayfinding and signage improvements are needed

General expressions of opposition

One respondent opposed any expansion of the Barbican high walks and another stated that the proposal would provide limited benefits.

Concerns and suggestions

Three additional comments were received from respondents supporting the proposal but requesting it goes further. Two comments requested expanding the high walk network, whilst the remaining comment asked for improvements to east/west routes.

The **Barbican Association** suggested new bridges are implemented linking from the high walks to outside of the estate. **City of London Access Group** suggested that new and existing development around the perimeter of the high walks should continue to provide ramp and step access in addition to lift access. **The Heron, Moor Lane Residents Committee** suggested to improving the experience for people on foot at ground level in and around the Barbican.

We note all comments for requested changes. New linkages and appropriate expansion of the high walks will be considered as part of new developments. Improvements to streets and public realm improvements around the Barbican will be considered as part of the Barbican and Smithfield Healthy Streets Plan (Proposal 12) and Culture Mile initiatives.

Proposal 5 Ensure new developments contribute to improving the experience of walking and spending time on the City’s streets.

Website scores

214 Responses 4.6 Average score



Page 227
Average Score



Proposal 5: Ensure new developments contribute to improving the experience of walking and spending time on the City's streets

General expressions of support

11 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Alliance of British Drivers
- City of London Access Group
- Ramblers Inner London
- Transport for London
- The Aldgate Partnership

Some of those respondents highlighted particular reasons for supporting the proposal, including that it will support businesses and that more public space is needed.

General expressions of opposition

One respondent opposed further construction and expenditure in the City, whilst another opposed any detrimental impact on traffic flows.

Concerns and suggestions

Seven comments were received stating concerns of the privatisation of public space, especially raising concerns that the public can be restricted access.

Sustrans and **The Heron, Moor Lane Residents Committee** supported the proposal but requested it went further. Sustrans suggested approving new developments only when they will provide adequate space for people walking and improving the surrounding urban realm. The Heron, Moor Lane Residents Committee requested to look at works on a micro level in places where the standards of amenity and maintenance for people walking are poor.

Landsec and **City Property Association** requested that the degree to which this proposal is applied to new developments should be assessed flexibly, and on an individual case-by-case basis as opportunities may be limited on developments where space is restricted.

We note the comments on the proposal going further, concerns on privatisation of public space and flexibility for new developments. The type and scale of public realm and space for people walking will be considered on a case-by-case basis for new developments, taking

account of the size of the development and its location. The proposal sets out that public access across private land will be maintained. These comments have also been passed on to inform the consultation on the City Corporation's draft Local Plan.

Proposal 6

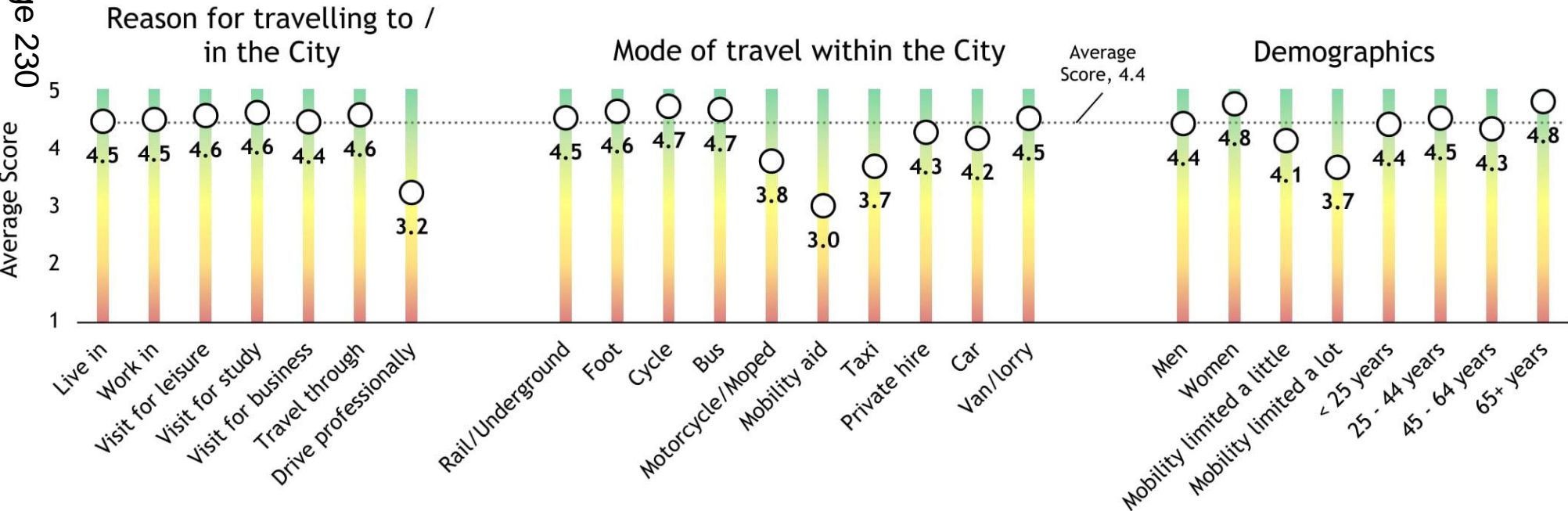
Promote and celebrate walking

Website scores

218 Responses 4.4 Average score



Page 230



Proposal 6: Promote and celebrate walking

General expressions of support

18 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Ramblers Inner London
- Salix Finance
- Sustrans
- The Heron, Moor Lane Residents Committee
- The Tin Ltd

Some of those respondents highlighted particular reasons for supporting the proposal, including that it will improve awareness and knowledge of the City's routes and parks.

General expressions of opposition

There were no general expressions of opposition to the proposal.

Concerns and suggestions

The **City of London Access Group** supported the proposal but requested that the signage locations and heights are fully considered, and adequate measures are in place for enforcing traffic free routes and events.

We note the considerations for designing and installing signs and wayfinding. We will work with the City of London Police and event organisers to enforce the restrictions for traffic free events.

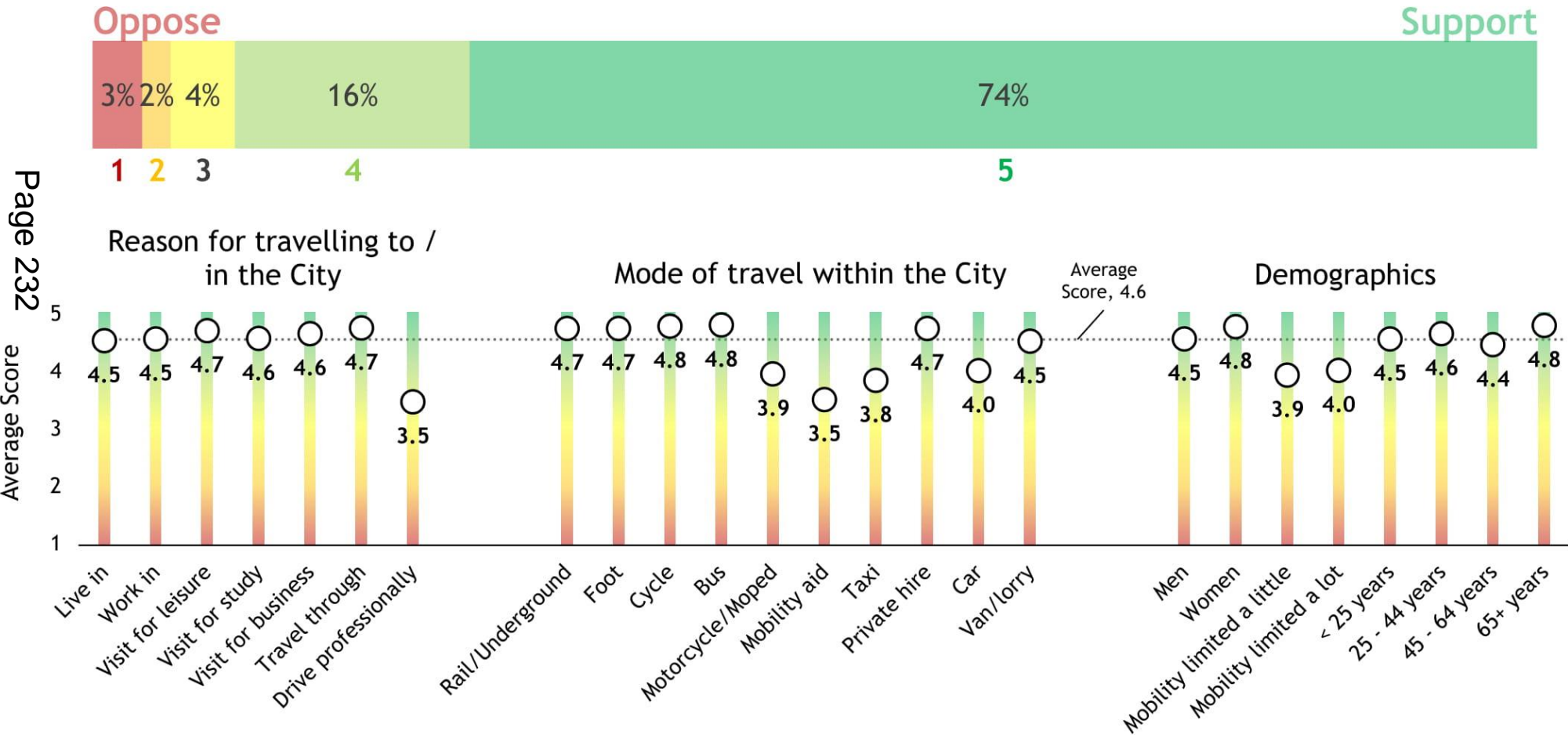
Proposal 7

Provide more public space and deliver world-class public realm

Website scores

203 Responses

4.6 Average score



Proposal 7: Provide more public space and deliver world-class public realm

General expressions of support

12 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Living Streets
- Ramblers Inner London Area
- Sustrans
- The Aldgate Partnership
- The Heron, Moor Lane Residents Committee
- The Tin Ltd

Some of those respondents highlighted particular reasons for supporting the proposal, including that it will encourage people to walk, visit and shop in the Square Mile and make it a more welcoming place.

General expressions of opposition

The **Alliance of British Drivers** opposes reallocating carriageway to create new public spaces and providing more seating.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Support the proposal but ask to go further (3 comments)	<p>Stop Killing Cyclists suggested making the whole city private-car free to enable the creation of more public spaces and making Bank junction a public space where only people walking and cycling can pass through.</p> <p>Salix Finance suggested that the spaces where these improvements could be implemented are identified and reflected in planning policy.</p>	<p>Measures to significantly reduce motor traffic within the Square Mile are set out in Proposal 11. Options for further improvements to Bank Junction are currently be developed and will be consulted on in due course.</p> <p>Further details of planned public realm improvements will be set out in the three-year delivery plan, which will be published alongside the Transport Strategy.</p>

<p>Other comments (9 comments)</p>	<p>Three comments received asked for more greenery in the public realm.</p> <p>Three organisations raised concerns on modal needs and access when delivering the proposal:</p> <ul style="list-style-type: none"> • Freight Transport Association requested there is reasonable access to business frontages, especially for specific delivery needs • Bike Taxi Ltd requested that cycling and walking safety is considered, especially in terms of shared space • The Confederation of Passenger Transport requested to facilitate journeys which are essential or have a beneficial impact on the economy <p>The City of London Access Group requested that the proposal enhances accessibility and doesn't create obstructions.</p> <p>The Barbican Association raised a concern over the term 'activate the public realm' and suggested that the City needs more quiet and tranquil places rather than more activity.</p> <p>Historic England requested that the impacts of development associated with transport and public realm upgrades on heritage assets are considered.</p>	<p>As outlined in proposal 8, we will, wherever possible, incorporate more greenery and planting in all public realm schemes.</p> <p>We note all comments on providing access, enhancing accessibility, and the interaction between people walking and cycling. General concerns about access are addressed in Section Five of the report (page 15) and access requirements will be considered as part of project development.</p> <p>We note the concern over further activity on City streets, as most City streets and public realm across the Square Mile are busy places. The proposal aims to make streets and public realm more interesting and engaging without necessarily adding more activity. The wording of the proposal will be updated to clarify this.</p> <p>The City's unique historic environment will be fully taken into account when the Strategy proposals are taken forward, including in consultation with the City's Historic Environment Team, and with consideration against relevant policies in the Local Plan. We will update the proposal to state that we will protect, as well as enhance, the settings of heritage assets and buildings.</p>
---	--	---

Proposal 8 Incorporate more greenery into the City’s streets and public spaces

Website scores

215 Responses 4.5 Average score



Page 235
Average Score



Proposal 8: Incorporate more greenery into the City's streets and public spaces

General expressions of support

22 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Alliance of British Drivers
- Barbican Association
- Bike Taxi Ltd
- Flit Technologies
- Ramblers Inner London Area
- Salix Finance
- Sustrans
- The Aldgate Partnership
- The Heron, Moor Lane Residents Committee
- The Tin Ltd
- Transport for London

Some of those respondents highlighted particular reasons for supporting the proposal, including that the limited greenery at present makes the City unattractive and unwelcoming, it is important to physical and mental health and there are not enough green spaces in the Square Mile.

General expressions of opposition

There were no comments expressing opposition to the proposal.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Support but go further (5 comments)	Five comments were received that supported the proposal, but requested it went further. Three of the comments received asked for road space to be reduced to be able to incorporate more greenery. One comment asked for more water features, and another asked for a target to be set for planting new trees.	<p>We note all comments for the proposal to go further. The reallocation of carriageway to provide more public space is proposed under Proposal 7. Where possible these public spaces will incorporate greenery.</p> <p>We note the request for more water features and recognise the benefits they can provide in creating a</p>

		<p>pleasant and tranquil environment in appropriate locations. While they are unlikely to be installed on the public highway due to their maintenance implications, they will be considered in appropriate public realm schemes.</p> <p>The City Corporation's Tree Strategy set a target for increasing the number of trees in the Square Mile by 5% by 2019. This has been achieved and exceeded. The Tree Strategy is due to be updated, alongside the development of the new Local Plan, and will include revised aims or targets for tree planting.</p>
<p>Other comments (4 comments)</p>	<p>The Heron, Moor Lane Residents Committee suggested that there is the potential for local residents and workers to be involved in incorporating more greenery.</p> <p>Two comments were received regarding using local fauna and sustainable planting, and one comment suggested the proposal includes green walls and roof gardens.</p>	<p>We note the suggestion to include workers and residents in incorporating more greenery and aim to work with both to help deliver the proposal.</p> <p>The proposal includes incorporating both green walls and roof gardens, and local and sustainable planting. Further details will be set out in the updated Public Realm Supplementary Planning Document.</p>

Proposal 9

Reduce rainwater run-off on City streets and public realm

Website scores

189 Responses

4.5 Average score



Page 238

Average Score



Proposal g: Reduce rainwater run-off on city streets and public realm

General expressions of support

9 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Alliance of British Drivers
- Barbican Association
- Flit Technologies
- Freight Transport Association
- Living Streets
- Ramblers Inner London Area
- Sustrans
- The Aldgate Partnership
- The Heron, Moor Lane Residents Committee
- The Tin Ltd
- Transport for London

City of London Access Group supports the proposal, but on condition that the proposal does not negatively impact accessibility.

General expressions of opposition

One comment was received stating that the proposal is not necessary.

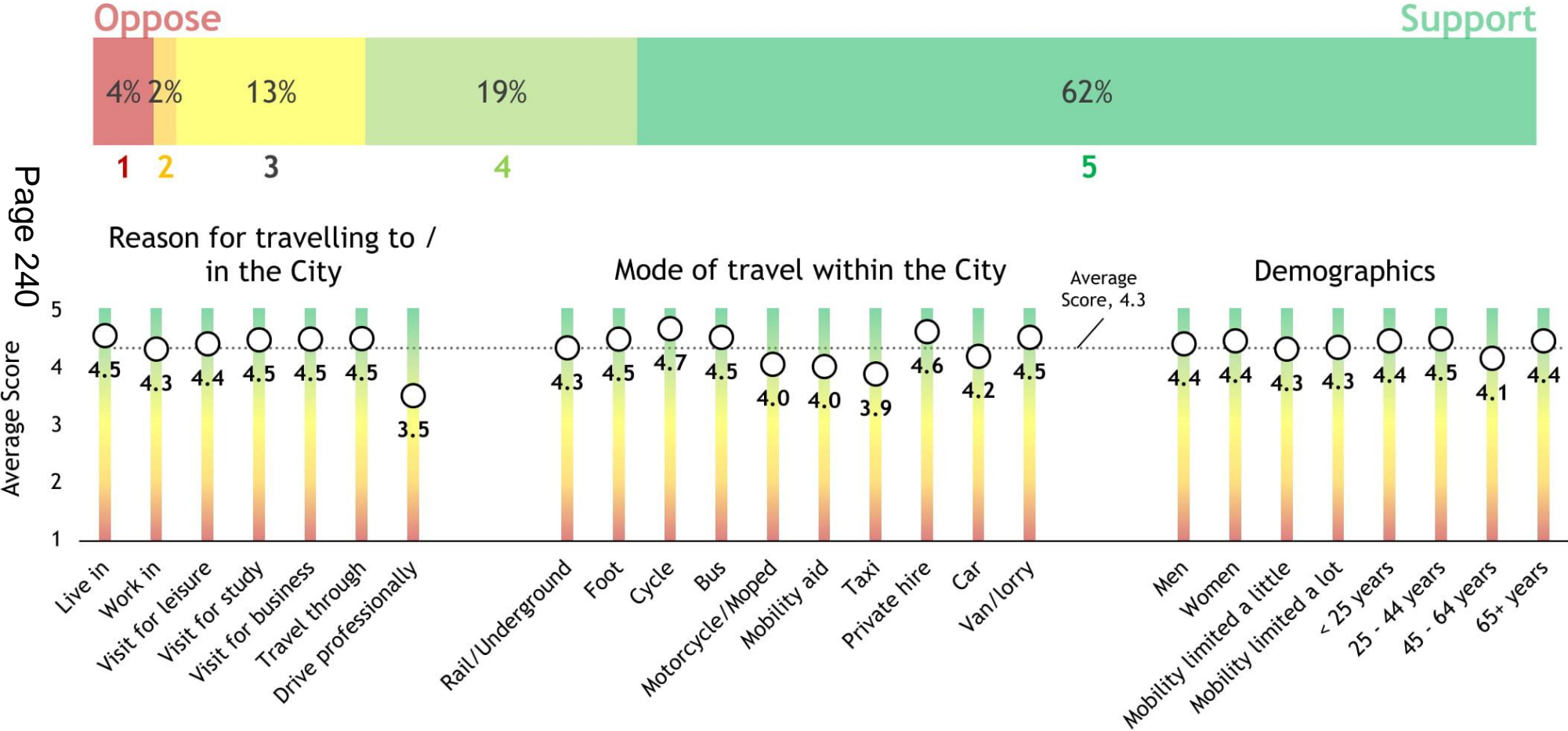
Concerns and suggestions

Several comments were received stating the importance of reusing water run off or rain water. One comment was also received suggesting planned drainage for cycle routes, this was also suggested by **Bike Taxi Ltd**. These comments are noted. The proposal sets out that rainwater run-off is minimised, and where possible we will incorporate the reuse of water runoff in the project design stage. Cycle infrastructure will incorporate adequate drainage of surface water.

Proposal 10 Incorporate protection from adverse weather in the design of streets and the public realm

Website scores

191 Responses 4.3 Average score



Proposal 10: Incorporate protection from adverse weather in the design of streets and the public realm

General expressions of support

9 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Barbican Association
- Bike Taxi Ltd
- City of London Access Group
- Flit Technologies Ltd
- Ramblers Inner London Area
- Sustrans
- The Aldgate Partnership
- The Heron, Moor Lane Residents Committee
- The Tin Ltd
- Transport for London

Some of the respondents particularly supported reducing wind tunnels or their impact.

Expressions of opposition without further comments

One comment was received stating that the proposal is not necessary.

Concerns and suggestions

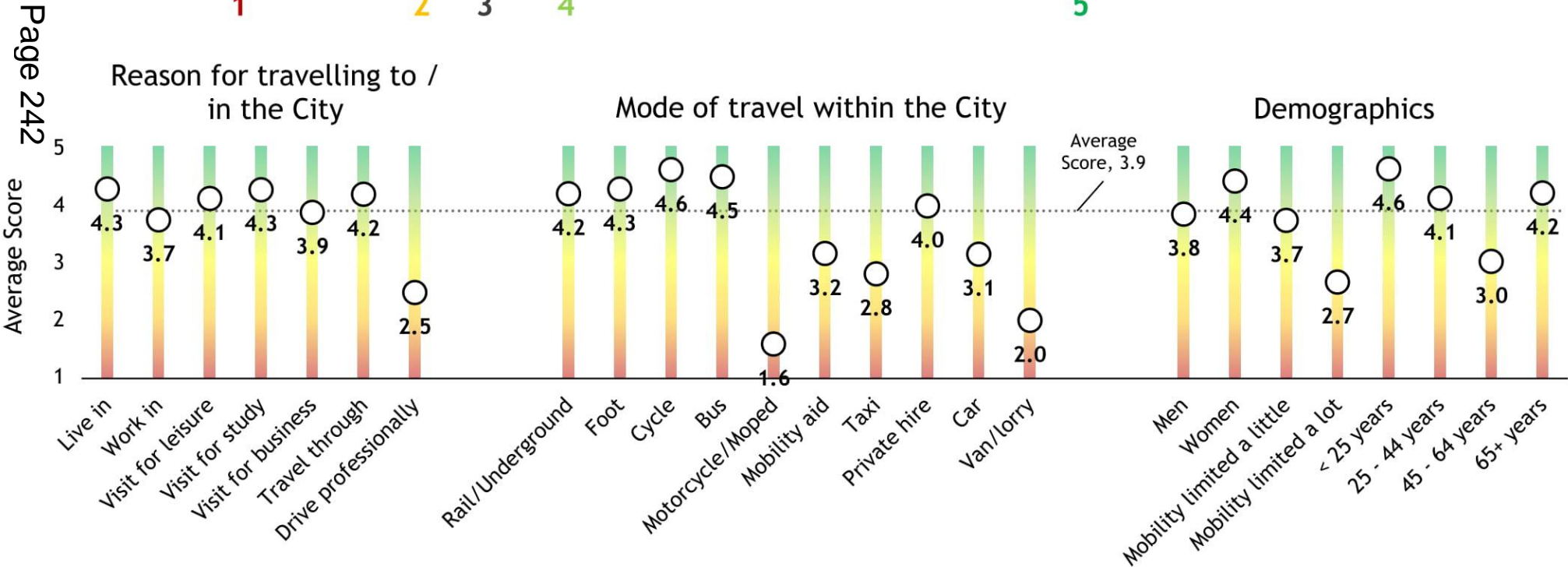
One comment was received suggesting that the proposal should include protecting cycle infrastructure for wind, whilst another suggested that new developments provide rain cover at ground level. Providing protection for people is already included in the proposal and will also be considered and addressed through the development planning process.

Proposal 11

Take a proactive approach to reducing motor traffic

Website scores

2257 Responses 3.9 Average score



Proposal 11: Take a proactive approach to reducing motor traffic

General expressions of support

222 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- AWT Investments
- Bike Taxi Ltd
- Inner London Ramblers
- Brake
- Centre for London
- Cross River Partnership
- FXpansion Audio UK Ltd
- Lancefield Street Residents
- Living Streets
- London Tourist Coach Operators Association
- RailFuture
- Ramblers Inner London Area
- Sustrans
- SYSTRA Ltd
- Ten4 Design Ltd
- The Heron, Moor Lane Residents Committee
- The Tin Ltd
- Transport for London
- Wheels for Wellbeing

Some respondents expressed support for specific measures, including an updated road user charging regime, reducing the number of private hire vehicles, reducing the number of private cars, the reduction in parking for vehicles and reducing through traffic.

Other respondents expressed support for the proposal because it would:

- Help to reduce air and noise pollution
- Help to alleviate overcrowding on pavements by reallocating space
- Improve road safety
- Encourage people to walk or cycle
- Make the City a more pleasant place
- Improve people's health and help people to be more active

The following organisations expressed their support for the proposal but with some exceptions that are addressed in the table below:

- The **Licensed Taxi Driver Association**, with the exception of proposals to work with businesses to reduce the use of taxis
- **Gett UK**, but disagree with the aim of reducing all types of motor traffic
- **RMT London Taxi Drivers' Branch**, with the exception that taxis should be treated the same as buses

General expressions of opposition

42 people expressed their opposition for this proposal (in full or in part) but made no specific suggestions or requests for changes.

Some respondents expressed opposition to specific measures or highlighted particular reasons for opposing the proposal, including changes to parking provision on street, opposing any charge or tax on motorists or that the proposal is not necessary.

The **Alliance of British Drivers** expressed their opposition to this proposal on the basis that reallocation of street space to provide space for people walking and cycling is 'unjustifiable on any rational or cost/benefit analysis'.

The campaign group **Unblock the Embankment** opposes the proposal on the basis that it will result in increased traffic on the A3211 (Victoria Embankment and Upper and Lower Thames Streets) but did not provide details of why this would be the case. 500 template emails were received via the Unblock the Embankment website. The template mirrors the Unblock the Embankment response.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
<p>Encourage the use of powered two wheelers (249 comments)</p>	<p>Comments in this group asked that the proposal should seek to encourage the use of powered two wheelers to reduce congestion and pollution.</p> <p>The Motorcycle Industry Association suggested powered two wheelers should be listed as essential traffic.</p> <p>The Motorcycle Action Group stated that a modal shift to powered two wheelers would help reduce the use of private cars and private hire vehicles.</p>	<p>Encouraging greater use of powered two wheelers was a recurring theme throughout the consultation and is addressed in Section Five of the report (page 17).</p> <p>We recognise that there is a positive role for powered two wheelers for certain journeys where a non-motorised or public transport alternative is not available. In these instances, travelling by powered two-wheeler is likely to have a lower impact on congestion and pollution than using a private car. However, there is limited potential for modal shift to powered two-wheeler from private cars, taxis and private hire vehicles. Actively encouraging travel by powered two wheelers may also result in some shift away from walking, cycling and public transport (93% of commuter travel).</p> <p>As a result, we will not be actively encouraging travel by powered two wheelers but will undertake further analysis to understand their use and potential, both private and commercial, before implanting any proposals that might discourage their use or negatively impact on current users.</p>
<p>In support of the proposal but request for it to go further</p>	<p>Comments in this group expressed support for the proposal but also requested for the proposal to go further or be more ambitious.</p> <p>Almost half of comments (77) in this group asked for a faster pace of delivery, a more ambitious target, or both.</p>	<p>The Strategy's pace of delivery and milestones was a common theme throughout the consultation. Further details on our response to this is covered in Section Five of the report (page 16).</p>

<p>(159 comments)</p>	<p>St Paul's Cathedral School requested a more ambitious target than 25% reduction in motor traffic by 2030, Stop Killing Cyclists requested a target of 40% by 2030 and the Cross River Partnership highlighted the need for the proposal to be as ambitious as possible. The City Property Association proposed that the Strategy includes a target for reductions in traffic beyond 2044, with the use of any private vehicles within the City of London gradually phased out.</p> <p>57 comments included requests to reduce particular types of vehicle. The majority of comments asked for the number of taxis in the Square Mile to be reduced. A small number of these asked for a complete ban of taxis in the City. A1X Ltd requested removing as many taxis from the City as possible and London Living Streets suggested the use of 'sanctions' to reduce empty cab running and were concerned that the use of ride hailing apps would increase rather than reduce empty running of cabs.</p> <p>A small number of respondents requested a removal or ban of all private cars or non-essential traffic from the City (also requested by campaign group Stop Killing Cyclists). The Brewery Logistics Group suggested that car drivers should be penalised for bringing their cars into the City.</p> <p>A1X Ltd requested removing as many private hire vehicles from the City as possible and FXpansion Audio UK Ltd requested an extra licensing levy to be applied to private hire vehicles.</p> <p>14 comments requested a reduction in on-street parking or for it to be removed entirely. London Living Streets suggested that on-street parking should be reduced rather than no additional parking be provided.</p> <p>A small number of respondents asked for one of the following;</p>	<p>Reflecting the requests for a more ambitious target, the aim of a 25% reduction in motor traffic by 2030 will be updated to a minimum aspiration. However, the rate at which traffic volumes are reduced is largely dependent on actions by the Mayor of London and Transport for London and it is difficult to commit faster timescales.</p> <p>We note the requests to reduce or remove taxis, private hire vehicles and private cars as far as possible. Reductions in all types of motor traffic will be required to meet the traffic reduction target. The potential for reduction in traffic beyond the proposed targets will be considered when the Transport Strategy is reviewed and updated in 2024.</p> <p>We note the requests for a reduction or elimination of on-street parking, introduce a workplace parking levy and reduce obstructions by stationary vehicles. These requests are addressed along with other similar comments in the response to Proposal 14.</p> <p>Requests to retime freight deliveries and reduce personal deliveries are noted and these are addressed along with other similar comments in the response to Proposal 38 and 39.</p>
-----------------------	---	--

	<ul style="list-style-type: none"> • Introduce a workplace parking levy • Introduce red route restrictions 24/7 or ban vehicles stopping on main roads • Prevent delivery vehicles parking illegally and retime freight deliveries <p>Road Peace requested urgent action against personal deliveries being made to the workplace.</p>	
<p>Concerns over impacts or delivery (36 comments and 500 template responses)</p>	<p>Comments in this group raised concerns regarding the delivery of the proposal or potential impacts of the proposal.</p> <p>More than half of the comments (22) in this group were concerned that the delivery of the proposal would impact access by certain people, specific modes or to buildings. Of these, most of the comments (16) were concerned about maintaining access for disabled people.</p> <p>The organisation City of London Access Group raised the following concerns regarding accessibility;</p> <ul style="list-style-type: none"> • restricting access to the road network through a charging regime • assuming making use of a private car or private hire vehicle is a luxury or unhealthy transportation choice • restricting and reducing the free-flow of private hire vehicles within the City further <p>A small number of comments also raised concerns around providing access for commercial vehicles and for residents.</p> <p>The remaining comments (9) raised concerns on the proposals' impact on traffic displacement and traffic congestion, and pollution as a result of congestion. The Confederation of Passenger Transport raised a concern about the displacement of traffic from the City to radial routes. Unblock the Embankment opposed the proposal on the</p>	<p>Vehicle access concerns has been a key theme throughout the responses to the consultation. Further details on our response to this is covered in Section Five of the report (page 15).</p> <p>This proposal seeks to reduce general traffic to improve conditions for essential traffic, which includes taxis, private hire vehicles and private cars used by people with particular access needs. We will work closely with City of London Access Group to ensure the needs of disabled people are fully considered during the development of an updated road user charge.</p> <p>The impacts of congestion and in turn pollution has been a key theme throughout the responses to the consultation. Further details on our response to this is covered in Section Five of the report (page 15).</p> <p>The measures in the proposal, in particular supporting an updated road user charge at a central London or London-wide level, will help reduce traffic on city streets, including Upper Thames Street, and streets beyond the City's boundary. The measures are not expected to result in displaced traffic or increased congestion and pollution.</p>

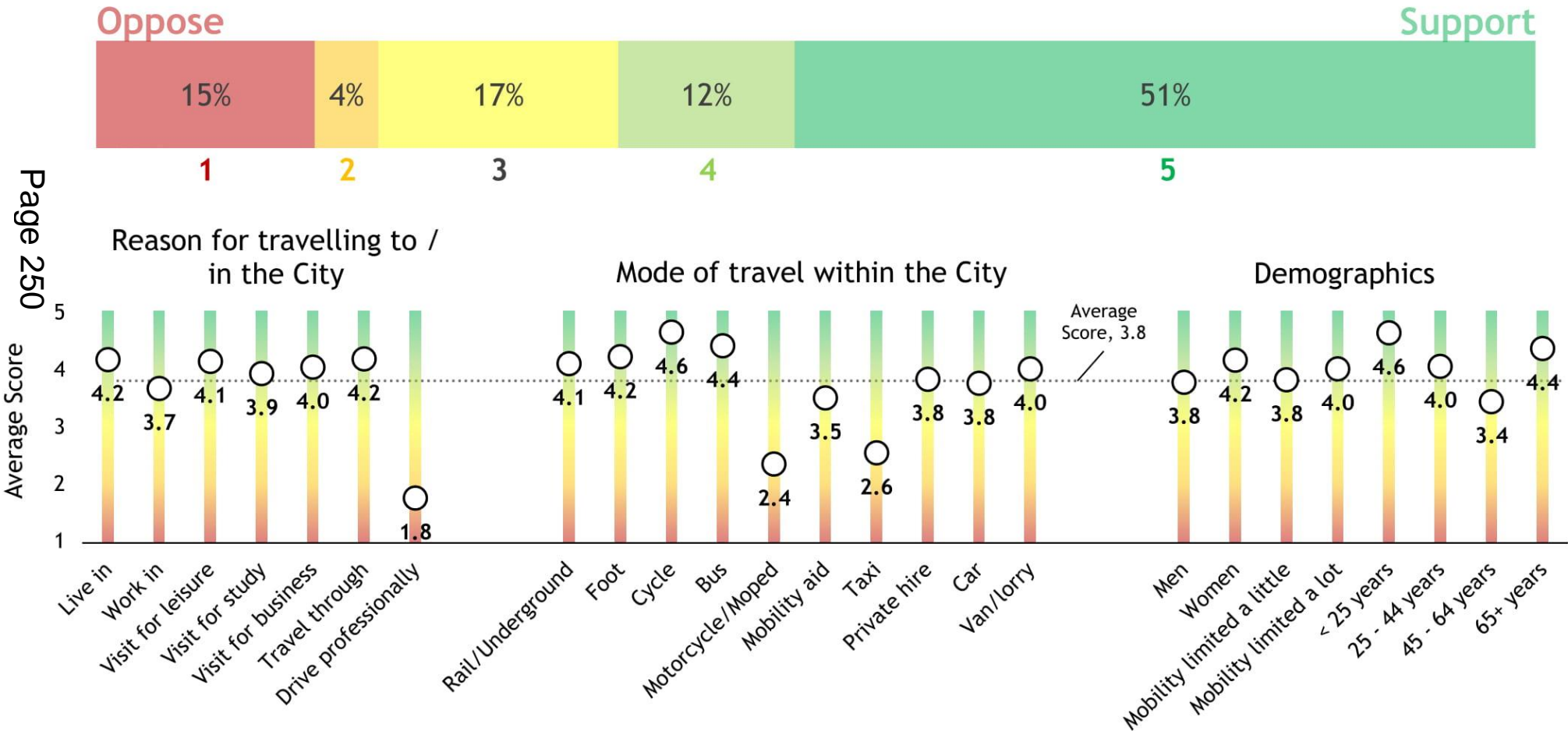
	grounds that it will result in increased traffic on Victoria Embankment and Upper and Lower Thames Streets. This view was echoed in the template responses generated via the Unblock the Embankment website.	
Requests for specific considerations in the updated road user charge (30 comments)	<p>Comments in this group asked for specific considerations of how the updated road user charge would operate.</p> <p>19 comments asked for the current or updated charge to include more types of vehicles than are included in the existing congestion charge. Respondents asked for private hire vehicles, taxis, hybrid vehicles and buses to be included in any current or future charging. The campaign group Stop Killing Cyclists also requested taxis to be included in any road charging.</p> <p>A number of organisations commented on modal concerns or requests regarding the current or future congestion charge;</p> <ul style="list-style-type: none"> • The Brewery Logistics Group opposed any increased road user charges for HGVs, while John Lewis and Tideway stated that the road user charge increases should not be directed to delivery vehicles. • The Confederation of Passenger Transport requested that essential traffic, including coaches, are exempt from any charging regime. • The Motorcycle Action Group and the Motorcycle Industry Association requested exemption for powered two wheelers from any charging regimes. <p>The Freight Transport Association strongly opposes any road user charging scheme being introduced on a borough by borough basis and the Federation of Small Businesses states concern over any acceleration in the development of the next generation of charging unless in full consultation with businesses.</p>	<p>We will engage with TfL to ensure any new road user charging includes (or excludes) the appropriate vehicles and journeys, to enable our traffic reduction targets to be achieved.</p> <p>We are committed to exploring an appropriate charging mechanism for the Square Mile if TfL's timescales do not support our traffic reduction targets. However, as stated in the proposal, the first preference is for a central London or London wide road user charging scheme managed by TfL, to avoid a patchwork approach and to help reduce traffic over a wider area.</p> <p>Any updated road user charging scheme implemented by TfL will be expected to replace the current congestion charge and potentially incorporate and not be an additional charge. We also expect it combine all existing emission charges in to the charge, rather than having several separate charges made on motorists for making the same journey.</p>

	UPS and Society of Motor Manufacturers and Traders oppose additional road user charging on top of the congestion charge and ULEZ.	
Additional measures or suggestions to deliver the proposal (12 comments)	<p>Comments in this group asked for additional measures or suggestions to deliver the proposal.</p> <p>Ten comments requested improving the affordability and quality of public transport so that more people are encouraged to or can travel by public transport. One comment suggested making bus travel in Central London free.</p> <p>The Aldgate Partnership requested working with neighbouring boroughs to ensure circling or idling taxis do not become a problem.</p>	<p>Having appropriate public transport provision is fundamental for commuters, residents and visitors travelling to the Square Mile. This measure is addressed along with other similar comments in the response to Proposal 47.</p> <p>Reducing circling taxis is a key measure in reducing the volume of traffic on City streets, and we will work with our neighbouring boroughs to address this. Idling vehicles is a key issue when reducing air pollution, and is addressed in the City's Air Quality Strategy.</p>
Reduce the scale of the proposal (8 comments)	<p>A small number of comments (4) stated that all on-street parking is needed or that more parking is required.</p> <p>The remaining comments were opposing the reduction in buses as this would reduce the quality of bus services.</p>	<p>We note the request that on-street parking is needed and address this in the response to Proposal 14.</p> <p>We recognise the concern of reducing bus numbers impacting the quality of bus services. This is addressed in the response to Proposal 49.</p>

Proposal 12 Design and manage the street network in accordance with the City of London Street Hierarchy

Website scores

204 Responses 3.8 Average score



Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy

General expressions of support

10 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- A1X Ltd
- Barbican Association
- Bike Taxi Ltd
- Flit Technologies Ltd
- Living Streets
- London Living Streets
- Inner London Ramblers
- The Aldgate Partnership
- The Heron, Moor Lane Residents Committee
- The Tin Ltd

General expressions of opposition

3 people and the **Alliance of British Drivers** oppose this proposal where it includes full or partial street closures.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Concerns on the impacts of the proposal (13 comments)	<p>Four comments were received requesting that the proposal does not negatively impact powered two wheelers.</p> <p>The following organisations suggested measures and exemptions;</p> <ul style="list-style-type: none"> • The Motorcycle Industry Association suggested providing appropriate access for delivery and servicing, as powered light vehicles will feature heavily in these uses • RMT Drivers' Branch requested that taxis are seen as part of the public transport network • Tideway suggested that construction vehicles should be given access and be exempt from road use restrictions 	<p>All streets will be open to vehicle access. The street hierarchy sets out the preferred streets for movement rather than forcing certain trips on to certain streets. The design and management of each type of street will naturally make London access streets the preferred street for pan-London trips and City access streets the preferred streets for travelling around the Square Mile.</p> <p>The proposal sets out that we will ensure access and response times for emergency vehicles will be maintained.</p>

	<ul style="list-style-type: none"> The Confederation of Passenger Transport requested consultation and engagement before restricting any streets to coaches <p>The Freight Transport Association raised concerns that the street hierarchy could add unnecessary complexity to freight operations.</p> <p>One comment raised a concern regarding emergency vehicle access, whilst two other comments were concerned about the impact on pollution. A further comment raised a concern that the system would be complicated and would lead to unintentional fines.</p>	<p>The proposal is not expected to increase pollution as it will encourage drivers to use the right street for the right journey, which will help with traffic flow.</p>
<p>Location specific changes to the proposal (4 comments)</p>	<p>One comment was received suggesting that Fleet Street is also subject to a Healthy Streets Plan.</p> <p>Transport for London suggested that A3 and A10 are designated as London Access Streets to reflect their function as part of the Transport for London Road Network.</p> <p>Smithfield Market Tenants' Association requested that any further changes around Smithfield Market are on a case-by-case basis. The Confederation of Passenger transport raised issues on the difficulty of coaches serving the Barbican and that further capacity for coach is required in association with Culture Mile.</p>	<p>The Strategy will be updated to include a Healthy Streets Plan covering the Fleet Street and Temples area.</p> <p>The A10 and A3 are currently classed as 'Borough Distributors', which is the equivalent to City Access in the proposed hierarchy. It is recognised that these streets currently function as London Access, however our long-term aspiration remains that their position in the hierarchy needs to change, and that this will be supported by measures to reduce traffic within central London (Proposal 11)</p> <p>Access requirements, including for coaches, and changes to streets around Smithfield and the Barbican will be considered when developing the Barbican and Smithfield Healthy Streets Plan and delivering projects to support Culture Mile.</p>

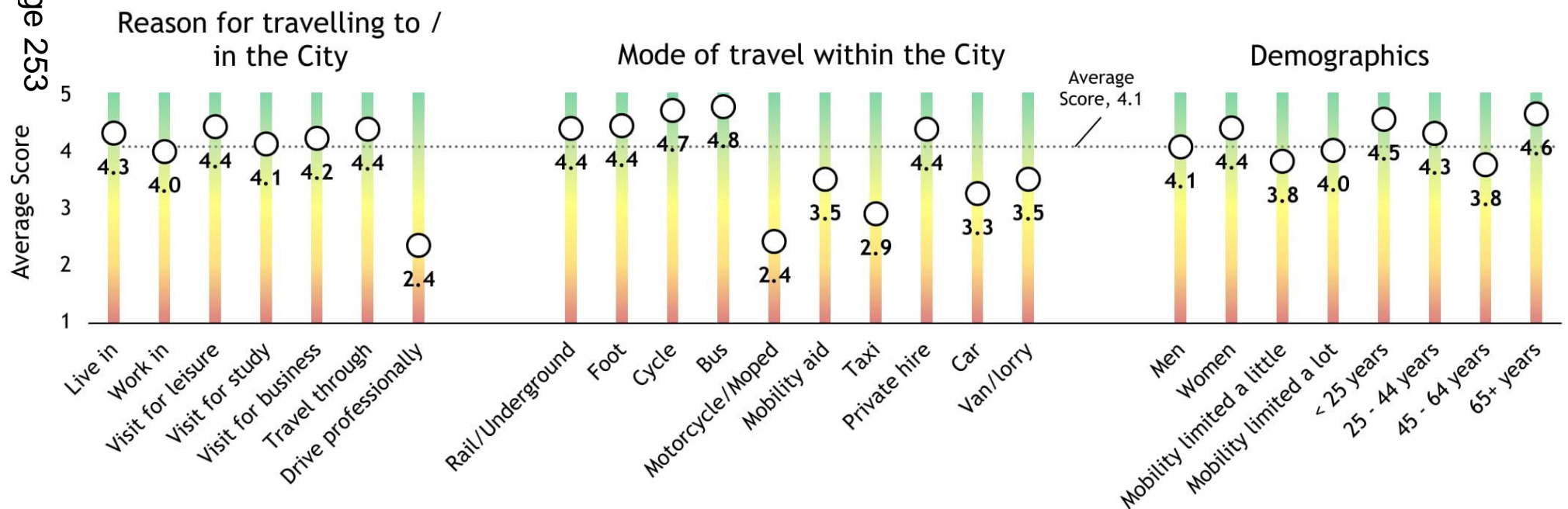
Proposal 13 Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time

Website scores

217 Responses 4.1 Average score



Page 253



Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time

General expressions of support

17 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- A1X Ltd
- Bike Taxi Ltd
- Confederation of British Transport
- Flit Technologies Ltd
- Living Streets
- Inner London Ramblers
- Sustrans
- The Aldgate Partnership
- The Tin Ltd
- Transport for London

Some comments expressed particular support for car free days and weekends.

The following organisations expressed their support for the proposal but with some exceptions that are addressed in the table below:

- Barbican Association
- City Property Association
- Landsec
- Gett UK

General expressions of opposition

9 people and the **Alliance of British Drivers** expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes. Some respondents highlighted particular reasons for opposing the proposal, including that there are already excessive road closures for a variety of events and that it will impact negatively on motor traffic.

Concerns and suggestions

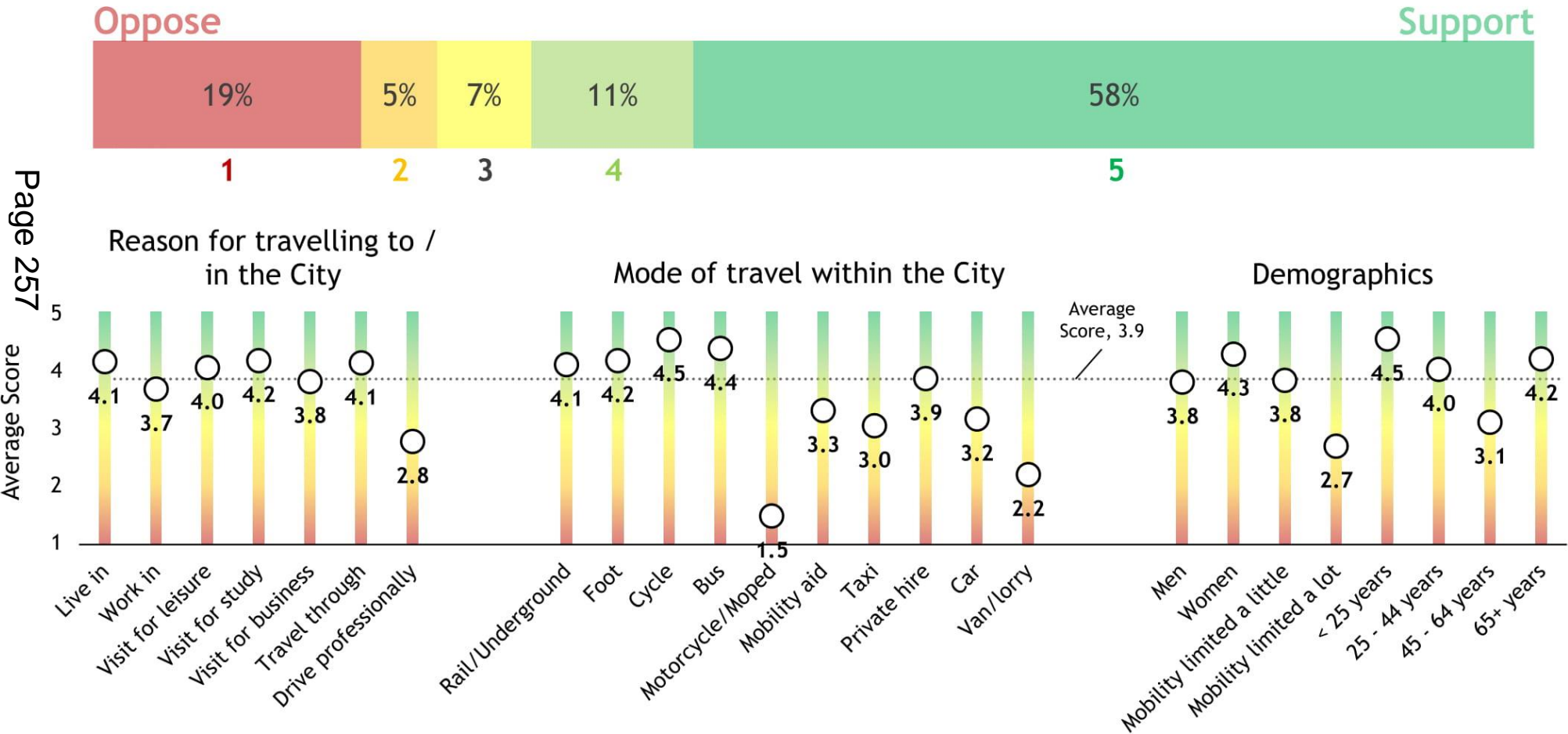
Comment group/theme	Comments summary	Response/commentary
Support but want proposal to go further (18 comments)	<p>Comments in this group supported the proposal but requested that it is more ambitious. Four of the comments asked for the proposal to go further, faster or both but with no specific comments.</p> <p>Six comments suggested that car free days and weekends should be more frequent or be permanent. Six comments asked for street closures (either trials or periodic) to be made permanent.</p> <p>One comment asked for more lunchtime streets and for them to occur sooner, whilst another comment asked for the proposal to apply to the whole Square Mile.</p>	<p>We note all aspirations for the proposal to go further. Over the lifetime of the Strategy it is likely that these kinds of events will become more regular, frequent and cover larger areas.</p>
Concerns over delivery (16 comments)	<p>Comments in this group raised concerns over the delivery or impact of the proposal.</p> <p>Six comments raised concerns over access for either taxis, private hire vehicles, residents and powered two wheelers. The Motorcycle Industry Association suggested there is a case for some types of powered two wheelers to use the streets while closures are in place in the same way that cycles will.</p> <p>The Royal Mail requested there was early engagement before any street closures as they run a 24-hour operation, Smithfield Market Tenants Association suggested there may need to be exceptions, especially for fresh food deliveries and Tideway requested that certain construction activities and access routes will need to be maintained. City Property Association and Landsec</p>	<p>As set out in the proposal, the extent of timed restrictions and the types of vehicles excluded will be decided on a case-by-case basis. All closures will be subject to modelling, impact assessments (including consideration of specific access requirements), and consultation prior to implementation.</p> <p>We will engage any impacted residents, businesses, operators and street users in advance of any closures and ensure that there is sufficient general promotion and awareness raising.</p> <p>Any street closure will provide access to the City's open car parks and will ensure access for disabled people, including residents, is maintained.</p>

	<p>support the proposal if consideration is given to existing occupiers and the challenges this could impose on them</p> <p>One comment raised a concern over compliance of street closures, whilst another raised a concern that closures will cause confusion. The Aldgate Partnership also raised this concern and suggested signage is clear to keep confusion to a minimum.</p> <p>The Barbican Association supports the proposal if access to resident car parks and access for disabled residents is considered.</p> <p>Gett UK supports the proposal if there is careful monitoring of the impact on traffic flows.</p>	<p>We will monitor the closures to identify and understand the benefits and impacts, including the impact on traffic flows.</p>
--	--	---

Proposal 14 Make the best and most efficient use of the kerbside and car parks

Website scores

2026 Responses 3.9 Average score



Proposal 14: Make the best and most efficient use of the kerbside and car parks

General expressions of support

148 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- A1X Ltd
- AWT Investments Ltd
- Centre for London
- Cross River Partnership
- Flit Technologies Ltd
- FXpansion Audio UK Ltd
- Lancefield Street Residents
- London Tourist Coach Operators Association
- RailFuture
- Ramblers Inner London Area
- Road Peace
- Stop Killing Cyclists
- Ten4 Design Ltd
- The Aldgate Partnership
- The Heron, Moor Lane Residents Committee
- The Tin Ltd
- Transport for London
- Wheels for Wellbeing

Some respondents expressed support for specific measures including reallocating space to people walking, cycling and public space, more cycle parking, using the spare capacity in car parks for alternative uses, undertaking a kerbside review every five years, introducing variable charging for motorcycles, flexible use of spaces and reducing the number of parking spaces.

Other respondents highlighted particular reasons for supporting the proposal, including:

- too much space is currently given to vehicles and there are too many on-street parking spaces
- car parking on-street makes it more dangerous for people walking to cross the road and for people cycling
- there are too many delivery vehicles parked on the street, some of which park partially on the pavement
- providing parking spaces undermines the needs of the majority of users to provide convenience for a minority
- on-street space for parking is inefficient, a poor use of public space and an eyesore
- removing car parking spaces will encourage people to use alternative transport methods

In addition, the following organisations expressed their support for the proposal, but with minor exceptions that are addressed in the table below;

- Federation of Small Businesses, with exception to reducing the maximum loading period
- RMT London Taxi Drivers' Branch, but would not support any space for taxi ranks or rest bays to be reallocated

General expressions of opposition

45 people and the organisations listed below expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- British Motorcyclists Federation
- Motorcycle Action Group
- Motorcycle Industry Association

Some respondents expressed opposition for specific measures including exploring the feasibility of reducing on-street motorcycle spaces and introducing variable parking charging.

Some respondents highlighted particular reasons for opposing the proposal, including:

- It is already difficult to find a parking space
- Parking near the destination reduces drive time and congestion
- Parking is already expensive
- Vehicles are a necessity of daily life
- It is biased to pedestrians
- Using public transport is not a viable option for everyone

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
<p>Oppose by doing less (150 comments)</p>	<p>Comments in this group requested for the proposal to do less for a specific measure.</p> <p>Over half of the comments (85) did not support a reduction in motorcycle parking. The Motorcycle Action Group and Motorcycle Industry Association opposed reallocating motorcycle parking to other uses.</p> <p>Approximately a quarter of comments (39) did not support a potential introduction of variable charge for motorcycle parking. The Barbican Association stated that larger motorbikes are starting to incorporate a number of innovations that would be beneficial in an urban environment and therefore suggest it is not wise to penalise them. Motorcycle Action Group and Motorcycle Industry Association also opposed the idea of variable parking charges.</p> <p>A small number of comments (12) requested the on-street car parking spaces to be retained whilst a further couple of respondents wanted cheaper or free car parking in the City.</p> <p>The Federation of Small Businesses and the Freight Transport Association opposed reducing the maximum loading period, whilst the Road Haulage Association requested time restrictions for loading and unloading are sufficient for HGV's to unload. The City Property Association raised a concern that reducing the maximum loading period would create additional challenges for delivery vehicles with consolidated loads for multiple buildings, whilst FTC 2050 stated that it could encourage drivers to spend more time circulating when</p>	<p>We note all comments on motorcycle parking, car parking and reducing the maximum loading period for deliveries.</p> <p>The regular review of the management and use of the kerbside is essential to improve the efficiency of kerbside use and help to deliver other proposals within the Strategy.</p> <p>We recognise that further analysis is required to better understand the current use and potential role for powered two wheelers. We will undertake this research before implementing any part of the proposal that will impact powered two wheelers. In addition, all potential changes that will be considered (including introducing variable charging for motorcycles and reducing the maximum unloading time) will be fully researched and assessed, with engagement with the relevant industries, before any changes are confirmed or implemented. We will update the proposal to reflect this.</p>

	<p>carrying out multi-drop delivery operations. IAM RoadSmart stated that it is already in the interests of delivery drivers to minimise their time at the kerbside and the maximum time should allow reasonable time for the vast majority of deliveries to be completed. Tideway requests reducing maximum loading periods should be considered in the context of the purpose of the type of delivery or collection required.</p>	
<p>Encourage the use of powered two wheelers (110 comments)</p>	<p>Comments in this group asked that the proposal should seek to encourage the use of powered two wheelers to reduce congestion and pollution. These comments made no direct comments on the proposal, but stated their support for powered two wheelers.</p>	<p>Encouraging greater use of powered two wheelers was a recurring theme throughout the consultation and is addressed on in Section Five of the report (page 17).</p> <p>We recognise that there is a positive role for powered two wheelers for certain journeys where a non-motorised or public transport alternative is not available. In these instances, travelling by powered two-wheeler is likely to have a lower impact on congestion and pollution than using a private car. However, there is limited potential for modal shift to powered two-wheeler from private cars, taxis and private hire vehicles. Actively encouraging travel by powered two wheelers may also result in some shift away from walking, cycling and public transport (93% of commuter travel). As a result, we will not be actively encouraging travel by powered two wheelers but will undertake further analysis to understand their use and potential, both private and commercial, before implanting any proposals that might discourage their use or negatively impact on current users.</p>
<p>Support but go further</p>	<p>This group of comments stated their support for the proposal but requested for it to go further in its pace or ambition.</p>	<p>The kerbside review will explore the potential to reallocate space from on-street car and motorcycle parking, however much of the current parking is heavily</p>

<p>with the proposal (44 comments)</p>	<p>More than half of the comments (22) asked for on-street parking to be phased out or completely removed. The campaign group Stop Killing Cyclists requested all private on-street car parking to be removed in a year. A further ten comments requested to reduce the number of vehicles in the City or ban them entirely.</p> <p>Six comments asked for the proposal to be delivered faster or to be more ambitious but with no specific requests. The remaining comments asked for one of the following;</p> <ul style="list-style-type: none"> • To increase parking charges • To introduce a workplace parking levy • To set a target for parking space reduction 	<p>used by commercial vehicles. Throughout the lifetime of the Strategy the demand for on-street parking further may reduce as measures to reduce both private and commercial traffic are introduced. This may result in further opportunities to phase out or fully re-allocate the traditional parking bay. These opportunities will be considered in further reviews, which will be undertaken at least every five years.</p> <p>Parking charges and any potential targets will be considered as part of the review. A workplace parking levy is not included in the proposal as there are relatively limited amounts of workplace parking in the Square Mile.</p>
<p>Additional measures to include in the proposal (19 comments)</p>	<p>The following measures were also suggested by respondents and organisations.</p> <p>Half of the requests (12) received asked for those who stop, park or leave their vehicle either in a cycle lane, partially on the pavement or in an area that has an impact on traffic flow are penalised, banned from the City or are prevented from doing so.</p> <p>A small number of comments (4) requested for one of the following;</p> <ul style="list-style-type: none"> • Increase parking spaces for shared car clubs • Remove all street furniture • Remove cycle parking from pavements and relocate to the carriageway <p>London Living Streets requested for single yellow lines to be replaced with double yellows on narrow streets.</p> <p>RMT London Taxi Drivers' Branch suggested providing rest bays for taxi drivers where there is spare capacity in car parks.</p>	<p>Reducing obstruction on bus and cycle routes and the potential to reallocate car parking to cycle parking are already included in his proposal. Removing unnecessary street furniture is addressed in Proposal 17. The potential role of car clubs will be considered as part of our Future Transport Programme (Proposal 43).</p> <p>We note London Living Streets and RMT London Taxi Drivers' Branch suggestions, and will consider these in the kerbside review.</p> <p>Our approach to electric vehicle charging facilities, including avoiding placing charging points on pavements, is set out Proposal 30.</p>

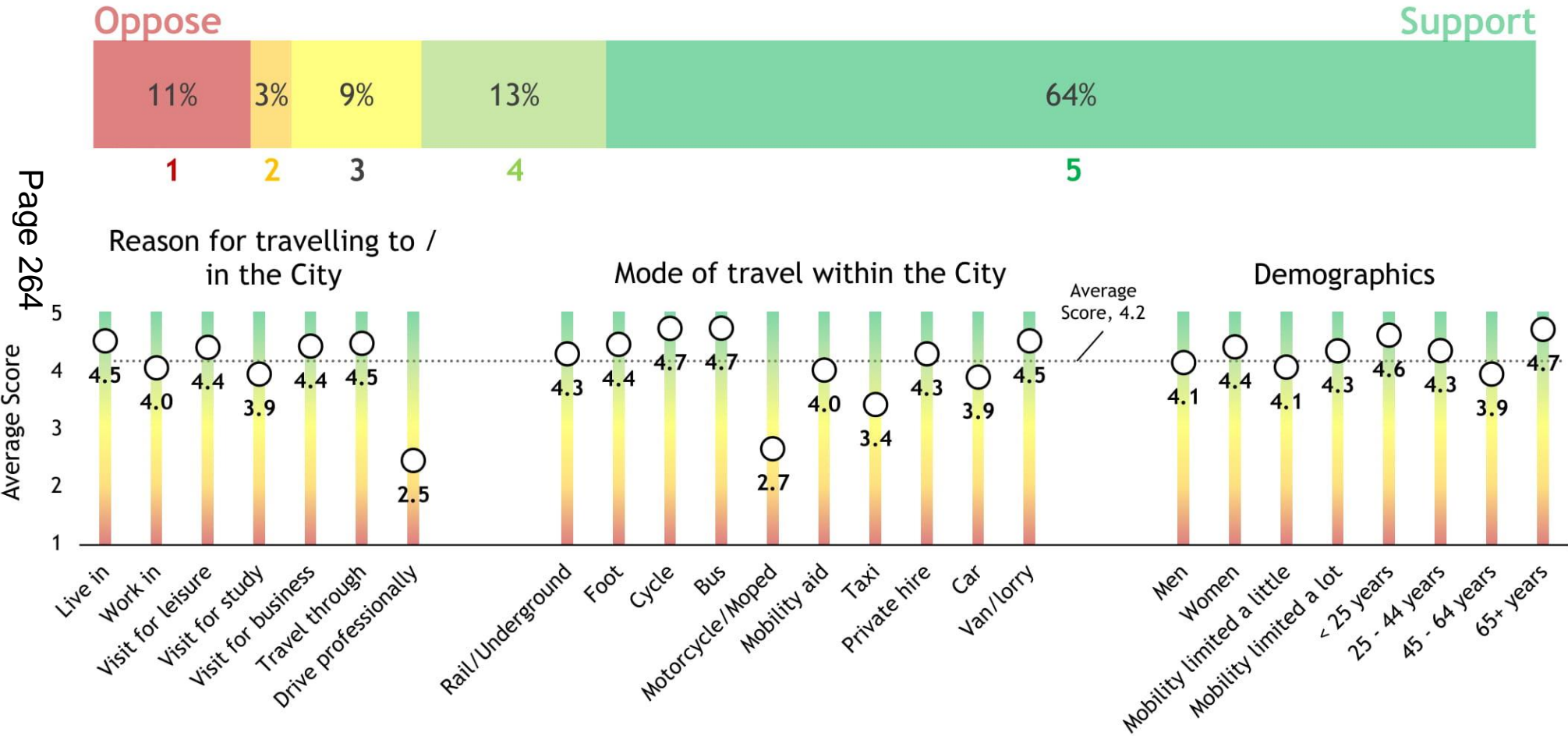
	Sustrans asked for a commitment to provide all electric charging facilities on carriageway and not on footways.	
Concerns on the impact of the proposal (12 comments)	<p>This group of comments raised concerns on the impact of the proposal.</p> <p>Half of the comments (4) raised concerns about vehicle access for disabled people. City of London Access Group sought clarification on the policy position with regard to disabled parking, and how the Strategy will impact the Red Badge Scheme and disabled parking provision.</p> <p>The Brewery Logistics Group requested that enough kerbside space is made available for distributors, whilst The Royal Mail raised a concern over the reduction in kerbside parking for their vehicles.</p> <p>The following concerns were also raised;</p> <ul style="list-style-type: none"> • introducing variable charging for motorcycles will be too complicated • measures in the proposal would cause illegal parking due to a lack of appropriate parking or unloading space • The Federation of Small Businesses sought for it to be understood how multi use spaces will be policed. 	<p>Vehicle access and ensuring access for the disabled has been a key theme throughout the Strategy consultation. Our overall response is covered in Section Five of the report (page 15).</p> <p>The kerbside review will ensure there is adequate on-street provision of disabled bays and commercial parking. Any changes to other kerbside uses will be fully assessed on their impact on disabled and commercial parking, i.e. changes to on-street car parking or to single yellow lines.</p> <p>The nature of and potential impacts of implementing any changes to parking and loading will be considered as part of the review. Further details of enforcement of multi-use bays will be provided as these proposals are developed.</p>

Proposal 15

Support and champion the ‘Turning the corner’ campaign

Website scores

211 Responses 4.2 Average score



Proposal 15: Support and champion the 'Turning the Corner' campaign

General expressions of support

8 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- Bike Taxi Ltd
- City of London Access Group
- Flit Technologies Ltd
- Living Streets
- Tideway
- The Aldgate Partnership
- The Tin Ltd

Some comments expressed their support as it would make it safer for people walking and cycling and it supports active travel.

General expressions of opposition

Five people and the **Confederation of Passenger Transport** expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes. Reasons for opposing the proposal included it will be more dangerous than current conditions, there are too many pedestrians in the City for the arrangement to work and the proposal is not needed.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Concern regarding behaviour change (10 comments)	<p>Eight comments were received suggesting the behaviour of people walking and cycling needs to change to support the proposal or as an addition to the proposal, specifically to be more responsible and less distracted. Three of these comments suggested the arrangement needs to be policed or enforced to work.</p> <p>The Barbican Association also suggested that the arrangement needs to be supported by measures to change aggressive cycling</p>	<p>The concerns are noted. Measures to encourage safe behaviours by all street users are outlined in Proposal 20. If this approach is adopted, we will work in partnership with City of London Police to engage and educate all street users and, where necessary, enforce the new arrangement. It is also likely to be supported by national promotion and campaigns.</p>

	culture, whilst Smithfield Market Tenants' Association suggested cyclists and pedestrians need to obey the laws of the road.	
Other comments (3 comments)	<p>One comment suggested that road design will also be key in supporting and reinforcing the arrangement.</p> <p>Sustrans suggested the City Corporation could pioneer the principle and implement trials at suitable locations.</p> <p>Inner London Ramblers suggested that cyclists turning across pedestrians should also be considered.</p>	<p>We note all comments and suggestions. We recognise that road design will be important if the arrangement is approved in legislation, and that it could be a suitable scheme to trial within the City.</p> <p>The arrangement would require all street users to give way to people walking, including cycles.</p>

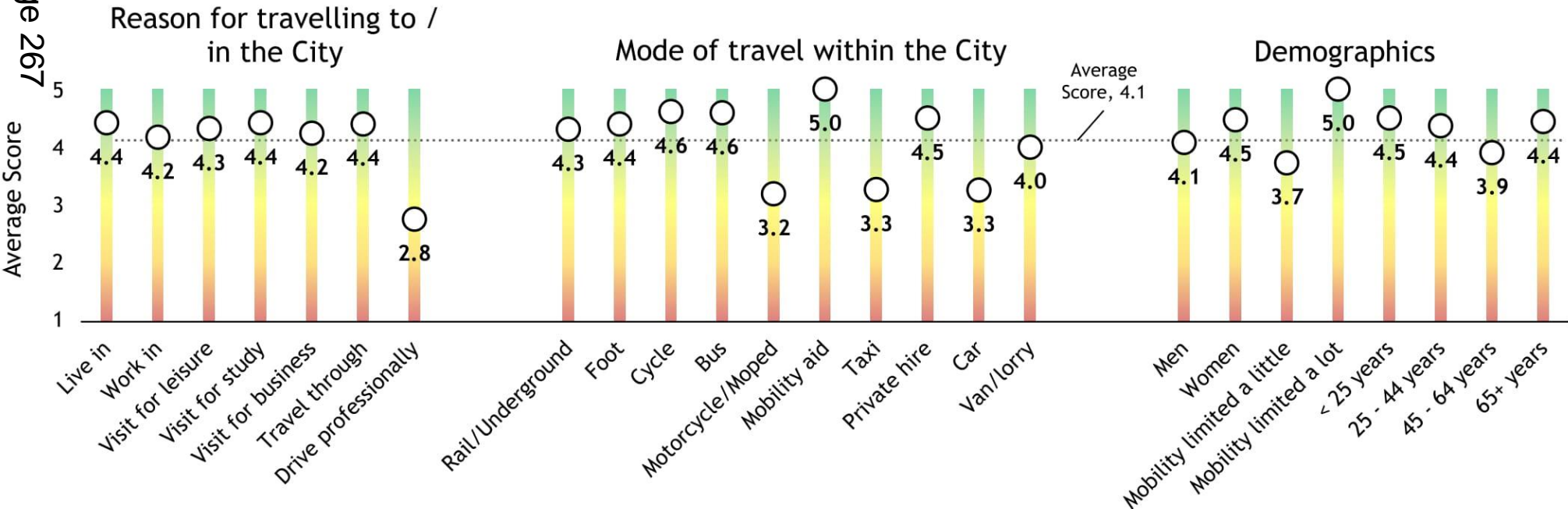
Proposal 16 Develop and apply the City of London Street Accessibility Standard

Website scores

174 Responses 4.1 Average score



Page 267



Proposal 16: Develop and apply the City of London Street Accessibility Standard

General expressions of support

9 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Barbican Association
- Bike Taxi Ltd
- City of London Access Group
- Flit Technologies Ltd
- Freight Transport Association
- Living Streets
- Wheels for Wellbeing

General expressions of opposition

The **Alliance of British Drivers** oppose the proposal as the proposal does not make specific reference to motor vehicles.

Concerns and suggestions

The **Motorcycle Industry Association** supported the proposal subject to motorcycles being considered as part of the standard. In addition, **Living Streets**, **Freight Transport Association** and **Transport for London** requested to be involved in developing the standard.

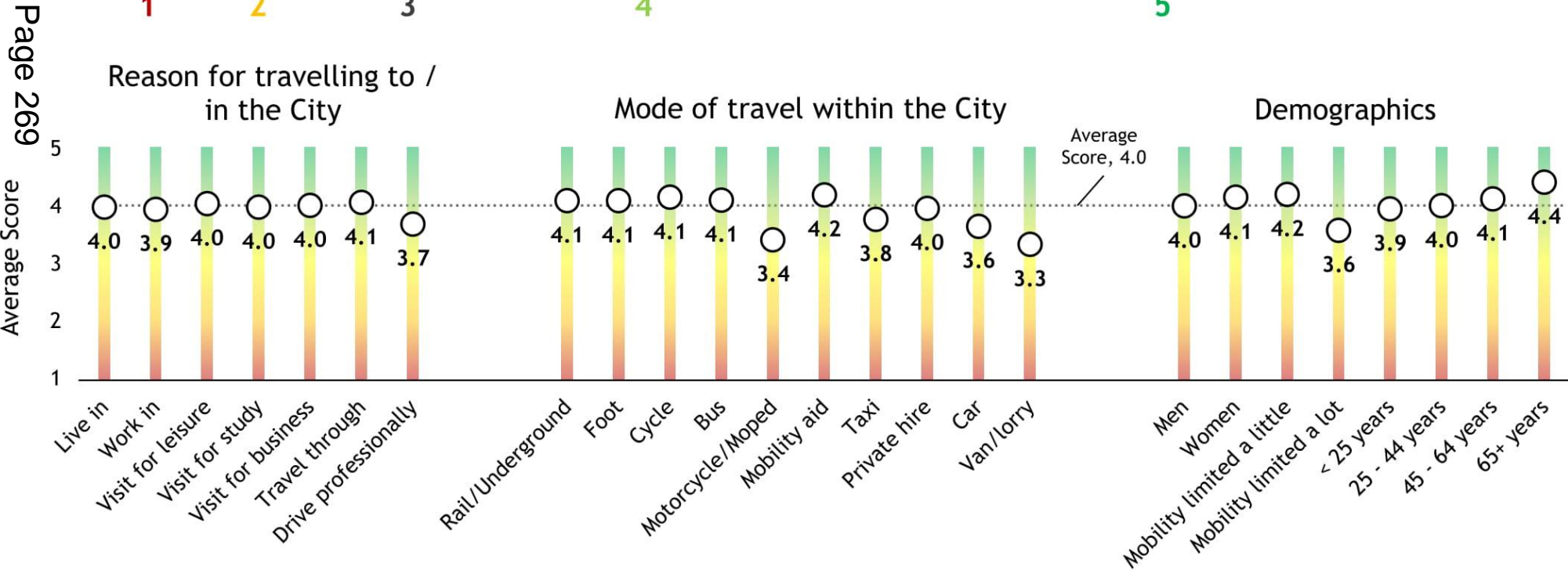
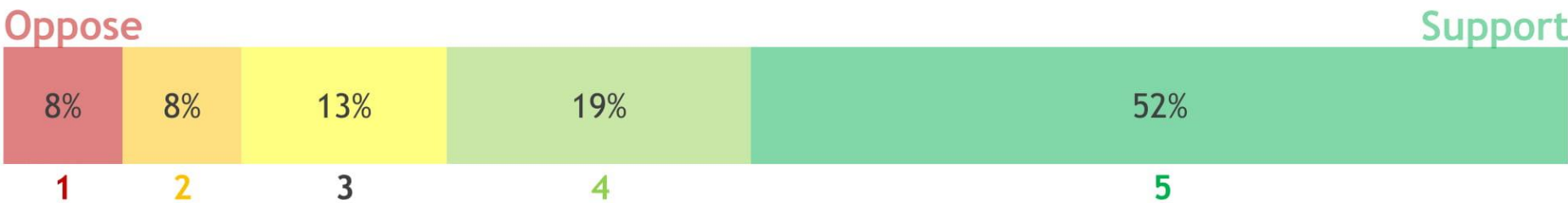
Vehicle access requirements will be considered during the development of the City of London Access Standard, including how to balance the varied access and transport needs of disabled people. We will work closely with key industry stakeholders, including those who have requested so, in developing the standard.

Proposal 17

Keep pavements free of obstructions

Website scores

1960 Responses 4.0 Average score



Proposal 17: Keep pavements free of obstructions

General expressions of support

156 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- A1X Ltd
- Alliance of British Drivers
- AWT Investments Ltd
- Barbican Association
- Bike Taxi Ltd
- City of London Access Group
- Flit Technologies Ltd
- John Lewis Partnership
- London Tourist Coach Operators Association
- RailFuture
- RMT London Taxi Drivers' Branch
- Roadpeace
- Stop Killing Cyclists
- Sustrans
- Transport for London

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Restrictions on A-boards and other street clutter
- Ensure pavements are not blocked outside pubs
- Designated parking areas for dockless cycles

While not explicitly addressed in this proposal, London Cycle Campaign, London Living Streets, QuarterOne, Roadpeace, Sustrans and 22 people expressed their support for placing of charging units in the carriageway rather than the footway when installed on street.

The Aldgate Partnership and Cross River Partnership expressed their support for one or more elements of the proposal but had concerns about one or more elements of the proposal, which are addressed in the table below

General expressions of opposition

34 people expressed their opposition for this proposal (in full or in part) but made no specific suggestions or requests for changes.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
<p>Concern and opposition in delivering a clear pavement policy (337 comments)</p>	<p>168 comments highlighted concerns about measures to reduce the impact of drinking outside pubs. These included:</p> <ul style="list-style-type: none"> • Drinking outside pubs is part of the City's culture and character • Pubs are too small in the City for everyone to drink inside • People enjoy drinking outside in the summer • The City would feel sterile • The impact of barriers to indicate areas where drinking is allowed • Negative impact on business <p>Aldgate Partnership also raised concerns on restrictions to outdoor drinking in warmer months as it is beneficial to the look and feel of the City.</p> <p>106 comments expressed a lack of support for removing or restricting use of outdoor seating. Specific concerns were that the proposal would:</p> <ul style="list-style-type: none"> • Negatively impacting the cultural offer and character of the City and make the Square Mile feel sterile • Remove seating that is needed by people with limited mobility who need regular places to sit and rest • Stop people enjoying eating/drinking outside in summer 	<p>In line with existing licensing policies this proposal seeks to manage rather than ban or unduly restrict outdoor drinking and seating. We recognise that eating and drinking outside, especially in summer months, is an important part of the City's culture. However, in places this can result in access or safety issues due to pavement crowding.</p> <p>It is recognised that flexibility of dockless cycle hire is one of its key benefits to users, however designated parking areas for dockless cycles are considered necessary to prevent cycles obstructing pavements.</p> <p>While we understand and recognise the concerns of these commenters, restricting the use of A-boards is considered necessary to improving accessibility, especially in the context of expected growth in working population. We will engage with business groups to explore alternative means of promoting businesses that would be difficult to locate without additional signage.</p>

	<ul style="list-style-type: none"> • Have a negative impact on business <p>Whilst supportive of the proposal, London Living Streets and Cross River Partnership noted that seating is essential to people of limited mobility and for placemaking.</p> <p>32 comments did not support designated parking areas for dockless cycles – as this would remove one of the key benefits of a dockless scheme – or left comments that were generally supportive of the use and benefits of dockless cycles.</p> <p>26 comments were not supportive of our commitment to not permit A-boards and reduce other street clutter. Commenters were concerned that the proposal will negatively impact trade by making businesses, and particularly those not in areas of high footfall, less visible. The Federation of Small Businesses and the Aldgate Partnership also raised concerns that businesses would no longer be as visible and that this may harm trade.</p>	
Support and go further/additional suggestions (15 comments)	<p>6 comments suggested banning dockless cycles entirely based on the impact they have when left inappropriately on pavements.</p> <p>A further 6 comments suggested that flat and level pavements should be considered as part of a clear pavement policy</p> <p>A few people were supportive of widening pavements to better facilitate drinking outside pubs and outdoor seating whilst minimising impacts on accessibility.</p>	<p>As outlined in Proposal 28 we believe there is a role for well-managed dockless cycle hire that avoids bikes obstructing pavements.</p> <p>Flat and level pavements are essential to creating an accessible Square Mile and improvements will be delivered as part of walking improvements (Proposal 2) and identified through accessible street audits (Proposal 16).</p> <p>Proposal 7 outlines our aspirations to provide high quality public realm, include identifying opportunities to create new public spaces by reallocating carriageway.</p>

Proposal 18

Keep pedestrian crossings clear of vehicles

Website scores

201 Responses 4.4 Average score



Page 274



Proposal 18: Keep pedestrian crossings clear of vehicles

General expressions of support

14 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Bike Taxi Ltd
- City of London Access Group
- Flit Technologies Ltd
- Living Streets

Conditional/specific support

Transport for London and **Wheels for Wellbeing** expressed their support for one or more elements of the proposal, specifically wishing for better references to enforcement

General expressions of opposition

The **Alliance of British Drivers** oppose the proposal as they believe vehicles blocking pedestrian crossings to not be a recurring problem.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Support and go further (12 comments)	12 comments supported the proposal and requested that it went further. Additional suggested measures include: <ul style="list-style-type: none">• Include dropped kerbs• Include cycle crossings (also requested by Wheels for Wellbeing)• More enforcement needed - Transport for London requested that we include wording to reflect that the police can enforce civil offences and should be referenced accordingly.	<p>We do not think it would be practical to include dropped kerbs in a proposal relating to queueing traffic. Parking across a dropped kerb is already classified as an obstruction and can result in a penalty charge notice.</p> <p>We will change the proposal to include cycle crossings as well as pedestrian crossings which are currently used by cyclists, such as toucans.</p>

		We note that this will require more enforcement should blocking pedestrian crossings become an offence. We have noted Transport for London's request and will change the proposal to reflect this.
Opposition or concern with keeping pedestrian crossings clear of vehicles (12 comments)	<p>12 comments raised specific concerns or opposition to measures to keep crossings clear of vehicles, including:</p> <ul style="list-style-type: none"> • Increased congestion • Too much enforcement/revenue generation through penalty charge notices • It is already in the Highway Code 	<p>We do not believe that enforced, clear pedestrian crossings will impact congestion in the Square Mile. Enforcing a clear crossing will have significant benefits to people walking, especially those with mobility impairments.</p> <p>While under section 192 of the Highway Code states '<i>in queuing traffic, you should keep the crossing clear</i>', this is not backed by legislation and therefore cannot be enforced.</p>

Proposal 19

Support and champion accessibility improvement to Underground stations

Website scores

181 Responses

4.5 Average score



Page 277

Average Score



Proposal 19: Support and champion accessibility improvements to Underground stations

General expressions of support

11 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Alliance of British Drivers
- Bike Taxi Ltd
- City of London Access Group
- Flit Technologies Ltd
- Licensed Taxi Drivers' Association
- Sustrans
- Wheels for Wellbeing

The following organisations expressed support for proposal but with some exceptions which are listed in the table below:

- Aldgate Partnership
- Barbican Association
- RMT London Taxi Drivers' Branch
- Transport for London

General expressions of opposition

There were no general expressions of opposition to the proposal.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Support and go further (4 comments)	<p>The Aldgate Partnership requested that Aldgate station was considered as a priority as it is underperforming. Similarly, the Barbican Association requested that we focussed on delivering accessibility improvements at Barbican station. The RMT London Taxi Drivers' Branch requested that we consider delivery of taxi ranks at stations to facilitate onward step free journeys.</p> <p>1 comment requested that the proposal is delivered faster.</p>	<p>We note the request of the Aldgate Partnership and the Barbican Association.</p> <p>Proposal 14 gives details of our kerbside review, which will include a review of taxi ranks.</p> <p>We will take all opportunities to deliver step free access at Underground stations and encourage TfL deliver improvements as quickly as possible with the</p>

		aim of achieving a step free Underground network before 2044.
Opposition or concern with making stations fully accessible (3 comments)	<p>2 comments suggested this proposal should be dropped or deprioritised due to the costs of delivering step free access to stations.</p> <p>1 person requested that we do not use 'partially' accessible to define stations as they are either accessible or inaccessible.</p>	<p>It is critical that we improve step-free access to our stations to ensure inclusive and equitable public transport in the Square Mile. We recognise that there will be significant costs associated with achieving this, hence our target of 2044.</p> <p>We think that the current infographic arrangement is suitable to highlight the lack of comprehensive step free access across stations in the Square Mile.</p>
Other comments (2 comments)	<p>The City of London Access Group provided worked examples of how the Public Transport Accessibility Level (PTAL) decreases significantly when considering step free access and differing walking abilities.</p> <p>Transport for London were unable to provide any guarantee around improving step free access to Underground stations in the Square Mile due to their financial position, the cost and complexity of delivering step free access in the City. They are committed to delivering step free access at 22 stations by 2024 across London.</p>	<p>We welcome the evidence provided by the City of London Access Group which underlines the importance of delivering an accessible public transport network for the Square Mile.</p> <p>As Transport for London have been unable to provide any timetable for delivering step free upgrades, we will remove the reference to providing an updated programme of investment. We will continue to work with Transport for London to identify opportunities for improving step free access to stations in the Square Mile</p>

Proposal 20

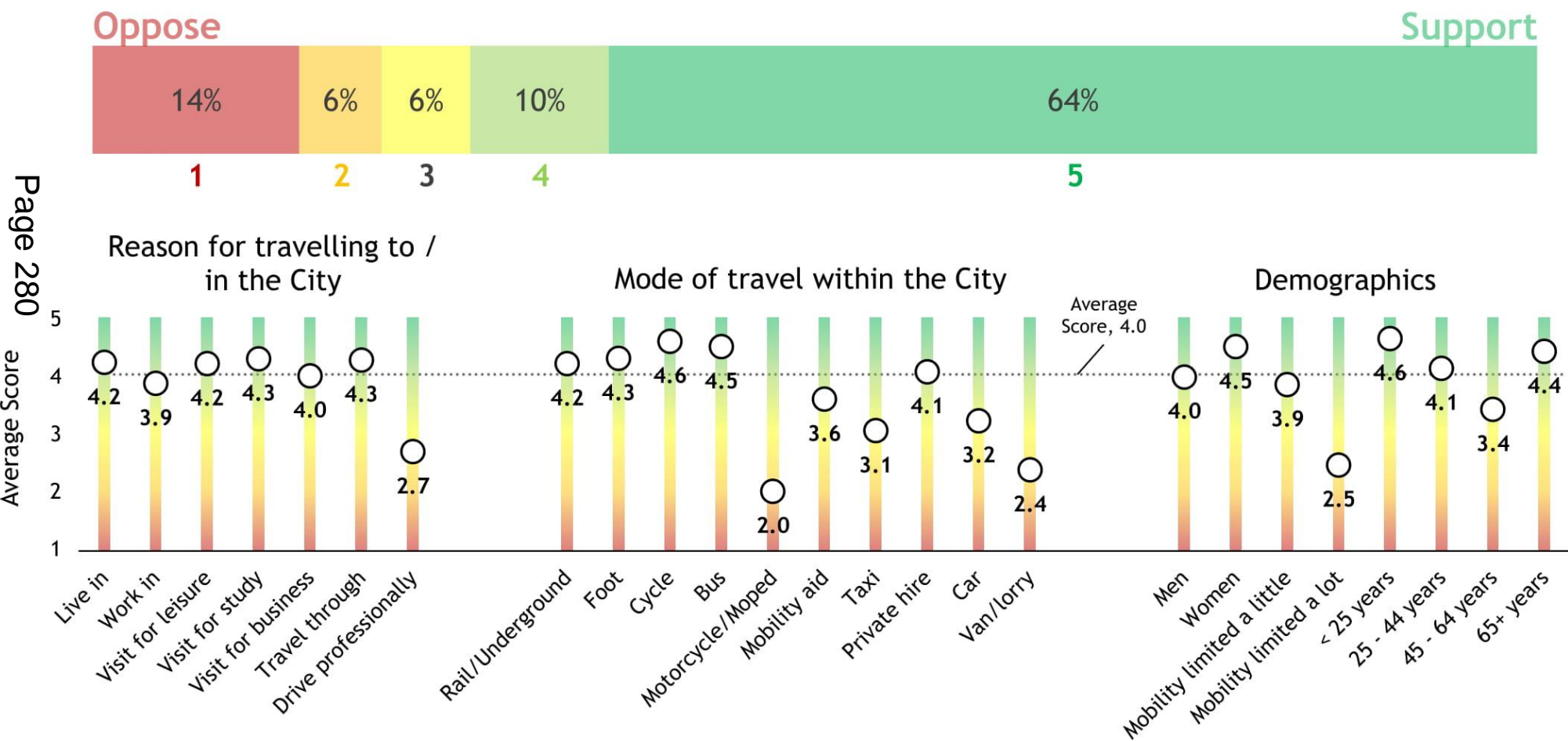
Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

Website scores

2012 Responses

4.0

Average score



Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

General expressions of support

156 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Barbican Association
- Brake
- Chancery Lane Association
- City Property Association
- Cross River Partnership
- Flit Technologies Ltd
- Port of Tilbury
- RailFuture
- Salix Finance
- St Paul's Cathedral School
- Stop Killing Cyclists
- SYSTRA Ltd
- Transport for London

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Safer road user behaviours
- Need for strong enforcement of speed, vehicles and behaviours
- 15mph
- Intelligent Speed Adaptation (ISA)

Conditional/specific support

The following organisations detailed support for specific elements for the proposal and/or conditions of support.

- Confederation of Passenger Transport
- Federation of Small Businesses
- Freight Transport Association
- John Lewis Partnership
- London Cycling Campaign
- London Living Streets
- London Tourist Coach Operators Association
- Licensed Taxi Drivers' Association
- Smithfield Market Tenants' Association
- The Heron, Moor Lane Residents Committee

General expressions of opposition

17 people and the organisations listed below expressed their opposition for this proposal (in full or in part) but made no specific suggestions or requests for changes:

- Alliance of British Drivers
- Brewery Logistics Group
- La Fromagerie Ltd
- Motorcycle Action Group
- Smithfield Market Tenants' Association

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Opposition or Concern to specific measures (310 comments)	<p>291 comments and several organisations did not support a 15mph speed limit on City streets, reasons included:</p> <ul style="list-style-type: none"> • 15mph is too slow • 20mph hasn't reduced casualties • People do not drive at 20mph so why will they drive at 15mph? • 15mph is too slow to ride a motorcycle at safely • Air quality will worsen • Congestion will worsen • Cyclists ride faster than 15mph • Variable speed limits will confuse drivers across central London <p>Organisational responses included the Alliance of British Drivers, IAM Roadsmart and Smithfield Market Tenants' Association expressed opposition on grounds that it would not improve safety and there is no evidence basis. The Brewery Logistics Group and Federation of Small</p>	<p>Whilst we understand that there are concerns relating to the impact and suitability of a 15mph speed limit, safer speeds is a core component of the safe systems approach to reducing road danger.</p> <p>We do not expect the 15mph speed limit to have a significant impact on air quality or congestion as it will be delivered alongside measures to reduce vehicle numbers and emissions. All impacts of the limit, including increased journey times and specific impacts to motorcyclists will be considered as part of scheme development.</p> <p>A new lower speed limit would be delivered across the Square Mile rather than specific streets and specific times. The City is becoming an increasingly 24hr destination and we must protect all road users at all times.</p>

	<p>Businesses and La Fromagerie Ltd are concerned that it would increase vehicle requirements for making deliveries. Both the Confederation of Passenger Transport and London Tourist Coach Operators Association identified longer journey times for coach passengers as a concern. John Lewis Partnership and the Motorcycle Action Group did not support 15mph as differing speeds limits in different authorities would be too difficult for drivers</p> <p>Tideway supported the proposals but asked for mandated HGV driver breaks to be considered in slowing speeds, whilst recognising the impact was likely to be minimal.</p> <p>34 comments and La Fromagerie Ltd expressed concern that the proposals will make air quality worse because:</p> <ul style="list-style-type: none"> • 15mph is not the optimum speed for combustion engines • Redesigning junctions to give priority away from motor vehicles will increase idling <p>29 comments suggested that Vision Zero was not achievable as streets are dangerous by their nature and people will always make mistakes. Motorcycle Action Group also felt that Vision Zero is not achievable.</p> <p>18 comments and the Alliance of British Drivers and Brewery Logistics Group did not support the proposal as it would worsen congestion in the Square Mile.</p> <p>The Licensed Taxi Drivers' Association did not support ISA as they see it as unnecessary in reducing road danger due to the strong safety record of taxis, citing only 2 serious injuries involving taxis in all of London in 2017. They also</p>	<p>Adoption of Vision Zero is necessary to ensure that the City is an enjoyable place to live, work or visit. We do recognise that achieving this will be challenging but do not believe it is acceptable or inevitable that people are killed or seriously injured on our streets.</p> <p>Whilst there may be upgraded safety features in the newest taxis it does not improve safety for those walking, cycling or riding who may be involved in a collision with a taxi. Whilst these safety features are welcome, we believe they are complimentary to ISA rather than an alternative for it. Furthermore, we refute the 2017 accident statistics quoted. Whilst it isn't possible to differentiate between a taxi and private hire vehicle statistically, using ACCSTATS/Stats 19 data for the year, there were 105 collisions involving taxis or private hire vehicles, 81 of which resulted in no injuries to taxi/private hire drivers and/or passengers. There were 16 incidences of death or serious injury involving taxis or private hire vehicles, 13 of which were not inflicted to taxi/private hire drivers and/or passengers.</p> <p>We note the request from the RMT London Taxi Drivers' Branch and will ensure we work with Transport for London to develop proposals.</p> <p>Whilst we agree with the Confederation of Passenger Transport that coaches are subject to strict safety regulations, an accreditation scheme, like FORS for freight, will assist in delivering Vision Zero.</p> <p>We will therefore not make any changes to this proposal to reflect these comments.</p>
--	--	---

	<p>highlighted the advancement in airbag technology within the newest Taxi model as a reason that it would not be required. The Brewery Logistics Group stated that ISA would create more emissions and congestion. The RMT London Taxi Drivers' Branch, whilst not unsupportive of ISA, requested that we engage with Transport for London when developing any proposals.</p> <p>The Confederation of Passenger Transport also requested that we did not pursue FORS for coaches as coaches are already subject to strict safety requirements.</p>	
<p>Improve the behaviour of street users. (185 comments)</p>	<p>183 comments raised issues regarding poor behaviour of people cycling (104 comments), walking (55 comments) and driving (34 comments) and the need to better manage and police these behaviours.</p> <p>104 comments related to poor behaviour by people cycling, including:</p> <ul style="list-style-type: none"> • Running red lights or crossing junctions on pedestrian green signals • Riding on pavements • Parking inappropriately • Not giving way to people walking • Cycling aggressively or acting in an antisocial way, especially in shared spaces like Queen Street • Endangering themselves or other street users <p>The comments both directly and indirectly identified changing these behaviours as key to reducing casualties, particularly death and serious injuries sustained to people walking. We received an additional 115 comments relating to poor cyclist behaviour in responses to proposal 24.</p>	<p>This proposal sets out plans for the delivery of our Safer Systems approach, of which seeking to improve street user behaviour is a core component. Raising awareness of good street user behaviour amongst all road users is an important aspect to reducing collisions caused by anti-social behaviour on our street network. We will deliver a series of targeted behaviour change campaigns through our Road Danger Reduction Action Plan which will include targeting the poor behaviours noted in these comments.</p> <p>These schemes campaigns and enforcement activities will serve to improve the behaviour of those who use City streets and complement other schemes relating to safer speeds, streets and vehicles.</p> <p>We will include Transport for London's request to incorporate their vehicle enforcement programmes into our text but make no further changes to the proposal.</p>

	<p>55 comments related to poor behaviour by people walking, including:</p> <ul style="list-style-type: none"> • Distractions such as looking at phones when walking or listening to music • Stepping into the carriageway • Crossing on red lights <p>We received 15 additional comments in response to proposal 2, principally relating to improving the behaviour of those walking and/or removing distractions.</p> <p>34 comments related to poor driver behaviour, including:</p> <ul style="list-style-type: none"> • Need for more driver training and accreditation schemes, especially for professional drivers • Running red lights • Close passing cyclists • Accelerating aggressively at junctions • Distractions in vehicle, such as GPS systems <p>City of London Access Group and John Lewis Partnership wanted to ensure that all safer behaviour schemes and campaigns applied to all road users.</p>	
<p>Support and go further (103 comments)</p>	<p>We received 100 comments which wished for proposal 20 to go further. These comments were predominantly associated with more emphasis on improving behaviour as outlined above, including better education and training.</p> <p>The Heron, Moor Lane Residents Committee requested that a 5mph speed limit be introduced around their building and London Living Streets requested considering a 10mph speed limit at key locations, such as on Bishopsgate outside Liverpool Street station.</p>	<p>Comments relating to safer behaviours are addressed above.</p> <p>We note the ambition of The Heron, Moor Lane Residents' Committee and London Living Streets but do not propose speed limits below 15mph at this time. Monitoring of the 15mph speed limit if implemented will inform any future review of speed limits</p> <p>We will seek to deliver changes as quickly as possible but believe the dates for delivery are appropriate as there is</p>

	<p>We received 36 comments requesting that we deliver the proposed measures faster, specifically related to 15mph and the delivery of safer streets.</p> <p>Sustrans also strongly supported proposal 20 and requested that Healthy Streets checks should be used for all proposed schemes and any which score 0 in any criteria do not progress</p>	<p>significant work required to develop and deliver significant changes.</p> <p>As set out in Proposal 1, Healthy Streets checks will be used for all appropriate schemes.</p>
Other organisational responses (4 comments)	<p>City of London Access Group support was conditional on the look and feel of streets not being adversely impacted.</p> <p>The Freight Transport Association requested that the safer vehicles section be broadened to consider other accreditation schemes and standards beyond FORS as there is concern that this is becoming a monopoly.</p> <p>The London Cycling Campaign suggested including these standards in our own procurement regulations.</p> <p>Roadpeace strongly supported proposal 20 but requested that we change terminology from 'casualties' to 'reported casualties to reflect that actual numbers may be higher.</p>	<p>We will consider the design of streets during project development and do not expect the delivery of this proposal adversely affect the look and feel of the Square Mile.</p> <p>The proposed standards are already reflected in our procurement practices. We will continue to review and improve our procurement codes to reflect best practice.</p> <p>We will change the strategy to introduce 'reported casualties' rather than 'casualties' and include the potential to use other suitable accreditation schemes and standards.</p>

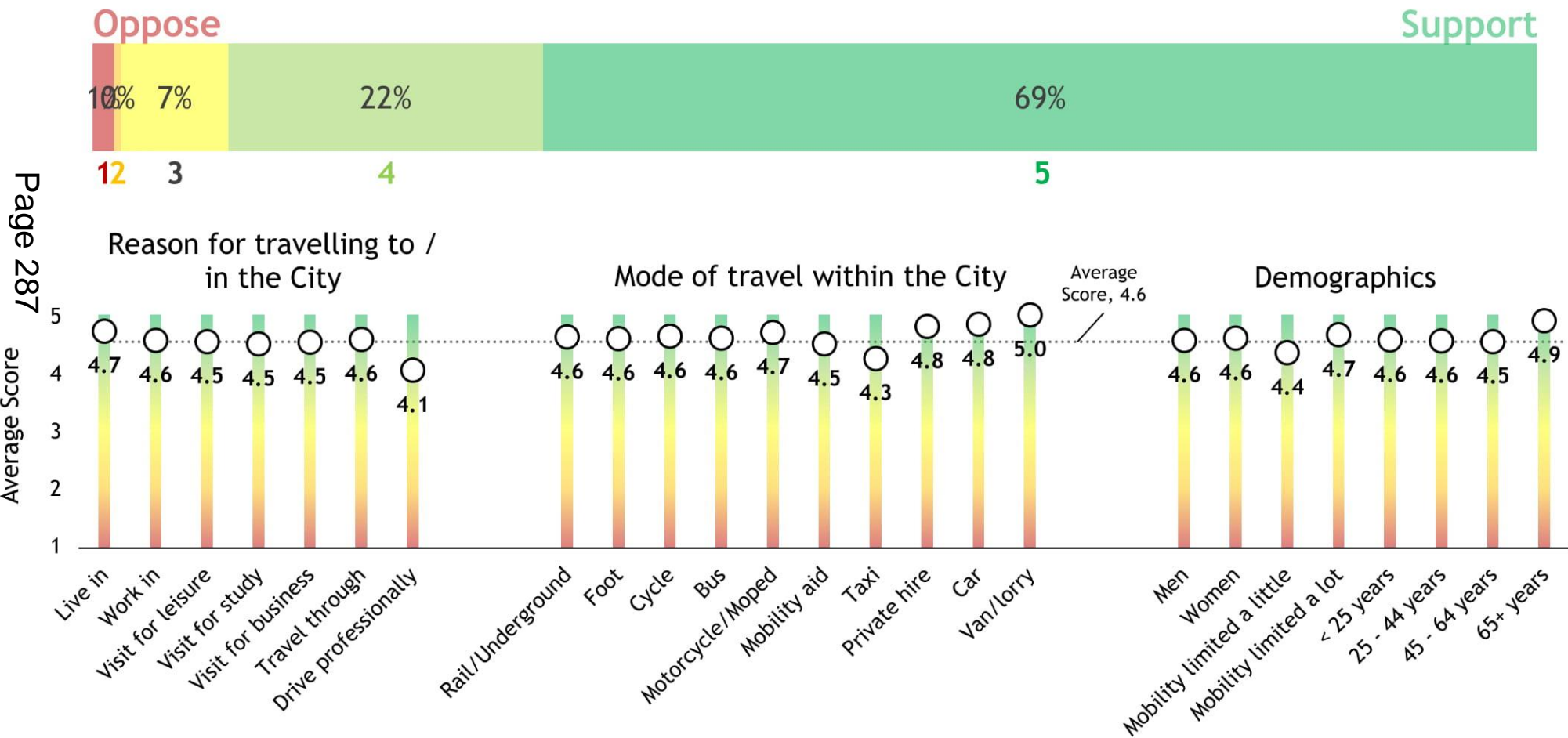
Proposal 21

Work with the City of London Police to reduce crime and fear of crime

Website scores

202 Responses

4.6 Average score



Proposal 21: Work with the City of London Police to reduce crime and fear of crime

General expressions of support

5 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Alliance of British Drivers
- Bike Taxi Limited
- City of London Access Group
- City Property Association
- Flit Technologies Limited
- Transport for London

General expressions of opposition

There were no general expressions of opposition to the proposal.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Support and go further (12 comments)	<p>12 comments made suggestions for the proposal to go further, including:</p> <ul style="list-style-type: none"> • More bicycle security • More police should use cycles • Needs to cover more criminal activities <p>Motorcycle Action Group and Motorcycle Industry Association were supportive of delivering ground anchors but requested that it is rolled out rather than a trial and that other security measures were also considered.</p> <p>The Freight Transport Association requested that considerations be made to ensure the safety of delivery drivers and cargo without specifying any measures.</p>	<p>We will work with the City of London Police through quarterly meetings to identify new and appropriate on-street crime prevention measures.</p> <p>The City of London Police are currently reviewing increasing the provision of cycling officers for deployment within the Square Mile.</p> <p>We will work with both motorcycle organisations in developing the ground anchors trial. We wish to undertake an initial trial to understand how well used they are by those leaving motorcycles in the Square Mile, which options is the most effective and what the maintenance implications are to our streets.</p>

		Should we identify issues regarding driver and cargo safety though engagement with the City of London Police we will identify appropriate solutions where possible.
Concern with proposal (5 comments)	5 comments expressed concern with the proposal related to maintaining access for emergency vehicles	Our streets will be resilient and maintain access for essential traffic, as discussed in proposals 12 and 40.

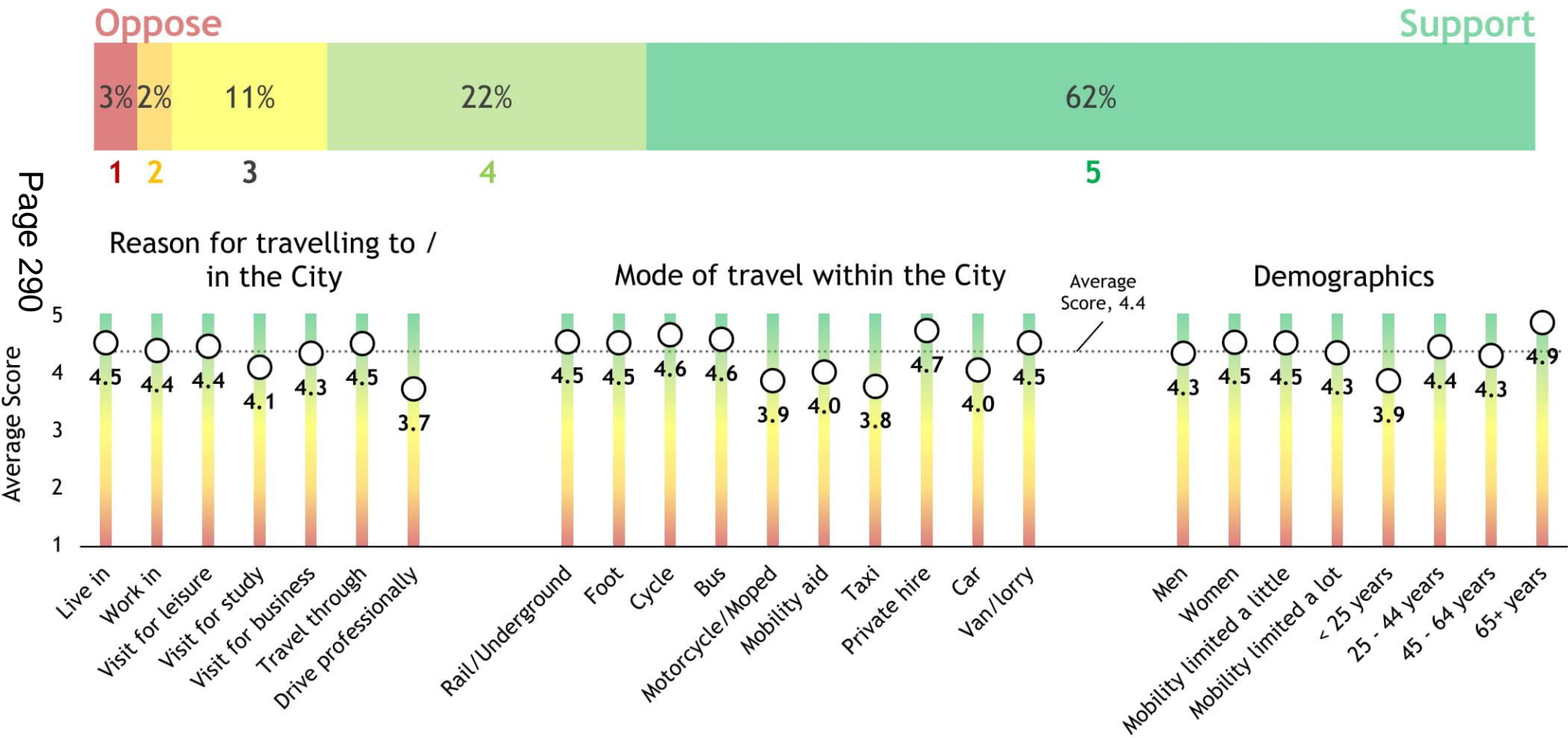
Proposal 22

Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets

Website scores

167 Responses

4.4 Average score



Proposal 22: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets

General expressions of support

3 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Alliance of British Drivers
- City of London Access Group
- Flit Technologies Ltd
- Freight Transport Association

General expressions of opposition

There were no general expressions of opposition to the proposal.

Concerns and suggestions

Bike Taxi Ltd and **Sustrans** suggested that security measures should be designed for all types of cycles and that existing security measures should be reviewed. This is directly addressed in the proposal. Additionally, this is reflected in proposal 24, whereby we commit to all cycling infrastructure being accessible for non-standard cycles. We will **change** the proposal to better reflect this.

Transport for London requested that we change the proposal title to reflect that measures are delivered on an assessment of risk. No changes will be made in response to this comment as the assessment of risk is already reflected in the use of 'proportionate' in the title and referenced in the proposal.

Proposal 23

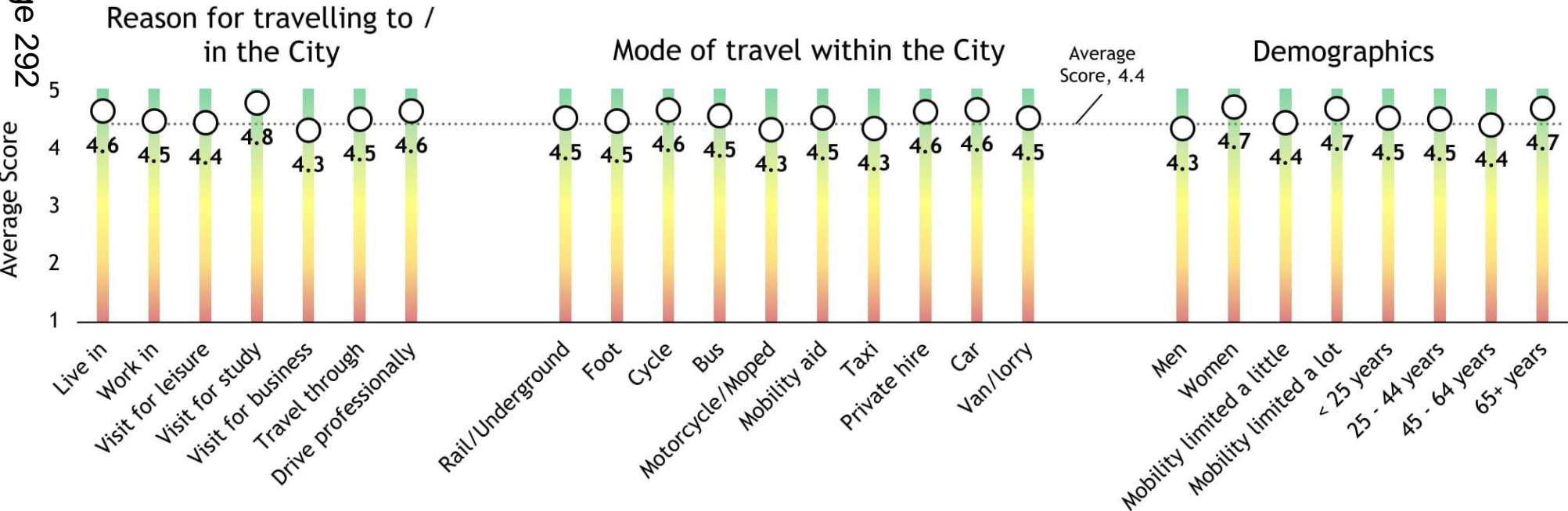
Improve the quality and functionality of street lighting

Website scores

170 Responses 4.4 Average score



Page 292



Proposal 23: Improve the quality and functionality of street lighting

General expressions of support

5 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Alliance of British Drivers
- Bike Taxi Ltd
- City of London Access Group
- Flit Technologies Ltd
- Freight Transport Association
- Salix Finance
- Sustrans

We received 6 comments highlighting concerns about light pollution at night, the need for warm lighting and the use of LEDs. This is reflected in the City of London Lighting Strategy which this proposal references and supports.

General expressions of opposition

There were no general expressions of opposition to the proposal.

Proposal 24

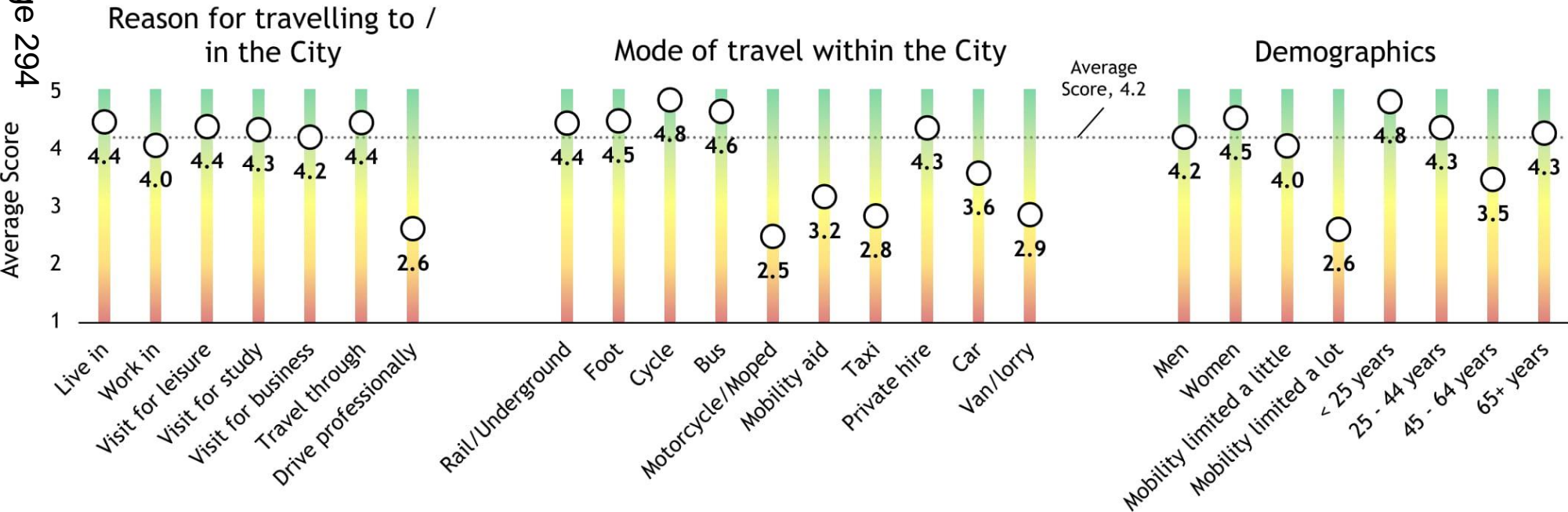
Apply a minimum cycling level of service to all streets

Website scores

2015 Responses 4.2 Average score



Page 294



Proposal 24: Apply a minimum cycling level of service to all streets

General expressions of support

177 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- A1X Ltd
- Bike Taxi Ltd
- Brake
- City Property Association
- London Living Streets
- QuarterOne
- RailFuture
- Roadpeace
- St Paul's Cathedral School
- Transport for London
- Wheels for Wellbeing

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Our minimum cycling levels of service and the associated reduction in traffic volumes
- Improving safety for cyclists
- Enabling more non-standard cycling in the City
- Using temporary infrastructure and trials to accelerate the delivery of the network
- Enabling people of all ages and abilities to cycle, including disabled people
- Improved wayfinding
- Improving the look and feel of cycling in the City to be more inclusive of those wishing to cycle but currently do not

89 people and the following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- **City of London Access Group** was supportive of the inclusion of accessible and adaptive cycles
- The **Confederation of Public Transport** was supportive of providing safer environments for cyclists and accepted the need to reallocate space to cyclists for this
- The **Federation of Small Businesses** supported in principle our traffic reduction efforts
- **IAM Roadsmart** was supportive of encouraging more people to cycle in the City
- The **London Tourist Coach Operators** broadly supportive of the entire proposal
- The **Licensed Taxi Drivers' Association** were supportive of designated, segregated space for cycling

- **Stop Killing Cyclists** was supportive of the retention of all Cycle Superhighways

General expressions of opposition

34 people and the organisations listed below expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- The **Alliance of British Drivers** opposed keeping vehicle volumes below certain levels and did not believe there should be a hierarchy of transport mode provision
- **Motorcycle Action Group** did not support contraflow lanes and had general concerns around empty cycling infrastructure

Some respondents highlighted particular reasons for opposing the proposal including:

- Cycling is not a mode we should support or encourage
- People shouldn't be forced into cycling
- There is already enough cycling provision
- People cycling are all affluent young white males and prioritising them over pedestrians is unethical
- People cycling are the most dangerous road users

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Requests to go further in designing and delivering the Core Cycle Network (209 public comments, 2670 template responses)	<p>Accelerate the delivery of the Core Cycling Network</p> <p>We received 100 comments from people who felt that our timescales of 2030 and 2044 were unambitious and urged the City Corporation to adopt earlier target dates for the completion of Phase 1 and 2 of the cycling network.</p> <p>More ambitious delivery dates were also requested by City Property Association NextGen Steering Group, Salix Finance, Stop Killing Cyclists and SYSTRA Ltd</p> <p>In addition, 1551 people used a Square Mile Cycling template response to request, in addition to the existing network (including the CSH on Upper and Lower Thames Street), that:</p> <ul style="list-style-type: none"> • an east-west protected cycle route from Aldgate to Blackfriars via Bank Junction take priority when delivering the Core Cycle Network • we adopt a more ambitious timescale for delivering the Core Cycle Network <p>We received 5 comments and 517 template email responses via the Unblock the Embankment website suggesting that the existing protected cycleway Cycle Superhighway on Upper and Lower Thames Street should be replaced by the Aldgate to Blackfriars route proposed in the Transport Strategy in Proposal 24. The template mirrored the formal Unblock the Embankment response.</p>	<p>The Transport Strategy currently aims to have five sections of the core cycle network by 2030, and states that we will explore the potential to use temporary measures and interventions to accelerate the pace of delivery wherever possible.</p> <p>Recognising people's concerns around pace we will make a change to Proposal 24 to modify the delivery of the Core Cycling Network. Phase 1 will be split into Phase 1a and 1b, with sections of the Phase 1a network will be delivered by 2025 and Phase 1b delivered by 2030. We will also make a change to Proposal 24 to modify the final delivery target date of Phase 2 to 2035.</p> <p>This proposal outlines the proposed core cycle network for the Square Mile, which builds on existing strategic cycling network connections in central London and aims to create a network of safe, attractive, and accessible cycle routes across the City. It also allows the existing protected cycleway along the Embankment to continue to provide a relatively quick route for the more than 10,000 people cycling through the City each day that use the route while reducing potential conflicts with the significant volumes of people walking on our streets. Given the high levels of general support for our proposal we do not intend to make any changes to Proposal 24 in response to the Unblock the Embankment request.</p>

	<p>Request for more ambitious traffic reduction levels or standards</p> <p>We received 26 comments encouraging the City go further in reducing traffic. In addition, some commenters called for traffic reduction not just on Core Cycle Network streets but on all streets across the City. Commenters stressed the benefits of reducing traffic, which included:</p> <ul style="list-style-type: none"> • Less pollution at street level, improving the respiratory health of people cycling • Safer streets and lower risk of injury • A more pleasant cycling environment overall <p>In addition, the London Cycling Campaign called for a lower maximum traffic volume level in the future in line with the Dutch CROW standard, and that this be applied to Local Access Streets as well as the core cycle network.</p> <p>A small number of comments and the London Cycle Campaign called for the use of the LCDS as a minimum standard when designing our cycle network. The Federation of Small Businesses wanted to understand how we will monitor, manage, and enforce our cycling minimum levels of service.</p> <p>Request for more segregation</p> <p>We received 29 comments stating that building protected cycle lanes for people cycling should be prioritised either generally or over the traffic reduction measures detailed in our proposal.</p> <p>The London Cycling Campaign encouraged us to pursue full segregation as our long-term ambition for the core cycle network. They also noted that our minimum widths are likely to need review in the future as cycling volumes</p>	<p>Transport for London recently released its Cycling Action Plan which includes guidance stating that the design of new cycle routes should only mix people cycling with motorised traffic where there are fewer than 500 motor vehicles per hour at peak times, and preferably fewer than 200. We believe our target of 150 vehicles per hour is suitably ambitious. Therefore, we do not intend to make any changes to the strategy in response to these comments.</p> <p>We will make a change to Proposal 24 to add that We will learn from and incorporate any best practice and standards, such as the London Cycling Design Standard and Dutch 'CROW', when designing and delivering cycling infrastructure improvements in the City.</p> <p>We believe that protected cycling facilities will help make the Square Mile a safer, more attractive and more accessible place to cycle. We also recognise the concerns that people have regarding more cycle lanes in the City and their impacts on other street users. We believe our current approach attempts to balance the needs of people cycling with other street users while recognising that many streets are simply too narrow for protected cycling facilities. Therefore, we do not intend to make any changes to the strategy in response to these comments.</p>
--	--	--

	<p>change. Salix Finance also stated that we should seek to deliver both an increase in cycle lanes in the City alongside a reduction in traffic volumes.</p> <p>Additional requests for improving the Core Cycle Network We received 23 comments from people who stressed that we should recognise the needs of people using non-standard cycles are different to those of standard cycles and that other measures may be needed to support them, such as kerbside cargo cycle loading bays and secure parking. Lancefield Street Residents noted that road surfaces should be maintained and that some speed bumps are issues for cargo bikes. IAM Roadsmart recommended that the Strategy includes plans to review the layout of its cycle reservoir approach lanes to produce a safer design.</p> <p>We also received 10 comments supporting improved wayfinding for people cycling in the City, and specifically for more signage at eye level and road markings.</p>	<p>This proposal supports cycle logistics and the use of cycles as mobility aids by ensuring that all parts of this network are designed to be accessible to non-standard cycles, such as cargo cycles or adapted cycles. Proposal 25 also sets out our plans for improving and increasing the amount of cycle parking in the City, which includes assessing requirements for parking that can accommodate cargo cycles and adapted cycles. Therefore, we do not intend to make any changes to the strategy in response to these comments.</p> <p>We will make a change to Proposal 24 to clarify that additional measures to support the delivery of the core cycle network will include enhanced cycle wayfinding and signage, including signage at eye</p>
--	---	---

<p>Requests to go further in setting and monitoring our cycling growth target (8 comments)</p>	<p>We received a few comments stating that our cycling growth targets were unambitious. London Cycling Campaign, Salix Finance, and Sustrans encouraged the City to set more ambitious cycling growth targets. Roadpeace also urged the City to produce annual or biannual cycle data reports.</p>	<p>We believe our goal to double our current levels of cycling are suitably ambitious given our historic growth and the fact that significant investment on routes to the Square Mile is necessary to encourage more people to choose to cycle.</p>
<p>Concerns and oppositions to the cycle network design and delivery (171 comments)</p>	<p>Opposition to and concerns regarding more people cycling and more cycling infrastructure in the City</p> <p>We received 36 comments in opposition to more protected cycling infrastructure in the City, with many comments related to opposing improving cycling conditions more generally or concerns around:</p> <ul style="list-style-type: none"> • increased congestion and air pollution • negative impacts on businesses and taxis • Less safe streets and less pleasant street environment for people walking and motorists <p>We also received 39 comments regarding congestion concerns more generally.</p> <p>Motorcycle Action Group was specifically opposed to more segregated cycle lanes. In addition, the Brewery Logistics Group expressed concerns about the congestion impacts of an expanded cycle network. Gett UK had concerns about the impacts of reallocating road space away from motor vehicles. John Lewis commented that a balance should be found that ensures that e/cargo bikes are encouraged but do not negatively contribute to congestion. The Licensed Taxi Drivers' Association had concerns about the congestion impacts of reducing road capacity to accommodate cycle lanes and stressed that the new network should not result in a loss of taxi ranks.</p>	<p>We believe that protected cycling facilities will help make the Square Mile a safer, more attractive and more accessible place to cycle. We also recognise the concerns that people have regarding more cycle lanes in the City and their impacts on other street users. We believe our current approach attempts to balance the needs of people cycling with other street users while recognising that many streets are simply too narrow for protected cycling facilities. Therefore, we do not intend to make any changes to the strategy in response to these comments.</p> <p>In addition, the Transport Strategy aims to make the City a great place to walk and spend time. Proposal 2 seeks to put the needs of people walking first when designing and maintaining our streets. This includes when designing and maintaining our core cycle network. Therefore, we do not intend to make any changes to the strategy in response to these comments.</p> <p>We recognise the need to improve the experience of people walking and cycling in shared spaces and reduce conflicts between modes. This proposal commits to reviewing all shared spaces and contraflow cycle lanes, and where necessary propose physical changes, campaigns, education, engagement and enforcement to improve interactions between people walking, cycling and driving.</p>

	<p>Some organisations also stressed that we should consider the merits of protected cycle facilities on each street independently, including the Brewery Logistics Group, Flit Technologies Ltd, John Lewis, Licensed Taxi Drivers' Association, RMT London Taxi Drivers' Branch and Unblock the Embankment.</p> <p>We received 22 comments from people who asked for further assurances that the needs of people walking will be prioritised above those of people cycling, especially when designing and delivering the Core Cycling Network. In addition, City of London Access Group raised concerns or queries about the compatibility of our pedestrian priority policy and our core cycling network.</p> <p>We received 9 comments from people who felt that the introduction of infrastructure or priority for people cycling can mean motorcyclists have less room to filter, putting them at risk.</p> <p>Opposition to shared space/contraflow lanes We received 33 comments in opposition to shared space and contraflow lanes. These concerns were predominantly on the safety of these types of cycling facilities. Shared space on Queen Street was highlighted as a particularly challenging area.</p> <p>In addition, the Chancery Lane Association highlighted their concerns with the current contraflow cycle lane design at the southernmost end of Chancery Lane. Motorcycle Action Group did not support contraflow lanes in the City.</p> <p>Concerns about traffic volume limits in our levels of service</p>	<p>Work has already commenced on reviewing the shared space at Queen Street and we will continue to conduct these reviews at pace. Therefore, we do not intend to make any changes to the strategy in response to the comments.</p> <p>Transport for London recently released its Cycling Action Plan which includes guidance stating that the design of new cycle routes should only mix people cycling with motorised traffic where there are fewer than 500 motor vehicles per hour at peak times, and preferably fewer than 200. We believe our target of 150 vehicles per hour is practical, achievable, and necessary to deliver our ambition of making the City a safer, more attractive, and more accessible place to cycle. Therefore, we do not intend to make any changes to the strategy in response to the comments.</p>
--	---	---

	<p>A small number of people were concerned about the practicality, feasibility, and impacts of our traffic volume limits in our cycling minimum levels of service.</p> <p>In addition, the Alliance of British Drivers opposed keeping vehicle volumes below certain levels. The Brewery Logistics Group had concerns around the traffic volume thresholds and its practicality, particularly around enforcement. The Confederation of Passenger Transport questioned the need for a cycling minimum level of service when other street users do not have such minimums. IAM Roadsmart sought clarification on whether our traffic volume limits would include powered two wheelers. John Lewis stressed that we ensure that we do not restrict trade by introducing traffic limits.</p>	
Concerns regarding the behaviours of some people who cycle (147 comments)	<p>Concerns around poor cyclist behaviours and enforcement (x comments)</p> <p>We received 115 comments regarding poor cycling behaviours, many of which included a request to improve the management and policing of these behaviours.</p> <p>In addition, we received 34 comments calling for the City to introduce measures to regulate cycling, including:</p> <ul style="list-style-type: none"> • A cycling registry • Mandatory cycling insurance • Enhanced cyclist testing and licensing <p>The Smithfield Market Tenants' Association and the CIC also called for cyclists to be registered, insured, and tested. The Heron, Moor Lane Residents Committee also had concerns about the behaviours of people cycling and stressed that they believe cycling speeds should be no faster than walking pace.</p>	<p>Proposal 20 sets out plans for the delivery of our Safer Systems approach, of which seeking to improve street user behaviour is a core component. Raising awareness of good street user behaviour amongst all road users is the right approach to improving safety and reducing collisions and anti-social behaviour on our street network. We will deliver a series of targeted behaviour change campaigns through our Road Danger Reduction Action Plan which will include targeting the poor behaviours noted in these comments.</p> <p>We will continue to work closely with the police to ensure enforcement against dangerous behaviour from all road users is prioritised, and especially focused on those users which pose the greatest risk on our streets.</p>

	<p>We received 3 comments in opposition to non-standard cycles using our streets. In addition, the Alliance of British Drivers were concerned about cargo cycle and electric cycle speeds and safety. Both the Brewery Logistics Group and John Lewis were generally supportive of cargo cycles but had concerns about delays and impacts from using more cargo cycles.</p>	
<p>Other requests to change the proposal (57 comments)</p>	<p>Opposition to aggressive and inconsiderate motoring and improving training for minimising risk to people cycling</p> <p>We received 26 comments on aggressive motoring in the City, many of which included a request to improve training for people driving cars, taxis, and goods vehicles. Specific requests included:</p> <ul style="list-style-type: none"> • Improved training on cycling awareness, techniques like the Dutch Reach • More enforcement and policing against illegal and unsafe behaviours • Refresher training for older drivers <p>We also received 6 comments regarding vehicles obstructing cycle lanes and the need to improve enforcement of illegal kerbside activity.</p> <p>We received 31 unique comments calling for the proposal to encourage and prioritise the use of powered two wheelers to reduce congestion and pollution. These comments made no direct comments on the proposal but stated their support for powered two wheelers.</p>	<p>Proposal 14 in the strategy sets our plans for making the best and most efficient use of kerbside space. We propose identifying opportunities to reduce obstructions caused by vehicles loading or waiting to pick up passengers, particularly on bus and cycle routes and at peak travel times. Therefore, we do not intend to make any changes to the strategy in response to the comments.</p> <p>Comments related to vehicles obstructing cycle lanes have been responded to above in the section on Proposal 14.</p> <p>Encouraging greater use of powered two wheelers was a recurring theme throughout the consultation and is addressed in Section Five of the report (page 17).</p> <p>We recognise that there is a positive role for powered two wheelers for certain journeys where a non-motorised or public transport alternative is not available. In these instances, travelling by powered two-wheeler is likely to have a lower impact on congestion and pollution than using a private car. However, there is limited potential for modal shift to powered two-wheeler from private cars, taxis and private hire vehicles. Actively encouraging travel by powered two wheelers may also result in some shift away</p>

		<p>from walking, cycling and public transport (93% of commuter travel).</p> <p>As a result, we will not be actively encouraging travel by powered two wheelers but will undertake further analysis to understand their use and potential, both private and commercial, before implanting any proposals that might discourage their use or negatively impact on current users.</p>
Other organisational comments	<p>The Barbican Association stated that we should provide guidance to adult scooterists on our streets and pavements.</p> <p>Cross Regional Partnership recommended that the proposal consider alternative forms of transport like push trolleys and carts.</p> <p>The London Tourist Coach Operators Association stated that we should ensure impacts on coaches are taken into account when developing individual schemes.</p> <p>The Motorcycle Industry Association supported allowing lightweight P2W on Cycle Superhighways at off-peak times.</p>	<p>We note all comments and suggestions.</p> <p>Additional guidance to adult scooterists will be included in future updates to our Road Danger Action Plan. Alternative forms of transport and coaches are considered more broadly throughout the strategy when relevant. We are not currently planning on allowing lightweight P2Ws on cycle lanes in the City.</p>

Proposal 25

Increase the amount of cycle parking in the City

Website scores

205 Responses 4.3 Average score



Proposal 25: Increase the amount of cycle parking in the City

General expressions of support

17 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Bike Taxi Ltd
- Chancery Lane Association
- Flit Technologies Ltd
- London Living Streets
- Port of Tilbury
- RailFuture
- Sustrans
- SYSTRA Ltd

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Increasing the amount of public cycle parking
- Improving cycle parking provision for cargo cycles and adapted cycles
- Our commitment to reviewing our cycle parking provision every 5 years

The following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- The **Freight Traffic Association** supported the City-wide cycle parking review
- **Salix Finance** somewhat supported the proposal and believed we could go further

General expressions of opposition

2 people expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

Concerns and suggestions

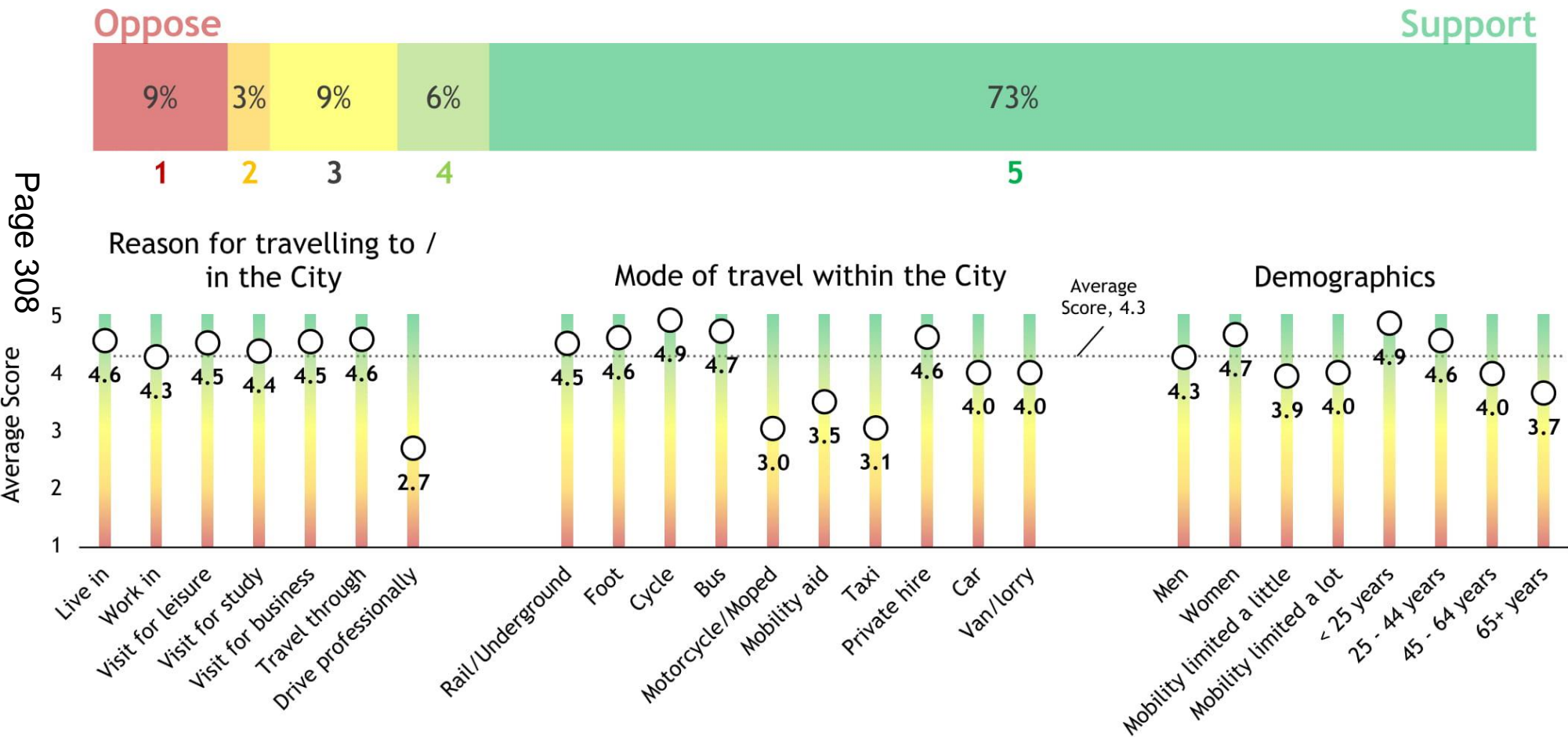
Comment group/theme	Comments summary	Response/commentary
Requests to go further (27 comments)	We received 24 comments with requests to go further for this proposal. These included: <ul style="list-style-type: none">• Improving security and monitoring of existing and new public cycle parking	We acknowledge requests to go further in this proposal and will change the proposal to bring our delivery timeframe forward to 2020 and include:

	<ul style="list-style-type: none"> • Designing and retrofitting for non-standard cycles • Using innovative parking solutions to increase things other than space efficiency, such as ease of parking and occupancy • Increasing the amount of parking outside stations • Promoting supporting activities like maintenance workshops and bike registration in or near large cycle parks • Introduce electric charging points for cargo cycles • Develop the Cycle Parking Delivery Plan sooner • Other minor requests <p>The Freight Transport Association wished to see a dedicated section for cargo cycles, including commitments to charging points and enhanced security. They also noted that portering or using bicycles for delivery will require additional space to replenish loads. FTC 2050 also commented on the need for enhanced security for cargo cycles and the need to provision more storage space for cargo cycles. Salix Finance also commented that maintenance is needed to ensure easy accessibility to cycle parking sites. They also noted that well-lit facilities are important for actual and perceived safety and security and suggested that we should develop an app that combines cycle parking maps with event and training promotion.</p>	<ul style="list-style-type: none"> • working with Network Rail to review parking at stations • identifying opportunities to retrofit existing cycle parking for non-standard cycles • strengthen wording around using innovative parking solutions to improve security and quality of cycle parking alongside space efficiency
Other organisational responses	Sustrans especially supported allocating street space rather than pavement space when looking to provide new cycle parking space.	We note this comment and will work to ensure street space is allocated as efficiently as possible, including for uses such as cycle parking.

Proposal 26 Ensure new developments contribute to improving the experience of cycling in the City

Website scores

204 Responses 4.3 Average score



Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City

General expressions of support

6 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Bike Taxi Ltd
- Flit Technologies Ltd
- Salix Finance
- London Living Streets
- SYSTRA Ltd

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Increasing the amount of cycle parking in the City
- Ensuring new developments consider the needs of people cycling

The following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- **Salix Finance** somewhat supported the proposal and believed we could go further
- The **Freight Transport Association** noted we should ensure new developments provide secure cycle parking facilities

General expressions of opposition

3 people expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Requests to go further (12 comments)	<p>We received 10 comments with requests to go further for this proposal. These included:</p> <ul style="list-style-type: none"> • Increasing new development cycle parking minimums • Including minimum standards for cargo cycles 	<p>We will change the proposal to strengthen wording regarding the provision of parking facilities that are suitable for non-standard cycles to bring it in line with proposed amendments to the London Plan, which include ensuring that development proposals demonstrate how cycle</p>

	<ul style="list-style-type: none"> • Providing more publicly-accessible cycle parking/facilities in new developments • Other minor requests <p>Sustrans encouraged us to be even bolder and ensure planning permissions and consents are contingent on developers meeting minimum cycle parking standards.</p> <p>The Barbican Residents Association and 3 comments supported including motorcycle parking minimums alongside cycle parking minimums in new development proposals.</p>	<p>parking facilities will cater for larger cycles, including adapted cycles for disabled people.</p> <p>Encouraging greater use of powered two wheelers was a recurring theme throughout the consultation and is addressed in Section Five of the report (page 17). In addition, the London Plan states that motorcycle parking provision in new developments will be evaluated on a case-by-case basis, with each space counting towards maximums for car parking spaces. The City of London supports the London Plan and this approach.</p>
Other organisational comments	<p>The Ramblers, Inner London Area noted that we need to ensure that cycle parking locations in new developments do not encourage additional cycling on the pavement for access.</p> <p>The Freight Transport Association noted that, alongside ensuring new developments provide secure cycle parking facilities, they should also include dedicated bays for deliveries and servicing vehicles.</p>	<p>We will change to the proposal to add a statement encouraging new developments to ensure that cycle parking locations in new developments improve interactions between people walking and cycling, particularly on pavements.</p> <p>Dedicated bays for deliveries and servicing vehicles is already included in the London Plan and our Draft City Plan 2036.</p>

Proposal 27

Promote and celebrate cycling

Website scores

203 Responses 4.1 Average score



Proposal 27: Promote and celebrate cycling

General expressions of support

13 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Bike Taxi Ltd
- Flit Technologies Ltd
- London Living Streets
- Sustrans
- SYSTRA Ltd

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Celebrating cycling and the benefits it brings
- Improving cycling behaviours
- Improving the culture of cycling in the City to be more inclusive on non-cyclists

The following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- **IAM Roadsmart** supported our educational and behavioural change campaigns
- **Salix Finance** somewhat supported the proposal overall but believed we could go further

General expressions of opposition

5 people expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Requests to go further (19 comments)	We received 17 comments with requests to go further for this proposal. These included: <ul style="list-style-type: none">• Running more car-free days in the City	We will change to the proposal to strengthen our intention to work with businesses and heritage and culture institutions to support their efforts to encourage more of their workers and visitors to cycle, including through

	<ul style="list-style-type: none"> • Delivering more campaigns to improve cycling behaviours • Delivering more campaigns to support e-biking • Encouraging more action from business on supporting cycling <p>IAM Roadsmart supports the City providing free cycle training and urged the City to go further in providing cycle taster sessions, maintenance, workshops, presentations, and better cycling safety displays.</p> <p>Salix Finance supported more policing to ensure safety for all users on our streets, more education for all street users, and using more public spaces and events to promote and raise awareness of cycling safety.</p>	<p>offering Cycle to Work programmes and organising led rides. We will also commit the City Corporation to championing these initiatives.</p> <p>We believe our plans for car-free days (outlined in Proposal 13) including holding the first car-free day in 2019 are sufficient.</p> <p>We also believe our plans to provide and promote free cycle training for people who live, work, and study in the City (outlined in Proposal 20) are sufficient.</p>
--	---	---

Proposal 28

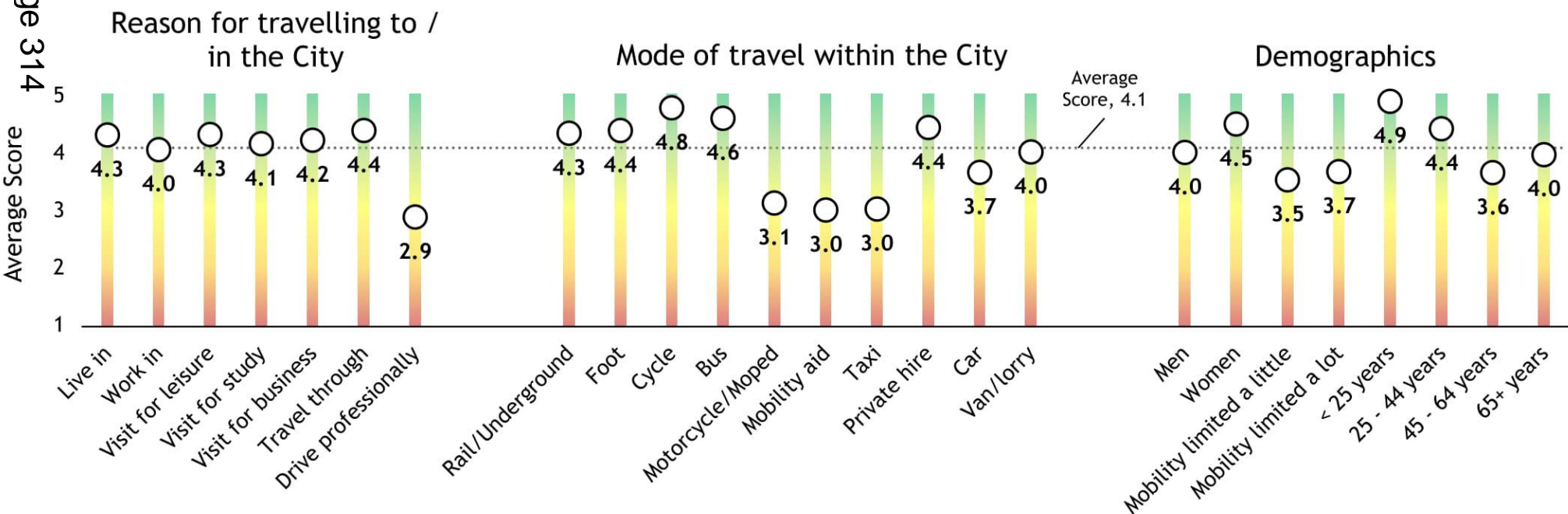
Improve cycle hire in the City

Website scores

203 Responses 4.1 Average score



Page 314



Proposal 28: Improve cycle hire in the City

General expressions of support

7 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Bike Taxi Ltd
- City of London Access Group
- Flit Technologies Ltd
- London Living Streets
- RailFuture
- Sustrans
- SYSTRA Ltd

Some respondents expressed specific support for pan-London regulation efforts.

The **Chancery Lane Association** expressed their support for elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

General expressions of opposition

5 people and the **Alliance of British Drivers** expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Requests to go further (11 comments)	<p>We received 10 comments with requests to go further for this proposal. These included:</p> <ul style="list-style-type: none">• Stricter regulation of dockless cycle hire• Introducing non-standard cycle hire services• Other minor requests <p>Living Streets stated that dockless cycle hire needs to be regulated.</p>	<p>Proposal 28 notes that we will work with TfL and London Councils to secure a byelaw that grants local authorities in London regulatory powers to effectively manage current and future cycle hire activities on our streets. We acknowledge responses calling for stricter regulation of dockless cycle hire and will continue to work diligently with TfL and London Councils to ensure the emerging byelaw is fit for purpose.</p>

Other organisational comments	The Chancery Lane Association noted there is not enough space on Chancery Lane for virtual dockless cycle hire stations.	We note this comment and will ensure all future dockless cycle hire activities are located in appropriate spaces and places.
-------------------------------	---	--

Proposal 29

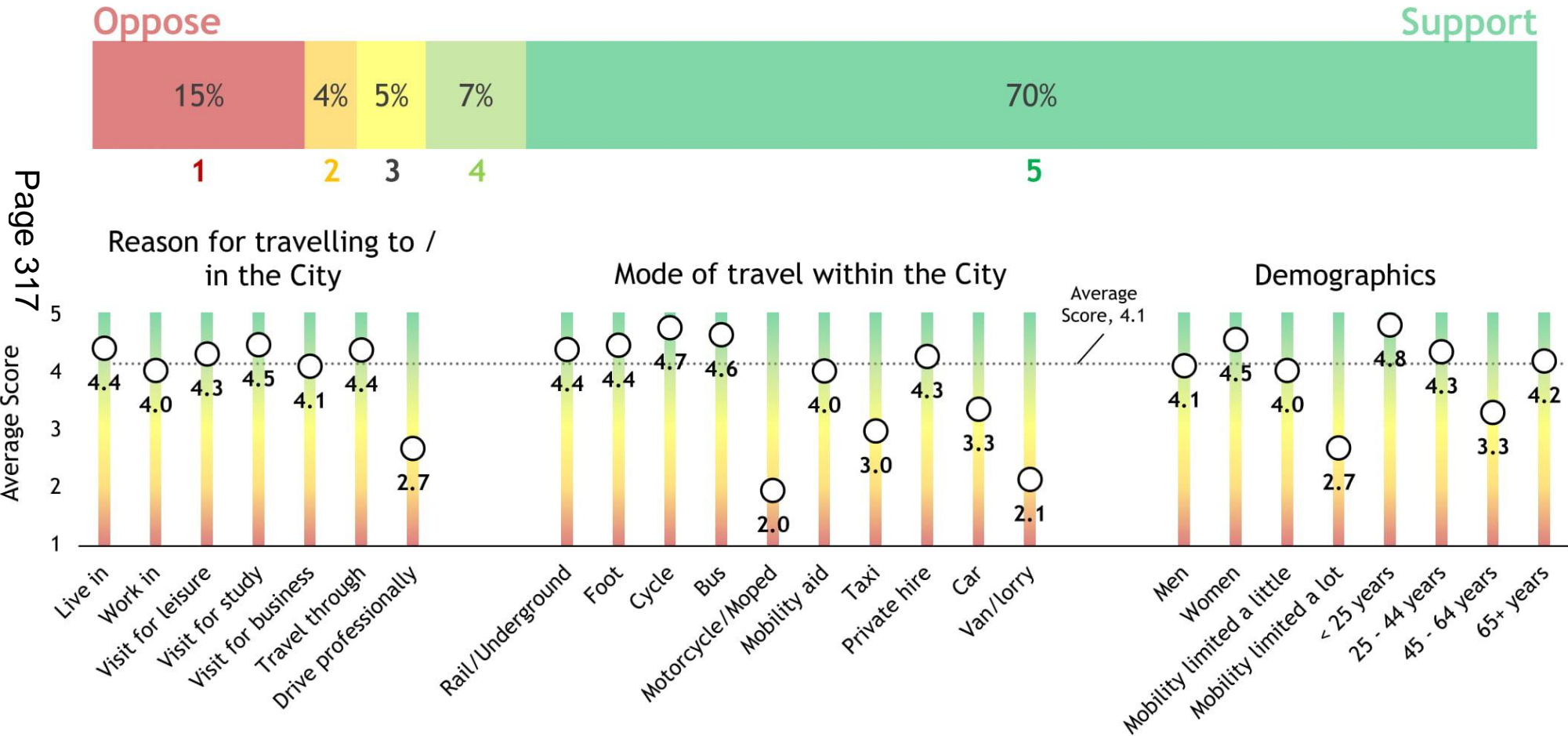
Support and champion a central London Zero Emission Zone

Website scores

2016 Responses

4.1

Average score



Proposal 29: Support and champion a central London Zero Emission Zone

General expressions of support

275 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- | | | |
|------------------------------|-------------------------------|--|
| • RailFuture | • Barbican Association | • A1X Ltd |
| • Stop Killing Cyclists | • City Property Association | • TheTin Ltd |
| • Brake | • City Property Association | • AWT Investments Ltd |
| • Bike Taxi Ltd | NextGen Steering Group | • The Heron, Moor Lane Residents Committee |
| • Living Streets | • Transport for London | • Wheels for Wellbeing |
| • Port of Tilbury London Ltd | • Lancefield Street Residents | • Ramblers Inner London Area |
| • SYSTRA Ltd | • Roadpeace | • Quarter One |
| • Salix Finance | • Flit Technologies Ltd | |

The following organisations expressed general support but also made suggestions or highlighted concerns which are addressed in the table below:

- **City of London Access Group** raised the issue that there is a very limited range of electric vehicles which meet the requirements for some disabled drivers and that there are currently no hybrid or electric vehicles available for people requiring wheelchair accessible vehicles.
- **St Paul's Cathedral School** would welcome inclusion of additional zero emission streets or zone around St Paul's Cathedral.
- **The Licensed Taxi Driver Association** support the proposal but would like to see a temporary exemption for taxis while the trade transitions to zero emission capable taxis.
- **Stop Killing Cyclists, Brake and Bike Taxi Ltd**, noted that the introduction of Zero Emission Zones needs to be complemented by overall traffic reductions as zero emission capable vehicles still contribute to particulate matter produced by tyre and brake wear as well as congestion and road danger.
- **London Tourist Coach Operators Association** expressed concern that zero emission coaches are still in their infancy with much of the technology either untested or not yet tested to an extent that proves its robustness. They would welcome further discussion to explore the potential need for a compromise that minimises the impact on the coach industry while still supporting overall emission reductions.

- **Freight Transport Association, Royal Mail and Federation of Small Businesses** all expressed interest in the detail and a willingness to work with City of London Corporation to help deliver a workable ZEZ.

General expressions of opposition.

56 people expressed their opposition for this proposal (in full or in part) and made no specific suggestions or requests for changes.

5 people thought that the motivation proposals was for raising 'tax' through fines for non-compliant vehicles rather than genuinely for air quality improvements

The following organisations expressed general opposition but also made suggestions or highlighted concerns which are addressed in the table below:

- **Motorcycle Action Group** oppose the introduction of ZEZ on the grounds of confusion and undemonstrated cost/benefit of introducing higher emission standards than those required by the wider 2019 ULEZ. They are also concerned that this is changing the targets, as they feel people will upgrade to meet ULEZ 2019 requirements and that to go further in a short space of time is unreasonable. MAG also suggested the transition to zero emission capable vehicles should be market led and that fines/upgrades of vehicles would have a greater impact on lower income groups.
- **Alliance of British Drivers** contest the need for a ZEZ on the grounds that air pollution is not as damaging as the evidence suggests and that it is unnecessarily costly. ABD argued that diesel buses and HGVs are the biggest contributors to poor air quality and there is no effective alternative to them.
- **La Fromagerie Ltd** noted that no ZEC refrigerator vans are currently available.
- **Smithfield Market Tenants' Association** noted that no ZEC HGVs will be available within the next 5 years.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Support the proposal but request that it go further (106 comments)	<p>48 people suggested the local ZEZs should cover a wider area or that vehicles should be banned completely. St Paul's Cathedral School and a number of individual respondents asked for the area around St Paul's to be a ZEZ, highlighting the health impacts of air pollution on children.</p> <p>29 people thought the proposal for local ZEZ should be implemented earlier than 2022, citing poor air quality and health impacts as the reason for faster action.</p> <p>Tyre and brake wear 22 people as well as Stop Killing Cyclists, Brake and Bike Taxi Ltd highlighted the need to reduce particulate matter from tyre and brake wear alongside exhaust emissions.</p> <p>Reduce non-vehicle emissions. 16 individuals and the following organisations expressed concern that we need to also be addressing emissions from fossil fuels at power stations, where these would still be the source of the power supply.</p> <p>A number of people raised the point of needing to deal with emissions associated with uses other than transport,</p>	<p>The timescale proposed for 2022 implementation is considered appropriate given the need for engagement, challenges of implementation, vehicle availability and the need to consider access requirements.</p> <p>The proposal to introduce two local ZEZs, where covering areas of the Square Mile with the greatest concentrations of people working and living, is anticipated to deliver benefits from reduced vehicle pollution across the Square Mile, as the routes to ZEZs will have a greater proportion of ZEC vehicles. As we develop these zones, we will consider the possibility of other areas or extensions.</p> <p>We recognise the need to reduce particulate matter from tyre and brake wear. This will be in part addressed by proposals to proactively reduce the number of motor vehicles in the Square Mile. Proposals to encourage safe speeds and behaviours as part of Vision Zero will result in slower speeds and less aggressive braking should also reduce tyre/brake wear.</p> <p>Electric vehicles are far more efficient in fuel use/CO₂ output than combustion engines. The wider need to reduce the use of fossil fuels is set out in the City of London Responsible Business Strategy and the City Corporation has agreed to a renewable energy policy for its own direct use. Measures to reduce emissions from NRMM are set out in the City of London Air Quality Strategy. The CoL Air Quality Strategy is supported by the transport related measures</p>

	<p>including emissions from non-road mobile machinery (NRMM) used by the construction industry.</p> <p>Whole-life emissions A few people also raised the point that whole life emissions of electric vehicle production and replacement should be factored in, noting that there are emissions at production stages, others noted that the availability of battery making materials could be a challenge in the future.</p>	<p>and proposals set out in the Transport Strategy. The Air Quality Strategy addresses all sources of air pollution affecting the Square Mile. The proposal has been amended to recognise the links and dependencies between these two Strategies.</p> <p>Studies comparing the whole life emissions of electric vehicles to petrol/diesel shows that over the lifetime of running a vehicle, electric vehicles come out better than conventional combustion engine, which counteracts the higher CO2 production cost for electric. There are therefore no changes to the proposal required.</p>
Potential exemptions and ZEC vehicle availability (95 comments)	<p>Exemptions for residents and freight 31 people, mostly residents, and the Barbican Association, raised the need for exemptions for residents who may not be able to switch to fully electric vehicles by 2022 and still require vehicles for essential journeys. Respondents noted that residents only use vehicles infrequently and do not make a significant contribution to emissions. Residents also expressed concern about taxis access, particularly for disabled residents, and access restrictions on deliveries and servicing, such as plumbers and electricians.</p> <p>Exemptions for motorcycles and mopeds 40 people suggested that motorcycles and mopeds should be exempt from any restrictions as they are lower emission than other vehicles.</p> <p>Exemptions for taxis</p>	<p>We recognise the need to take account of the needs of residents and the availability of ZEC vehicles when developing and implementing ZEZs. The need to consider phasing for vehicle class/type and possible exemptions for certain users is reflected in the current drafting of this proposal and will be considered during the development of local ZEZs. Residents, businesses, the freight industry and other street users will be engaged as part of this process.</p>

	<p>3 people, the RMT London Taxi Drivers' Branch and the Licensed Taxi Drivers' Association suggested that taxis should be exempt from restrictions as they need to access all areas, are fully accessible and that the taxi trade is already transitioning to ZEC taxis. Some respondents also suggested that those drivers who had invested in ZEC taxis should be given some priority within ZEZs such as dedicated ranks</p> <p>3 comments expressed an alternative view, suggesting that taxis should not be exempt for ZEZ restrictions, as older vehicles are particularly bad on vehicle emissions.</p> <p>Vehicle availability 18 people and range of organisations raised concerns about the availability of zero emission capable vehicles. The London Tourist Coach Operators Association noted that zero emission coaches are still in development. Freight Transport Association, FTC 2050, Smithfield Market Tenants' Association and Thames Tideway and La Fromagerie Ltd expressed concern that there is still a very limited amount of choice for HGV and LGVs that will meet the requirements. The Society of Motor Manufacturers and Traders and the Federation of Small Businesses suggested that introduction of ZEZ should be in line with commercial availability of vehicles. Royal Mail note that they would welcome early engagement on proposals so that service needs can be met effectively and avoid unintended consequences of additional vehicles being required.</p>	
Financial impacts on businesses and individuals (58 comments)	<p>The need for subsidies or price equality 29 people suggested that further subsidy is required to enable a shift to EVs, or that implementation of any further restrictions should be delayed until there is price equality for EVs.</p>	Grants and financial incentives are available through the Office of Low Emission Vehicles and TfL. The market for small goods vehicles, taxis and private cars is becoming established and for some vehicle types purchase cost will soon be equal to equivalent petrol/diesel vehicles

	<p>People on low incomes (27 comments) 27 people and Motorcycle Action Group raised concerns that the need to upgrade vehicles or pay a fine for vehicles not meeting new requirements will unfairly impact on people on low incomes.</p> <p>Others commented that this proposal effectively allows preferential treatment for those who could afford to pay. Some people thought this should therefore mean a complete ban on vehicles not meeting the requirements rather than fines which allow people to 'pay to pollute'; others thought it should be managed by complete bans of all vehicles, not permitting EVs either.</p> <p>Let market lead; allow more time for transition to EVs 2 people and Motorcycle Action Group suggested that the transition to zero emission capable vehicles should be market led. A number of other respondents suggested that the implementation of ZEZ restrictions should be delayed due to the costs and availability of replacement vehicles. Motorcycle Action Group and the Alliance of British Drivers do not support a ZEZ, London wide or local zones, particularly by 2022. Their view is that this should be allowed to happen with the market, and not accelerated. They do not see a valid case in cost/benefit terms of the cost to motorists against the health benefits.</p>	<p>(expected to be reached by 2020). The operating costs of electric vehicles are notably lower than those of petrol/diesel at present.</p> <p>Comments referring to the low-income groups were mostly relating to residents and will be addressed during the development of the ZEZ, for example through 'sunset' periods that provide time limited exemptions to residents.</p> <p>The mechanisms to manage access mean that it is likely to be necessary to impose fines on offending vehicles. Consideration of what level this should be at to reduce infringements to a minimum will be part of the full feasibility study prior to implementation.</p> <p>The Square Mile, as well as many other parts of London, is still in breach of air quality targets that should have been met by 2005 for PM10 and 2010 for NO2 (EU regulations). The market is not delivering new vehicles at a rate deemed necessary from a health perspective, recognised by UK, EU governments and World Health Organisation.</p> <p>The case for controls on pollution in health terms has been made in several studies recently published, Committee on the Medical Effects of Air Pollution in 2018 published estimates of the annual mortality burden of human-made air pollution across the UK. This study considers the effects of nitrogen dioxide, but these cannot be separated out from the effects of PM2.5. The annual mortality burden has been estimated as an effect equivalent to 28,000 to 36,000 deaths. The range is based on two approaches to take into account the differing views of experts, suggesting that even at the lower end of the range the figure is robust.</p>
--	--	--

		The WHO Guidelines for PM are the lowest levels at which total cardiopulmonary and lung cancer mortality have been shown to increase with more than 95% confidence in response to PM2.5 in a long-term exposure to fine particulate air pollution study
EV charging infrastructure (34 comments)	34 people stressed the need to provide EV charging infrastructure to support the introduction of Zero Emission Zones.	This is addressed in <i>Proposal 30, Install additional electric vehicle charging infrastructure.</i>
Proposals should target worst polluters (23 comments)	23 people commented that diesel buses, taxis and HGVs are the worst polluters and that the proposal should be concentrating on these, rather than a blanket approach for all vehicles.	Reductions in emissions from all types of vehicle will be required to meet air quality targets. TfL have set out a timetable for the transition to ultra-low and zero emission buses and taxis, which is being delivered through contract and licencing requirements. Currently there is a lack of alternative vehicles for HGVs but the Transport Strategy includes proposals to reduce the number of motorised freight vehicles in the Square Mile.
Relationship with central London ULEZ 2019 and neighbour boroughs. (5 comments)	<p>A small number of people and Motorcycle Action Group questioned the need from restrictions that go beyond those being introduced as part of the central London ULEZ in April 2019.</p> <p>Brewery Logistics Group, FTC 2050, John Lewis Partnership and Society of Motor Manufacturers and Traders highlighted the need for a consistent approach between the City and neighbouring boroughs, or across London, when implementing any local ZEZ restrictions. Transport for London recommended that the City of London refers to forthcoming guidance when preparing its future proposals.</p>	<p>Modelling has shown that the air quality on our busiest streets will still be in breach of the UK and WHO health-based limits after the introduction of the ULEZ in April 2019.</p> <p>The risk of confusion and need for consistency is recognised and addressed in the proposal. We will work closely with neighbouring boroughs, London Councils and TfL to ensure a consistent approach.</p>

Will redistribute pollution elsewhere (5 comments)	5 people thought that vehicles avoiding a ZEZ would increase pollution elsewhere, with no net benefit.	Given the scale of the local ZEZs proposed we do not think that there will be a redistribution of traffic.
--	--	--

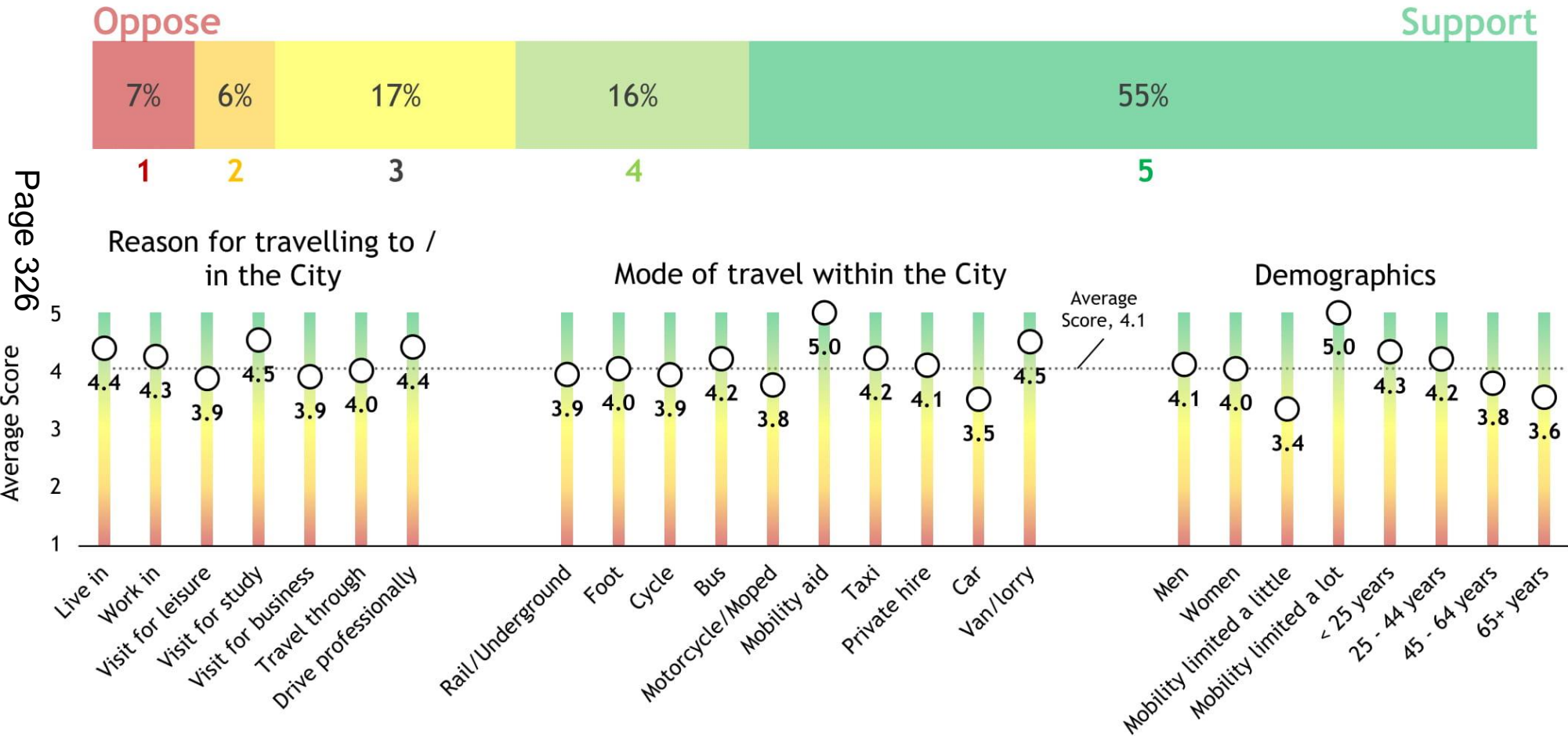
Proposal 30

Install additional electric vehicle charging infrastructure

Website scores

198 Responses

4.1 Average score



Proposal 30: Install additional electric vehicle charging infrastructure.

General expressions of support

24 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- Smithfield Market Tenants' Association
- Gett UK
- Freight Traffic Control (FTC) 2050
- Bike Taxi Ltd
- Living Streets
- London Living Streets
- Salix Finance
- City of London Access Group
- Sustrans
- Flit Technologies Ltd
- The Tin Ltd
- The Heron, Moor Lane, Residents Committee
- Ramblers Inner London Area
- Transport for London
- Society of Motor Manufacturers and Traders

UPS, Freight Transport Association and Confederation of Passenger Transport support the proposal particularly with reference to hub sites and depots (rather than on-street) given the operational needs of delivery companies.

Society of Motor Manufacturers and Traders support provision and provide detailed comments which will help inform the Action Plan for delivery of new charge points.

Transport for London supports the proposal and notes its target for 300 rapid charging points will be delivered by the end of 2020 asking local authorities to identify 20 sites each. Additionally, dedicated taxi rapid charging points are required in the Congestion Charge Zone to encourage electric taxi uptake. **Transport for London** wish to discuss including the City of London's proposals in the EV Taskforce's charter of commitments.

Licensed Taxi Drivers' Association support this proposal but expressed their disappointment at the rate of progress so far, London wide and within the City.

16 people expressed support and stressed the need to keep any charge points off footways, protecting space for walking and especially maintaining fully accessible footways. This point was also supported by **Bike Taxi Ltd, London Living Streets, Living Streets, London Cycling Campaign, QuarterOne, Roadpeace** and **Sustrans** made similar comments when commenting on proposal 17. 2 people commented that alternative systems for charging such as wireless or induction charging should soon be available.

16 people commented on the need to cut total motor vehicles in total and not just replace existing numbers with EVs, which is addressed in Proposal 11.

The following organisations expressed support and raised some concerns which are addressed in the table below.

- **Barbican Association** comment on the ability of the background power network infrastructure being sufficient to cope with installation of sufficient EV charge points.
- **UPS** raised a similar point on the funding of the background power infrastructure and questioned who should pay for the upgrades required.
- **City of London Access Group** support and would like to see dedicated provision for disabled drivers.

General expressions of opposition

There were no comments expressing opposition to this proposal from individuals or organisations.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Prioritisation of different users (8 comments)	A number of comments were received from individuals and organisations emphasising the need for prioritisation for particular user groups. These included the City of London Access Group with respect to the needs of disabled (blue badge) holders; Transport for London with respect to priority points for taxis. UPS and Freight Transport Association with respect to freight, this included the need to provide at depots as well as hub sites.	The proposal has been updated to include an Action Plan to be completed by the end of 2019 which will include consideration of all user groups.
Comment on non-exhaust emissions (3 comments)	3 people commented that EV charge points could still be using power from fossil fuels and that emissions would therefore be generated at source	EVs still provide an immediate improvement in local air quality and are more efficient in their use of fossil fuels where that is the source of power. The City Corporation is taking steps to increase our own use of renewable power supplies through its Renewable Electricity Policy and Sourcing Strategy.

Network Power infrastructure provision	Barbican Association questioned the ability of the background power network infrastructure being sufficient to cope with installation of sufficient EV charge points. UPS raised a similar point on the funding of the background power infrastructure and questioned who should pay for the upgrades required.	Working with TfL and utilising the EV taskforce we will address these matters as we assess the next stage of charge point installations. Work in the industry on a wider scale is looking at how to address infrastructure provision and we will look to best practice and encourage innovation.
--	---	--

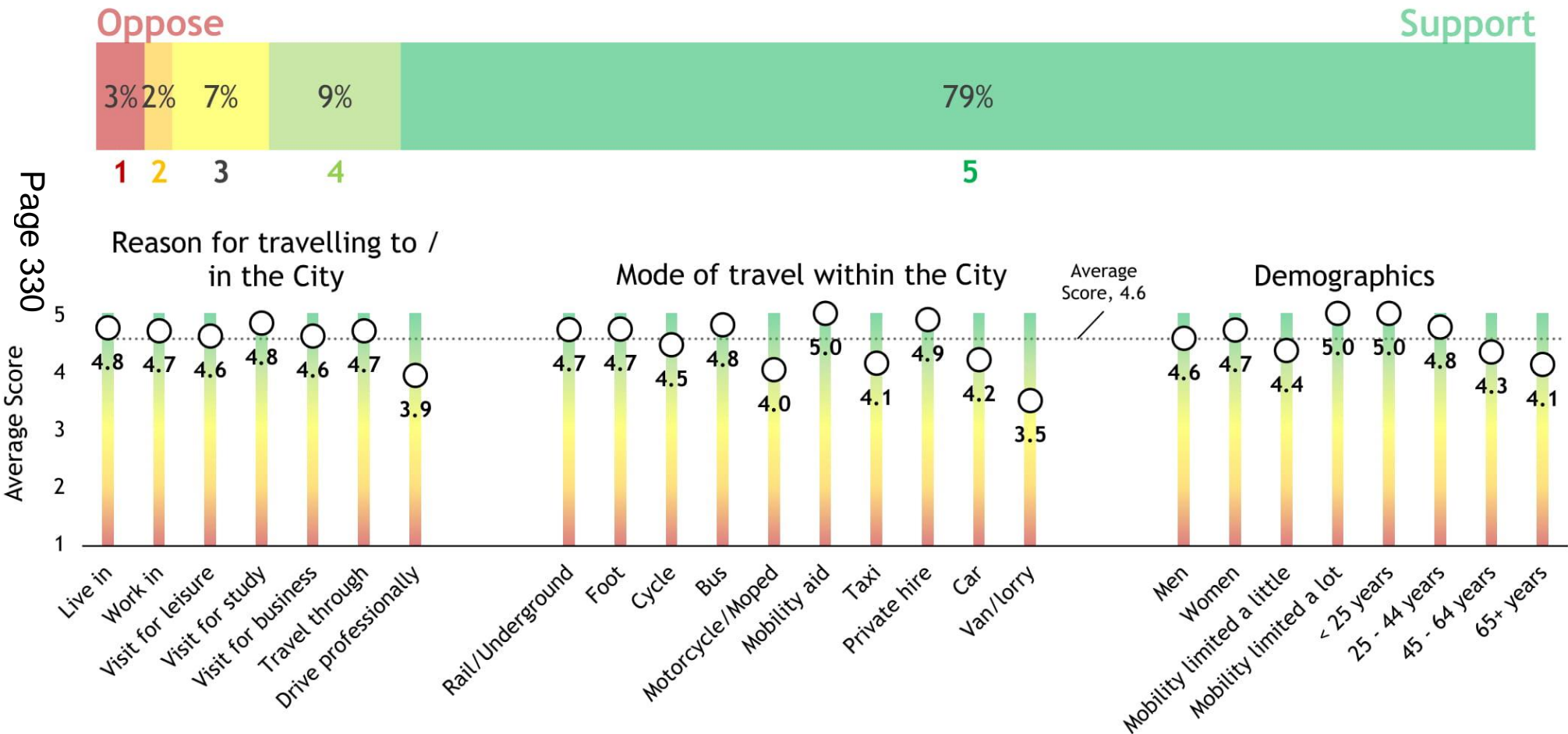
Proposal 31

Request an accelerated roll out of zero emission capable buses

Website scores

208 Responses

4.6 Average score



Proposal 31: Request an accelerated roll out of zero emission capable buses

General expressions of support

14 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- Alliance of British Drivers
- City of London Access Group
- Bike Taxi Ltd
- Salix Finance

Additional comments were made on the viability of zero emission capable buses and the need to promote advanced technology such as wireless charging. Two people thought we should use financial support to speed up the change with buses, and one felt we should allow TfL to determine priorities across London.

Transport for London noted that by the middle of 2020 all buses serving the Square Mile will be hybrid or zero emission and that these latest ultra-low emission buses will deliver up to a 95% reduction in NOx emissions from buses, making a significant improvement to air quality. The proposal will be **amended** to reflect this timetable and include a target for all buses to be zero emission (electric or hydrogen) by 2030.

General expressions of opposition

There were no comments opposing this proposal.

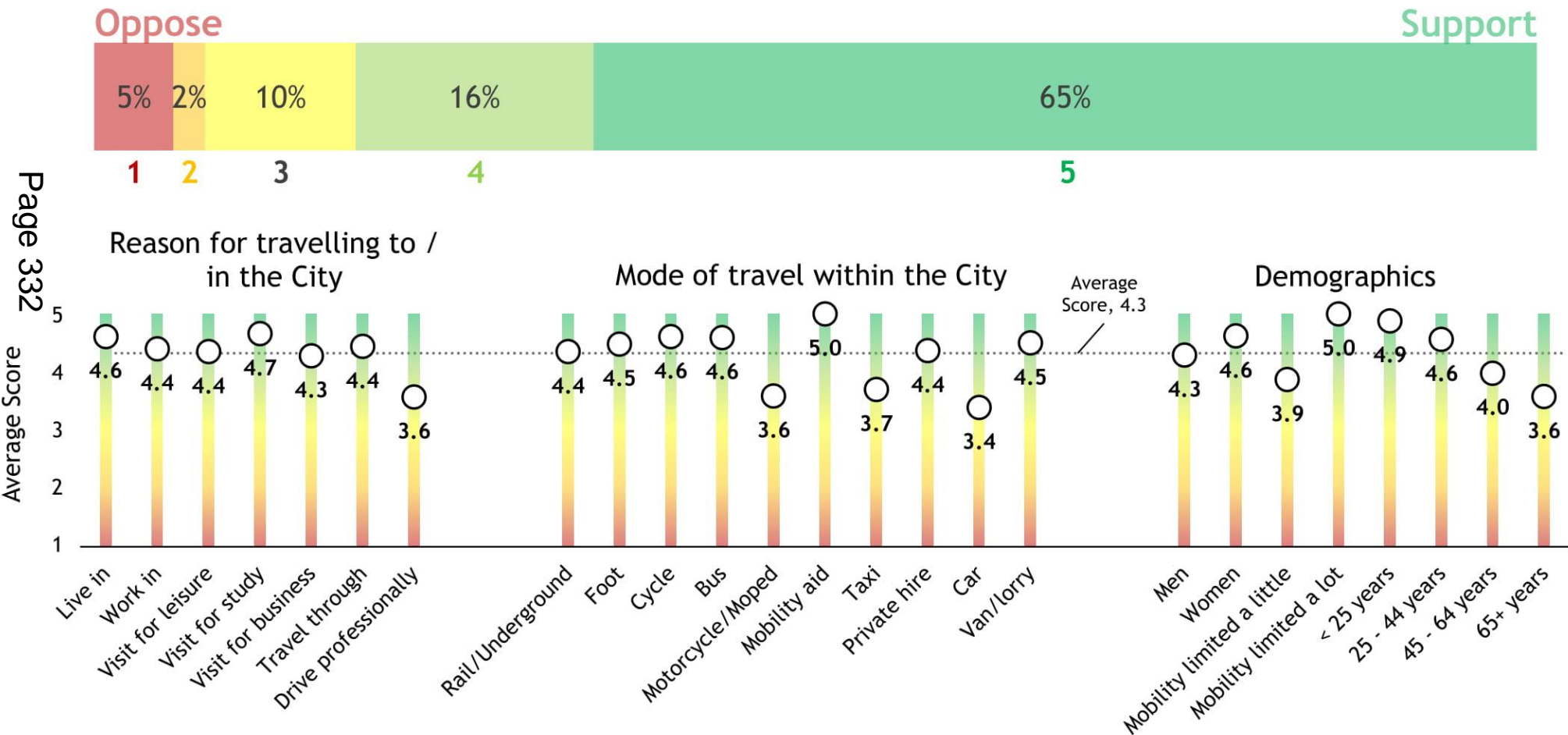
Proposal 32

Support small businesses to accelerate the transition to zero emission capable vehicles

Website scores

182 Responses

4.3 Average score



Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles

General expressions of support

3 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes.

- Alliance of British Drivers
- City of London Access Group
- RMT London Taxi Drivers' Branch
- Transport for London

4 people made comments on the availability of zero emission vehicles, which was also raised for Proposal 29 and our response is outlined above.

6 people and **Bike Taxi Ltd** expressed support with the concern that it would be unfair for there to be a subsidy for electric vans and none for bikes/cargo bikes; 5 additional people thought that we should ensure electric bikes are included. The proposal will be **updated** to include supporting businesses to switch to non-motor vehicles as well as zero emission capable vehicles

Freight Transport Association support the proposal in principle with the exception of preferential pricing for vehicles in this category.

General expression of opposition

Only 1 person expressed opposition for this proposal.

Proposal 33

Make the City of London’s own vehicle fleet zero emissions

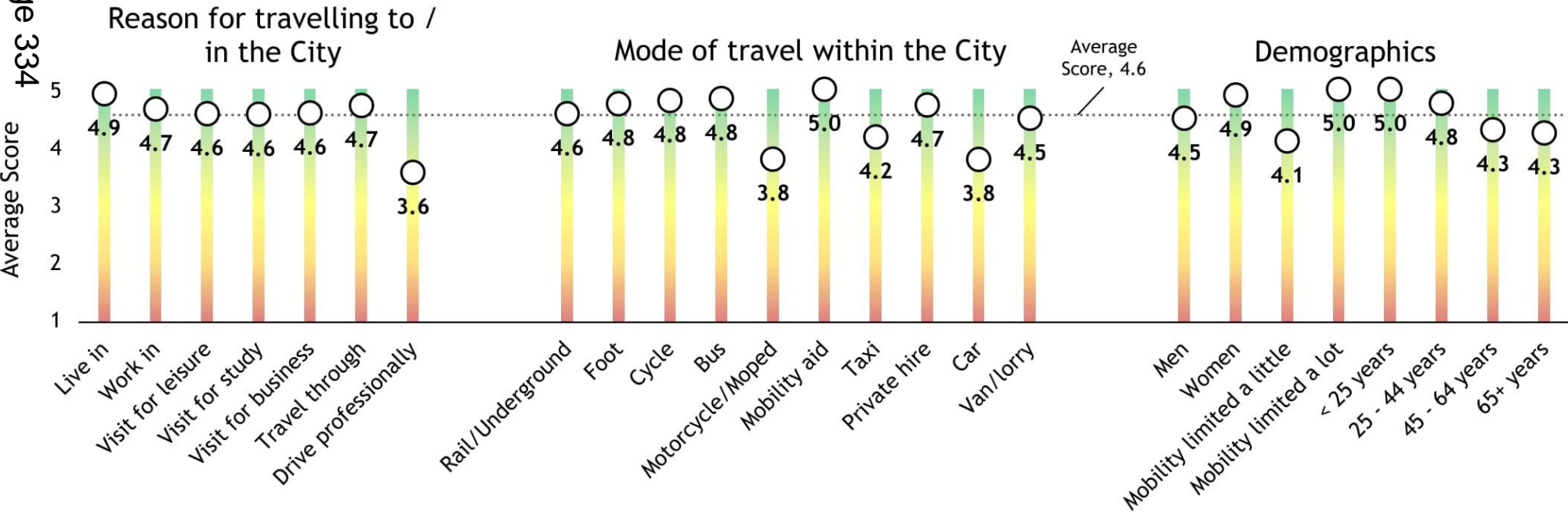
Website scores

194 Responses

4.6 Average score



Page 334



Proposal 33: Make the City of London's own vehicle fleet zero emissions

General expressions of support

12 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- Alliance of British Drivers
- City of London Access Group
- Bike Taxi Ltd
- IAM Roadsmart
- Transport for London

Freight Transport Association support this proposal, with an additional point that the market of available vehicles will be better understood by City of London Corporation. They also noted that this may lead to higher upfront costs for contractors.

Expressions of support included comments that cargo-bike/cycles and electric bikes/scooters should be part of the City's fleet of vehicles. That there should be a net reduction in City vehicle fleet as well as a switch to zero/low emission.

A couple of people commented that given this is within City Corporation control it should have an earlier target – the City Corporation policy on fleet procurement requires ZEC vehicles to be considered first when replacement or retrofit of a vehicle is required. This policy also includes a 'no-replacement' requirement as first principle in decision making, with the aim of delivering a net reduction in the City Corporation's vehicle fleet. A few comments also noted the lack of alternative options for HGVs, which the City Corporation is keen to address and will continue to trial HGVs where appropriate such as the all-electric refuse trucks.

General expression of opposition

One person expressed opposition because they felt this proposal would be a waste of financial resource.

Proposal 34

Reduce the level of noise from motor vehicles

Website scores

196 Responses 4.3 Average score



Proposal 34: Reduce the level of noise from motor vehicles

General expressions of support

20 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- Bike Taxi Ltd
- Society of Motor Manufacturers and Traders
- Transport for London

8 people expressed concern that electric vehicles add a safety risk if people can't hear them and the **City of London Access Group** noted need to maintain siren noise for blind and visually impaired people. This issue is recognised and addressed in Proposal 20, which sets out our intention to work with industry and access groups to understand and address safety implications arising from the use of quieter vehicles.

Freight Transport Association expressed support whilst asking that any 'no-idling' enforcement campaigns/regulations recognise that some vehicles have operational needs that require them to keep engines running while stationary.

General expressions of opposition

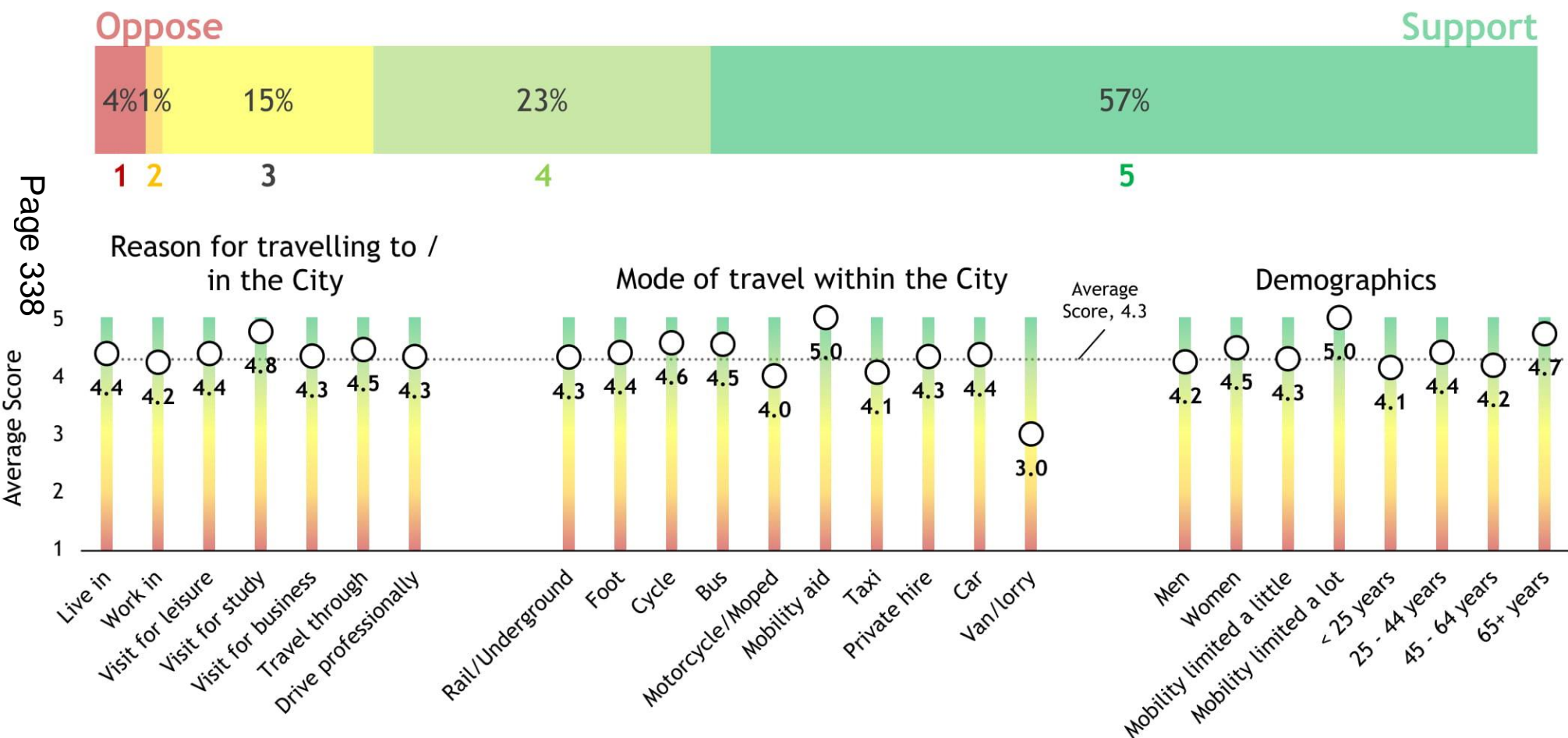
4 people expressed opposition to this on the grounds that silent electric vehicles would be dangerous (addressed above) and that implementing the proposals is a waste of resources. The **Alliance of British Drivers** question whether a problem that needs resolving.

Proposal 35

Reduce noise from streetworks

Website scores

171 Responses 4.3 Average score



Proposal 35: Reduce noise from streetworks

General expressions of support

11 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- Barbican Association
- City of London Access Group
- Bike Taxi Ltd
- Transport for London

Supportive comments included noting that getting works done quickly effectively reduced the length of any noise impact. A few comments noted that the details of the proposal should already be in place.

General expressions of opposition

One comment that any further controls were unnecessary in busy city centre. No other opposing comments were received.

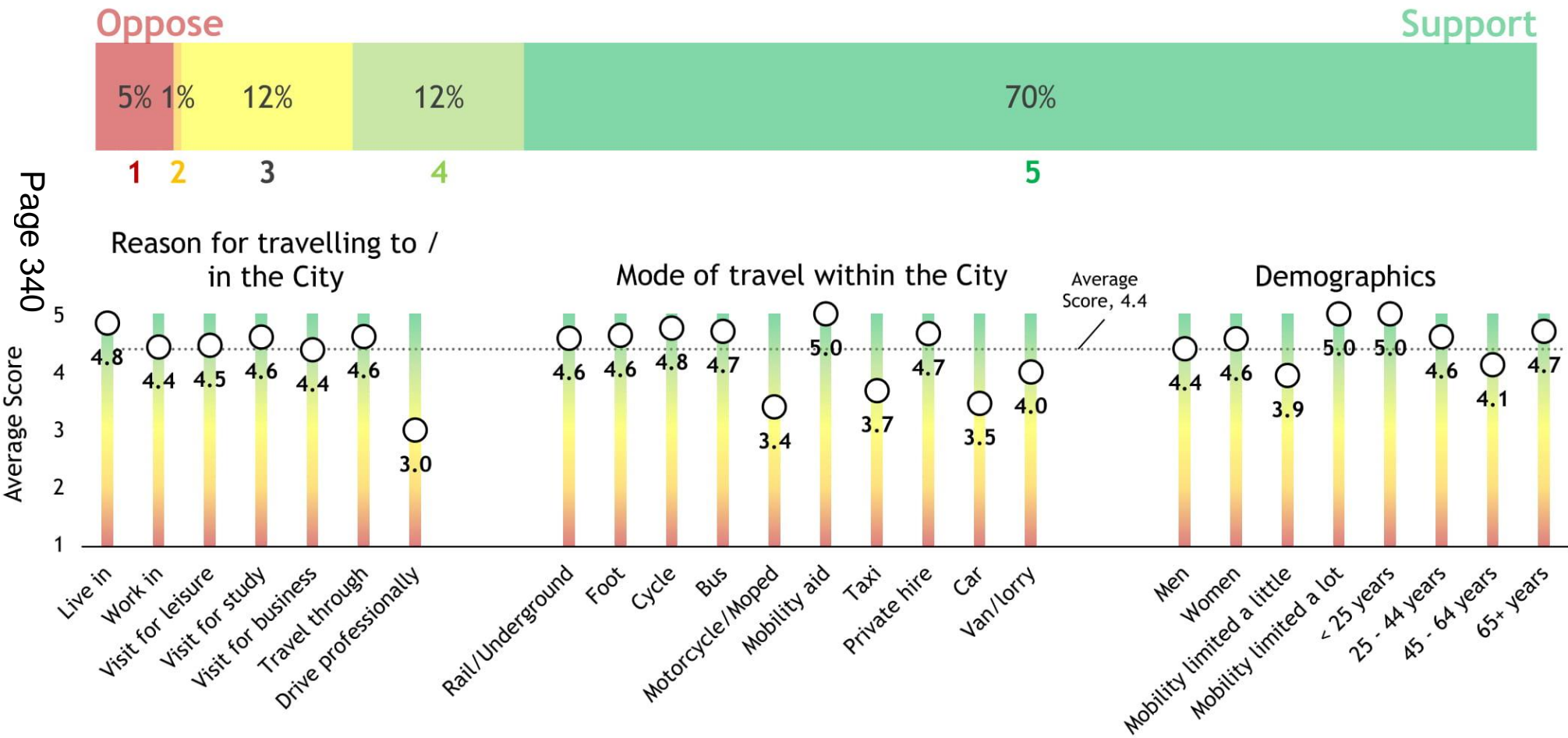
Proposal 36

Encourage innovation in air quality improvements and noise reduction

Website scores

185 Responses

4.4 Average score



Proposal 36: Encourage innovation in air quality improvements and noise reduction

General expressions of support

12 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- City of London Access Group
- Bike Taxi Ltd
- Freight Transport Association
- Ramblers Inner London Area
- The Aldgate Partnership
- The Tin ltd
- The Heron, Moor Lane Residents Committee

Sustrans expressed support with the caveat that technological developments should only be supported if they include measures to reduce motor traffic, which is part of Proposal 11. **Flit Technologies Ltd** support the proposal and recommended use of apps to allow customers for deliveries or taxis to specifically select ZEC vehicles. **Salix Finance** support this proposal but wish to see specific proposals with targets.

2 people commented that more greenery/green space should be utilised improve air quality and 2 suggested that powered two wheelers are already part of the solution.

General expressions of opposition

3 people expressed opposition to the proposal but made no specific suggestions for changes.

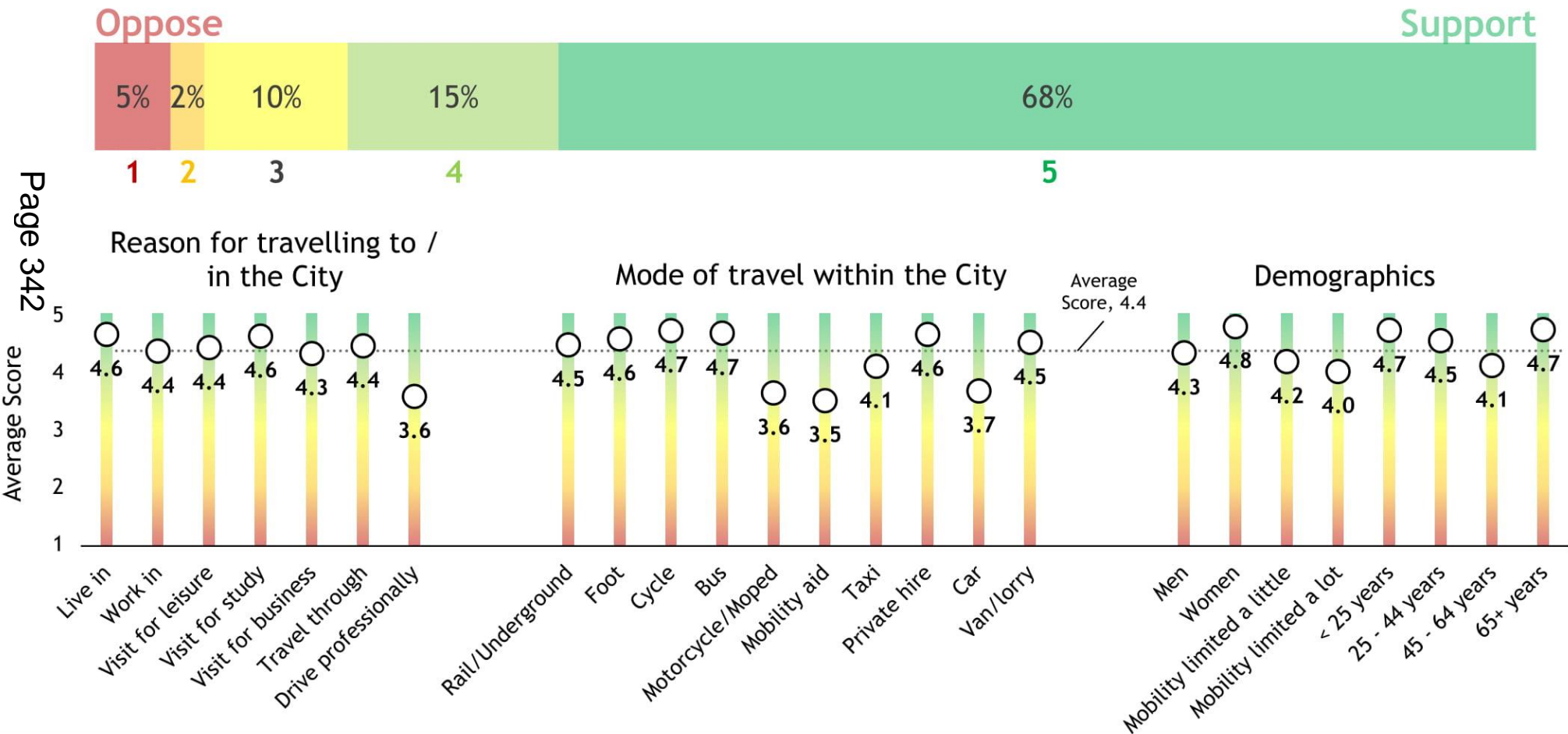
Proposal 37

Ensure street cleansing regimes support the provision of a world-class public realm

Website scores

171 Responses

4.4 Average score



Proposal 37: Ensure street cleansing regimes support the provision of a world-class public realm

General expressions of support

15 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- City of London Access Group
- Bike Taxi Ltd
- Living Streets
- Transport for London
- The Heron, Moor Lane, Residents Committee
- The Tin Ltd
- Sustrans
- Flit Technologies Ltd
- The Aldgate Partnership
- Ramblers Inner London Area

Specific comments included that we should require businesses to be responsible to meet the costs of managing packaging/litter and recycling, and that the reduction in cigarette litter was needed. A couple of comments were made that streets should be included, and this has been made more **explicit** in the proposal.

Two people were concerned that a smoking ban should not be part of the proposal – we do not propose to introduce a smoking ban in public areas as part of this proposal but do seek better behaviour on reducing litter from smoking.

General expressions of opposition

Only 2 people expressed opposition for this proposal on the basis that they consider the Square Mile to be clean enough already. A number of other respondents also highlighted that standards for street cleansing are already high.

Proposal 38

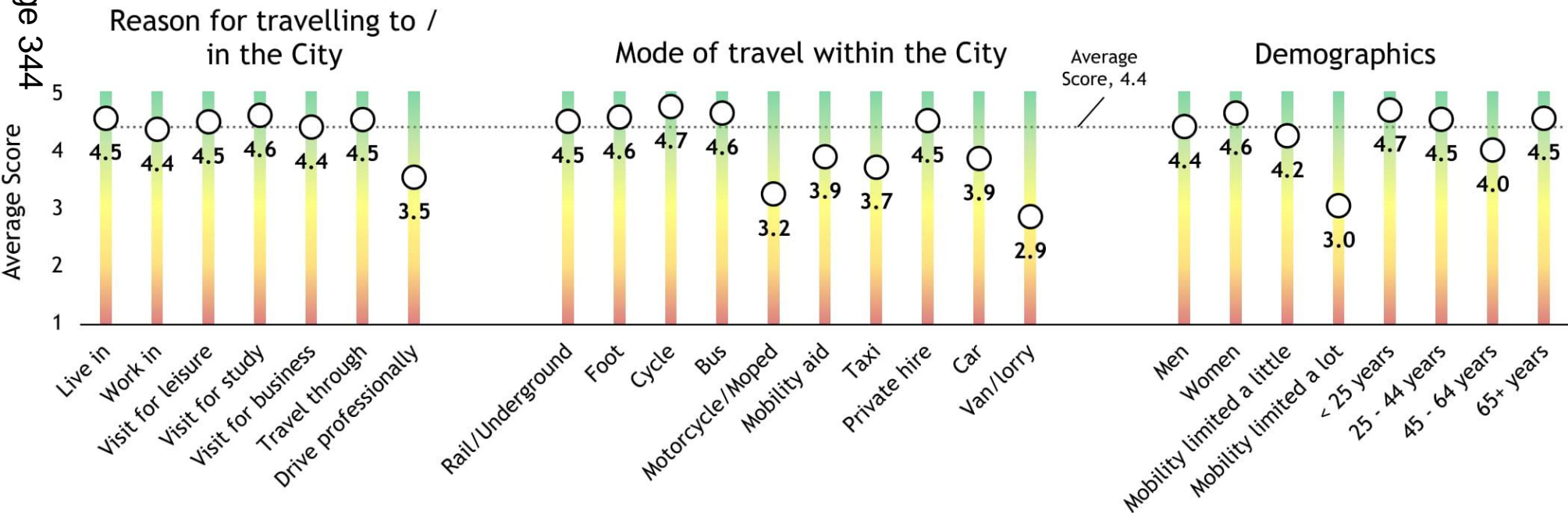
Reduce the number of freight vehicles in the Square Mile

Website scores

1932 Responses 4.4 Average score



Page 344



Proposal 38: Reduce the number of freight vehicles in the Square Mile

General expressions of support

129 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- City Property Association
- Chancery Lane Association
- Cross River Partnership
- Freight Traffic Control (FTC) 2050
- IAM Roadsmart
- Landsec
- London Tourist Coach Operators Association
- Port of London Authority
- Port of Tilbury London Ltd
- RailFuture
- RMT London Taxi Drivers' Branch
- Roadpeace
- Stop Killing Cyclists
- Transport for London
- Wheels for Wellbeing

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Retiming
- Last Mile Logistics/Cargo Cycles/deliveries made on foot
- More freight delivered by river
- Consolidation
- More freight delivered by rail
- Safety benefits of fewer and retimed freight vehicles

Conditional/specific support

The following organisations expressed support for proposal but with some exceptions or need for clarification which are listed in the table below:

- Aldgate Partnership
- Confederation of Passenger Transport
- Barbican Association
- Federation of Small Businesses
- Flit Technologies Ltd
- Freight Transport Association
- Motorcycle Action Group
- Motorcycle Industry Association
- Road Haulage Association

General expressions of opposition

34 people expressed their opposition for this proposal (in full or in part) but made no specific suggestions or requests for changes. The following organisations were not supportive of this proposal:

- Alliance of British Drivers
- La Fromagerie Ltd
- Smithfield Market Tenants' Association
- Unblock the Embankment

The campaign group **Unblock the Embankment** opposes the proposal on the basis that it will result in increased traffic on the A3211 (Victoria Embankment and Upper and Lower Thames Streets). 500 template emails were received via the Unblock the Embankment website. The template mirrors the Unblock the Embankment response and concern that delivering this proposal will lead to increased congestion on the A3211.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Opposition or concern related to specific measures (100 comments)	<p>45 comments were unsupportive on grounds that the proposals would increase costs to City businesses and/or others in the supply chain, such as suppliers, hauliers and couriers. The themes in these comments included:</p> <ul style="list-style-type: none"> • General concern for increased costs • Increased costs to do business will make the Square Mile less competitive • Concern it would lead to goods shortages • Additional staff requirements to facilitate retiming, particularly for properties that are not currently open long hours <p>The Alliance of British Drivers suggested that the proposal would burden freight operators. The Federation of Small Businesses expressed concern that a financial impact assessment must be undertaken and if it makes deliveries</p>	<p>We agree that City occupiers, residents and the freight industry should not be forced to burden increased costs to receive deliveries. Furthermore, it is not our intention to introduce inefficiencies into already highly effective last mile supply chains or stop businesses from receiving their deliveries. We will target different businesses and goods type with the most appropriate measures of proposal 38.</p> <p>We will minimise costs of freight consolidation. This will be achieved by calculating the reduction in internal portorage and distribution requirements as well as redistribution of redundant post room space. The outputs of this will be used as best practice when launching our consolidation service by 2022.</p>

	<p>more expensive, they could not support the proposal. This position was echoed by the Freight Transport Association, who wanted clarification on how consolidation schemes will work, who will pay, what the impacts will be and that businesses are engaged with at the earliest opportunity and would not support area wide consolidation. It was also suggested that not all goods are suitable for consolidation and this view was shared with the Road Haulage Association, John Lewis Partnership, Smithfield Market Tenants' Association and La Fromagerie Ltd.</p> <p>35 comments did not support the proposal due to it being over ambitious or not workable for City businesses or the supply chain. Reasons given include:</p> <ul style="list-style-type: none"> • Businesses need goods at all times of day to operate • Costs will be passed on to consumers of goods in the City • Last Mile Logistics Hubs will cause problems for people who live near them • Doesn't integrate into logistics supply chain • Impractical and unrealistic targets • Cargo cycles are not practical <p>22 comments did not support this proposal as City businesses need deliveries to operate and the actions in this proposal would stop some deliveries from being made.</p> <p>We received 11 comments concerned with the impact of retiming deliveries on residents. This was also a concern for the Barbican Association, who were specifically concerned with our wording that impacts would be 'negligible'. They state that this is not quantifiable and still a negative impact.</p>	<p>We will change the proposal to clarify that the individual actions of the proposal will not be uniformly applicable to all businesses and freight activity in the Square Mile and the requirement of commercial sustainability of interventions.</p>
--	--	--

	<p>UPS, whilst supportive in principle, noted that a lot of the deliveries they make are timed for the convenience of the customer and that City occupiers both need and mandate deliveries in the morning peak.</p>	
<p>Support and go further/not ambitious enough (87 comments)</p>	<p>37 comments suggested that we should go further in seeking to retime freight by banning peak vehicles and/or deliveries altogether. These comments suggested varying bans, including:</p> <ul style="list-style-type: none"> • AM peak ban • AM and PM peak ban • 7am – 7pm ban • Ban vehicle types at specific times e.g. HGVs in the morning peak. <p>The need to either directly target the larger vehicles, usually identified as HGVs or more specifically construction and waste vehicles, was noted by 27 commenters.</p> <p>22 comments didn't think the proposal was ambitious enough more generally, either citing the greater reductions in vehicle numbers required or the need to bring the targets forward. This was echoed by Sustrans, who requested we bring our targets for reduction forward through maximising the opportunities of consolidation and cycle logistics</p> <p>25 people requested increasing delivering the proposed measures faster.</p>	<p>We do not believe that it is either possible or appropriate to ban either deliveries or types of freight vehicles from the Square Mile at certain times of day as it would have a major impact on City occupiers, developers and the wider freight industry.</p> <p>Many of these commenters were specifically interested in targeting HGV traffic, either with a ban or with further reductions or restrictions. HGVs over 18 tonnes are subject to the London Lorry Control Scheme, which presently restricts hours of operation on restricted roads (which includes all the Square Mile) to 7am-9pm. The need to modernise this scheme is in the strategy as doing so will facilitate more HGV movements outside of peak hours.</p> <p>We think that we have set significant and ambitious targets for reducing and retiming motorised freight vehicles in the Square Mile. For example, the Mayors Transport Strategy, TfL target a 10% reduction in AM peak freight vehicles in central London by 2026 whereas we are targeting 15% at all times of day by 2030. We will review and update the strategy every five years and if appropriate set more ambitious targets with faster delivery.</p> <p>We will not change proposal 38 to reflect these comments.</p>

<p>Other organisational responses (10 comments)</p>	<p>The Aldgate Partnership were supportive of the proposal subject to the impacts on areas outside the City.</p> <p>The Confederation of Passenger Transport were supportive if coaches were not part of any restrictions to HGVs in this proposal.</p> <p>Flit Technologies Ltd were supportive and suggested using empty running taxi and private hire vehicles for ad hoc freight deliveries.</p> <p>Freight Traffic Control (FTC) 2050 are supportive but requested more details of the targets, specifically whether we are looking at reducing vehicle numbers or kilometres and what constitutes a motorised freight vehicle.</p> <p>The Motorcycle Action Group and the Motorcycle Industry Association suggested adding powered two wheeled and powered light vehicles in last mile logistics hubs</p> <p>The Port of London Authority supported greater river freight and requested wording reflects their Air Quality Strategy for river operations. The Port of Tilbury London Ltd were also supportive of river freight and requested to work with the City to best achieve consolidation.</p> <p>Transport for London noted that to achieve our retiming targets there would need to be a significant overhaul of the London Lorry Control Scheme.</p> <p>Unblock the Embankment expressed concern that this proposal would increase congestion on the A3211. This</p>	<p>We will consider the origin and destination of goods when location a consolidation centre to minimise any additional impacts to surrounding areas.</p> <p>Coaches are a different vehicle classification to heavy goods vehicles so can be differentiated from freight vehicles in restrictions.</p> <p>We welcome any innovations to reduce the empty running of taxi and private hire vehicles and would seek to work with such a company as part of our Future Transport Programme.</p> <p>We will work with freight operators to review the opportunities for small electric vehicles as part of the development of last mile logistics schemes. These are classified as powered light vehicles.</p> <p>We note the Port of London Authority's request. The proposal already references their air quality strategy. We will also add this into proposal 48.</p> <p>We note the request of the Port of Tilbury and look forward to working with them to develop river freight and consolidation proposals.</p> <p>We agree with Transport for London that the London Lorry Control Scheme needs a significant overhaul, and this is already included in the proposal</p>
--	--	---

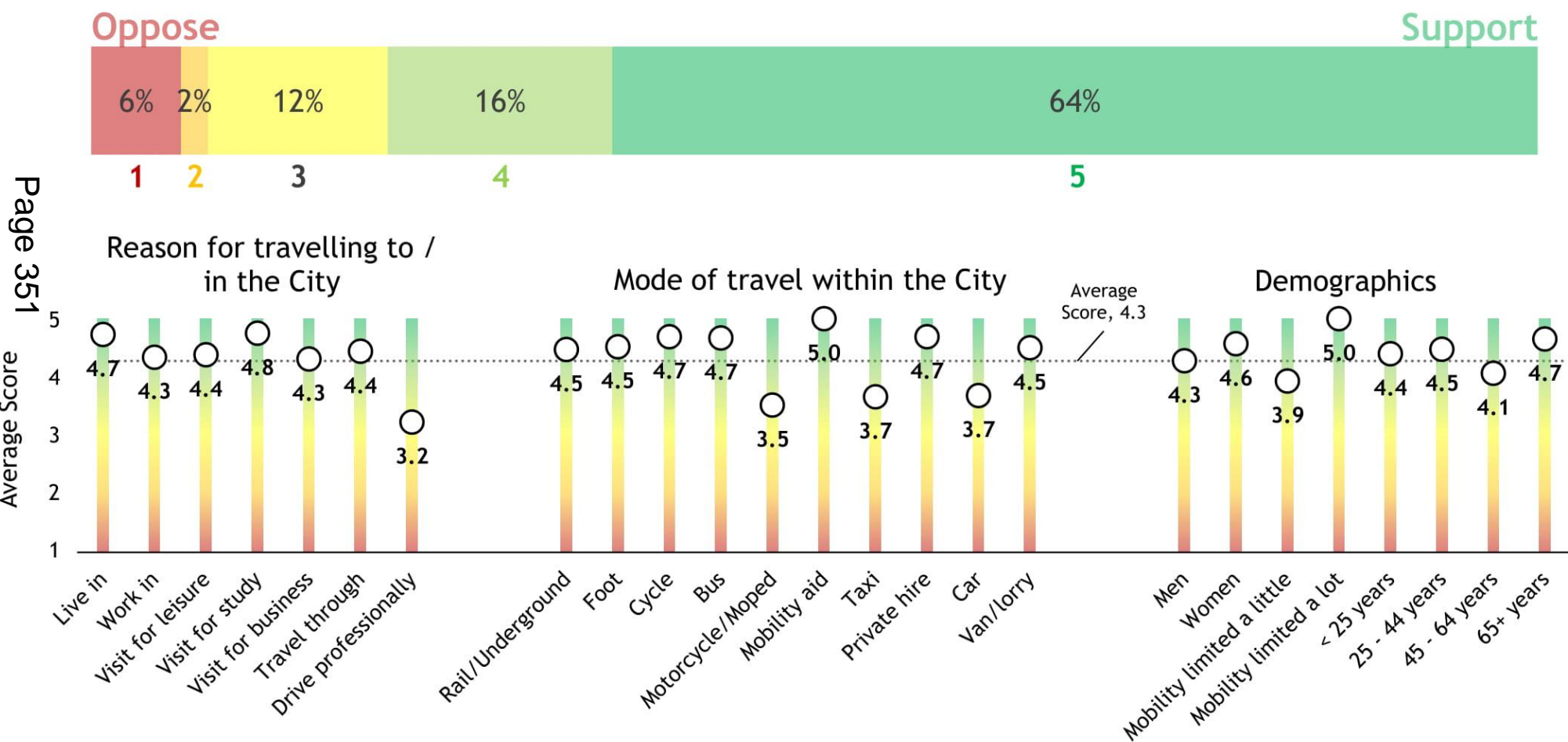
	<p>concern was also included in the 500 template emails sent via the Unblock the Embankment website.</p>	<p>This proposal will reduce the number of freight vehicles travelling to and from the Square Mile and will not increase traffic on the A3211.</p>
--	--	--

Proposal 39

Develop a sustainable servicing programme

Website scores

161 Responses 4.3 Average score



Proposal 39: Develop a sustainable servicing programme

General expressions of support

4 comments and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Bike Taxi Ltd
- City of London Access Group
- Flit Technologies Ltd
- Freight Traffic Control (FTC) 2050
- John Lewis Partnership
- Port of Tilbury London Ltd

The **Freight Transport Association** supported the proposal but expressed concern that this proposal could restrict consumer choice for City occupiers. **FTC 2050** requested that we should align this work with the last mile logistics hub programme. 3 comments suggested that we should start with our own fleet and providers and 2 further comments suggested this could be bad for City businesses by restricting the ability to service buildings.

General expressions of opposition

There were no general expressions of opposition to the proposal.

Concerns and suggestions

The purpose of the plan is to work with the servicing industry to identify opportunities for greater efficiency and less vehicular dependency when servicing City buildings, including introducing infrastructure as per Freight Traffic Control 2050's request.

Working with servicing providers themselves should not restrict consumer choice. We will engage with those who undertake servicing activity on our property portfolio in developing the action plan. We do not wish to reduce servicing activity in the City with this proposal. We will identify opportunities for new efficiencies and providing opportunities for servicing which does not require vehicular activity on City streets. We will therefore not make changes to this proposal to reflect these comments.

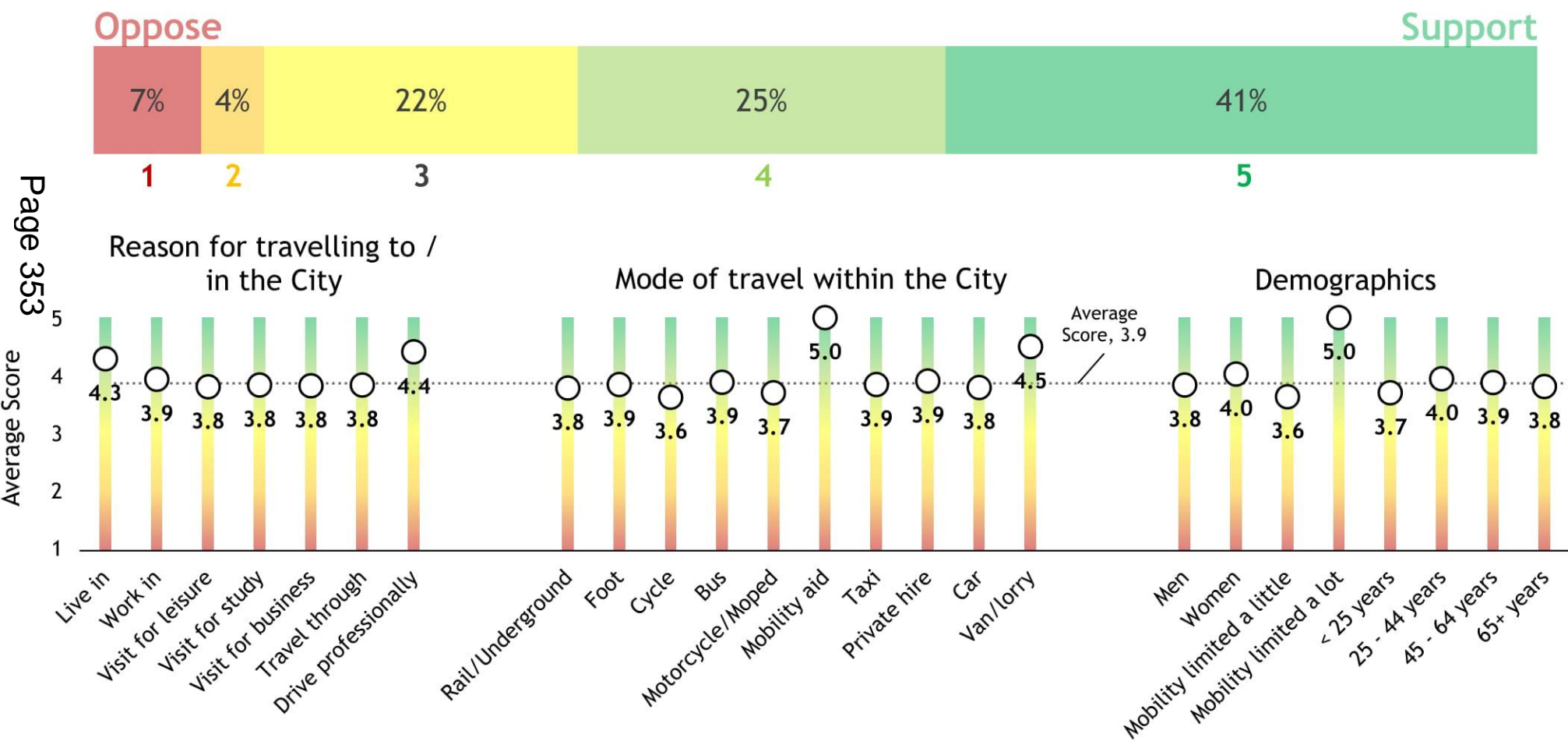
Proposal 40

Allow some Local Access streets to function as City Access streets during significant disruption

Website scores

161 Responses

3.9 Average score



Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption

General expressions of support

16 people expressed support for this proposal (in full or in part) and made no specific suggestions for changes.

Freight Transport Association supports this proposal and notes that freight operators require more detailed, and where possible advanced, notice of variations on the network. **Transport for London's** Network Operations team welcomes further discussion on how the City of London's resilient network would function in relation to the wider road network.

General expressions of opposition.

2 people expressed opposition for this proposal. **Alliance of British Drivers** do not support flexible use of streets as they consider it confusing to drivers.

Concerns and suggestions

5 comments expressed concern that open Local Access streets should only be done in extreme circumstances and would require more detailed definition on when it would be applied.

Brake expressed concern that this should only be in extreme circumstances and **Bike Taxi Ltd** expressed concern that this should be managed very carefully to ensure safety for cyclists and pedestrians.

It is intended that temporary opening of streets will only be in extreme circumstances for traffic management, and that measures will include clear physical management of the spaces with appropriate barriers and marshals to ensure the safety of people walking and cycling. No changes to the proposal are recommended.

Proposal 41

Reduce the impact of construction and streetworks

Website scores

1847 Responses 4.4 Average score



Page 355

Average Score



Proposal 41: Reduce the impact of construction and streetworks

General expressions of support

223 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- | | | |
|----------------------------------|--|-------------------------------|
| • Brewery Logistics Group | • Transport for London | • QuarterOne |
| • Barbican Association | • Wheels for Wellbeing | • Flit Technologies Ltd |
| • City of London Access Group | • London Tourist Coach Operators Association | • Cross River Partnership |
| • Bike Taxi Ltd | • The Heron, Moor Lane, Residents Committee | • RoadPeace |
| • Living Streets | • Stop Killing Cyclists | • Lancefield Street Residents |
| • Thames Tideway | • The Tin Ltd | • FXpansion Audio UK Ltd |
| • IAM Roadsmart | • A1X Ltd | • The Aldgate Partnership |
| • Federation of Small Businesses | | • Ramblers Inner London Area |
| • Sustrans | | |

Respondents expressed support for the measures including specific comments:

- That much higher penalties for overrunning works should be introduced.
- To provide better notification of diversion routes including notices for pedestrians and cyclists; on-line maps for bus redirections
- That night time working should be maximised to shorten construction periods.
- That more could be done to provide underground services on a comprehensive approach, for utilities etc. with ducting.

59 people supported the proposal but made comments that coordination of street works should be current practice, or expressed that any better coordination was very unlikely to be achieved given the complexity of different agencies involved.

A few people commented on the amount of disruption due to constant building works and challenged whether Planning Policy should permit so much development.

The following organisations expressed their support for the proposal but with some exceptions that are addressed in the table below:

- **RMT London Taxi Drivers' Branch** partly support this proposal but consider that taxis should at least be afforded the same priority/access rights as buses.
- **John Lewis Partnership** support this proposal but would like freight and servicing vehicles to be given a higher priority than they have in the proposal.
- **Motorcycle Action Group** support this proposal in principle, but concern that pedestrians are given higher priority than is necessary.

General expressions of opposition

6 people expressed their opposition to the proposal (in full or in part) but made no specific suggestions or requests for change.

7 people commented that they didn't think there was a problem, that some disruption is inevitable.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Concern of impact on residents (7 comments)	People expressed concern that the measure to allow extended night time working could have a negative impact on residents.	The proposal has been updated to make clear that existing measures to protect residents from noise disruption will continue to apply. These are set out in the City of London code of practice: Minimising the Environmental Impact of Streetworks, and City of London code of practice: for deconstruction and construction.
Hierarchy for traffic management plans	<p>Motorcycle Action Group think that pedestrians are given a higher priority than necessary.</p> <p>RMT London Taxi Drivers' Branch consider that taxis should have the same priority as buses;</p> <p>John Lewis Partnership request that freight should be given a higher priority</p> <p>One comment was made to emphasise that we may include access for cyclists at times when buses are not permitted.</p>	<p>The hierarchy in the proposal is designed to match the priorities based on proportions of people travelling by that mode and vulnerability of those using the street. Walking therefore comes first.</p> <p>It should be noted that the point of Traffic Management plans is to ensure safety of those using the road as well as construction staff.</p> <p>As the proposal is about managing <u>essential</u> traffic during construction or streetworks, the proposal has been amended to include taxis as the same priority as buses.</p>

		We also recognise that any freight should be <u>essential</u> servicing only therefore we will amend the hierarchy to reflect this.
--	--	--

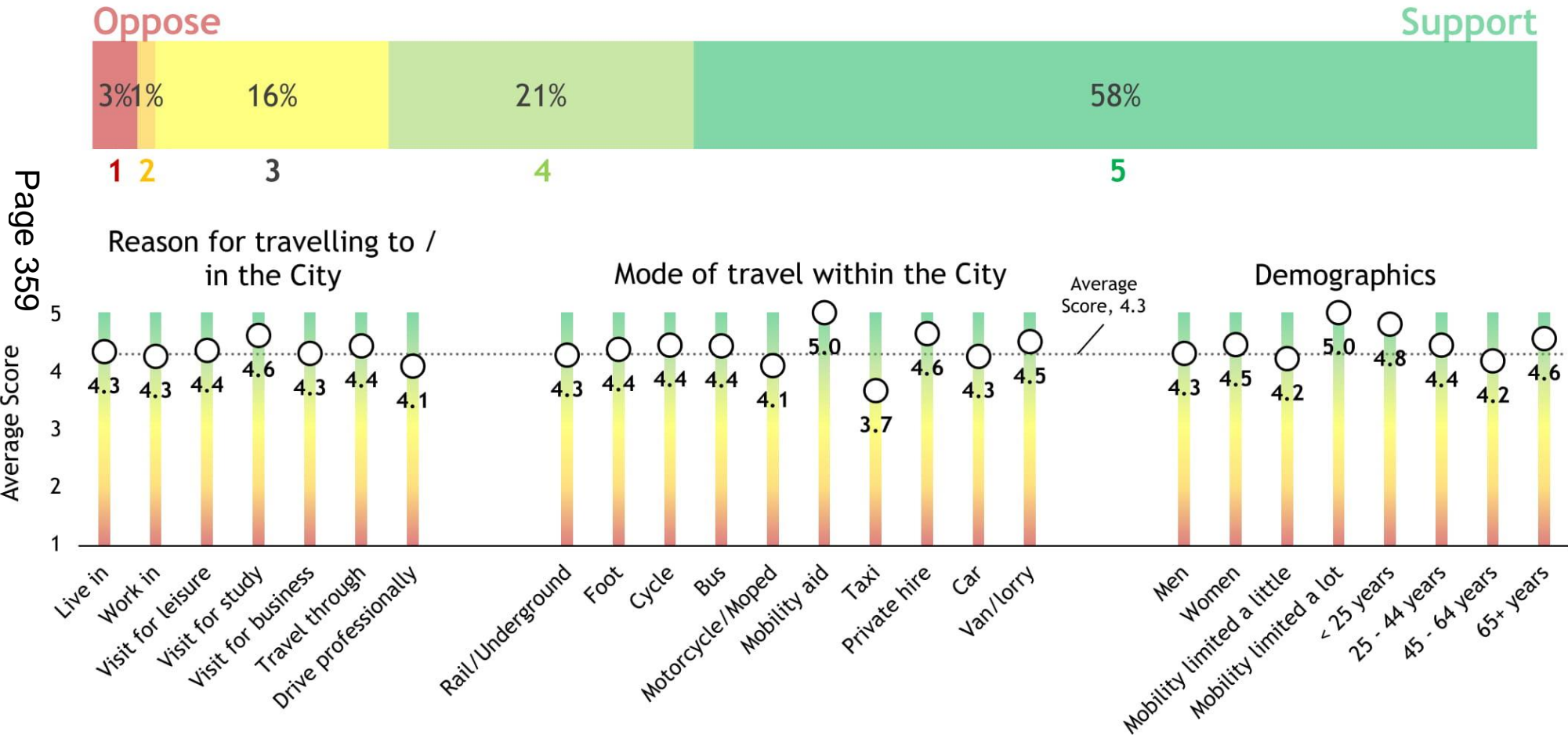
Proposal 42

Make the street network resilient to severe weather events

Website scores

161 Responses

4.3 Average score



Proposal 42: Make the street network resilient to severe weather events

General expressions of support

7 people and the organisations listed below expressed their support for this proposal (in full or in part) and made no specific suggestions for changes:

- City of London Access Group
- Bike Taxi Ltd
- Freight Transport Association
- Ramblers Inner London Area
- The Aldgate Partnership
- Flit Technologies Ltd
- Sustrans
- The Tin ltd
- The Heron, Moor Lane Residents Committee

When referring to the winter maintenance programme **Barbican Association** support and view that more pavements should be in priority 1; 3 respondents think that walking routes should be a higher priority than roads. A few comments noted that more use of greenery to manage climate change and severe weather events should be considered.

General expressions of opposition.

There were no comments of opposition.

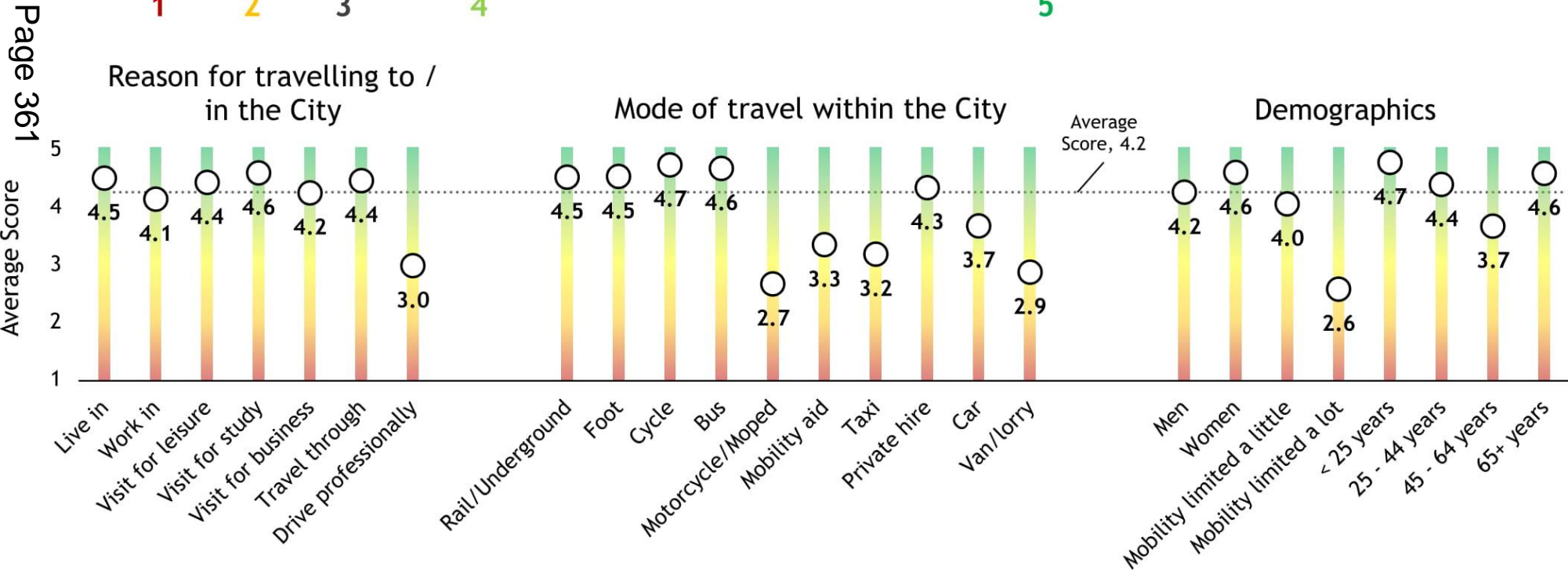
No changes to the proposal are recommended.

Proposal 43

Establish a Future Transport Programme

Website scores

2198 Responses 4.2 Average score



Proposal 43: Establish a Future Transport Programme

General expressions of support

67 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Barbican Association
- Brake
- Cross River Partnership
- Citymapper Ltd
- Confederation of Passenger Transport
- Motorcycle Action Group
- London Living Streets
- Living Streets
- London Tourist Coach Operators
- RailFuture
- Roadpeace
- Society of Motor Manufacturers and Traders
- Stop Killing Cyclists
- Sustrans
- SYSTRA Ltd
- The Heron, Moor Lane Residents Committee
- Tideway

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- The need to be proactive in planning for and incorporating emerging transport technologies and innovations into the Strategy
- Developing a clear set of golden rules that can be used to support the rest of the Strategy
- Setting out a broad vision for the role of Connected and Autonomous Vehicles (CAVs) in the Strategy

The following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- **RMT London Taxi Drivers' Association** were somewhat supportive, and specifically supported when apps can be used to inform people about taxi-related information

General expressions of opposition

23 people and the **Brewery Logistics Group** expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

Some respondents highlighted particular reasons for opposing the proposal including:

- Added bureaucracy
- The perceived impracticality of the proposal overall
- General opposition to technology
- Scepticism over how well the City can respond to innovation and disruption in transport

In addition, we received 31 comment supporting elements of other proposals and 53 comments opposing elements of other proposals or in general opposition to the entire Strategy. We also received 13 comments regarding problems with public transport, including overcrowding, reliability, and connectivity.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Requests to go further in developing and delivering the programme (25 comments)	<p>We received 22 comments requesting we go further in developing and delivering the Future Transport Programme. These requests included:</p> <ul style="list-style-type: none"> • Working with additional partners such as local government • Looking internationally for best practice • Launching sooner and committing to more trials and strategies • Ensuring more citizen participation • Supporting existing modernisation activities in London, particularly those related to vehicle fleets and taxis • Being more ambitious with programme delivery more generally 	<p>We recognise there is significant potential for new technologies to improve the City's streets. The Future Transport Programme seeks to capture this potential while being focussed and targeted in its activities and trials. We will make changes to the proposal to reflect the desire for us to go further in developing and delivering the programme.</p>

	<p>City Property Association NextGen Steering Group stated that shared transport should be incentivised, and that traditional transport means such as Black Cabs could be re-adapted to modern technologies. They also highlighted that technology can be used to improve communication with business and residents, particularly regarding roadworks, and that legislation will be needed to help support the programme and industry more widely. The Federation of Small Businesses stressed that SMEs and the freight and logistics sectors must be included in the programme. Flit Technologies Ltd suggested the City develop an app for taxi and private hire services in the City and move towards developing wider Mobility as a Service solutions.</p>	
<p>Specific concerns regarding programme details (85 comments)</p>	<p>We received 33 comments with specific concerns about the details of the Programme. These included:</p> <ul style="list-style-type: none"> • The potential to exclude disabled people through delivering this programme • Vested interests and conflicts of interest when working with industry partners <p>The overall “vagueness” of the programme We also received 49 comments requesting the programme do more to support powered two wheelers in the City.</p> <p>City of London Access Group welcomed specific references to disabled people in the proposal and believed there was scope for bolder statements referring to Proposal 17 and the inclusion of references to users with sensory impairments. Wheels for Wellbeing encouraged further work on ensuring that discussions about future transport technologies include disabled users and voices.</p> <p>The Motorcycle Industry Association noted there were no references to emerging PLV technologies in the proposal.</p>	<p>Proposal 43 states that future transport innovations will only be appropriate for trial and use in the City context if they support the delivery of Healthy Streets and adhere to a set of requirements. While those requirements include accommodating every user, especially those requiring wheelchairs or mobility aids when innovations and technologies incorporate motor vehicles, we acknowledge that we can go further in ensuring disabled people aren't excluded from future transport solutions. We will make a change to the proposal to add an 11th requirement (which will be numbered as requirement 3) as follows: 3. Ensure that all users, especially the disabled and impaired, are accommodated and that no street user is excluded for any reason.</p> <p>Encouraging greater use of powered two wheelers was a recurring theme throughout the consultation and is addressed in Section Five of the report (page 17).</p>

		<p>We recognise that there is a positive role for powered two wheelers for certain journeys where a non-motorised or public transport alternative is not available. In these instances, travelling by powered two-wheeler is likely to have a lower impact on congestion and pollution than using a private car. However, there is limited potential for modal shift to powered two-wheeler from private cars, taxis and private hire vehicles. Actively encouraging travel by powered two wheelers may also result in some shift away from walking, cycling and public transport (93% of commuter travel).</p> <p>As a result, we will not be actively encouraging travel by powered two wheelers but will undertake further analysis to understand their use and potential, both private and commercial, before implanting any proposals that might discourage their use or negatively impact on current users.</p> <p>We acknowledge the concerns some people had around vested interests when partnering with industry to deliver the Future Transport Programme. These concerns are further addressed in our response to Proposal 44, where we have chosen to better incorporate users and the public into the Future Transport Advisory Board.</p> <p>We recognise that some people felt Proposal 43 was too vague or lacked substantial detail. This was intentional, as we are not yet certain about what future technologies will have a positive impact on our streets. However, we will change the proposal to clarify that a Future Transport Programme Action Plan will be developed in consultation with the Future Transport Advisory Board (Proposal 44) and published by mid-2020.</p>
--	--	--

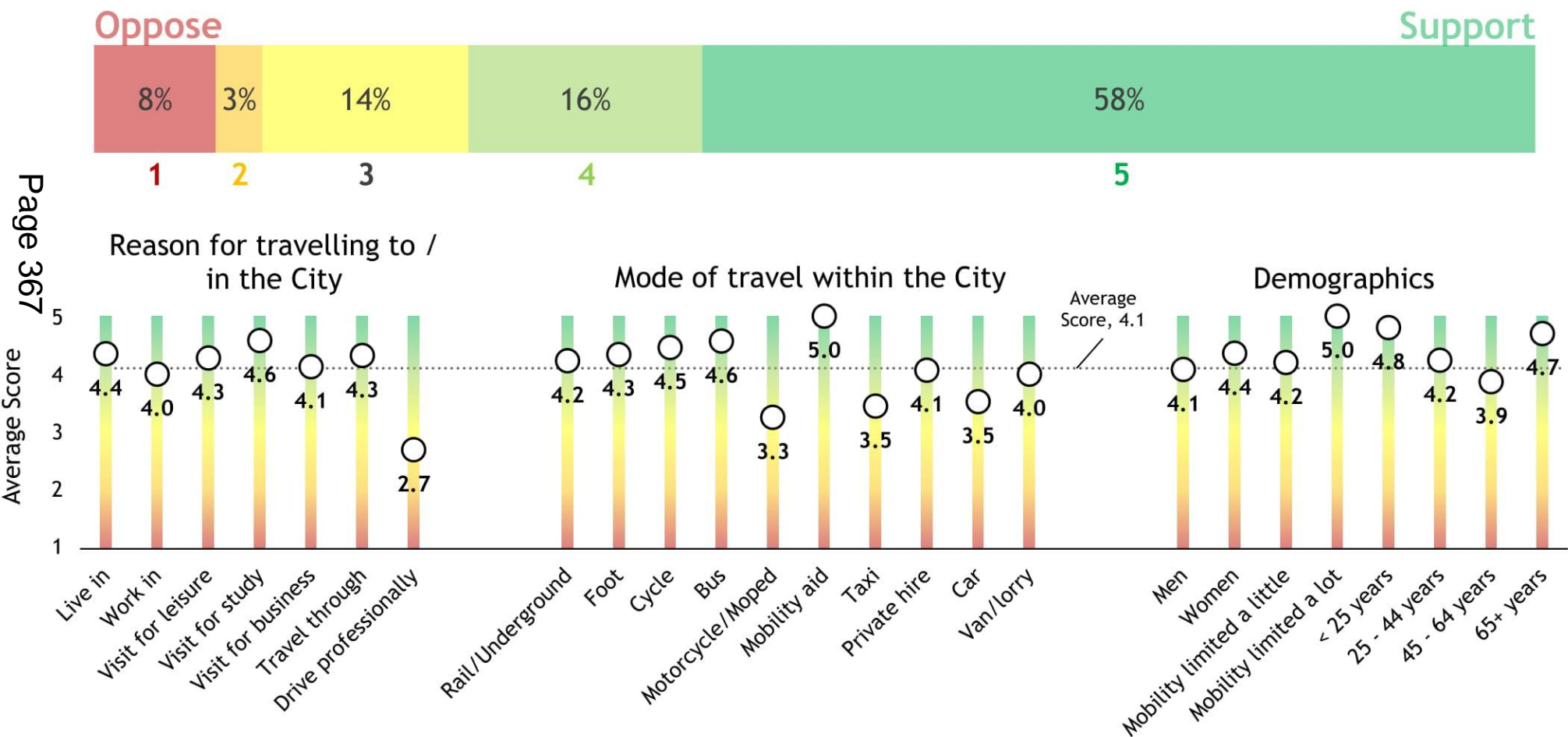
<p>Concerns and opposition to the overall direction of the programme (25 comments)</p>	<p>We received 11 in opposition to the general direction of the programme and of emerging transport technologies. These included specific opposition towards connected and autonomous vehicles (CAV) and drones,</p> <p>Bike Taxi Ltd noted that AVs must be able to react safely to people walking and cycling, and that they would not support their introduction if this is not the case. Brake highlighted that the development of CAVs must not come at the cost of space for people walking and cycling and supported measures to support improvements to vehicle safety technologies.</p> <p>We also received 12 comments highlighting the need to explicitly prioritise public transport alongside walking and cycling</p>	<p>Disruptive technologies, such as Uber, have already demonstrated their ability to rapidly change how people travel. They have also highlighted the potential negative impacts of these changes, leading to more motor vehicles on London's streets. We recognise people's concerns and opposition to some future transport technologies like CAVs and drones but believe we need to be ready to respond to these innovations and disruptions to support the successful implementation of the strategy.</p> <p>We recognise the need to encourage public transport use and will change the proposal to clarify this.</p>
<p>Other organisational comments</p>	<p>The Port of Tilbury London Ltd stated we should consider end-to-end business freight planning to maximise the sustainability of river-based and consolidated logistics.</p> <p>The Alliance of British Drivers had general concerns around the added bureaucracy the proposals in this outcome would create.</p>	<p>We note these comments and will work to improve our freight planning activities detailed in Proposal 38.</p>

Proposal 44

Establish a Future Transport Advisory Board

Website scores

154 Responses 4.1 Average score



Proposal 44: Establish a Future Transport Advisory Board

General expressions of support

2 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Bike Taxi Ltd
- City Property Association
- City Property Association NextGen Steering Group
- Cross River Partnership
- City of London Access Group
- Confederation of Passenger Transport
- Flit Technologies Ltd
- London Living Streets
- London Tourist Coach Operators Association
- Society of Motor Manufacturers and Traders
- Sustrans
- SYSTRA Ltd
- Tideway

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including supporting the City in being a world leader in delivering transport innovation and having the ability to understand industry trends from the industry itself.

General expressions of opposition

5 people and the **Alliance of British Drivers** expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Board membership and representation (18 comments)	<p>We received 13 comments requesting we expand membership and representation on the Future Transport Advisory Board to include other various groups.</p> <p>In addition, City of London Access Group, London Living Streets, RMT London Taxi Drivers' Branch, and Stop Killing</p>	<p>Given the extent of comments to expand membership and representation on the Future Transport Advisory Board we will change the Board membership. The Advisory Board membership will now also include street user groups and other related parties such as NGOs, other governmental organisations and the City of London Police.</p>

	<p>Cyclists all called for various groups to be included and represented on the board.</p> <p>John Lewis also called for a working group to be formed beside the Advisory Board where engagement with officers and industry can take place.</p>	<p>We will also change Proposal 43 to include more engagement with user groups and members of the public in drafting the Future Transport Programme Action Plan.</p>
--	---	---

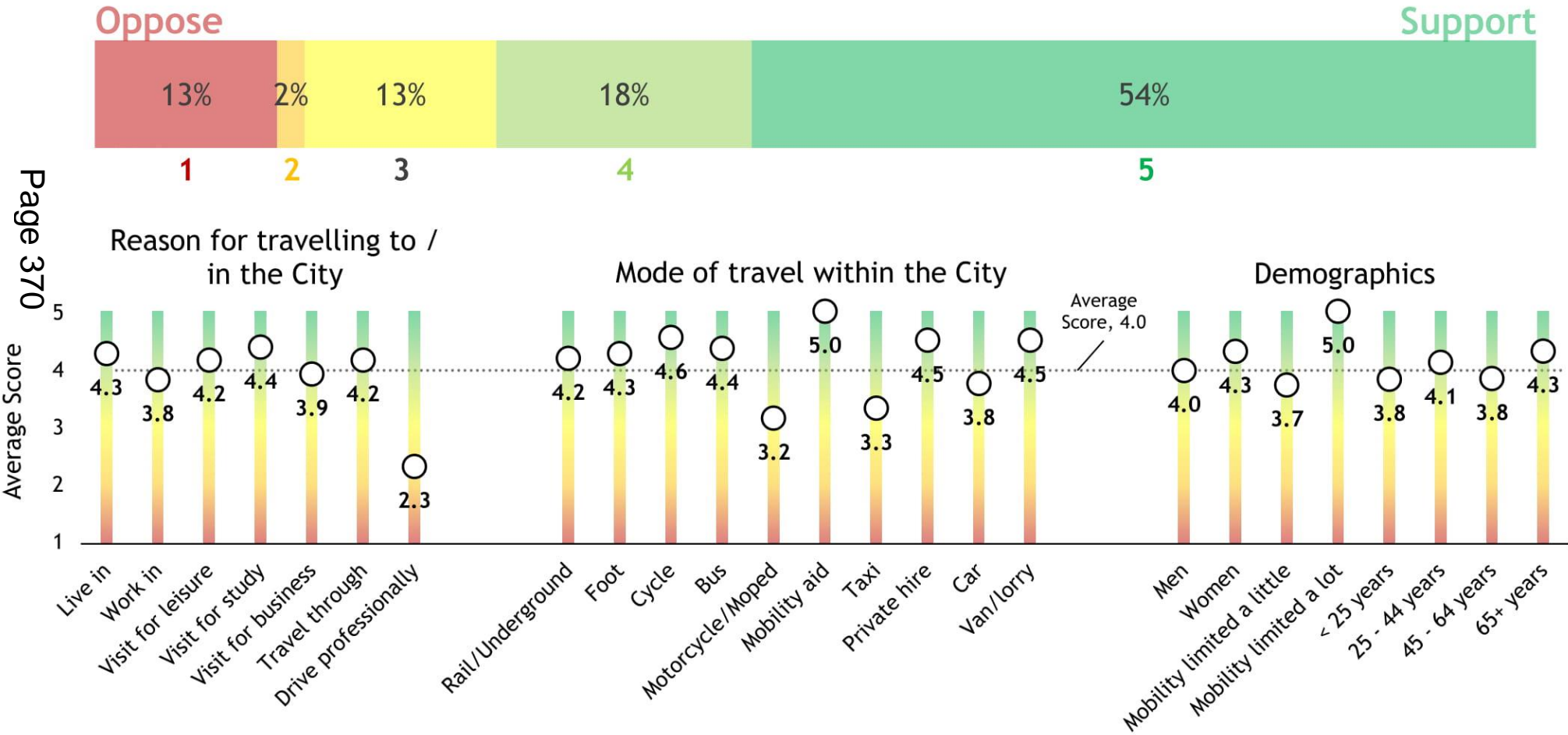
Proposal 45

Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile

Website scores

158 Responses

4.0 Average score



Page 370

Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile

General expressions of support

4 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Confederation of Passenger Transport
- Flit Technologies Ltd
- SYSTRA Ltd

General expressions of opposition

3 people expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

Concerns and suggestions

We received 3 comments calling for the proposal to place emphasis on lobbying for legislation that will support other aims of the strategy, such as traffic reduction and improving road safety.

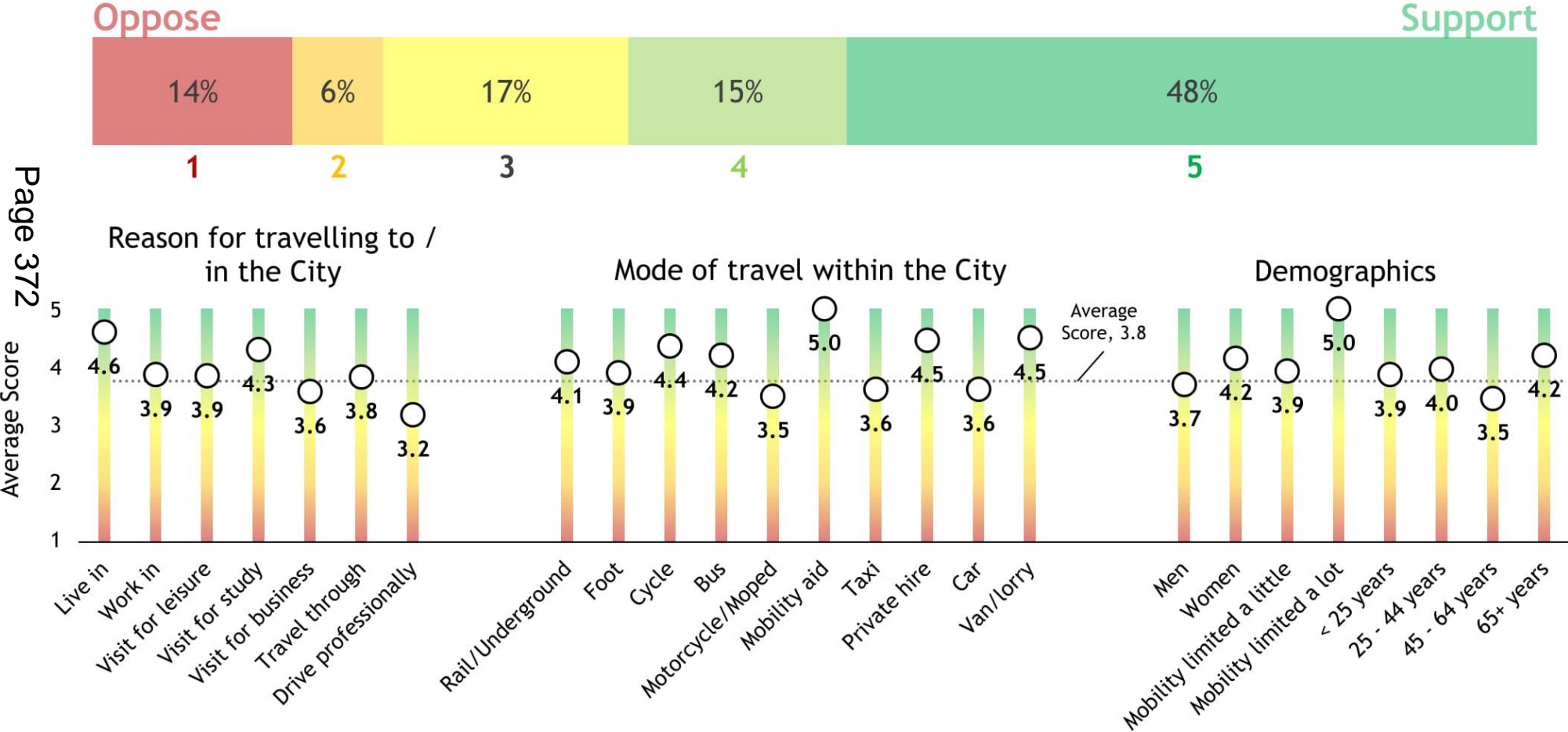
The **Alliance of British Drivers** had general concerns around the added bureaucracy the proposals in this Outcome would create. **Bike Taxi Ltd** noted that autonomous vehicles must be safe prior to their introduction on our streets. The **Motorcycle Industry Association** noted that the Powered Light Vehicle sector needs to be engaged while the work on this proposal is developed.

No changes are proposed.

Proposal 46 Support and champion better national and international connections to the Square Mile

Website scores

159 Responses 3.8 Average score



Proposal 46: Support and champion better national and international connections to the Square Mile

General expressions of support

3 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Flit Technologies Ltd
- SYSTRA Ltd

The following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- **London Living Streets** supported better rail services, including station improvements and service enhancements
- **RailFuture** supported improved rail-based connectivity from all London airports

General expressions of opposition

The **Alliance of British Drivers** expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

Concerns and suggestions

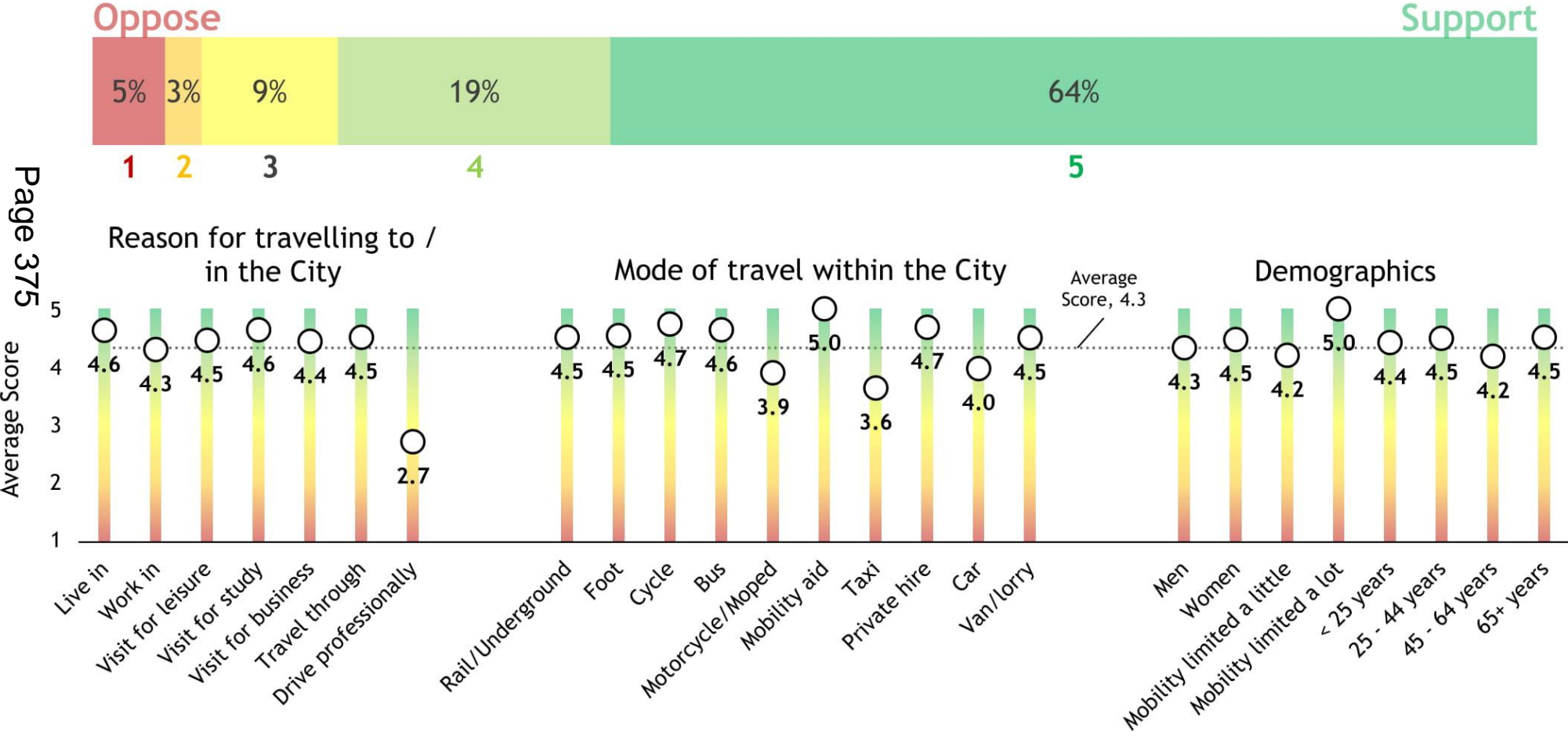
Comment group/theme	Comments summary	Response/commentary
Opposition to Heathrow and air travel in general (39 comments)	<p>We received 22 comments in opposition to our support for a third runway at Heathrow Airport, alongside 12 comments supporting general alternatives to air travel. We also received 2 comments calling for us to lobby to increase public levies on air travel.</p> <p>London Living Streets and the Alliance of British Drivers also opposed a third runway at Heathrow Airport. RailFuture was agnostic on new airport capacity in the South East.</p>	Faced with the twin challenges of Brexit and escalating demand, the expansion of London's airport capacity is vital: a London better connected with the rest of the world will benefit both the capital and the rest of the UK. We therefore welcome the government's support for a third runway at Heathrow Airport, which will enhance trade and business links with international partners.'

<p>Opposition to High Speed 2 and high rail fares (8 comments)</p>	<p>We received 4 comments in opposition to our support for High Speed 2 (HS2), alongside another 4 comments on high rail fares and costs.</p>	<p>Faced with the twin challenges of Brexit and escalating demand, the expansion of the UK's rail capacity is vital: a better-connected UK will benefit the entire nation. We therefore welcome the government's support for HS2 which will enhance domestic trade and business links.</p>
---	---	--

Proposal 47 Support and champion improved connections to the Square Mile from Greater London and the surrounding region

Website scores

159 Responses 4.3 Average score



Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region

General expressions of support

13 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Flit Technologies Ltd
- London Living Streets
- SYSTRA Ltd

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Our support for Crossrail 2
- Our support for suburban rail devolution in London

The following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- The **Barbican Association** supported the Waterloo and City Line operating on Sundays
- The **City of London Access Group** supported the proposal overall
- **RailFuture** supported the devolution of suburban rail services, Barking Riverside Extension, and the championing of Crossrail 2.
- **Sustrans** supported the proposal overall

General expressions of opposition

No people or organisations expressed their opposition for this proposal (in full or in part) without making specific suggestions of requests for changes.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Opposition to Crossrail 2 and high rail fares (6 comments)	We received 4 comments in opposition to our support for Crossrail 2 and another 2 comments on high rail fares and costs.	We note all comments and will work with TfL and the Government to ensure that all new strategic transport infrastructure in Greater London is accessible and affordable.
Other organisational responses	<p>The Barbican Association noted that any extensions to operating hours must take account of the need to minimise noise and other impacts on residents. They also urged the City to work with TfL to resolve excessive noise problems from underground lines passing beneath the Barbican Estate.</p> <p>City of London Access Group noted that we should ensure alternatives like those mentioned in this proposal are in place before we seek to reduce dependence on private vehicles.</p> <p>RailFuture called for the City to advocate for a new 'Thameslink 2' rail service.</p> <p>Sustrans suggested giving investments in walking and cycling the same priority as mass transit.</p>	<p>We recognise the need to go further in avoiding negative night-time impacts, especially for City residents. We will change this proposal to strengthen wording around avoiding night-time impacts.</p> <p>We note all other comments and suggestions and will work to incorporate comments on alternatives and investment prioritisation when developing our interventions further.</p>

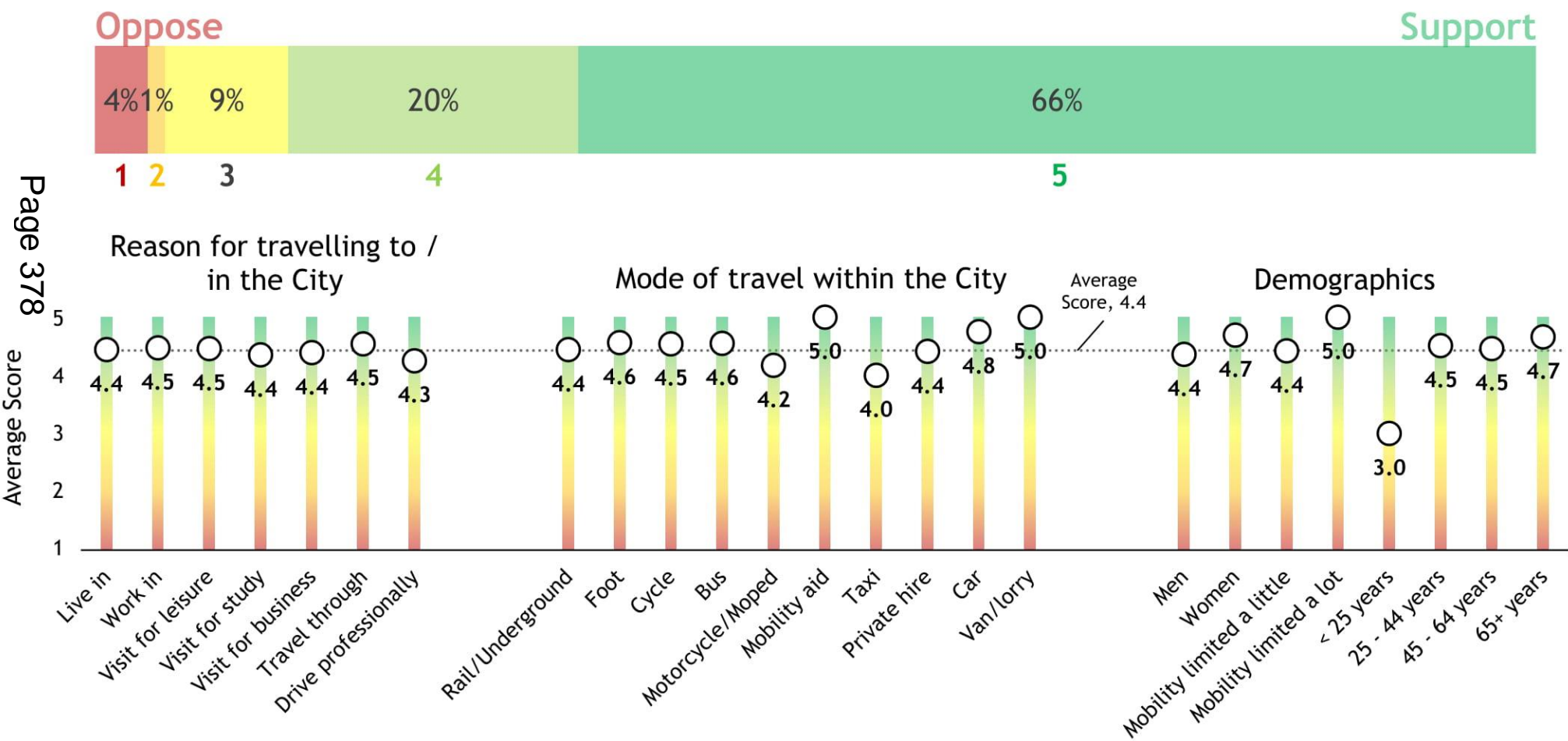
Proposal 48

Support the increased use of the Thames for passenger services

Website scores

164 Responses

4.4 Average score



Proposal 48: Support the increased use of the Thames for passenger services

General expressions of support

12 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Aldgate Partnership
- Alliance of British Drivers
- Flit Technologies Ltd
- London Living Streets
- Port of London Authority
- Port of Tilbury London Ltd
- SYSTRA Ltd

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Improving the efficiency of the river
- The potential to reduce congestion on other modes, albeit in a minor way

The following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- **Sustrans** and the **City of London Access Group** supported the proposal overall

General expressions of opposition

No people or organisations expressed their opposition for this proposal (in full or in part) without making specific suggestions of requests for changes.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Ensure riverboats use clean fuels and minimise impacts on water quality (9 comments)	<p>We received 8 comments calling for fuel standards to be improved for passenger riverboat services.</p> <p>Sustrans also commented that all river transport should be as non-polluting as possible.</p>	We will change the proposal and commit to working with river passenger service operators to ensure that their fleets meet Port of London Authority air quality standards and minimise impact on water quality.
Other organisational responses	City of London Access Group welcomed the inclusion of a commitment to improve accessibility to piers.	We will change to the proposal to add a commitment to improve overall pier accessibility.

Proposal 49

Review bus provision across the City

Website scores

157 Responses 4.4 Average score



Page 381

Average Score



Proposal 49: Review bus provision across the City

General expressions of support

16 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- City Property Association
- Confederation of Passenger Transport
- London Living Streets
- SYSTRA Ltd

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Improving the efficiency of existing bus routes and corridors
- Increasing average bus speeds through improved bus priority

The following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- The City of London Access Group noted the importance of the bus network for providing accessible transport around the City and the rest of London
- Flit Technologies Ltd were supportive of the proposal overall
- Sustrans were supportive of the proposal overall

General expressions of opposition

3 people and the Alliance of British Drivers organisations listed below expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

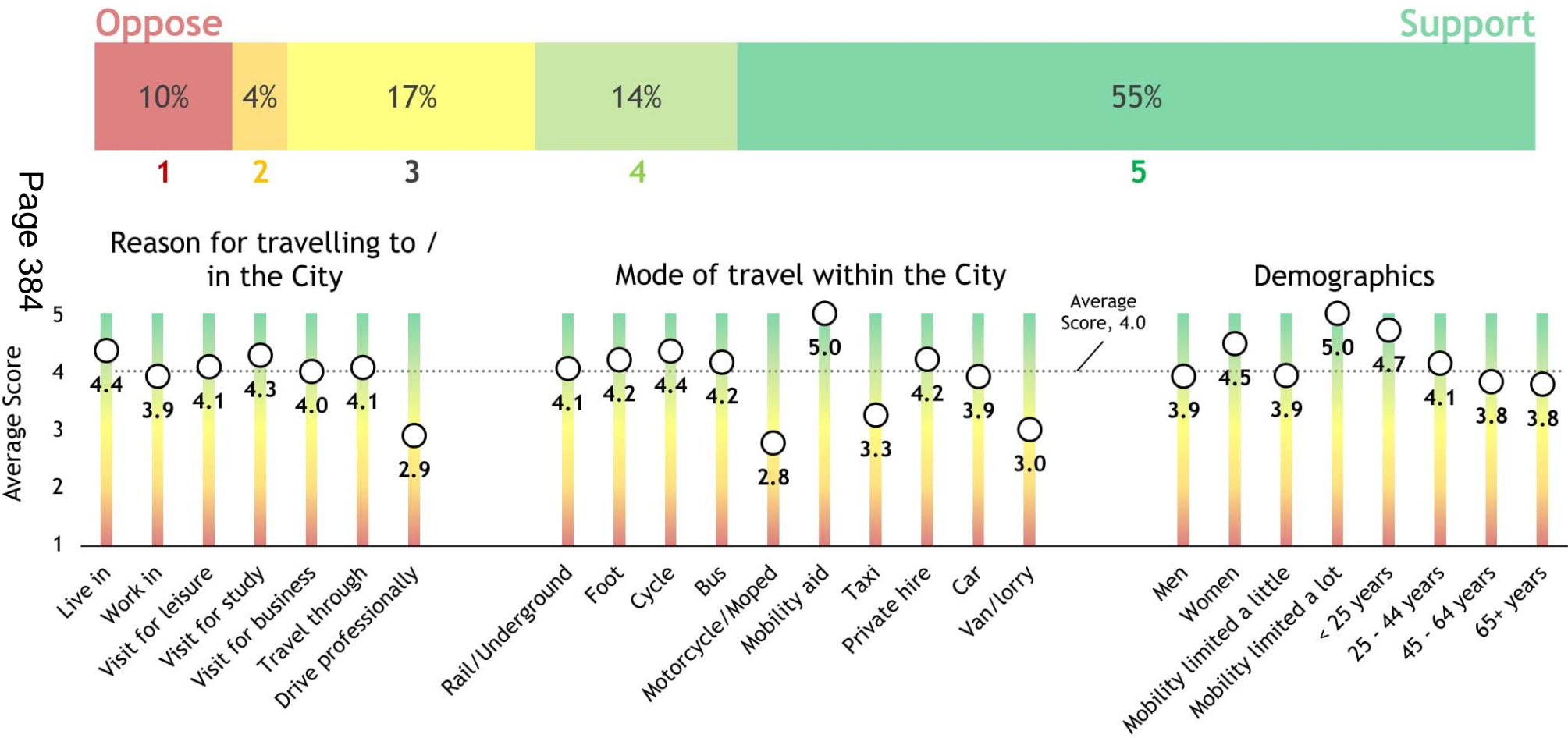
Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Concerns about reductions and resident access to buses (6 comments)	<p>We received 5 comments with concerns about reductions in bus frequencies and general accessibility. Some comments referred specifically to the RV1 service.</p> <p>Sustrans urged the Corporation to work with TfL to ensure that buses used within the City are zero emissions earlier than the current target date of 2037. They also noted that all consolidation of routes should improve or maintain accessibility.</p>	We acknowledge the need for regular and accessible bus services in the City and will work with TfL to ensure existing services remain frequent and routed in response to demand and need.
Other organisational responses	<p>RMT London Taxi Drivers' Branch stated they believed taxis should have access to bus priority corridors in the City and that new bus infrastructure should not negatively impact taxis.</p> <p>British Land noted that a review of kerbside uses should be undertaken and alternative arrangements for bus infrastructure, facilities, and routes that are currently accommodated within the Liverpool Street bus station be explored in conjunction with TfL.</p>	<p>We note this comment and will work to ensure impacts on taxis are minimised when designing new bus priority infrastructure.</p> <p>We note this comment and will work with TfL to ensure that any proposed modification to bus services currently accommodated within the Liverpool Street bus station be in alignment with wider strategic planning for the Liverpool Street area.</p>

Proposal 50 Support the Mayor of London in retaining locally-generated taxation

Website scores

157 Responses 4.0 Average score



Proposal 50: Support the Mayor of London in retaining locally generated taxation

General expressions of support

6 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Flit Technologies Ltd
- London Living Streets
- SYSTRA Ltd
- The Aldgate Partnership

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Supporting more investment in transport in Greater London

General expressions of opposition

9 people and the **Alliance of British Drivers** their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

Some respondents highlighted particular reasons for opposing the proposal including;

- A lack of trust towards the current Mayor of London to spend funds appropriately
- The need to prioritise funding transport outside of Greater London
- General opposition to taxes

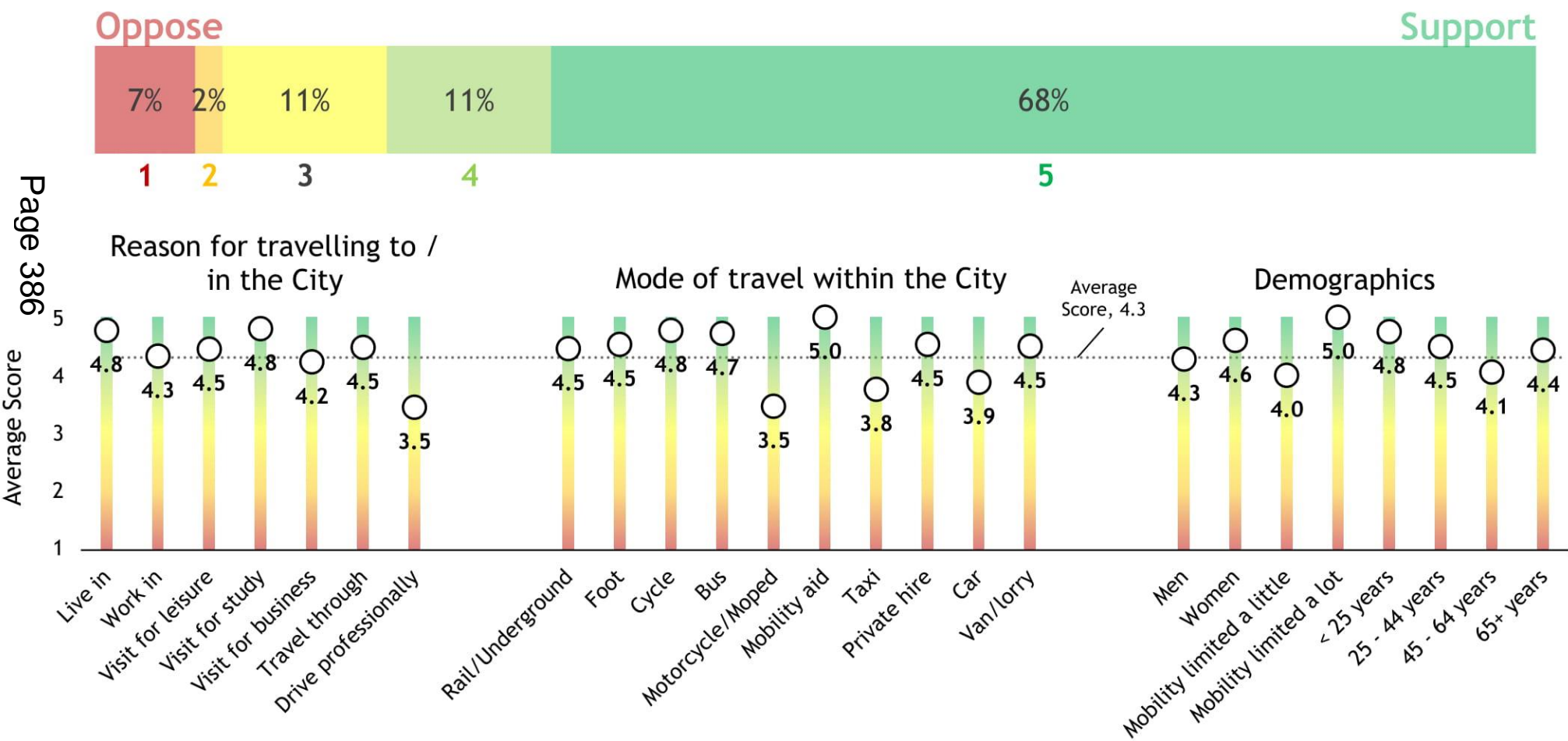
Proposal 51

Encourage continued Government investment in major London transport projects

Website scores

158 Responses

4.3 Average score



Proposal 51: Encourage continued Government investment in major London transport projects

General expressions of support

5 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Flit Technologies Ltd
- London Living Streets
- SYSTRA Ltd

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- London can provide lessons learned to other cities and regions both nationally and internationally

The following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- The Alliance of British Drivers noted that they would only support investments where a clear cost justification has been provided
- Sustrans supported the proposal and noted that each infrastructure project should be considered against its merits

General expressions of opposition

7 people expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

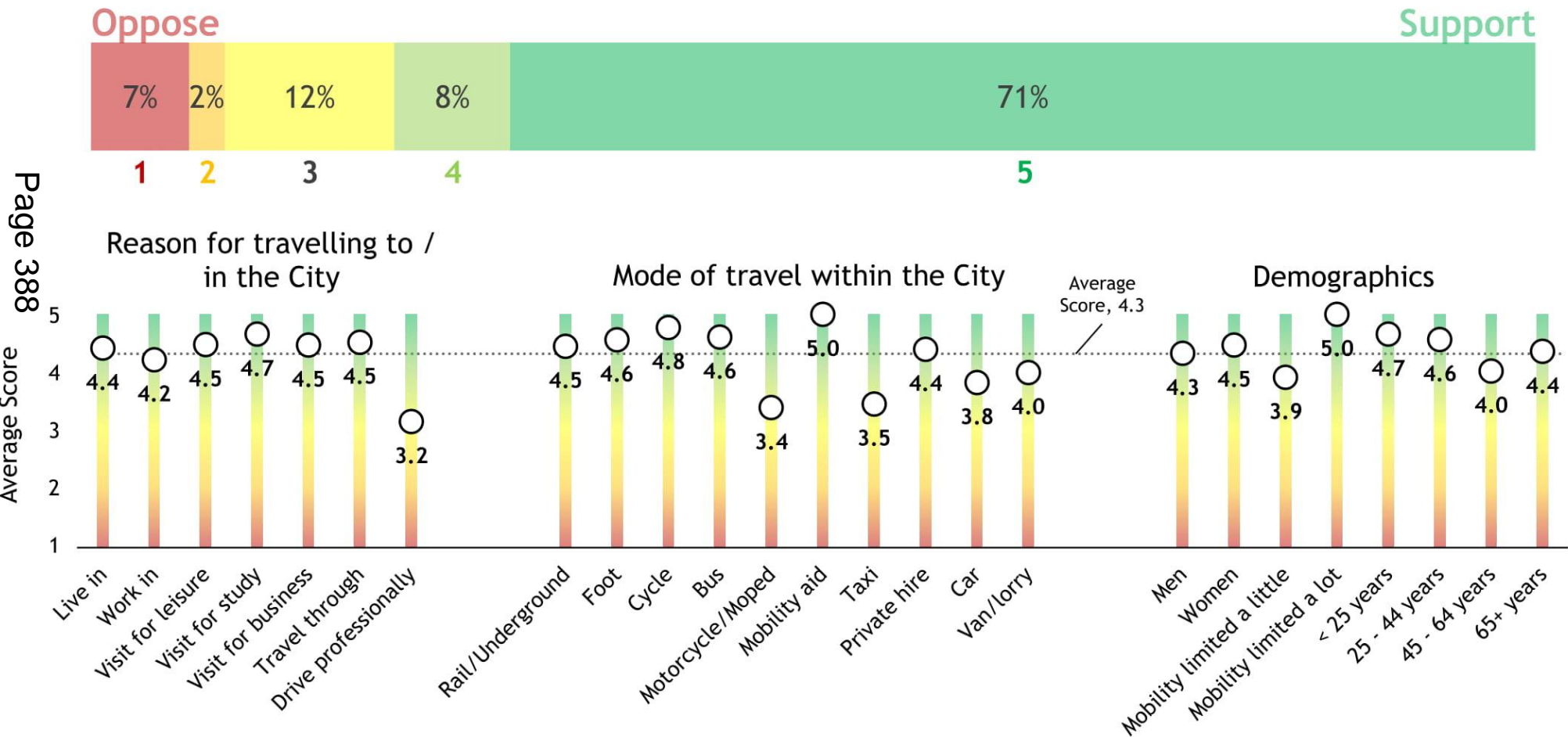
Some respondents highlighted particular reasons for opposing the proposal including:

- The need to focus less investment and energy on London
- Wasting tax money on transport schemes

Proposal 52 Using temporary interventions and trials to accelerate the pace of delivery

Website scores

162 Responses 4.3 Average score



Proposal 52: Using temporary interventions and trials to accelerate the pace of delivery

General expressions of support

23 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Bike Taxi Ltd
- Flit Technologies Ltd
- London Living Streets
- Living Streets
- Ramblers Inner London Area
- Stop Killing Cyclists
- Sustrans
- SYSTRA Ltd
- The Heron, Moor Lane Residents Committee

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Using low-cost solutions to test changes
- Enhancing monitoring and reporting on changes to our streets
- Accelerating delivery of other proposals and interventions

The following organisations expressed their support for one or more elements of the proposal but had concerns, recommendations, or needed clarification regarding other elements of the proposal, which are covered in the table below:

- The Barbican Association support trials and experimentation more broadly

General expressions of opposition

No individuals or organisations expressed opposition to this proposal.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
Ensure results of trials and experimentation are communicated and permanent installations evidenced and consulted on (6 comments)	<p>We received 3 comments asking us to ensure that we collaborate with neighbouring boroughs in order to understand the wider impacts of our plans.</p> <p>The Barbican Association wanted to ensure trials are transparent and results are published. The City of London Access Group and Tideway noted that we should ensure we do not make temporary infrastructure permanent without further consultation.</p>	<p>We recognise the need to work closely with neighbouring boroughs to ensure that our trials positively contribute to both the City and central London.</p> <p>We also acknowledge the need to be transparent and responsive to trials and ensure that all experimental schemes go through appropriate analysis and consultation prior to making them permanent. We will take our work at Bank Junction as a model for this approach. We will change the wording of the proposal to strengthen our commitment to collaboration and transparency.</p>
Other organisational responses	The Aldgate Partnership suggested we could use Business Improvement Districts to support trial delivery.	We note this comment and will explore using BIDS to support trial delivery when implementing the strategy.

Proposal 53

Improve our monitoring of transport in the Square Mile

Website scores

159 Responses 4.2 Average score



Proposal 53: Improve our monitoring of transport in the Square Mile

General expressions of support

13 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Bike Taxi Ltd
- Flit Technologies Ltd
- London Living Streets
- Living Streets
- Sustrans
- SYSTRA Ltd

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- Improving our understanding of the impacts of our plans
- Sharing more data with the public
- Driving innovation through improving our data standards

General expressions of opposition

3 people expressed their opposition for this proposal (in full or in part) but made no specific suggestions of requests for changes.

Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
General concerns and suggestions about data standardisation, usage, accessibility and protections (13 comments)	<p>We received 3 comments regarding data standardisation and making our databases more available to the public. In addition, City Property Association NextGen Steering Group suggested we develop and open innovation platform with access to data which could create opportunities for the services sector to participate in Smart City activities.</p> <p>We received 3 comments regarding data privacy concerns and the need to protect our data from inappropriate use by third parties. FTC 2050 emphasised the need to work</p>	<p>We will change the proposal to include reference to improving data standardisation and protection alongside public access to our data.</p> <p>We will continue to work with TfL and the City of London Police to improve the collection of road casualty-related data including through commissioning bespoke surveys to support the delivery of Proposal 20.</p>

	<p>towards standardising our data and reaching agreements with freight operators on data privacy, security, and confidentiality. They also noted that we could offer incentives to private sector organisations in return for access to key datasets.</p> <p>4 people and Stop Killing Cyclists noted that we should separate out reporting on taxis and private hire vehicles in our monitoring activities.</p>	
Other organisational responses	<p>The Barbican Association wanted the City to report twice yearly on how progress is being made against Transport Strategy metrics and ensure that all decisions made by City Committees state whether any parts of the Transport Strategy have been waived in making any decisions.</p> <p>Tideway suggested that we have all construction logistics companies provide data to us through Construction Logistic Plans.</p>	<p>We acknowledge these comments and will work to improve our data collection and reporting activities. We will also work to embed the Transport Strategy in wider City Corporation strategic decision-making.</p>

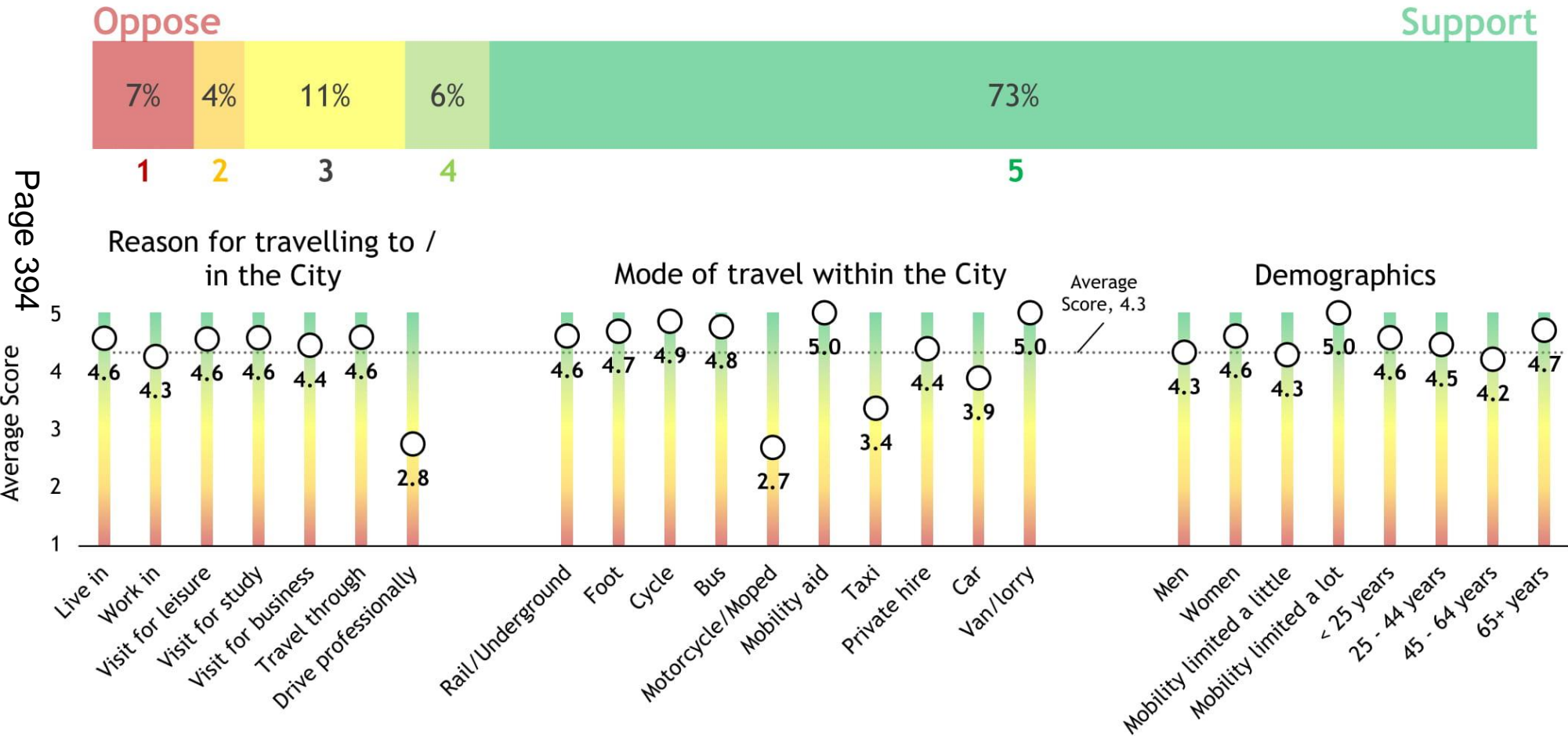
Proposal 54

Support change across London that is aligned with this Strategy

Website scores

171 Responses

4.3 Average score



Proposal 54: Support change across London that is aligned with this Strategy

General expressions of support

8 people and the organisations listed below expressed their support for this proposal (in full or in part) but made no specific suggestions of requests for changes:

- Bike Taxi Ltd
- Flit Technologies Ltd
- London Living Streets
- SYSTRA Ltd
- The Aldgate Partnership
- Wheels for Wellbeing

Some respondents expressed support for specific measures or highlighted particular reasons for supporting the proposal, including:

- The need to work across borough boundaries to support transformative change in London
- Accelerating change across London that could benefit the City indirectly

General expressions of opposition

No individuals or organisations expressed their opposition for this proposal (in full or in part).

Concerns and suggestions

We received 3 comments suggesting that we host more transport-related awards ceremonies here in the City. We acknowledge these comments and will explore opportunities to host events that support the delivery of this Strategy.

Appendix 3: Corporate Plan outcome mapping

Transport Strategy outcome	Corporate Plan outcome
The Square Mile's streets are great places to walk and spend time	9. We are digitally and physically well-connected
Street space is used more efficiently and effectively	9. We are digitally and physically well-connected
The Square Mile is accessible to all	3. People have equal opportunities to enrich their lives and reach their full potential 8. We have access to the skills and talent we need
People using our streets and public spaces are safe and feel safe	1. People are safe and feel safe
A wider range of people choose to cycle	9. We are digitally and physically well-connected
Our air and streets are cleaner and quieter	11. We have clean air, land and water and a thriving and sustainable natural environment
Delivery and servicing are more efficient, and impacts are minimised	5. Businesses are trusted and socially and environmentally responsible
Our street network is resilient to changing circumstances	12. Our spaces are secure, resilient and well-maintained
The Square Mile benefits from better transport connections	9. We are digitally and physically well-connected
Emerging transport technologies benefit the Square Mile	9. We are digitally and physically well-connected

Appendix 4: City of London Transport Strategy (tracked changes)

City Streets: Transport for a changing Square Mile

City of London Transport Strategy

~~Draft for Consultation~~

~~November~~ May 2018

Chairman's foreword

TO FOLLOW

Contents

Chairman's foreword	2
Introduction	7
Vision, aims and outcomes	16
Proposal 1: Embed the Healthy Streets Approach in transport planning and delivery.....	17
Proposal 2: Put the needs of people walking first when designing and managing our streets.	22
Proposal 3: Complete the riverside walkway and improve walking connections between the riverside and the rest of the City.	24
Proposal 4: Enhance the Barbican high walks.....	246
Proposal 5: Ensure new developments contribute to improving the experience of walking and spending time on the City's streets.	27
Proposal 6: Promote and celebrate walking	25
Proposal 7: Provide more public space and deliver world-class public realm.....	257
Proposal 8: Incorporate more greenery into the City's streets and public spaces	268
Proposal 9: Reduce rainwater run-off on City streets and public realm	268
Proposal 10: Incorporate protection from adverse weather in the design of streets and the public realm	28
Proposal 11: Take a proactive approach to reducing motor traffic	30
Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy	32
Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time	35
Proposal 14: Make the best and most efficient use of the kerbside and car parks.....	36
Proposal 15: Support and champion the 'Turning the corner' campaign	37
Proposal 16: Develop and apply the City of London Street Accessibility Standard.....	38
Proposal 17: Keep pavements free of obstructions	39
Proposal 18: Keep pedestrian crossings clear of vehicles.....	40
Proposal 19: Support and champion accessibility improvement to Underground stations ...	40
Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero	41
Proposal 21: Work with the City of London Police to reduce crime and fear of crime	46
Proposal 22: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets	46
Proposal 23: Improve the quality and functionality of street lighting	47
Proposal 24: Apply a minimum cycling level of service to all streets	48
Proposal 25: Increase the amount of cycle parking in the City	51
Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City.....	51

Proposal 27: Promote and celebrate cycling	52
Proposal 28: Improve cycle hire in the City.....	52
Proposal 29: Support and champion a central London Zero Emission Zone.....	56
Proposal 30: Install additional electric vehicle charging infrastructure.....	57
Proposal 31: Request an accelerated roll out of zero emission capable buses.....	58
Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles	58
Proposal 33: Make the City of London's own vehicle fleet zero emissions.....	58
Proposal 34: Reduce the level of noise from motor vehicles	59
Proposal 35: Reduce noise from streetworks	59
Proposal 36: Encourage innovation in air quality improvements and noise reduction.....	59
Proposal 37: Ensure street cleansing regimes support the provision of a world-class public realm	60
Proposal 38: Reduce the number of freight vehicles in the Square Mile	61
Proposal 39: Develop a sustainable servicing programme	64
Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption	65
Proposal 41: Reduce the impact of construction and streetworks	66
Proposal 42: Make the street network resilient to severe weather events.....	67
Proposal 43: Establish a Future Transport Programme.....	69
Proposal 44: Establish a Future Transport Advisory Board.....	71
Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile	71
Proposal 46: Support and champion better national and international connections to the Square Mile	73
Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region	74
Proposal 48: Support the increased use of the Thames for passenger services.....	75
Proposal 49: Review bus provision across the City	75
Proposal 50: Support the Mayor of London in retaining locally-generated taxation	76
Proposal 51: Encourage continued Government investment in major London transport projects	76
Proposal 52: Using temporary interventions and trials to accelerate the pace of delivery	79
Proposal 53: Improve our monitoring of transport in the Square Mile	80
Proposal 54: Support change across London that is aligned with this Strategy	87

Introduction

The City of London, also known as the Square Mile, is the historic heart of London and one of the world's leading financial centres. It is home to 8,000 residents and a working population of over 489,500,000 people. Each year the City also welcomes over 10 million tourists, in addition to those visiting for business.

How people and goods travel to and around the City has a significant impact on the experience of living, working and studying in or visiting the Square Mile. Facilitating the safe, clean and efficient movement of people and vehicles serving the City, alongside improving the quality of streets and public spaces, will be essential to ensuring the continued success of the City as a global centre for business and cultural destination.

As the highway authority for the Square Mile, the City of London Corporation (City Corporation) is responsible for the management of most streets within the City. Transport for London (TfL), the integrated transport authority for Greater London, manages the Transport for London Road Network (TLRN, also known as 'Red Routes'), of which there are several miles within the Square Mile. TfL also manages and operates London's public transport, the Congestion Charge and Emission Zones.

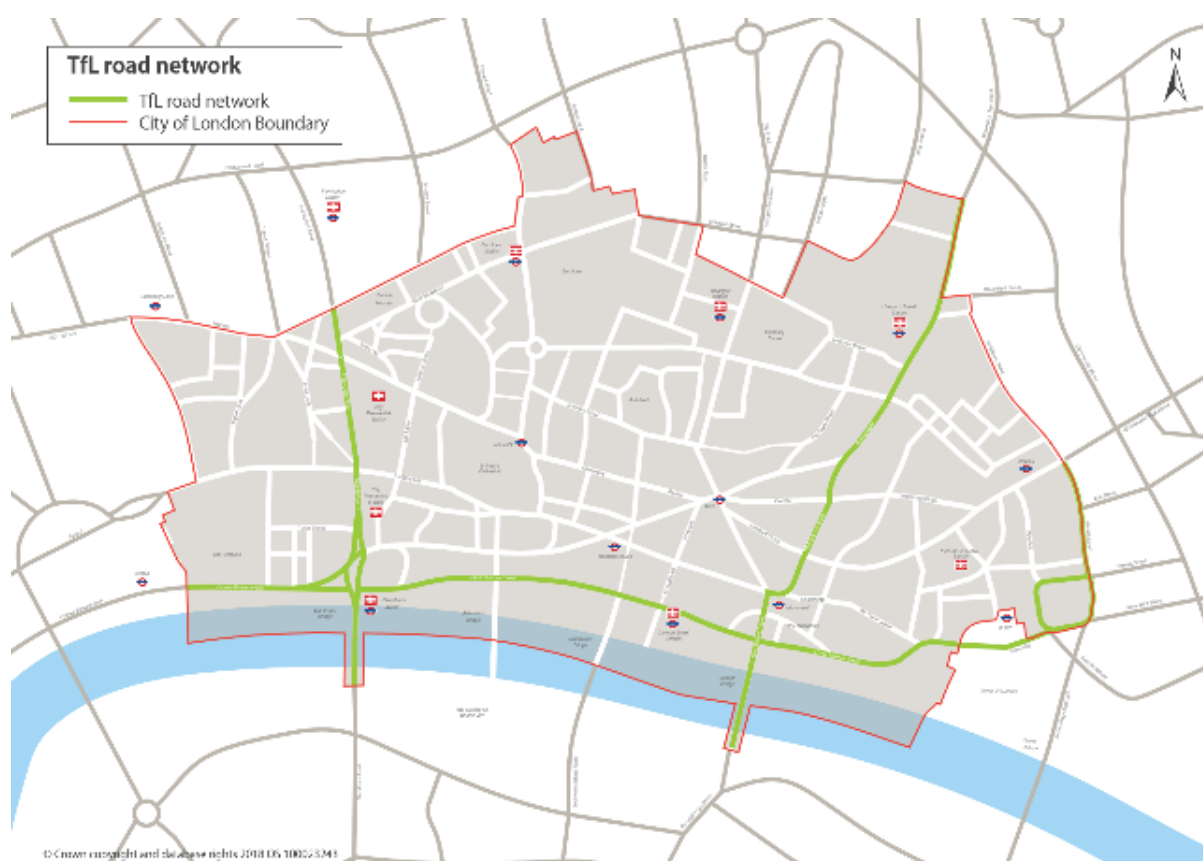


Figure 1: Map of the City of London boundary and the Transport for London Road Network (larger map available on the City of London Transport Strategy webpage)

This Transport Strategy provides a 25-year framework for future investment in and management of the City's streets, as well as measures to reduce the social, economic and environmental impacts of motor traffic and congestion. It also sets out our aspirations for improvements to the TLRN and local, national and international transport connections. It details an ambitious approach to transport and the design and management of streets in response to the challenges arising from significant growth, fast-moving technological development and changing travel habits.

The Square Mile's workforce is forecast to increase to 570,000 by 2030 and to over 620,000 by 2044. The residential population will also grow, with nearly 3,000 more people living in the Square Mile by 2044. This growth will lead to more people travelling on the City's streets, and in particular more people walking, and increased demand for high quality public spaces. More residents, workers and visitors will also mean more deliveries and servicing of offices, homes, shops, pubs, cafes and restaurants.

This extra demand must be accommodated within a fixed amount of street space. The Square Mile's streets must enable the movement of people and vehicles to and through the City while also providing space for parking and loading. Our streets are also public spaces that provide workers, residents and visitors with places to meet, eat and drink, or just appreciate the unique character of the Square Mile. Attractive and safe public spaces, with seating and things to see and do are a vital ingredient of a modern city.

The next 25 years will see major changes in transport technology. Vehicles will increasingly be connected, and automated, and new mobility services will emerge. New technology can present great opportunities for travel and transport, but also presents challenges over how these new advancements are managed and controlled. Automated vehicles, for example, may be able to use street space more efficiently and reduce collisions, but the availability of relatively cheap private transport could lead to more people choosing not to use public transport.

As the City grows it will be essential to reduce motor traffic and facilitate the movement of people by the most efficient modes of transport. Reductions in traffic will also help improve air quality and make our streets safer. Fortunately, most people already travel to and around the Square Mile on foot, by cycle or public transport. These travel trends are likely to continue in the future, but only if walking, cycling and using public transport are convenient, attractive, inclusive and safe ways to travel.

Travel and transport in the Square Mile

The City is one of the best-connected places in the world. TfL rates the whole of the Square Mile as having a Public Transport Accessibility rating of above 6 – the highest possible score. This is made possible by an extensive public transport network with six mainline railway stations, 12 Underground and DLR stations and a high density and frequency of bus services.

Large numbers of commuters also use stations near the City, including London Bridge and Waterloo. There are also river bus services which stop at Blackfriars Pier and at Tower Pier just outside the City.

Significant improvements have and are being made to public transport provision, particularly with the construction of the Elizabeth line which will operate trains to the City at Farringdon and Liverpool Street/Moorgate from ~~autumn 2019~~2020.

93% of commuter travel to the Square Mile is by public transport (84%), walking (5%) or cycling (4%). Fewer than 5% of City workers drive to work. Walking is by far the main mode of travel within the City, with over 750,000 walked journeys a day. In recent years investment in cycling infrastructure has resulted in an estimated tripling in the number of people cycling in the Square Mile. People cycling now make up a quarter of vehicles and this figure can rise to over 50% on major streets during rush hour.

Traffic in the City has changed significantly since the late 1990s, both in terms of total volume and overall composition. Traffic counts across the City show that overall motor traffic volumes have reduced by approximately 50%, with the greatest reduction being in the number of cars and taxis. The greatest observed reductions have coincided with key events such as the introduction of the Congestion Charge, the global recession and the introduction of Cycle Superhighways.

The most recent traffic counts in autumn 2017 found a slight increase in car volumes, probably caused by the increasing volumes of private hire vehicles. Freight volumes, after dropping significantly between 1999 and 2004, have levelled off in recent years.

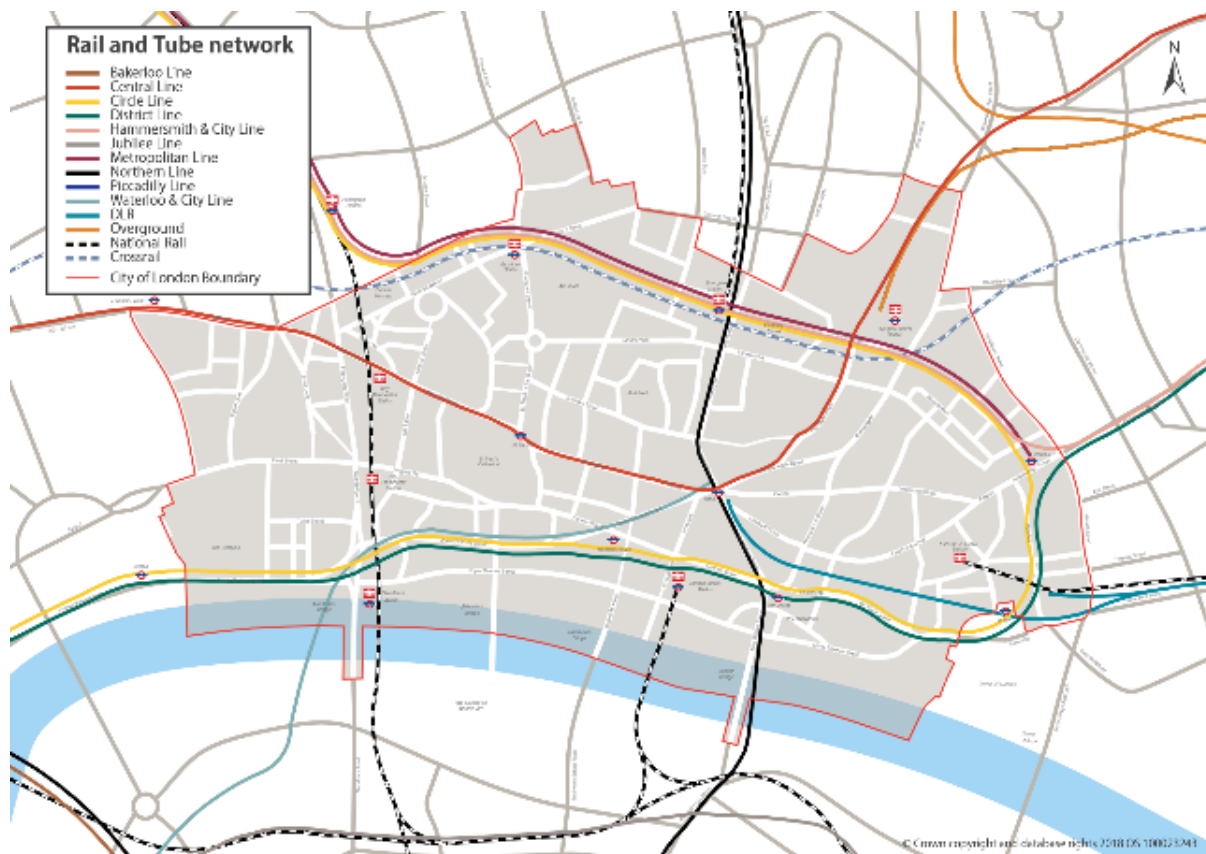


Figure 2: City of London rail, Underground, and DLR networks (larger map available on the City of London Transport Strategy webpage)

-----TEXT BOX START-----

How the Square Mile's streets have changed over the last 25 years

In common with cities around the world, the focus of transport planning and traffic management in Square Mile during the 1960s, 70s and 80s was accommodating motor vehicles. Streets such as London Wall, Upper and Lower Thames Street and the Aldgate gyratory were rebuilt to maximise the flow of motor traffic. People walking were expected to cross these streets via bridges and subways. A thirty-mile network of walkways was planned, but never completed. Very few junctions had pedestrian crossings and pavement widths were kept to a minimum.

This approach began to change in the early 1990s, when the City Corporation approved an experiment to close Bank Junction to through movement and to retime traffic signals throughout the Square Mile. Twenty-five years later these aspirations are beginning to be realised with the Bank on Safety project, which restricts access to general motor traffic during the day. The proposals for Bank were part of a wider plan, 'Key to the future', which sought to reduce motor traffic in the centre of the City. These proposals took on an extra urgency following the IRA bombings of the Baltic Exchange and Bishopsgate in 1992 and 1993, leading to the introduction of a temporary 'Ring of Steel' in July 1993.

Officially known as the 'Traffic and Environment Zone', the Ring of Steel was made permanent in 1994. It significantly reduced the number of places where motor vehicles could enter the City, with many smaller streets closed to through traffic. This, together with carriageway narrowing and the installation of check points at the remaining access points, meant that fewer motor vehicles could enter the City. Motor traffic in the centre of the Square Mile fell by 30% as a result. Associated changes made key junctions outside the Ring of Steel more efficient by cutting out some of the movements, for example the Southwark Bridge/Queen Street/Upper Thames Street junction.

The Ring of Steel was extended in 1996 to incorporate St Paul's and Old Bailey and in 2000 to include Broadgate and a slight extension into Hackney. A further extension in 2003 brought the west of the City into the traffic management zone. Other functional changes through the 1990s and early 2000s, saw pedestrian crossings added to 10 junctions and the installation of dropped kerbs and pedestrian refuges.

The last 15 years has seen an increased focus on improving the quality of the Square Mile's streets as places to walk, cycle and spend time. Overall, almost a third of the City's streets have been improved over this period. 99% of guard railing was removed through the 2000s and around 100 granite courtesy crossings installed at junctions. Two-way cycling began to be introduced on one-way streets in 2006, with over 100 streets made two-way for people cycling by 2015. In partnership with Transport for London, two Cycle Superhighways and a Quietway through the City have been completed. These have helped make cycling safer and allow more people to choose this increasingly popular mode of transport.

Starting in 2003, the Street Scene Challenge matched money generated from on-street parking and penalty charges to contributions from developers and occupiers - funding the delivery of multiple small schemes to improve the public realm across the Square Mile, such as Devonshire Square and Mitre Square. This collaborative approach has also funded significant improvements to:

- The area south of St Paul's, including converting the coach park into a new garden (completed 2011)
- The Cheapside quarter, including wider pavements to make Cheapside a more attractive place to shop and spend time (completed 2012)
- Holborn Circus, with more public space and seating and improved pedestrian crossings (completed 2014)
- The removal of the gyratory at Aldgate, which has enabled the creation of Aldgate Square – one of the largest public spaces in the Square Mile (completed 2018)
- Widening pavements, improving pedestrian and cycle crossings and creating new public spaces as part of the London Wall Place development (completed 2018)
- Public realm improvements around new offices for Bloomberg (completed 2018) and Goldman Sachs (due to complete in 2019)

Most recently, Bank on Safety, the experimental scheme to improve safety for people walking and cycling through Bank Junction, has been made permanent and plans for further improvements to the junction are now being prepared. This will be just one of the many large and small projects that will continue the transformation of the Square Mile's streets over the next 25-years.

-----TEXT BOX END-----

Understanding people's views of transport and streets in the Square Mile

The development of this Strategy has been informed by extensive engagement with the public and organisations with an interest in transport in the Square Mile. The first phase of engagement, held in February and March 2018, included:

- City Streets survey: 1,949 people accessed this survey which included questions on perceptions of the City's streets, priorities for the use of streets and kerb-side space, and ideas and suggestions for future street and transport improvements.
- City Streets exhibition: A supporting exhibition was held at the City Centre on Basinghall Street. The exhibition took visitors through historic and recent changes to the City's streets and presented future challenges. More than 7,000 people visited the City Centre over the two-month period.
- Stakeholder workshops: 77 representatives from City businesses, transport user groups and other organisations with an interest in transport in the Square Mile attended workshops in February and March 2018 to share their views on the transport challenges and opportunities.

The key themes emerging from this first phase of engagement were that:

- Motor traffic levels on the City's streets are too high
- People walking in the Square Mile are not given enough priority or space
- Conditions for cycling in the Square Mile need to be improved and made safer
- More greenery and seating should be provided on streets and the quality of the public realm improved
- Air quality in the Square Mile needs to be urgently improved
- There is potential to use streets more flexibly to accommodate the various demands on them at different times of the day
- The City's streets are not accessible to all
- The management of freight needs to be improved

A second phase of engagement, in June and July 2018, consulted on the proposed vision, aims and outcomes for this Strategy. Over 500 people and organisations responded to this consultation. The draft vision, aims and outcomes received high levels of support, with each being supported or supported with changes by between 77% and 92% of respondents.

The third and final phase of engagement, which took place between November 2018 and January 2019, consulted on the draft Transport Strategy. This included seeking feedback through a bespoke consultation website, holding briefing sessions for stakeholders and public drop-in sessions.

Promotion of the consultation was undertaken through a variety of channels, including:

- on the City of London Corporation website homepage, Twitter and to the Transport Strategy mailing list
- through partnership communications, including on the Active City Network website and through 10 external newsletters
- articles in Ward newsletters and adverts in City A.M and City Matters
- letters to all City of London residents and 4500 businesses, in conjunction with the draft Local Plan consultation
- posters displayed throughout the Barbican estate, Middlesex Street estate and at City Corporation libraries
- flyers distributed at libraries, in Guildhall reception areas, at the City Centre and on streets

Almost 2,900 individual responses and 6,900 comments were received through the consultation website, with a further 42 comments from public drop-in sessions and 70 submissions by email. Over 60 organisations also responded to the consultation.

Over 500 people submitted template responses through the Unblock the Embankment website and the more than 1500 people submitted template responses via the Square Mile Cycling Campaign.

Of all responses received through the website 77% were supportive of the proposals, with 15% opposing.

An independently recruited panel of City workers and residents also met three times during the development of the Strategy. This panel, which was facilitated by Populus, provided an opportunity to gain a deeper understanding of residents and workers' transport needs and concerns.

A Strategy Board made up of City business representatives, representatives from the Greater London Authority and TfL, and transport experts, also met ~~three~~ four times during the development of the Strategy. This Board provided advice and acted as a sounding board for emerging proposals and response to the consultation.

Reports of each phase of engagement, providing more details of feedback received, can be found on our website.

Supporting the delivery of the City of London Corporate Plan

The Transport Strategy is one of a suite of strategies that help to deliver the City of London Corporation's Corporate Plan. The Corporate Plan sets out the City Corporation's aims to:

- Contribute to a flourishing society
- Support a thriving economy
- Shape outstanding environments

The Transport Strategy will help contribute to a flourishing society by:

- Making streets safer and reducing the number of traffic related deaths and serious injuries
- Enabling people to walk and cycle and reducing the negative health impacts of transport
- Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together

A thriving economy will be supported by:

- Enabling the City to continue to grow and accommodating the associated increase in demand for our limited street space
- Improving the quality of streets and transport connections to help attract talent and investment
- Helping create a smarter City, that supports and enables innovative transport technology and other mobility solutions

The Transport Strategy will help shape outstanding environments by:

- Advocating for improved local, national and international transport connections.
- Reducing motor traffic levels to enable space to be reallocated to walking, cycling, greenery and public spaces
- Improving air quality and reducing noise from motor traffic
- Ensuring streets are well maintained and resilient to natural and man-made threats

The Transport Strategy also supports the City of London Police Corporate Plan, which seeks to make the City of London the safest city area in the world by protecting people, businesses and infrastructure.

In addition to the Corporate Plan^s, the City Corporation have identified risks to the organisation at an institutional level. The Transport Strategy will help mitigate the following corporate risks:

1. An increase in the number of casualties on City streets will pose a risk to the credibility and reputation of the City Corporation

2. Air quality will continue to be detrimental to the health of residents, workers and visitors to the City. This will cause strain on our hospitals through long term health conditions and make the City a less attractive

-----TEXT BOX START -----

Culture Mile

Culture Mile is a partnership between four UK leading arts, culture and learning institutions and the City Corporation to create a vibrant, cultural quarter. Stretching over just under a mile, from Farringdon to Moorgate, Culture Mile covers 15% of the total area of the Square Mile. Culture Mile incorporates the Barbican Centre and the new Museum for London and proposed Centre for Music. Several proposals in this Transport Strategy will directly support the delivery of Culture Mile by improving the public realm and enhancing walking and cycling routes to and within the area.

-----TEXT BOX END-----

Alignment with the City of London Local Plan

The new City of London Local Plan, called City Plan 2036, sets out the planning policies that will guide future growth and decisions on planning applications for the next 20 years.

Transport plays a key role in enabling and accommodating development, and the way the City grows affects demand for travel and public space. Reflecting this interrelationship, relevant policies and proposals in City Plan 2036 and this Strategy are aligned. Several proposals support and respond to the significant change anticipated in the following 'Key Areas of Change' (Figure 3);

- **Aldgate and Tower:** major hotel and office developments are under construction on Minories, as well as the Chinese Embassy relocating to the area's vicinity and proposals for redevelopment of the Mansell Street estate
- **Blackfriars:** public realm enhancements are proposed along the Riverside walk, and the development of the Thames Tideway Tunnel will create a large new public space
- **City Cluster:** a number of significant tall buildings are under construction, with further tall buildings permitted but not yet commenced. Employment in the Cluster is expected to nearly double once all current permissions are built and occupied
- **Fleet Street:** significant occupational change in major buildings is expected in the short to medium term as existing occupiers relocate to other buildings. [A new combined court and City of London Police headquarters is also proposed.](#)

- **Pool of London:** several buildings are likely to be vacated in the short-term, providing an opportunity for redevelopment in the area
- **Liverpool Street:** increased retail space at Broadgate, the completion of Crossrail at Liverpool Street station and linkages to Culture Mile will initiate change in this area
- **Smithfield and Barbican:** the delivery of the Culture Mile initiative, relocation of Museum of London to Smithfield, the potential development of a new Centre for Music on the site of the existing Museum of London and the possible relocation of Smithfield Market will see this area undergo significant change

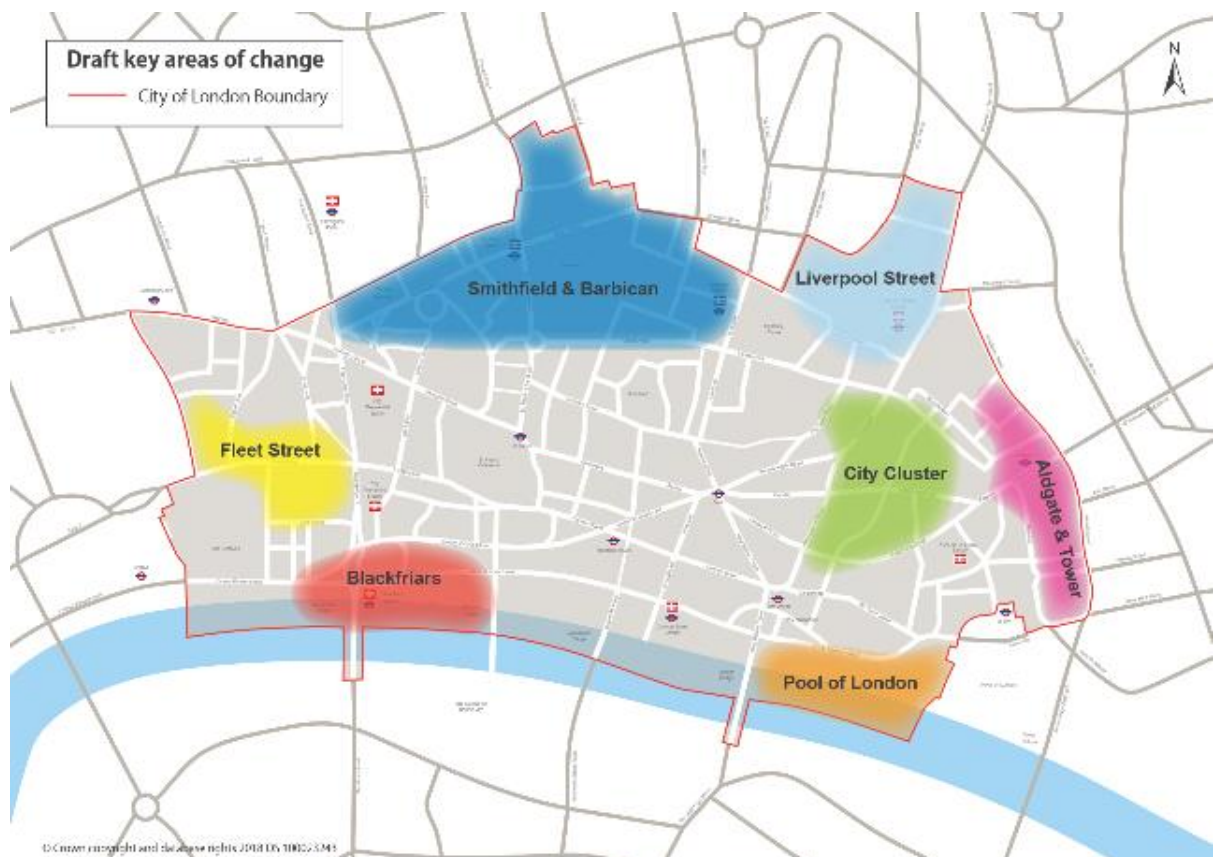


Figure 3: City Plan 2036 draft Key Areas of Change (larger map available on the City of London Transport Strategy webpage)

Supporting the delivery of the Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) sets out the Mayor of London's policies and proposals to reshape transport in London by transforming the Capital's streets, improving public transport and creating opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport.

The three key themes of the MTS are:

- Healthy Streets and healthy people: Creating streets and street networks that encourage walking, cycling and public transport to reduce car dependency and the health problems it creates
- A good public transport experience: Enabling more people to travel by public transport, the most efficient way for people to travel over distances that are too long to walk or cycle
- New homes and jobs: Planning the city around walking, cycling and public transport use to unlock growth in new areas and ensure that London grows in a way that benefits everyone

Local Implementation Plan

The City Corporation, along with London's 32 boroughs, is required to produce a Local Implementation Plan that details how we will support the delivery of the MTS. This Strategy, together with a separate LIP Delivery Plan, ~~will~~ form the City of London Corporation's Local Implementation Plan (LIP). ~~The City Corporation, along with London's 32 boroughs, is required to produce a LIP that details how we will support the delivery of the MTS. Our~~ The draft LIP Delivery Plan is published alongside this ~~draft~~ Strategy and is available on our website. ~~and~~ The LIP Delivery Plan provides more details of the alignment between our visions, aims, outcomes and proposals and the MTS. It also sets out the projects that will be funded in full or in part by contributions from TfL.

Vision, aims and outcomes

Our vision

Streets that inspire and delight, world-class connections and a Square Mile that is accessible to all.

By delivering this vision we aim to...

- Ensure the Square Mile is a healthy, attractive and easy place to live, work, learn and visit.
- Support the development of the Square Mile as a vibrant commercial centre and cultural destination, and protect and enhance its unique character and heritage.

To create a future where ...

- The Square Mile's streets are great places to walk and spend time
- Street space is used more efficiently and effectively
- The Square Mile is accessible to all
- People using our streets and public spaces are safe and feel safe
- More people choose to cycle
- The Square Mile's air and streets are cleaner and quieter
- Delivery and servicing are more efficient, and impacts are minimised
- Our street network is resilient to changing circumstances
- The Square Mile benefits from better transport connections
- Emerging transport technologies benefit the Square Mile

Proposals

For each of the 10 outcomes, this chapter outlines our ambitions, summarises the key issues and challenges and sets out proposals for delivery.

Where appropriate proposals include delivery timescales using the following milestones:

- 2022 (to align with the first Transport Strategy LIP Delivery Plan))
- 2025
- 2030
- 2040
- 2044 (the end date for this Strategy)

These milestones indicate the latest planned delivery date. Wherever possible we will seek to deliver ahead of the indicated milestone.

Healthy Streets Approach

The Healthy Streets Approach provides the framework for this Strategy. This means we will place improving people's health and their experience of using streets at the heart of our transport decision making.

The 10 Healthy Streets Indicators (Figure X) capture the elements that are essential for making streets better attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity. All the proposals set out in this Strategy will contribute to the delivery of Healthy Streets.

Using the Healthy Streets Check helps ensure that the factors that influence people's experience of being on street are properly considered. It also allows for easy comparison of different design options to help inform decision making

- Designers on all developments that will have a significant impact on surrounding streets
- Assessing the health impacts of projects as part of the design process and post-implementation monitoring

Proposal 1: Embed the Healthy Streets Approach in transport planning and delivery

We will ensure that the Healthy Streets Approach is embedded in our transport planning and the design and delivery of projects by:

- Using the Healthy Streets Approach to inform strategic decision making and project prioritisation
- Using the Healthy Streets Check for Designers to assess proposals for projects that will have a significant impact on people's experience of using the City's streets and publishing the results

- Assessing planning applications against the Healthy Streets Indicators and requiring the use of the Healthy Streets Check for Designers on all developments that will have a significant impact on surrounding streets
- Assessing the health impacts of projects as part of the design process and post-implementation monitoring
- Including questions relating to the Healthy Streets Indicators in project monitoring and public perceptions surveys

-----TEXT BOX START-----

Healthy Streets Check for Designers

TfL's Healthy Streets Check for Designers is a tool that uses 31 metrics to assess how a street performs against the 10 Healthy Streets Indicators. It can be used to assess an existing street, proposed changes to a street or a completed project.

Using the Healthy Streets Check helps ensure that the factors that influence people's experience of being on street are properly considered. It also allows easy

comparison of different design options to help inform decision making and make it easier for people to understand the relative benefits of different proposals during consultations.

An example of the results from a Healthy Streets Check demonstrating improvements against each Indicator is shown on the right.

-----TEXT BOX END-----

The Square Mile's streets are great places to walk and spend time

Walking is, and will remain, the main way that people travel around the Square Mile. We want people walking in the City to feel that their needs have been prioritised. By delivering this Strategy we will make the experience of walking on our streets a more enjoyable and rewarding experience – a great way to travel and to discover all that the City has to offer.

Fewer, cleaner and quieter motor vehicles will mean that streets are less dominated by traffic and easier to cross. People driving and riding in the City will recognise the Square Mile as a place where people on foot come first – they will travel slowly and be prepared to give way to people walking. Pavements will be wide enough to avoid feeling uncomfortably crowded, even during the hustle and bustle of the morning and evening commute. High quality public realm, more seating, greenery, public art and events will mean that streets are also great places to stop, rest and relax.

Today, only 10% of people rate the experience of walking in the Square Mile as pleasant. Our ambition is that this will increase to 75% by 2044. The City's streets are busy with people walking at all times of the day, and between 7am and 11pm there are more people walking on our streets than travelling by any other mode. 65% of all travel movements in the Square Mile are made on foot and almost all of the 8,000 residents and 480,000 workers in the City will walk at least once during the day. These numbers will increase as the City grows, with potentially a further 125,000 people walking on our streets within the next 25 years. The completion of the Elizabeth line in 2019 will intensify the arrival of people into the City – with each Crossrail train capable of accommodating 1,500 passengers.

Nearly three quarters of respondents to our City Street's survey think that people walking should be prioritised first out of all street users. However, almost two thirds of respondents feel that people on foot are currently under prioritised and four in five thinks that pavements are overcrowded at some point during the day. Respondents also want a more pleasant and attractive street environment; when asked to suggest one change to improve the City's streets, the most frequent non-transport request was for more greenery.

-----TEXT BOX START-----

Pedestrian Comfort Levels

Pedestrian Comfort Levels are used to assess the level of crowding on a pavement or at a pedestrian crossing. The level of comfort, which is graded between A+ (most comfortable) and E (least comfortable), is based on the number of people walking and the space available, taking account of street furniture and other restrictions.

Transport for London's Pedestrian Comfort Guidance recommends a minimum comfort level of B+. This provides enough space for people to feel comfortable when walking at a typical pace and for them to be able to choose where to walk. Below this level, conflicts between people walking become frequent, walking is increasingly uncomfortable and frustrating and can lead to people stepping into the carriageway.

-----TEXT BOX END-----

Proposal 2: Put the needs of people walking first when designing and managing our streets.

We will ensure that the needs of people walking are prioritised by:

- Applying the Healthy Streets Approach (Proposal 1) and considering the needs of people walking first when delivering changes to streets
- Accepting that delivering priority for people walking may result in delays or reduced capacity for other street users, while seeking to minimise the impact on essential traffic through general traffic reduction (Proposal 11)
- Increasing the number of pedestrianised or pedestrian priority streets from 25 kilometres at present, to 35 kilometres by 2030, and aiming for at least 50% (by length) of streets to be pedestrian priority by 2044
- Making streets easier to cross and giving people on foot greater priority at the entrances to side streets
- Widening pavements to provide more space for people walking, with the aim that all pavements will have a minimum Pedestrian Comfort Level of B+

Key walking routes

We will prioritise improvements to junctions and routes that are busiest with people walking and where pavement width and pedestrian crossings are inadequate for current or forecast demand. Improvements to the following routes and junctions will be delivered by 2030 to make walking quicker, safer and more comfortable. The first phase of delivery will include the completion of Globe View by 2020 and changes to Bank Junction by 2022.

- The area around Moorgate and Liverpool Street Stations (including Moorgate/London Wall junction) and the routes between these stations and key destinations, including the City Cluster, Culture Mile and Bank
- Bank Junction and streets between the junction and the City Cluster
- To support Culture Mile and coincide with the opening of the new Museum for London and proposed Centre for Music:

- The route from the Millennium Bridge to Culture Mile, including changes to St Paul's Gyratory
- The route between the Barbican and the new Museum for London, including Beech Street and Long Lane
- Fleet Street, including potential further changes to Ludgate Circus (in partnership with TfL)
- The Bishopsgate corridor, including Monument junction (in partnership with TfL)
- The Globe View section of the Riverside Walkway

Pedestrian priority streets

New pedestrian priority streets will be introduced across the Square Mile. The initial focus for introducing pedestrian priority streets will be within the City Cluster and Culture Mile. We will also identify opportunities to introduce pedestrian priority on streets with a pavement width of less than two metres.

An indicative map of these streets is shown below. We will use traffic orders, temporary measures to change the look and feel of streets and signage to accelerate delivery of pedestrian priority streets in advance of permanent changes.

Pedestrian priority streets will ~~be allow~~ access ~~only~~ for motor vehicles, with all vehicles, including cycles, expected to give way to people walking. In some instances, streets will be fully pedestrianised or not allow motor vehicle access at certain times. The access requirements for each pedestrian priority, fully pedestrianised or timed pedestrianised street will be fully assessed as part of the project delivery process. The use of pedestrianised streets by cycles will be decided on a case-by-case basis to ensure people walking and cycling feel safe and comfortable. Pedestrian priority will be supported by design measures to encourage slow and courteous driving and riding.

-----TEXT BOX START-----

There are already 25 kilometres of streets in the Square Mile that, through various restrictions, limit access to motor vehicles to prioritise people walking. Examples include.

PHOTOS OF EACH WITH DESCRIPTION

Timed pedestrianised: Watling St – pedestrians and cycles only between 8am and 6pm

Vehicle access only: Throgmorton St – vehicles restricted to access only

Fully pedestrianised: London Street – no vehicles at any time

-----TEXT BOX END-----

Pedestrian crossings

We will work with Transport for London to make it easier for people walking to cross streets by reviewing all signalised pedestrian crossings with the aim of:

- Reducing the amount of time people wait for a green man, initially to a maximum of 60 seconds, followed by further reductions in waiting time over the life of this Strategy
- Giving people more time to cross by using a walking speed of 0.8 metres per second to determine crossing times (currently 1.2 metres per second)
- Installing sensors (Pedestrian SCOOT) to allow the amount of green man time to be automatically adjusted according to the number of people crossing
- Reducing overcrowding by widening crossings to provide a minimum pedestrian comfort level of B+
- Introducing formal diagonal crossings at all crossroads, ensuring pedestrian crossings are on desire lines and removing multi-stage crossings
- Installing raised tables to improve accessibility and ease crossing
- Introducing 'Green man authority' at appropriate locations – providing a default green man for people walking rather than a default green light for motor traffic

Continuous footways and courtesy crossings

We will give people walking greater priority and make streets easier to cross by:

- Providing courtesy crossings or continuous footways across all side street entrances
- Installing raised tables at junctions
- Installing raised tables at existing informal crossings and identifying locations for additional crossing points

Campaigns and promotion

Campaigns and promotional activities will raise awareness among all street users of the priority being given to people walking in the Square Mile. Physical changes to streets will be supported by education, engagement and enforcement to reinforce positive behaviours by drivers and riders towards people walking.

Proposal 3: Complete the riverside walkway and improve walking connections between the riverside and the rest of the City.

We will complete the Globe View section of the riverside walkway by ~~2022~~2020. We will also work with Transport for London, landowners, developers and other partners to:

- Improve the connections between the riverside and the rest of the City by making it easier to cross Upper and Lower Thames Street. Improvements will include installing a new pedestrian crossing at the junction with Puddle Dock by 2022, to provide direct access to Blackfriars Pier. We will also work with

Transport for London to explore the potential to install additional street-level crossings as an alternative to existing bridges

- Improve the quality of the public realm along the riverfront and identify opportunities to create new open spaces. Opportunities will be identified and delivered through an updated Riverside Walkway Enhancement Strategy that will be published in 2022
- Wherever feasible use the redevelopment of sites along the riverside to widen the walkway
- Use the planning process to activate the riverfront by introducing more ground floor leisure uses such as restaurants and cafes where they will not adversely affect residents

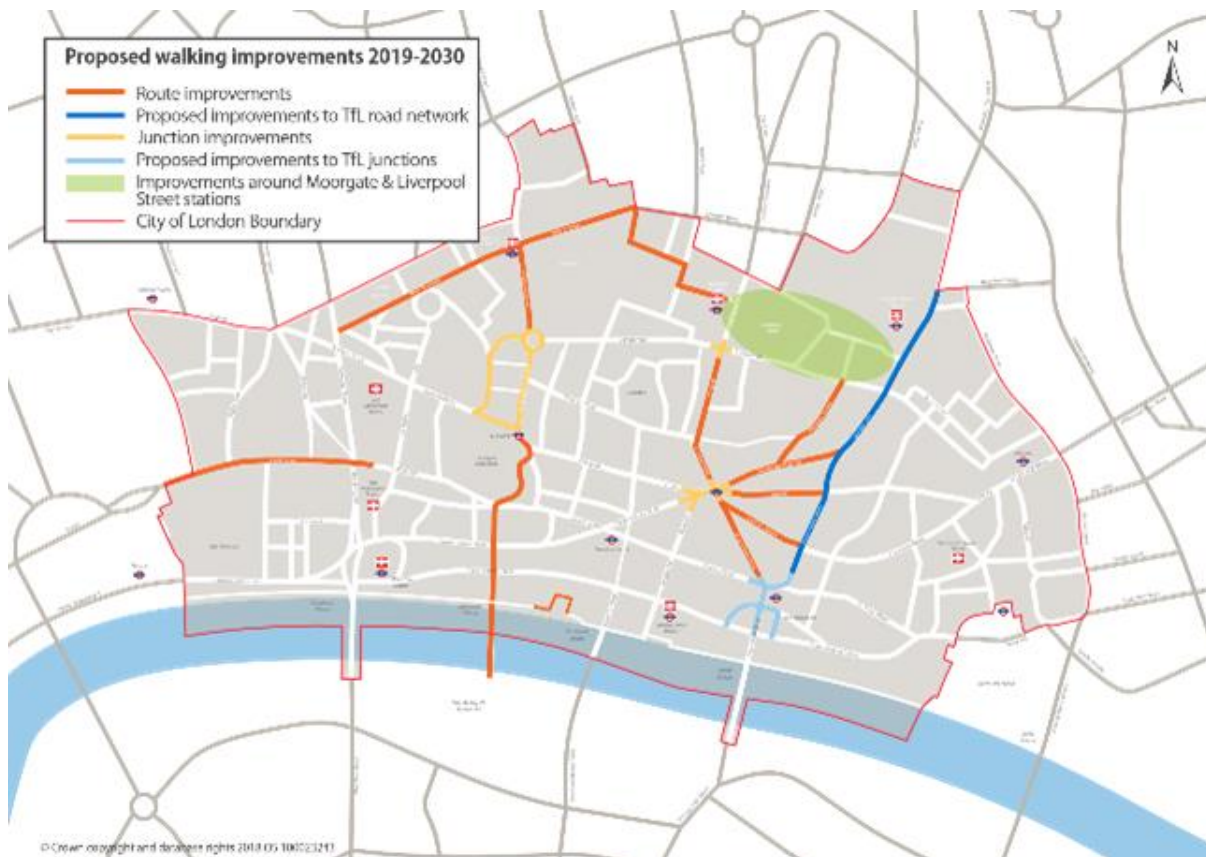


Figure 4: Proposed walking improvements 2019-2030 (larger map available on the City of London Transport Strategy webpage)

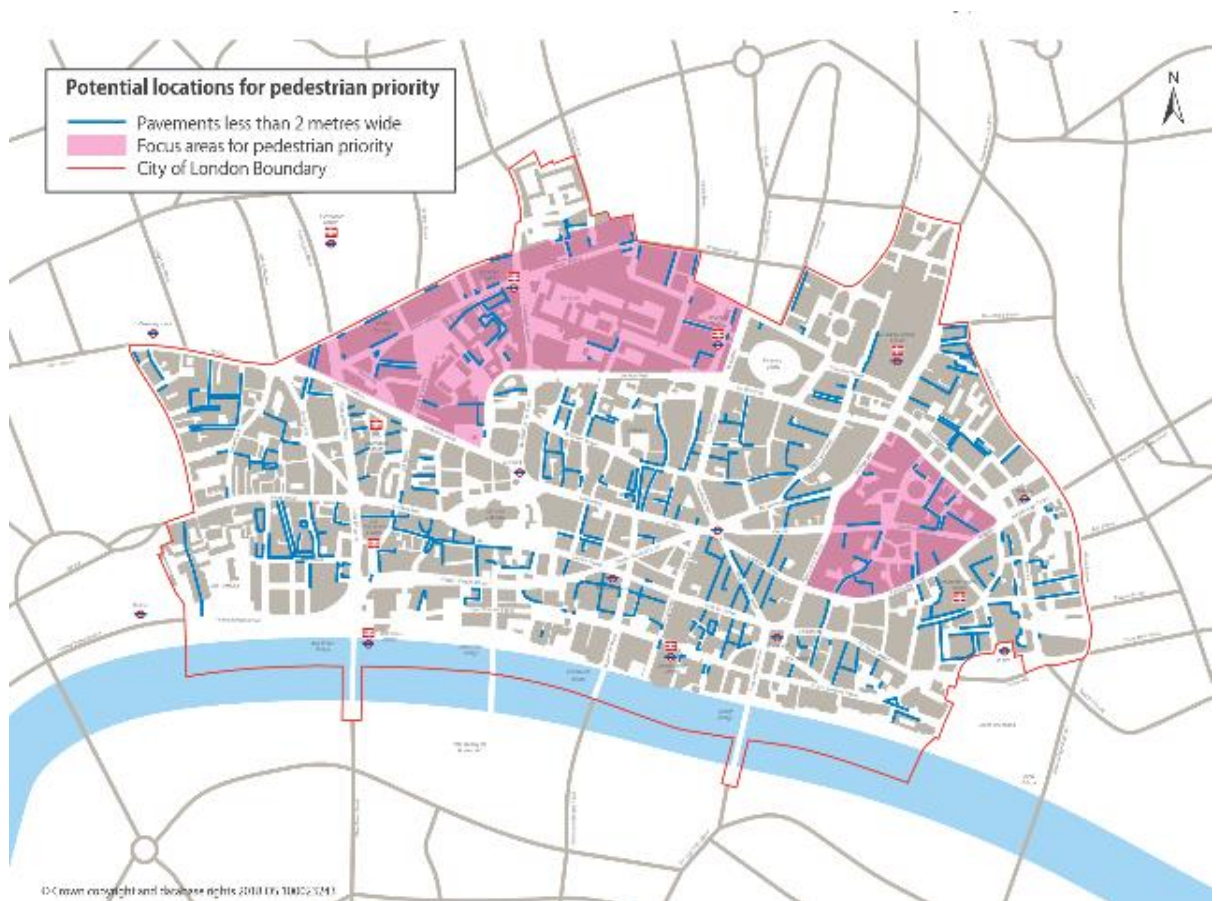


Figure 5: Potential locations for pedestrian priority (larger map available on the City of London Transport Strategy webpage)

Proposal 4: Enhance the Barbican high walks

We will ensure that the Barbican high walks are well maintained and enhanced where necessary. This will include improving signage and the visibility of access points to make them easier to navigate, particularly along the key north-south link from Wood Street. Any enhancements made to the high walks will be in line with the special architectural and historic interest of the Barbican and the requirements of the Barbican Listed Building Management Guidelines SPD.

We will maintain existing public lifts that provide access to the high walks and other walking routes. We will explore the potential to add new public and publicly accessible lifts where required through the development process.

Proposal 5: Ensure new developments contribute to improving the experience of walking and spending time on the City's streets.

Through the planning process we will work with developers and future occupiers to ensure all new developments provide world-class public realm and contribute to improvements to surrounding streets and walking routes. Existing walking routes and public access across private land will be maintained and major developments will be expected to create new walking routes through their site.

Proposal 6: Promote and celebrate walking

We will encourage residents, workers and visitors to explore the Square Mile on foot by:

- Completing the roll out of Legible London maps and directional signs across the Square Mile by 2022
- Improving people's awareness of traffic free walking routes, such as alleyways and routes through parks and gardens, through promotional activities and dedicated wayfinding
- Organising led walks, working with businesses and heritage and cultural institutions to promote walking and exploring the potential for an annual City walking festival
- Supporting London-wide, national and international walking campaigns

-----TEXT BOX START-----

Legible London

Legible London maps and signs were developed by Transport for London to make it easier for people to walk around London. They provide a consistent approach to wayfinding, with over 1,700 signs and maps already installed across the Capital. Legible London maps are also provided in Underground stations, and at bus stops and cycle hire docking stations.

-----TEXT BOX END -----

Proposal 7: Provide more public space and deliver world-class public realm

We will improve the experience of spending time on the City's streets by:

- Identifying opportunities to create new public spaces by reallocating carriageway
- Increasing the amount of formal and informal seating on-street and in squares, public spaces and parks. The amount and location of additional on-street seating will be carefully considered to maximise opportunities for social interaction while maintaining adequate width and comfort for people walking. Where necessary space will be reallocated from the carriageway

- Implementing a high standard of design when delivering improvements to streets and public spaces and ensuring streets and public spaces are clean and well maintained
- Working with partners to ~~activate~~ make the public realm in locations where there is a poor sense of place, and making the experience of walking and spending time on streets and public spaces more interesting and engaging, for example through planting, public art, temporary installations and events.
- Improving the public realm in areas where there are buildings and structures of significant historical ~~and~~ architectural and archaeological importance. Improvements will respect, protect and enhance the setting of significant buildings and other heritage assets and improve accessibility to historic attractions

The City of London Public Realm Supplementary Planning Document (SPD) provides detailed guidance on designing, delivering and managing world-class public realm in the Square Mile. The Public Realm SPD will be reviewed and updated by 2022 following the adoption of the City Plan 2036.

Proposal 8: Incorporate more greenery into the City's streets and public spaces

We will work with occupiers, businesses, residents and other partners to provide and maintain more permanent and seasonal greenery on the City's streets. This will include incorporating greenery and planting when making changes to streets and the public realm, including measures that deliver pedestrian priority, traffic calming and vehicle access restrictions. Where possible new planting will incorporate sustainable drainage. Plants will be chosen to maximise biodiversity and create a more interesting and engaging streetscape.

Proposal 9: Reduce rainwater run-off on City streets and public realm

Opportunities to incorporate sustainable drainage systems will be reviewed for all transport and public realm schemes, with projects designed to minimise the volume and discharge rate of rainwater run-off. The inclusion of soft landscaping, planters, green walls and trees in all schemes where space permits will also contribute to reducing run-off rates.

Proposal 10: Incorporate protection from adverse weather in the design of streets and the public realm

Where possible, transport and public realm projects will incorporate features that provide people walking, cycling and spending time on streets with protection from rain, wind and high temperatures. For example, shade and shelter provided by trees, building canopies and awnings and other street furniture, such as bus stop shelters.

Designs will be carefully considered to ensure features to provide shade and shelter help make streets and public space more attractive and engaging.

The potential impact on street users of sun exposure and any increase in wind speeds and tunnel effects from new developments (particularly tall buildings) will be assessed and mitigated through the planning process.

Street space is used more efficiently and effectively

We want the use of the Square Mile's streets to better match the priorities of residents, workers and businesses. Street space will be used more efficiently, with more space and time provided for people walking, cycling and travelling by bus. General reductions in the number of motor vehicles will help reduce delays for the essential traffic that remains.

Some streets will be used in different ways at different times of the day. For example, by providing space for people to walk and relax during the day, while allowing deliveries overnight. Temporary closures of streets to motor vehicles will provide opportunities for cultural and community events and simply enjoying the City. The kerbside will also be used more dynamically and effectively, with commercial vehicles having priority access to parking and loading no longer causing an obstruction, particularly at the busiest times of day.

The most common suggestion, made by a third of City Streets survey respondents, for one change people would like to see on the City's streets was for a reduction, cap, targeted or City-wide ban of motor vehicles. The second and third most requested changes were for more space for walking and more space for cycling respectively. When asked how different uses of the City's streets should be prioritised, respondents ranked people walking, cycling and using buses as the highest priorities.

Over the last two decades there has been a 50% reduction of motor traffic levels in the Square Mile while the number of workers in the City has increased by 50%. Currently, 45% of motor vehicles in the Square Mile are cars (including private hire vehicles), 21% are taxis and 22% vans and goods vehicles.

Cycles and buses represent the most space efficient modes of vehicular transport. Based on average occupancy, they require 200m² and 250m² of street space respectively to move 100 people. The same number of people travelling in a car or taxi would need 760m².

Proposal 11: Take a proactive approach to reducing motor traffic

Delivering this Strategy will result in a reallocation of street space from motor vehicles to provide more space for people walking, cycling and spending time on the City's streets. To avoid unreasonably impacting the movement of essential motor traffic it will be necessary to reduce the overall volume of motor vehicles on the City's streets. Reducing motor traffic is also key to improving air quality and delivering Vision Zero.

We will proactively seek to reduce motor traffic to support the delivery of this Strategy, with the aim of achieving at least a 25% reduction by 2030. Reductions in all types of motor traffic will be required to achieve this, with the most significant

reductions being in the number of private cars and private hire vehicles using the City's streets.

To achieve this reduction, we will champion and support the development of the next generation of road user charging for London and encourage the Mayor of London and TfL to accelerate the development of new charging mechanisms.

This new approach to charging should be implemented within the next Mayoral term. All income should be reinvested in the delivery of Healthy Streets, with a proportion of income generated ring fenced to provide funding for City of London and borough projects.

While the new charging mechanism is being developed, we will encourage TfL to undertake a further review of the existing Congestion Charge. This review should be wide-ranging and consider charging levels, boundaries, timings and exemptions.

If a clear commitment to road user charging is not set out in the next Mayor's election manifesto, we will explore the feasibility of developing an appropriate charging mechanism for the Square Mile, working with London Councils and London's boroughs to ensure a coordinated approach.

Additional measures and initiatives to reduce motor traffic in the Square Mile will include:

- Supporting TfL's efforts to reduce the number of Private Hire Vehicles operating in central London. We will also work with TfL and large operators to reduce circulation and empty running and promote ridesharing
- Working with the taxi industry to reduce empty running of taxis within the Square Mile, including a City-wide review of taxi ranks and promotion of ride hailing apps
- Delivering Proposals 38 and 39 to reduce the number of delivery and servicing vehicles in the Square Mile, particularly at peak travel times
- Working with TfL to identify opportunities to reduce the number of buses travelling through the City without compromising public transport accessibility (Proposal 49)
- Not providing any additional on-street car and motorcycle parking, identifying opportunities to use parking reductions and restrictions to discourage private vehicle use and continuing to require all new developments to be car-free
- Working with businesses to reduce the use of private cars, private hire vehicles and taxis for commuting and for trips within the Square Mile and central London
- Introducing access restrictions and other measures to reduce through traffic in line with the City of London Street Hierarchy (Proposal 12)

In addition to reducing traffic by 25% by 2030 we will aim for a reduction in motor traffic volumes of at least 50% by 2044.

We will publish more details about how we plan to achieve this level of reduction, including working with TfL to develop coordinated measures across central London, following the next Mayoral election and clarification of how the next Mayor will approach road user charging in central London.

Achieving this level of traffic reduction is likely to require new shared mobility services and other transport technology innovations, which the City Corporation will support and champion through our Future Transport Programme (Proposal 43).

-----TEXT BOX START-----

Road User Charging

London was a global leader in road user charging when the Congestion Charge was introduced to central London in 2003. There was an immediate reduction in congestion of 30% and 15% less circulating traffic.

The Congestion Charge is now 15 years old and has only been subject to minor alterations since it was introduced. In this time, the challenges facing central London have changed considerably. A thriving weekend and night time economy now means that evening and weekend traffic levels (when the Congestion Charge is not in operation) are now similar to those on weekdays. In addition, the proportion of vehicles in the zone that are subject to the charge continues to reduce; particularly because of increasing numbers of licensed private hire vehicles, which are currently exempt from the charge.

An updated road user charge, that could be varied according to patterns of demand, vehicle type or by distance travelled, would be more effective in reducing traffic levels and congestion in central London. A central London or London-wide approach, compared to a City specific charge, would be the most beneficial model. This will help reduce traffic over a much wider area and avoid a 'patchwork' approach to traffic management by different authorities.

-----TEXT BOX END-----

Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy

The City of London Street Hierarchy describes the function of every street in terms of motor traffic movement. We will design and manage the street network in accordance with the hierarchy shown in Figure 6 below to encourage drivers to use the right street for the right journey.

The categories in the hierarchy are:

London Access streets	Preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to, the Square Mile.
City Access streets	Preferred streets for motor vehicles that are travelling around the Square Mile or to immediately adjacent destinations.
Local Access streets	Primarily used for the first or final part of a journey, providing access for vehicles to properties.

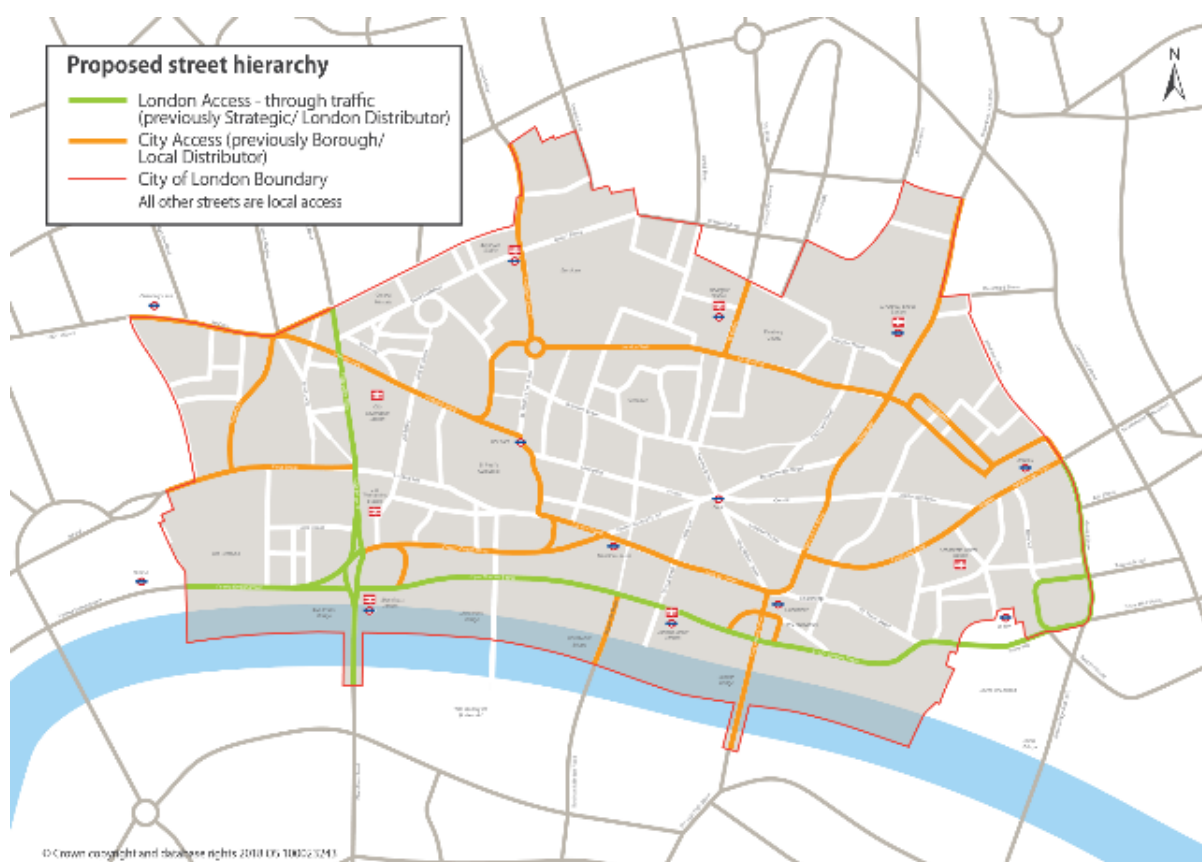


Figure 6: Proposed City of London Street Hierarchy (larger map available on the City of London Transport Strategy webpage)

A street's position in the hierarchy will be one factor that helps inform decisions on how space is allocated between different users and uses of that street. Alongside the street hierarchy we will also consider:

- The views and aspirations of different street users and City residents, workers and businesses
- How to best prioritise walking, cycling and buses as the most efficient ways to move people
- How to incorporate the street's role as a public space and reflect the types of buildings and uses along it, including planned development

- How to provide appropriate access for delivery, servicing and other commercial activities
- How to provide access for residents, people of all abilities and people with access requirements, such as heavy luggage or injuries and illness
- How to maintain emergency response times and access for emergency services

Traffic management measures to implement the street hierarchy will be identified through the development of area based Healthy Streets Plans. These will consider:

- How to reduce the use of Local Access streets by through traffic, while maintaining access
- Opportunities to introduce pedestrian priority, improve the experience of walking and cycling, enhance the public realm and create new public space
- Potential changes to kerbside uses including loading and parking
- Opportunities for area-based approaches to the management of freight and servicing, including consolidation and retiming of deliveries
- The need for network changes to support planned and future development

The first ~~three~~four plans, to be developed by 2022, will cover the following areas (shown in Figure 7):

- Barbican and Smithfield: supporting the delivery of the Culture Mile Look and Feel Strategy and the new Museum for London. The area covered will align with City Plan 2036 Barbican and Smithfield key area of change
- Bank and Guildhall: incorporating the transformation of Bank Junction and supporting the delivery of the proposed Centre for Music and associated changes to the Museum of London roundabout and St Paul's Gyratory
- City Cluster and Fenchurch Street: responding to the growth of the City Cluster and the proposed upgrade of Fenchurch Street station and enabling the delivery of the City Cluster Area Strategy. This will align with the City Plan 2036 City Cluster key area of change and incorporate part of the Aldgate and Tower key area of change
- Temple and Fleet Street: in response to the Fleet Street Estate Project, which comprises of the new Magistrates court and City of London Police headquarters, and enhancement of Fleet Street and the Temples area.

Healthy Street Plans will be developed in consultation with residents, businesses and other partners and stakeholders. Initial delivery will focus on implementing functional network changes, small scale projects and temporary interventions to change the look and feel of streets and provide additional public space. This will be followed by full implementation, including major transformational projects, that will be programmed to correspond with major developments in the area.

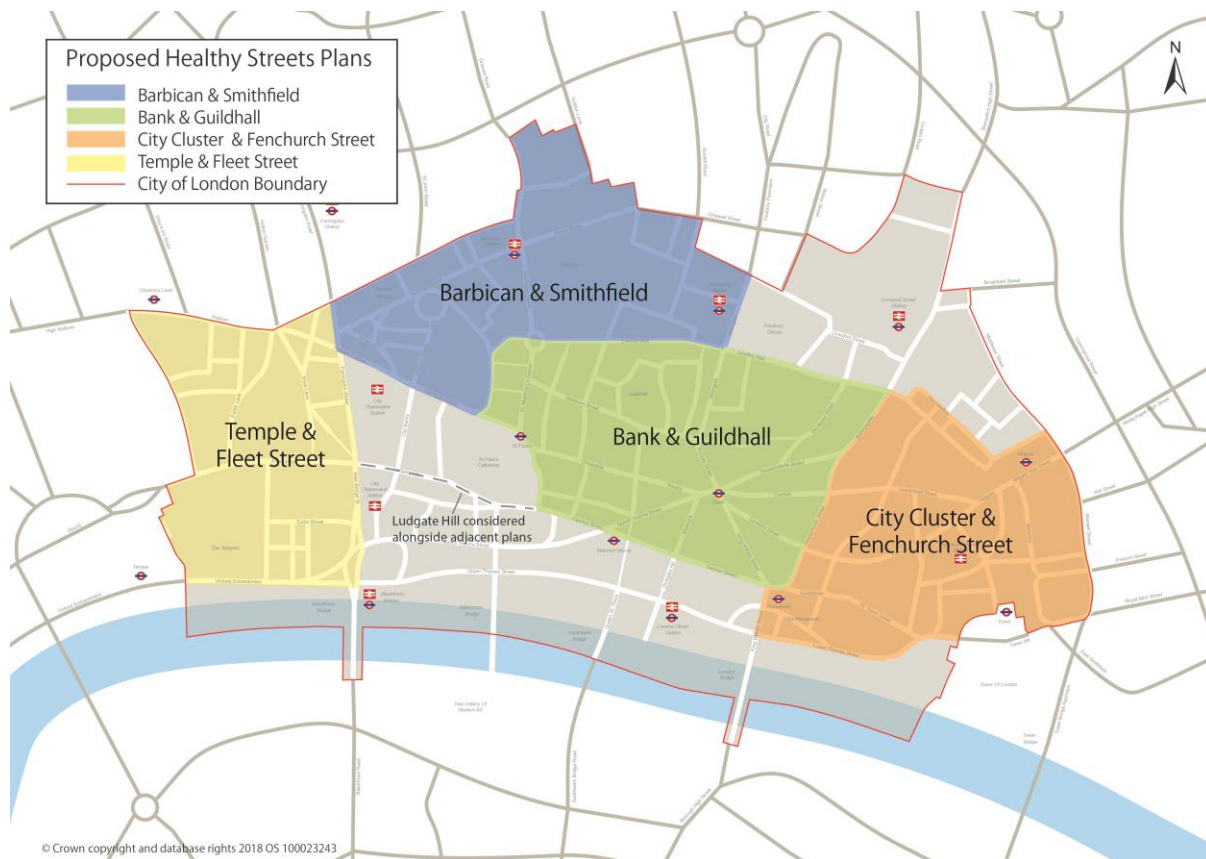


Figure 7: Proposed Healthy Streets Plan areas (larger map available on the City of London Transport Strategy webpage) UPDATED

Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time

Where necessary and appropriate, we will introduce timed restrictions to motor vehicle access to support the implementation of pedestrian priority streets; make walking and cycling safer and more accessible; and improve the experience of spending time on the City's streets. The potential for timed closures to general motor traffic to improve bus journey times will also be explored. The extent of timed restrictions and types of vehicles excluded will be decided on a case-by-case basis, applying the approach outlined in Proposal 12, and subject to modelling, impact assessments and consultation prior to implementation.

We will also seek to improve the experience of walking and spending time on the City's streets by:

- Launching a Lunchtime Streets programme in 2019 to provide additional space for people using streets at lunchtime during the summer months. At least five Lunchtime Streets will be in operation by 2025
- Supporting the leisure and cultural offer of the City by holding 'car-free' weekends and days, with streets only open to people walking and cycling. We will aim to hold the first car-free day, covering the area around Guildhall and Bank, in 2019

- Supporting and facilitating closures by third parties and residents, particularly those that help promote walking and cycling and allow residents, workers and visitors to enjoy the City's leisure, cultural and historical offer
- Exploring the potential to make better use of street closures already required to facilitate existing events, such as the Lord Mayor's Show and City Run. For example, by extending the time closures are in place or increasing the number of streets that are closed to traffic

Proposal 14: Make the best and most efficient use of the kerbside and car parks

~~We will undertake regular reviews of the City's kerbside to understand the use and need of all kerbside facilities. The first review will be completed and consulted on by 2022, with further reviews conducted at least every five years. review will include a comprehensive data collection exercise current use of the kerbside and City Corporation Car Parks to:~~

We will keep the use and management of the kerbside and City Corporation car parks under frequent review to:

- Identify opportunities to reallocate space from on-street car and motorcycle parking to increase the space available for people walking, support the delivery of cycle infrastructure and provide additional public space and cycle parking
- Ensure adequate on-street provision of short stay commercial parking, disabled bays, taxi ranks, loading bays and coach bays
- Identify spare capacity in City Corporation car parks and explore alternative uses for this space
- ~~Identify opportunities to reduce obstructions caused by vehicles loading or waiting to pick up passengers, particularly on bus and cycle routes and at at~~ peak travel times
- Ensure cycle and bus lanes are kept clear of obstructions from stationary or parked vehicles

We will complete and consult on the outcomes of the first City-wide kerbside review by 2022, ~~with further reviews conducted at least every five years. Each review will include a comprehensive data collection exercise to understand current use of the kerbside and City Corporation Car Parks. No strategic changes to the provision of kerbside facilities will be implemented before the review is completed or consulted on.~~

In addition to the items outlined above, this review will consider the potential to:

- Extend the charging period for on-street parking bays to include evenings and weekends for non-commercial vehicles
- Introduce variable charging for motorcycle parking based on motorcycle size and emissions

- Encourage the use of car parks for long stay parking by reducing the maximum parking time for cars and vans on-street and introducing a maximum on-street parking time for motorcycles
- Extend the Controlled Parking Zone hours to evenings and weekends
- Designate on-street car parking as 'service bays' during the working day (7am-7pm), with parking restricted for use by commercial vehicles
- Reduce the maximum loading period from the current 40 minutes when the City's Controlled Parking Zone restrictions apply
- Introduce more dedicated loading bays and use technology to allow real-time management of loading activity
- Implement multi-use spaces, for example loading bay during off-peak hours, additional pavement space during the morning, lunchtime and evening peaks and a taxi rank during the evening

Proposal 15: Support and champion the 'Turning the corner' campaign

We will support efforts to secure changes to the Highway Code and national legislation to give people walking and cycling priority at all types of junctions over traffic turning across their path. This arrangement enables simpler junction designs and reduces waiting times at signal-controlled junctions for all users, including drivers. By reducing conflicts between left turning vehicles and people walking and cycling, these changes will support proposals to prioritise people walking and deliver Vision Zero.

-----TEXT BOX START-----

Turning the corner campaign

'Turning the Corner' is a campaign led by British Cycling, encouraging the Government to update the Highway Code and national legislation to change the way priority is given at junctions to people walking and cycling. These changes would bring benefits to all street users by improving safety for people walking and cycling and allowing junction layouts to be simpler and clearer and more efficient for all users.

Example changes to junctions:

At a signal-controlled crossing, the changes would mean people walking, people cycling and motor traffic going in the same direction would all receive a green signal at the same time. Vehicles turning across those walking and cycling would have to give way. Most other countries, including the rest of Europe, operate their signal-controlled crossings in this manner.

At a T-junction, vehicles entering and exiting the minor road would have to give way to both people walking across the minor road and people cycling going straight ahead on the major road. This arrangement is used across much of Europe.

-----TEXT BOX END-----

The Square Mile is accessible to all

Everybody must be able to travel easily, comfortably and confidently to and around the Square Mile. Delivering the Strategy will help remove obstacles to walking, cycling and using public transport. Pavements and crossings will be smooth, level and wide enough to avoid uncomfortable crowding. People using cycles as mobility aids or mobility scooters and powered wheelchairs will be able to use new and improved cycle lanes. Streets will be cleaner, quieter and less stressful places that offer more opportunities to stop and rest. Changes to streets will be supported by new transport technologies that will emerge over the next 25 years, including new shared transport services. Advancements in app-based technologies and other transport innovations will help provide specialised and tailored accessibility support for anyone who may benefit from them. An accessible public transport network will mean that people with limited mobility are no longer penalised by having to make longer or more expensive journeys.

14% of Londoners currently consider themselves to have a disability that impacts their day to day activities 'a little' or 'a lot'. This is expected to rise to 17% by 2030. Walking is the main mode of travel for disabled Londoners, with 78% reporting they walk at least once a week. However, 65% of disabled Londoners consider the condition of pavements to be a barrier to walking more frequently.

London-wide the proportion of disabled Londoners who travel by Underground and National Rail is considerably lower than for non-disabled Londoners. Gaps in the step-free public transport network mean that a step-free journey is on average 11 minutes slower than a journey using the full network. Transport has been identified as the biggest challenge to living in the Capital for people with Dementia (an estimated 72,000 Londoners currently live with Dementia).

Respondents to our City Streets survey who identified as having a disability or long-term health conditions, highlighted particular concerns about poor air quality, motor traffic volumes and public transport crowding

Proposal 16: Develop and apply the City of London Street Accessibility Standard

We will work with City residents, workers, the City of London Access Group (COLAG), our internal access team and groups representing the needs of different street users to develop the City of London Street Accessibility Standard (COLSAS). COLSAS will set minimum and desired standards for the design of streets to ensure they provide an environment where all current and potential users feel welcome and safe and can travel comfortably and confidently. Vehicle access requirements will also be considered during the development of COLSAS.

The standard will be applicable to all City Corporation managed streets and we will work with TfL to apply the standard to the Transport for London Road Network. We will apply COLSAS by carrying out a detailed access audit of all City streets to assess the current level of accessibility. Details of necessary improvements, including a delivery timetable, will be set out in a Streets Accessibility Action Plan. COLSAS and the Streets Accessibility Action Plan will be published in 2020 by 2022. Improvements to streets that do not meet the minimum COLSAS standard will be prioritised, with all critical improvements delivered by 2025.

Proposal 17: Keep pavements free of obstructions

We will ensure that pavements are free of obstructions by:

- Not permitting a-boards on the pavement and encouraging owners and occupiers to not place a-boards on private land adjacent to the pavement
- Only allowing outdoor seating where businesses can demonstrate that adequate width will be maintained during the busiest time of day
- Working with owners and landlords and using the licensing system to prevent pavements and streets being blocked by people standing outside bars and pubs
- Ensuring operators of dockless cycle hire schemes require users to leave bikes in designated parking locations and promptly remove any cycles not left in these locations (see Proposal 28)
- Continuing to reduce clutter by removing unnecessary street furniture and ensuring remaining furniture is positioned to maintain a clear walking route, including identifying opportunities to affix street lights and signs to buildings
- Seeking to maintain a pedestrian comfort level of B+ when installing new street furniture, signage, trees and greenery, bollards and security features (see Proposal 2)
- Ensuring that temporary signage does not significantly reduce pavement width and work with contractors, utilities and developers to ensure signs are placed in carriageway when they will not pose risk to other road users
- Review the role of pavement obstructions in incidences of trips, falls and claims against the City Corporation
- Where it is essential to locate electric vehicle charging infrastructure on-street, charge points will be installed in the carriageway rather than on the pavement (see Proposal 30)

Proposal 18: Keep pedestrian and cycle crossings clear of vehicles

We will work with the City of London Police, TfL and London Councils to encourage the Government to change the Highway Code and introduce new legislation to prevent queuing vehicles blocking pedestrian and cycle crossings. Any new offences should be decriminalised to allow both civil and City of London Police enforcement through issuing a penalty charge notice.

While awaiting legislative change, we will encourage drivers to leave crossings clear through targeted campaigns and trialling changes to crossing design, such as coloured markings or box junction style hatching.

Proposal 19: Support and champion accessibility improvement to Underground stations

We will work with TfL to prioritise investment in accessibility improvements to Underground and DLR stations within the Square Mile, beginning with making Bank Station accessible. Through the planning process we will identify opportunities to introduce step free access as part of new developments and major refurbishments. We will also work with Network Rail to introduce step free access at Moorgate national rail platforms. Our ambition is that all stations within the Square Mile are accessible by 2044. We will liaise with TfL to identify the programme of investment required to achieve this. ~~and include further details the final version of this Strategy.~~

People using our streets and public spaces are safe and feel safe

No one should be prevented from choosing a particular mode of transport because of concerns for their personal safety. Delivering this Strategy will result in fewer motor vehicles on our streets and those vehicles will be moving at slower speeds. Collisions will occur less often and will not result in death or serious injury. Fewer, slower vehicles, together with high quality street lighting, will also mean that streets feel safer at all times of the day. Motor vehicles themselves will be equipped with advanced sensors and better automatic safety features that will further reduce or eliminate human driving error. Security features will be sensitively incorporated into the streetscape and will incorporate features that help make streets more attractive places to walk and spend time. The Square Mile will continue to experience a low rate of crime and fear of crime, supported by reductions in thefts of and from vehicles.

In 2017, 54 people were [reported](#) killed or seriously injured in traffic collisions on the City's streets, including 26 while walking, 15 while cycling and nine while riding a moped or motorcycle. The number of people [reported](#) killed and seriously injured in the Square Mile has unfortunately remained relatively consistent at approximately 50 a year, since 2010ⁱ. Nine out of 10 collisions in the Square Mile that result in a death or serious injury involve a motor vehicleⁱⁱ.

The City is fortunate to experience low levels of crime and fear of crime, with 80% of people reporting that they feel safe from crime and terrorismⁱⁱⁱ. While this is encouraging, we must continue to provide [effective and proactive high-quality](#) policing, well designed and maintained public spaces and proportionate security measures that ensure people are safe and feel safe.

Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero

We will deliver Vision Zero to eliminate death and serious injuries on the City's streets by 2040. Our interim targets are that no more than 35 people a year are killed or seriously injured by 2022 and that there are fewer than 16 deaths or serious injuries a year by 2030

Measures to deliver Vision Zero and reduce road danger will be delivered across four themes:

- Safer streets
- Safer speeds
- Safer vehicles
- Safer behaviours

We will work in partnership with the City of London Police, TfL and organisations representing different street users to apply the safe system approach and the principles of road danger reduction. This means:

- Being proportional in our efforts to tackle the sources of road danger, focussing on those users of our streets who have the greatest potential to harm others due to the size and speed of their vehicle
- Recognising that people will always make mistakes and that collisions can never be entirely eliminated. Our streets must therefore be designed, managed and used to cater for an element of human error and unpredictability
- Reducing vehicle speeds on our streets to minimise the energy involved in collisions and protect people from death or injury
- Seeking to reduce slight injuries and fear of road danger alongside the principal focus on eliminating death and serious injuries

We will publish a comprehensive Road Danger Reduction Action Plan every five years. The 2018 – 2023 plan will be updated in 2019 immediately following the adoption of this Strategy.

Safer streets

We will redesign our streets to reduce the likelihood and severity of collisions. Locations for change will be identified and prioritised based on the risk to people walking, cycling and riding powered two wheelers, and the number and severity of collisions. Locations will be reviewed on an annual basis.

Priority locations for change by 2030, using analysis of data from 2012 to 2017 data, are:

- Moorgate (London Wall to Eldon Street)
- High Holborn (Holborn Circus to Warwick Lane)
- Cannon Street (Mansion House Station to New Change)
- St Paul's Gyratory
- Aldersgate Street/Beech Street
- Fleet Street/New Fetter Lane Junction
- Lombard Street – Fenchurch Street Corridor
- Old Broad Street/London Wall
- Camomile Street/St Mary's Axe

In addition, we will work with TfL to deliver changes at the following priority locations on the TLRN:

- Bishopsgate
- Monument Junction
- Embankment (Temple Avenue to Puddle Dock)
- Mansell Street
- Southwark Bridge/Lower Thames Street
- Upper Thames Street (London Bridge to Eastcheap)

In addition to the above we will work with TfL to monitor and if necessary, further improve Farringdon Street and New Bridge Street (including Ludgate Circus).

Other measures to change streets to reduce the likelihood and severity of collisions will include:

- Narrowing and raising the entrances to side streets to require drivers and riders to manoeuvre more slowly
- Exploring the potential for changing the look and feel of streets to reinforce positive behaviours by people driving and riding in the Square Mile, including appropriate speed, acceleration and overtaking. Innovative techniques that use road markings and temporary or light touch changes to give behavioural cues will be trialled and assessed in up to five locations by 2022
- Continuing to maintain a smooth and level surface on pavements and carriageways to reduce the risk of trips and falls by people walking and riding in the City

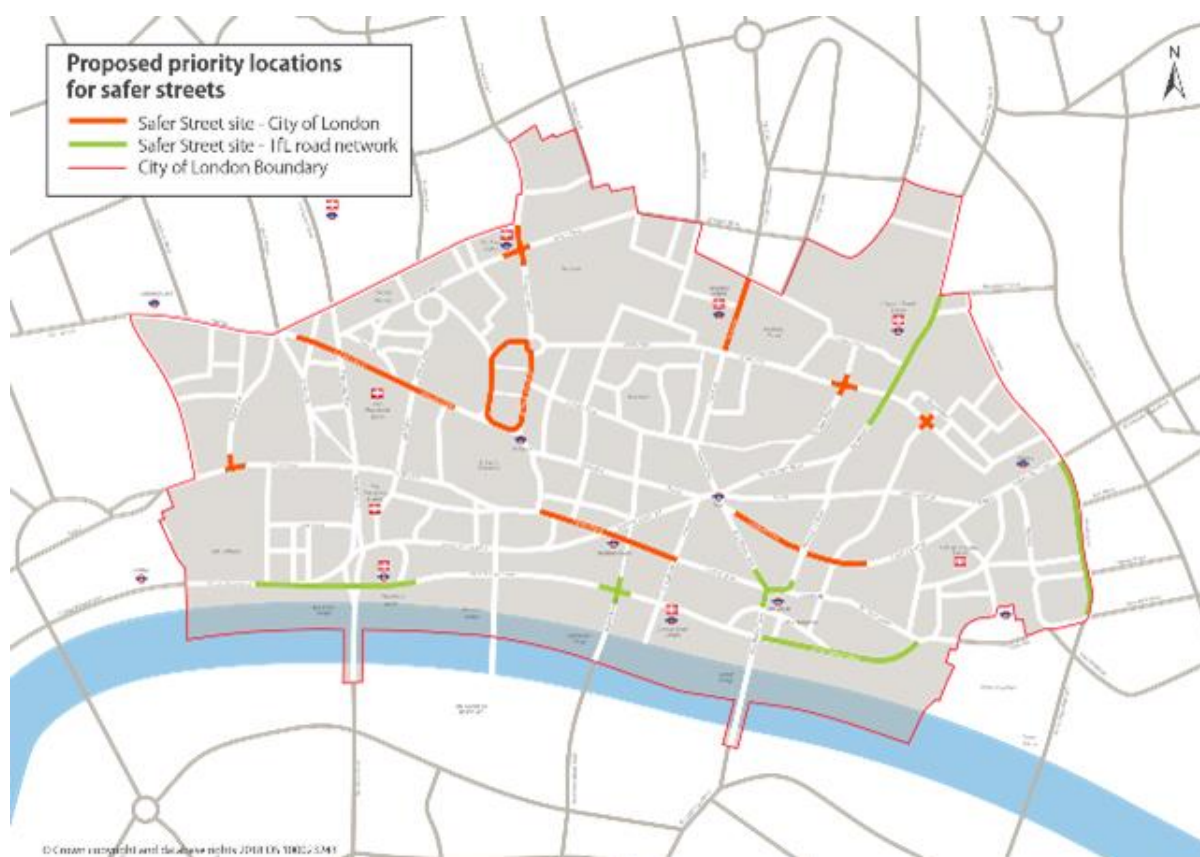


Figure 8: Proposed priority locations for safer streets (larger map available on the City of London Transport Strategy webpage)

Safer speeds

Reducing the speed of vehicles decreases the likelihood of a collision and the severity of injury in the event of one.

To ensure people drive and ride at speeds appropriate to the City context we will seek permission from the Department for Transport to adopt a City-wide 15mph

speed limit by 2022. If successful, we will encourage TfL to seek permission to deliver this new limit on the TLRN, particularly along the Bishopsgate corridor.

We will work with the City of London Police to deliver engagement, education and enforcement to support the implementation of the 15mph speed limit.

To make it easier for drivers to comply with the existing 20mph and proposed 15mph speed limits we will encourage the uptake of intelligent speed adaptation (ISA) in the Square Mile by:

- Asking TfL to prioritise the roll out of bus ISA on routes which operate in the Square Mile, with the aim of bus ISA operating on all routes by 2022.
- Adopting ISA in our own fleet procurement practices as part of our renewal programme. Insurance savings will be quantified and shared as best practice guidance for City suppliers and through the Fleet Operator Recognition Scheme (FORS)
- Ensuring ISA is a standard requirement for any service procured by the City Corporation with a fleet requirement
- Promoting the installation of ISA in taxis and private hire vehicles and encouraging TfL to make ISA a requirement for new taxis and private hire licensing.
- Encouraging the uptake of ISA in other fleets, such as hauliers, construction firms and coach operators
- Working with the insurance industry and vehicle manufacturers to promote and encourage the use of ISA in private vehicles

-----TEXT BOX START-----

Intelligent Speed Adaptation

Intelligent speed adaptation (ISA) is an in-vehicle system which uses GPS and a database of speed restrictions to limit vehicle speeds. Studies have shown that ISA delivers a substantial decrease in average speed and speed variances and eliminates speed limit violations. It is estimated that non-voluntary ISA could halve the number of fatal collisions in the UK¹.

-----TEXT BOX END-----

Safer vehicles

We will improve the safety of motor vehicles which use City's streets by:

- Using fleet accreditation schemes, such as the Fleet Operator Recognition Scheme (FORS), to integrate safety into fleets by:
 - Continuing the CityMark accreditation programme to ensure vehicles at City construction sites meet ~~FORS~~ standards. We will encourage the inclusion of CityMark in Construction Logistic Plans (CLP).
 - Encouraging TfL and industry stakeholders to develop FORS or similar standards for coaches and vans by 2022.

- Encouraging the integration direct vision standards as part of [FORS all accreditation schemes](#). This will also be mandated through CLPs and CityMark for City construction sites once the standards are implemented and normalised.
- Supporting TfL with developing a motorcycle [fleet accreditation](#) ~~FORS~~ standard for couriers and delivery riders, which will include improved safety training.
- Continuing to inspect over 1000 vehicles each year with the City Police Commercial Vehicles Unit [and continue support the London Freight Enforcement partnership alongside Transport for London, the Metropolitan Police and the Driver and Vehicle Standards Agency](#). We will identify opportunities to intensify the programme and map enforcement related to development density by 2022.
- Work with industry, sector associations and motorcycle riders to identify and understand levers for motorcyclists to choose lighter, less powered vehicles when riding to and around the City.
- Identifying any potential risks associated with the uptake of new technologies, including the increased use of quieter zero emission capable vehicles.

-----TEXT BOX START-----

Case study: Fleet Operator Recognition Scheme and CityMark

The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme for fleet operators. The scheme aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving best practice in safety, efficiency, and environmental protection.

CityMark is a project developed by the City Corporation to improve monitoring of vehicle standard compliance at construction sites in the Square Mile.

All construction projects in the City are members of the Considerate Contractors Scheme (CCS) and CityMark is an addition to that scheme. This keeps the CCS up to date with the leading related safety initiatives, FORS and the Construction Logistics for Community Safety (CLOCS) standard.

-----TEXT BOX END-----

Safer behaviours

We will encourage all the users of our streets to travel safely by:

- Expanding the ‘exchanging places’ training course for professional drivers to include the experience of walking, as well as cycling, in the Square Mile
- Encouraging TfL to require safety training as part of private hire and taxi licensing. This will include Bikeability Level 3 training
- Providing and promoting free cycle training for people who live, work and study in the City; working closely with City businesses to offer this training in a convenient and easily accessible way

- Encouraging TfL to include safety-based performance measures instead of timetable performance measures in bus contracts. We will work with TfL and operators to implement these changes as part of its Bus Safety Standard
- Working with the City of London Police to deliver targeted enforcement of dangerous and reckless driving and riding, including using plain clothed officers
- Promoting safe driving and riding through targeted behaviour change campaigns.
- Identifying and targeting poor behaviours from use of emerging mobility technologies, such as e-scooters.
- Work with the freight industry and research partners to understand the impact of delivery schedules on driving style and speeds

Proposal 21: Work with the City of London Police to reduce crime and fear of crime

We will work with the City of London Police to ensure the design and management of streets helps everyone feel safe and reduces opportunities for crime at all times of the day. Quarterly meetings will review crime trends, hotspots and methods and crowded places and identify opportunities to reduce crime through changes to street design and management, enforcement and awareness campaigns.

Initial measures to reduce vehicle theft and vehicle enabled crime will include:

- Trialling ground anchors at motorcycle theft hotspots to reduce thefts and help tackle motorcycle enabled crime. We will initiate the trial in 2019 and review the utilisation of anchors and impact on theft rates ahead of proposed roll out
- Running campaigns with motorcycle and cycle groups to promote best practice locking and security measures
- Reviewing security provision in City Corporation car parks and other assets as part of the development and delivery of last mile logistics facilities (see Proposal 38)

Proposal 22: Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets

We will work with the City of London Police, developers and City businesses to support-deliver the Secure City programme. This initiative ~~by taking~~ a risk-based approach to implementing appropriate and proportionate on-street security measures. We will aim to ensure that security measures are:

- Discreet and installed to avoid reducing the space available to people walking and cycling, including those using non-standard cycles (see proposal 24)
- Multi-functional, incorporating seating, greenery or public art where possible to improve the experience of walking, cycling and spending time on streets
- Designed and installed to take account of the access needs of people with disabilities

- Designed and installed to take account of access requirements for servicing

We will review existing security provision against these criteria as part of delivering the Secure City programme. We will also work with industry partners to develop hostile vehicle mitigation standard benches, planters, fountains and other street furniture. This will include moveable security features to support timed access restrictions for motor vehicles.

Proposal 23: Improve the quality and functionality of street lighting

By 202~~02~~ the City Corporation will have upgraded its street lighting in accordance with the City of London Lighting Strategy. The following principles will be embedded across our transportation and public realm schemes as well as developments through the planning process.

- Use street lighting to improve the look, feel and ambience of streets
- Improve the quality of lighting for people walking and cycling
- Reduce road danger through appropriate lighting at areas of higher risk, such as junctions
- Match lighting provision to the City of London Street Hierarchy and the character of streets
- Ensure lighting supports CCTV operation
- Allow flexible and intelligent lighting control to support City of London Police operations

More people choose to cycle in the City

Most of the vehicles on the City's streets will be cycles, with more people choosing to cycle and cycles being used for more types of journeys. We want the range of people choosing to cycle to match the diversity of people who live, work and study in or visit the City. Most people, whether they choose to cycle or not, will consider cycling to be a safe, easy and pleasant way to travel around the Square Mile. Reduced traffic, slower speeds and a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of concerns about safety. The cycle network will cater for all types of cycles, including cycles as mobility aids and cargo cycles. Different types of cycles will also be available for hire across the City, supporting more flexible cycling. A safer and more relaxed cycling experience will in turn encourage safer and more relaxed cycling behaviour that reflects the priority given to people walking on the City's streets.

Our City Streets survey found that only 4% of people currently consider the experience of cycling in the City to be pleasant (and 56% consider it to be unpleasant). We want this figure to be 75% by 2044. More than half of people cycling in the City scored their feeling of safety while cycling as a 1 or 2 out of 5^{iv}. On average 19 people cycling have been killed or seriously injured on our streets every year for the last five years^v. We recognise that the current situation on many of our streets is also leading to perceived and real conflicts between people who cycle and other streets users, with negative interactions between people walking and cycling being raised as a significant issue in public consultations.

Despite these challenges, the number of people choosing to cycle in the Square Mile has grown significantly over the last 20 years. People cycling now make up nearly a third of all vehicular traffic during the daytime in the City, compared with less than 4% in 1999^{vi}. There is significant potential to further increase the number of people cycling. Analysis by TfL has found that up to 15,700 trips a day to the City that are currently made by motorised modes could potentially be cycled in part or full. Over two thirds of these trips are currently made by taxi or car^{vii}.

Proposal 24: Apply a minimum cycling level of service to all streets

We will make the Square Mile a safe, attractive, and accessible place to cycle by applying a minimum cycling level of service to all streets by 2035⁴⁴.

On the streets shown in Figure 9 below, which will form a core cycling network, we will ensure that either:

- Motor traffic volumes are kept below 150 vehicles an hour in each direction at the busiest time of day and priority is given to people cycling over motor vehicles. If necessary, we will introduce traffic management measures to reduce the number of vehicles on these streets

or

- Protected cycle lanes that are a minimum of 1.5m wide per direction of travel are provided, with 2m wide protected cycle lanes wherever possible

We recognise that initially it may not be possible to achieve these levels of service at all locations and will identify mitigating measures in the short and medium term to manage this.

We will prioritise cycling improvements and interventions on the core cycle network. This will ensure that nearly all property entrances are within 250m of the network, providing access to destinations across the Square Mile and linking with the wider London cycle network. We will explore the potential to use temporary measures and interventions to accelerate the pace of delivering the network and allow changes to street layout to be tested and refined before being made permanent.

We will support cycle logistics and the use of cycles as mobility aids by ensuring that all parts of this network are designed to be accessible to non-standard cycles, such as cargo cycles or adapted cycles.

~~The delivery of the core cycling network will take place in two Phases. We will deliver the Bank the Bishopsgate to Blackfriars (including improvements at Mansion House junction) via Bank and CS1 to Monument Junction sections of the the following parts of the core cycle network by 20302025.:~~

- ~~• Aldgate to Holborn Circus via Bank including connecting the City Cluster to Cycle Superhighway (CS) 2 and CS6~~
- ~~• CS3 to St Paul's via the City Cluster and London Wall (in conjunction with planned network improvements at St Paul's Gyratory)~~
- ~~• CS1 to CS4 via Bank (including working with TfL to make improvements to Monument Junction)~~
- ~~• Bank to Blackfriars (including improvements at Mansion House junction)~~
- ~~• CS2 to CS3 via Mansell Street (in partnership with TfL)~~

The following parts of the core cycle network will be delivered by 2030:

- Holborn Circus via Bank including connecting the City Cluster to Cycle Superhighway (CS) 2 and CS6
- CS3 to St Paul's via the City Cluster and London Wall (in conjunction with planned network improvements at St Paul's Gyratory)
- Monument Junction to CS4 via London Bridge in partnership with TfL
- CS2 to CS3 via Mansell Street (in partnership with TfL)

The remaining sections of the core cycle network will be delivered by 2035.

On Local Access streets that do not form part of the core cycling network, we will aim to keep motor traffic volumes below 150 vehicles an hour in each direction at the busiest time of day to give priority to people cycling over motor vehicles. For the majority of Local Access streets this will require relatively little intervention, other than junction improvements. Traffic levels are already low, and this Strategy will deliver reductions in traffic volumes (Proposal 11) and introduce a City-wide 15mph speed limit (Proposal 20). In cases where traffic volumes exceed this limit we will seek to reduce traffic volumes through changes to access and traffic management.

On City Access streets, we will aim to meet the standards described above but recognise this may not be possible on all streets due to their role in traffic movement or space constraints. Other proposals in this Strategy, such as the introduction of a City-wide 15mph speed limit, will help make these streets safer, more attractive, and more accessible places to cycle.

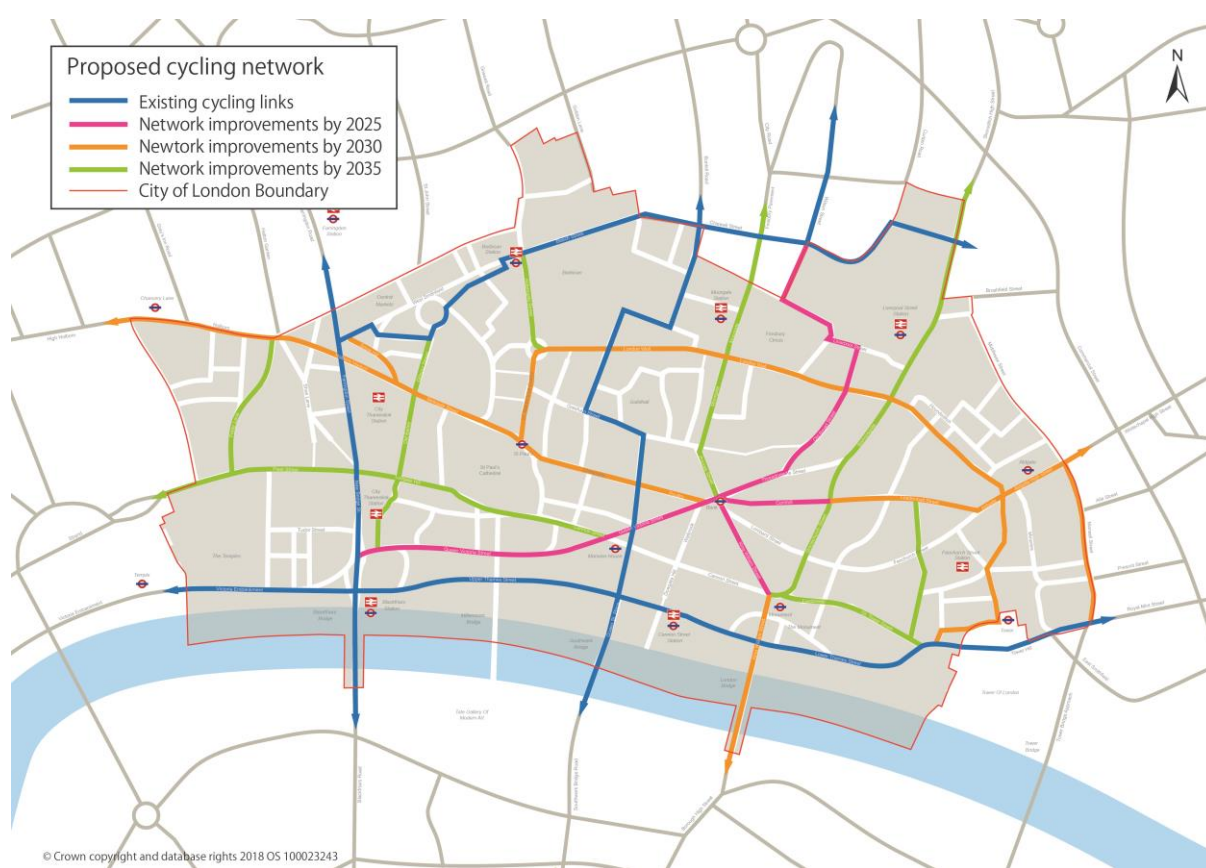


Figure 9: Proposed core cycling network and phasing (larger map available on the City of London Transport Strategy webpage) UPDATED

To support the new cycling levels of service we will also:

- Review all shared pedestrian/cycle spaces, such as Queen Street, and where necessary propose physical changes, campaigns, education, engagement and enforcement to improve interactions between people walking and cycling
- Use signage and road markings to emphasise priority for people cycling over motor vehicles
- Introduce safety improvements at the priority locations identified in Proposal 20 to ensure they are safe and easy places to cycle

- Trial temporary schemes and infrastructure wherever possible to review impacts on other street users and accelerate the delivery of the cycle network
- Learn from and incorporate design standards and guidance, such as the London Cycling Design Standard and the Dutch CROW manual, when designing and delivering cycling infrastructure improvements in the City

Additional measures to support the delivery of the core cycle network will include:

- The use of Construction Logistics Plans and Delivery and Servicing Plans to manage the number of freight vehicles using the network, particularly at peak times
- Enhanced cycle wayfinding and signage, including signage at eye level wherever suitable
- Working with boroughs neighbouring the City and TfL to improve continuity and connectivity between our cycle networks

Proposal 25: Increase the amount of cycle parking in the City

We will conduct a City-wide cycle parking review and publish a Cycle Parking Delivery Plan by 20202. This will:

- Review the availability and distribution of both on and off-street public and residential cycle parking provision to ensure adequate provision, taking account of forecast demand. This will include working with National Rail to review parking at stations
- Assess-Identify requirements for public and residential cycle parking that can accommodate cargo cycles and adapted cycles, including retrofitting existing cycle parking
- Promote the use of City Corporation car parks for long stay cycle parking.
- Explore the potential for innovative parking solutions that increase the space efficiency, security, and quality of cycle parking
- Assess the potential for commercially operated cycle parking hubs that provide enhanced security and facilities
- Assess occupancy levels of cycle parking in recently completed commercial buildings to understand current use and inform future planning policy on workplace cycle parking

Further reviews will be conducted on a regular basis, and at least every 5-years

Proposal 26: Ensure new developments contribute to improving the experience of cycling in the City

Through the planning process we will work with developers and future occupiers to:

- Ensure all new developments provide secure cycle parking facilities, that are at least in line with the London Plan's minimum standards for cycle parking, have step free access and include lockers and showers in commercial developments

- Ensure that development proposals demonstrate how cycle parking facilities will cater for non-standard cycles, including adapted cycles for disabled people
- Encourage the provision of parking facilities that are suitable for non-standard cycles, including providing off-street storage for cargo bikes and hand carts in developments that include ground floor retail and takeaway food outlets
- Provide on-site short stay cycle parking for visitors and, where possible, additional public cycle parking in the public realm
- Contribute to improving conditions for cycling on adjacent streets, particularly those that connect to or form part of the core cycling network
- Ensure that cycle parking in new developments minimises potential negative interactions between people walking and cycling, particularly on pavements

Proposal 27: Promote and celebrate cycling

We will encourage residents, workers and visitors to cycle to and around the Square Mile by:

- Connecting businesses and residents to additional cycling support services, such as maintenance and insurance
- Support City of London Corporation employees to cycle more and work with businesses and heritage and cultural institutions in the Square Mile to encourage more of their workers and visitors to cycle
- Improving people's awareness of the cycling network and cycle routes to the City through promotional activities and wayfinding
- Organising led rides, working with businesses and heritage and cultural institutions to promote cycling
- Exploring the potential for an annual City cycling festival
- Supporting London-wide, national and international cycling campaigns and hosting periodic cycling events
- Targeted campaigns and promotional activities to encourage a more diverse range of people to cycle

Proposal 28: Improve cycle hire in the City

We will work with TfL and cycle hire providers to improve the quality and accessibility of all cycle hire facilities including docked, dockless, and cargo cycles for residents, workers, and visitors. In doing so, we will ensure that:

- Cycles for hire are readily accessible in suitable numbers and in appropriate locations across the City
- There are adequate parking and docking facilities and that these are managed to respond to peaks in demand
- Hire cycles and associated infrastructure do not obstruct pavements or pedestrian crossings or pose a danger to street users

- Operators cover the costs of any additional infrastructure required to facilitate cycle hire
- Any redistribution of hire cycles by vans or other motorised modes are done with zero emission capable vehicles
- Dockless cycle operators actively restrict their users from parking outside designated areas and quickly remove cycles that are parked in these areas
- Cycle hire parking and docking locations and total spaces provided are reviewed and enhanced as demand changes

We will work with TfL and London Councils to secure a byelaw that grants local authorities in London regulatory powers to effectively manage current and future cycle hire activities on our streets.

The Square Mile's air and streets are cleaner and quieter

By 2044, transport related local air pollution and carbon emissions will have been cut to virtually zero and streets will be quieter more relaxing places. Together with wider action to reduce emissions from buildings and development, this will mean that the City enjoys some of the cleanest urban air in the world. There will be fewer motor vehicles and those remaining will be powered by electricity or other zero emission technologies. Emerging automation technology will reduce speeds and avoid aggressive acceleration and braking, leading to less tyre and brake wear. New approaches to noise management will mean that street works cause less disturbance.

A recent study commissioned for the Greater London Authority identified that up to 9,500 premature deaths a year were attributable to air pollution. Exposure to high concentrations of Nitrogen Dioxide (NO₂) can irritate the airways of the lungs, increasing the symptoms of those suffering from lung diseases. Fine particles can be carried deep into the lungs where they can cause inflammation and a worsening of heart and lung diseases.

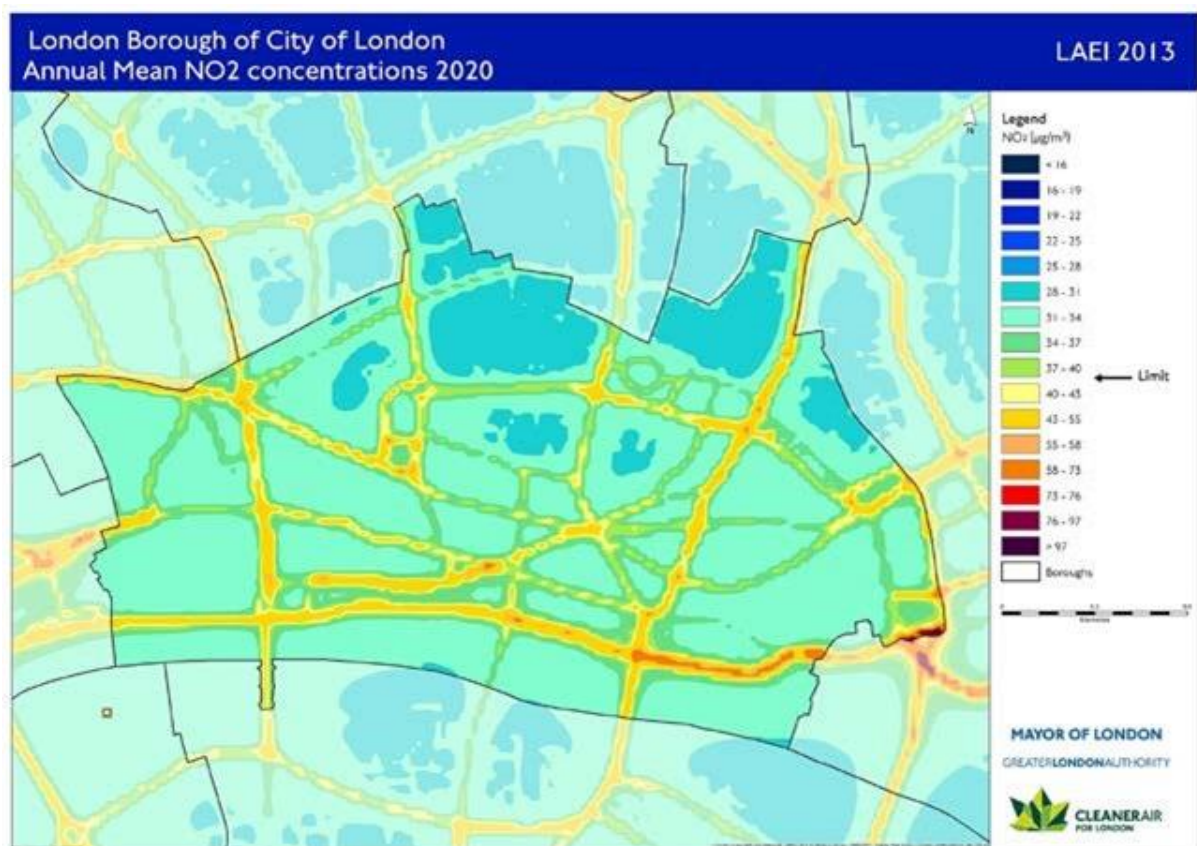


Figure 10: City of London Annual mean NO₂ concentrations 2020 (LAEI 2013)

Air quality in the Square Mile does not currently meet the safe limits set by the European Union or World Health Organisation (WHO) for NO₂. Levels of exposure to particle matter (PM₁₀ and PM_{2.5}) are within the UK/EU limit value, however they exceed more stringent WHO standards and the WHO recognises that there is no safe limit for these types of pollutants 10). Brake and tyre wear mean that motor vehicles will also continue to be a significant source of particulate matter even once the majority of vehicles are zero emission capable.

Road transport is responsible for 26% of NO_x emissions, 48% of PM₁₀ and 60% of PM_{2.5}, in the Square Mile. Current air quality monitoring records limit breaches for NO₂ on our busiest streets. In some locations recorded concentrations are twice the safe limit value. Projections show that NO₂ levels will still exceed safe limits on many of our busiest streets after the central London Ultra-Low Emission Zone's (ULEZ) restrictions on the most polluting vehicles come into effect (Figure 10) ^{xxxvii}. Brake and tyre wear mean that motor vehicles will also continue to be a significant source of particulate matter even once the majority of vehicles are zero emission capable.

In 2018, 7% of the Square Mile's CO₂ emissions are produced by motor vehicles. The carbon emissions from electric vehicles are dependent on the source of electricity. However, electric vehicles are far more efficient in fuel use/CO₂ output than combustion engines. An EU study based on expected performance in 2020 found that an electric car using electricity generated solely by an oil-fired power station would use only two-thirds of the energy of a petrol car travelling the same distance. ^{xxxix}

The direct health impacts of noise pollution include sleep disturbance, stress, anxiety, high blood pressure, poor mental health and school performance, and cognitive impairment in children. Risk of cardiovascular disease increases significantly when noise levels exceed 60 decibels, as they often do on urban streets. Noise can also discourage people from walking, cycling and spending time on streets. 41% of respondents to a recent survey on people's experience and perceptions of noise in the Square Mile cited noise from traffic as a negative factor. Traffic noise was the most significant negative noise or sound identified, followed by noise from construction/building works, which was identified by 12% as an issue.

These proposals relating to air quality directly support the City of London Air Quality Strategy 2019-2024. The Air Quality Strategy addresses all sources of air pollution in the Square Mile, such as construction site machinery and heating boilers. Work to monitor and manage cross boundary pollution is also included in the Strategy.

The Air Quality Strategy includes a full monitoring programme which is supported by some additional monitoring directly related to anticipated changes resulting from Transport Strategy proposals. This will inform the actions and outcomes in the Transport Strategy.

Proposal 29: Support and champion a central London Zero Emission Zone

We will support and champion the introduction of a Zero Emission Zone (ZEZ) covering central London within the next Mayoral term

We will seek a phased introduction of ZEZ restrictions with the aim of ensuring that 90% of motor vehicles entering the Square Mile are zero emission capable by 2030. This is likely to be achieved through a combination of access restrictions and charging for non-zero emission capable vehicles.

If a clear commitment to introduce a central London ZEZ is not set out in the next Mayor's election manifesto, or commitments are insufficiently ambitious, we will explore the feasibility of implementing a City-wide ZEZ, working with London Councils and boroughs neighbouring the City to ensure a coordinated approach.

Local Zero Emission Zones

While the Central London ZEZ is being developed, we will introduce local ZEZs covering the Barbican and Golden Lane estates and the City Cluster by 2022. Proposals will be developed in consultation with residents and businesses and will reflect the availability of zero emission capable vehicles, while seeking to accelerate their uptake. We will coordinate proposals with TfL, London Councils and London's boroughs to ensure alignment with other existing and planned zero emissions areas and streets.

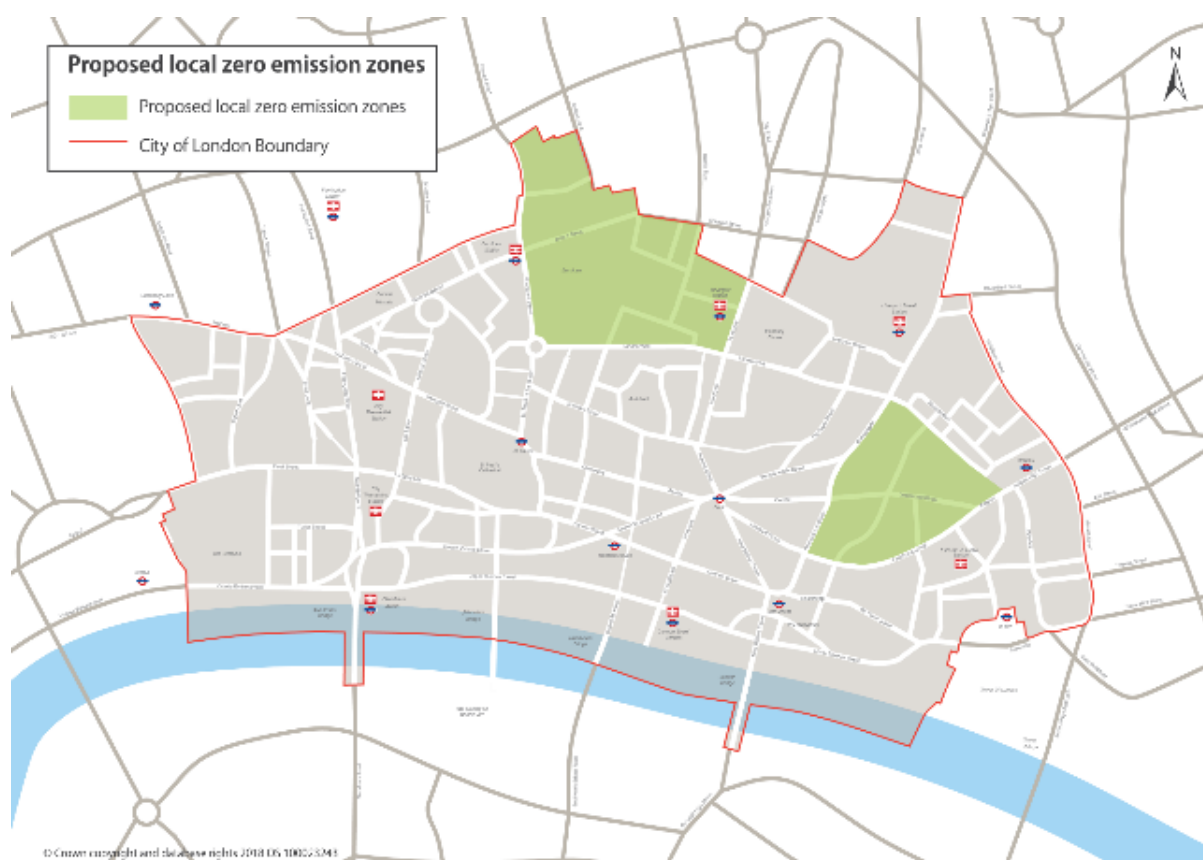


Figure 11: Proposed Local Zero Emission Zones (larger map available on the City of London Transport Strategy webpage)

Proposal 30: Install additional electric vehicle charging infrastructure

We will install additional publicly accessible electric vehicle (EV) rapid charge points ~~by 2025~~ to support the transition to zero emission capable vehicles. An EV Charging Action Plan will be published by December 2019. This will identify how many charge points, including charging hubs, are required up to 2022, as well as longer-term forecasts. In developing the plan we will consider the charging needs of:

- Residents;
- Blue Badge holders;
- taxis;
- freight and servicing;
- electric motor cycles and mopeds
- electric bikes

~~_, including exploring the potential for a charging hub with priority access for commercial vehicles. We will assess the need for additional charge points for taxis and investigate the charging infrastructure required to encourage a transition to electric powered two wheelers.~~

Locations will be identified through engagement with the TfL EV Infrastructure Taskforce and wider consultation. The first preference will be to install any charge points in car parks or other suitable off-street locations. Where it is essential to locate on-street, charge points will be installed in the carriageway rather than on the pavement and in a way that is sensitive to the streetscape and public realm.

Through the planning process we will require the installation of rapid charge points in new developments with off-street loading. We will also encourage the owners, managers and occupiers of existing buildings with loading bays to install rapid charge points.

The provision of charging infrastructure will be kept under review to ensure it is sufficient to meet the needs of residents and vehicles serving the City without generating additional traffic. Reviews will also consider the need to update, and potentially reduce, charging infrastructure as battery technology improves.

-----TEXT BOX START-----

Existing electric vehicle charging provision

Fast charge points are currently available in all City Corporation public car parks and in the Barbican residents' car park. We are working in partnership with TfL to deliver a rapid charging hub for taxis in Baynard House car park and a single taxi only rapid charge point on Noble Street.

-----TEXT BOX END-----

Proposal 31: Request an accelerated roll out of zero emission capable buses

We will urge TfL to prioritise zero emission capable buses on routes through the Square Mile, with the expectation that all buses serving the City will be hybrid or zero emission by 2020. In the longer-term, we will request that all buses serving the City are electric or hydrogen by 2030~~zero emission capable by 2030~~2030, ahead of TfL's current commitment for all single deck and 80% of double deck buses to be ~~zero emission or hybrid by 2035~~electric or hydrogen by 2035.

Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles

We will work with the Government, TfL and manufacturers to develop incentive schemes and favourable leasing arrangements that support small businesses in acquiring zero emission capable vehicles. This will include supporting the switch to non-motor vehicle alternatives, such as cargo bikes. We will consider opportunities, such as preferential pricing for parking/loading for vehicles in this category, to provide time limited incentives to invest in zero emission capable vehicles.

~~We will encourage the Government to introduce legislative change to exclude battery weight from vehicle weight limits.~~

Proposal 33: Make the City of London's own vehicle fleet zero emissions

The City Corporation will upgrade its vehicles, including City Police vehicles where appropriate, which operate in the Square Mile to meet the standards we set for local ZEZs. Contractors vehicles that operate within the Square Mile will also be required to meet these standards. Where possible EV charging infrastructure in City Corporation operational sites will be made available to contractors' vehicles.

Proposal 34: Reduce the level of noise from motor vehicles

The transition to zero emission capable vehicles and general traffic reduction will help to reduce noise from motor traffic. Other measures to reduce noise will include: well-maintained carriageway surfaces and utility access covers; campaigns to reduce engine idling and the inappropriate use of horns; and working with the emergency services to reduce the use and volume of sirens.

We will work with the City of London Police to undertake targeted noise enforcement of motor vehicles that do not comply with legal requirements to maintain an appropriate/type approved exhaust or are not within legal decibel limits for the vehicle type.

Proposal 35: Reduce noise from streetworks

The City Corporation will manage and seek to reduce the noise impacts of streetworks through the Code of Practice: Minimising the Environmental Impact of Streetworks. This requires contractors working for the City Corporation and third parties to use the 'best practicable means to minimise the effects of noise and dust, including:

- Restricting periods of operation of noisy activities
- Undertaking liaison with neighbours
- Using less noisy methods and equipment
- Reducing transmission and propagation of noise, for example by using noise enclosures or barriers
- Managing arrangements including contract management, planning of works, training and supervision of employees to ensure measures are implemented

A review of the Code of Practice will be undertaken by 2020 to ensure it reflects best practice, with further updates as required. The review will also consider how we can better work with TfL, utility companies and contractors to improve the level of adherence to the Code.

Proposal 36: Encourage innovation in air quality improvements and noise reduction

We will work with the Government, TfL, industry and other partners to encourage the development of innovative solutions to reduce transport related noise and emissions. For example, by supporting trials, sponsoring competitions and awards, and hosting conferences and seminars.

Proposal 37: Ensure street cleansing regimes support the provision of a world-class public realm

Ensure street cleansing regimes support the provision of a world-class public realm. The City's street cleansing regime will ensure all walking routes, cycle routes and public realm areas as well as streets are cleaned to a high standard and kept free of litter.

We will reduce litter from smoking, working with Public Health to support campaigns and initiatives to stop smoking and, if necessary, prosecuting offenders.

We will continue to work with businesses to minimise the impact of waste collection on the public realm, including through time banded collections that restrict the times when rubbish and recycling can be left on the street.

Delivery and servicing needs are met more efficiently, and impacts are minimised

Deliveries and servicing are an essential part of a thriving business district. Delivering this Strategy will ensure these needs are met by fewer, quieter, safer and cleaner lorries and vans. Deliveries for buildings or areas of the City will be grouped together at consolidation centres, meaning fewer, fuller lorries and vans. The lorries and vans making these deliveries will use the return journey to transport waste and recycling. The Thames will also carry goods into the City as well as waste out, including the materials needed for construction projects. Logistics hubs within the City will enable deliveries to be made by cargo cycles and pedestrian porters. Cargo cycles will also be used for servicing businesses and buildings, with tools and parts securely stored at locations within the Square Mile. New technologies will help improve the routing of deliveries and make it easier to find a place to park or unload.

Freight and servicing vehicles make up 25% of motorised traffic in the Square Mile. This proportion increases to 32% between 7am and 10am, coinciding with the busiest times of day for walking and cycling. 40% of respondents to the City Streets survey felt that the number of lorries and vans on the City's streets is too high, the second highest response after private cars

Even after the Ultra-low Emission Zone for central London comes into effect freight and servicing activities are still expected to contribute 26% of transport related NOx and 28% of PM2.5 emissions from motor vehicles

Large goods vehicles make up only 4% of vehicles on the City's streets. However, 38% of collisions that result in someone being killed involved a large goods vehicle as do 21% that result in a serious injury.

Proposal 38: Reduce the number of freight vehicles in the Square Mile

We will seek to reduce the number of motorised freight vehicles in the Square Mile by 30% by 2044 and facilitate the transition to ultra-low emission and zero emission delivery vehicles.

To achieve this target, we will work with businesses, suppliers, the freight industry and other relevant partners to deliver an integrated freight programme that incorporates retiming, consolidation, last mile logistics, construction logistics, better use of the river and smarter procurement practices. These solutions are not unifotmally applicaple to all types of delivieries and we will work with the freight industry to target interventions at the most appropriate types of delivery.

Retiming deliveries

We will explore the potential for area and City-wide timed access and loading restrictions for motorised freight vehicles. Our aim is to reduce the number of these vehicles on our streets in the peak periods by 50% by 2030 and by 90% by 2044, while ensuring businesses and residents can still receive essential deliveries.

Measures to encourage retiming will include:

- Permitting night-time deliveries where there will be negligible impact on residents both en route and in the City. Through the planning process we will ensure all appropriate new developments have restrictions to limit deliveries between 7am-10am, 12pm-2pm and 4pm-7pm
- Engaging with property managers, occupiers and businesses which may wish to retime deliveries and seeking to remove any restrictions in their planning consents where there will be negligible impact on residents
- Integrating out of peak deliveries as part of the sustainable logistics programme and identify opportunities for retiming freight on an area basis within Healthy Streets Plans (see Proposal 12)
- Working with London Councils, TfL and neighbouring local authorities to modernise the London Lorry Control Scheme (LLCS) to generate more opportunities for out of peak and night time deliveries.

Consolidation

Using established best practice, we will work with a partner haulier to provide a consolidation service for the Square Mile by 2022. A major engagement exercise with City businesses will promote and encourage the use of this consolidation service. This will include developing a consolidation toolkit for City businesses, informed by monitoring of the benefits arising from consolidating deliveries to the Guildhall complex.

We will also continue to use the planning process to require all new major developments to use a consolidation service to reduce deliveries to their buildings.

In the longer term we will develop a commercially sustainable approach to consolidation for the Square Mile and establish a sustainable logistics centre to serve the City by 2030. This centre will co-locate major suppliers in a single warehouse, alongside consolidation, waste collection and couriership services.

Last mile logistics hubs

We will enable more deliveries within the Square Mile to be made by cargo cycles, on foot and by small electric vehicles by:

- Delivering two last mile logistics hubs in underutilised City Corporation assets by 2022. A further three hubs will be delivered by 2025.
- Establishing additional last mile logistics hubs if appropriate underutilised assets are identified.

- Exploring opportunities to acquire new sites within or adjacent to the Square Mile for last mile logistics hubs.
- Working with developers and land owners to integrate last mile logistics hubs as part of major City developments.

Increase the use of the River Thames for freight

We will maximise the potential to use the Thames for the movement of freight by:

- Maintaining the commercial waste operation at Walbrook Wharf and supporting additional waste carried through the Wharf
- Identifying opportunities to increase the use of the river for freight deliveries to the Square Mile
- Working closely with Thames Tideway to identify future opportunities for their wharves and barges once construction is completed.
- Working with river freight operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity.
- Exploring the use of Blackfriars and Tower Piers and a reinstated Swan Lane Pier as points to transfer freight for last mile delivery on foot or by cargo cycle.

-----TEXT BOX START-----

Freight consolidation

Freight consolidation involves routing deliveries to a business, building or area via a warehouse where they are grouped together prior to final delivery. This approach means that the final stage of delivery is made by fewer, fuller vehicles, significantly reducing the number of lorries and vans making deliveries.

Case studies have shown that freight consolidation can reduce the number of delivery trips by 46 – 80%^{vi}. Enabling freight consolidation is critical to achieving our targets for reducing freight vehicles.

Examples of this consolidation include the Bristol and Bath Consolidation Centre, the London Borough Consolidation Centre and Regent Street Clipper Consolidation. The City Corporation already mandates the use of consolidation centres in planning consents, including 22 Bishopsgate and 1 Undershaft, to mitigate the impact of new development on City streets.

-----TEXT BOX END-----

Reducing the impact of construction logistics

To facilitate future development while minimising the impact of construction logistics, we will:

- Work with TfL to update Construction Logistics Plan guidance by 20~~19~~²². This updated guidance will include stricter expectations for construction consolidation and on-site waste compaction. It will also review the potential for emerging technology, such as 3D printing or higher payload and carrying potential of new rigid axle vehicles to reduce the number of deliveries.
- Work with developers and contractors to adapt and develop construction delivery management systems to facilitate retiming of deliveries to outside the 7-10am peak.
- Through the planning process, all development within the City must consider use of the River Thames for the movement of construction materials and waste.

Procurement and personal deliveries

To encourage smarter commercial decision making for our businesses and influence how residents and workers get goods delivered, we will:

- Share information on the impact of personal deliveries on traffic in the City, including air quality and road danger and promote the use of click and collect services.
- Establish a collaborative procurement programme for the Square Mile by 202~~20~~²⁰. This will allow businesses, particularly small and medium sized businesses, to share suppliers and waste services. We will work with Cheapside Business Alliance and the Aldgate Partnership to trial the programme prior to a City-wide roll out.
- Identify opportunities for other City Corporation initiatives, such as Plastic Free City and our Responsible Business Strategy, to support efforts to reduce the number of deliveries and waste collections

Proposal 39: Develop a sustainable servicing programme

We will work with servicing businesses and facility and property managers to develop a Servicing Action Plan, to be published by 202~~20~~²⁰. This will identify opportunities to reduce the number of vans and other service vehicles in the Square Mile while seeking to improve response times and quality of service. We will also explore the potential to provide secure storage space for tools and materials as part of last mile delivery hubs to reduce the need for engineers to travel to and around the Square Mile by van.

Our street network is resilient to changing circumstances

It is inevitable that people using our streets and transport networks will experience occasional disruption. This includes disruption caused by construction and streetworks, breakdowns and severe weather. By delivering this Strategy we will ensure that these disruptions have as little impact on the ease and experience of travelling in the City as possible. Streets will be kept open to people walking and cycling during construction and streetworks. Long-term works that require streets to be closed to traffic will provide an opportunity for people to enjoy the benefits of a traffic-free environment, and to assess the potential for permanent change. When necessary, alternative routes will be made available for motor traffic on streets that are normally only used for access. The Square Mile will be prepared for the impacts of a changing climate or more extreme weather events; enabling people to comfortably use the City streets regardless of the weather.

Every year the City Corporation receives around 9,500 applications for permits to work on the highway, approximately half of these are from utility companies, and half for street maintenance and improvements. 85% of these applications are approved. In 2015/16 combining streetworks through collaborative working 'saved' 763 excavation days. Using TfL's calculation on the economic benefit to London as a result of days of disruption saved, the estimated saving for the Square Mile is in the region on £1.1m based on an average benefit of £1,500 per day.

Extreme weather events, including higher rainfall and temperatures, are increasing as a result of a changing climate.^{viii} Further details of the likely impacts of climate change on transport in the Square Mile will be included in the final version of this Strategy, following publication of the Met Office's Climate 2018 projections in November 2018.

Proposal 40: Allow some Local Access streets to function as City Access streets during significant disruption

We will maintain a primary 'resilience network' for motor vehicles that can be 'switched on' in response to significant planned or unplanned disruption. Local Access streets on the resilience network will be designed to allow temporary reopening to through traffic or occasionally accommodate higher volumes of motor vehicles. This approach will also ensure that emergency services can use these streets when necessary.

Appropriate management arrangements will ensure streets remain safe for all users, such as a clear demarcation of pedestrian space, lower speed limits and marshalling. We will explore the use of technology for advance messaging both on-street for all users and through in-vehicle navigation systems to communicate and manage changing or temporary arrangements. Monitoring of any uses of Local Access streets in this way will be included to ensure management arrangements are

working well and to ensure any negative effects on the built environment and air quality are mitigated.

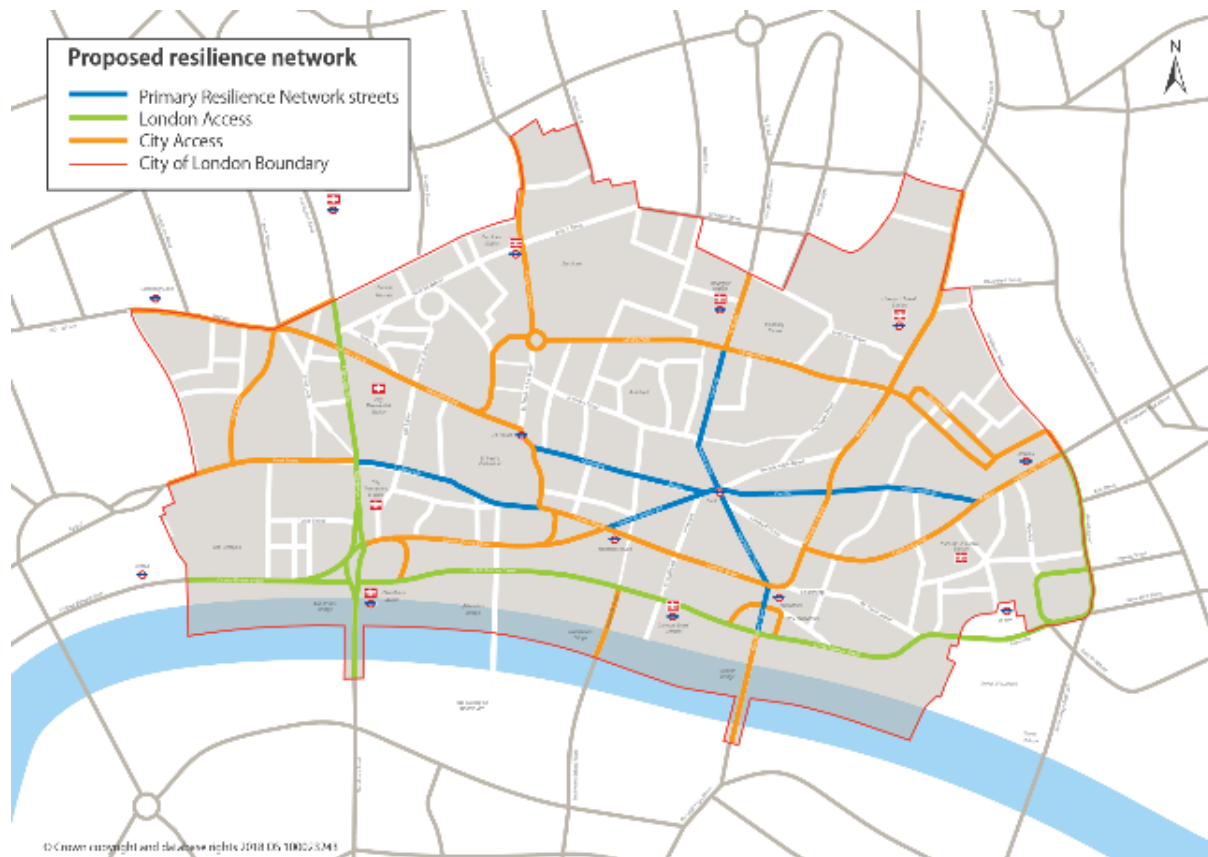


Figure 12: Proposed primary resilience network (larger map available on the City of London Transport Strategy webpage)

Proposal 41: Reduce the impact of construction and streetworks

The needs of people walking will be prioritised during streetworks and construction, with the aim of maintaining a comfortable and accessible walking route on both sides of the street, with space reallocated from general traffic as necessary. Accessible diversions must be provided if space constraints do not allow an acceptable level of temporary provision.

We will work with utility companies, contractors and developers to minimise the impact of construction and streetworks on people walking and cycling. Traffic management plans for construction sites and streetworks will maintain access for different users in accordance with the following hierarchy:

- Walking
- Cycling ~~and buses~~
- Buses and taxis
- Freight access
- General traffic

We have a Network Management Duty which requires us to ensure we apply best practice to managing streetworks. We will review this in 2019 and on a regular basis to ensure our activity and processes remain up to date and effective.

Within the context of the Network Management Duty, we will encourage the drafting of legislation to allow penalties to be charged against developments that overrun their agreed licence periods for scaffolds and hoardings.

We will review the City's Guidance Notes for Activities on the Public Highway in 2019 to ensure that guidance is in line with best practice and the requirements outlined above. A review will include considering the opportunity to introduce lane rental controls on our major streets to further reduce the impact of street works.

We will seek to minimise disruption caused by streetworks by:

- Encouraging collaborative working and coordinating street works
- Exploring the potential for new technology to reduce noise and the extent of works and speed up delivery
- Reducing the duration of works by allowing extended and night-time working where noise considerations allow, while maintaining protection for residents.
- Improving signage and permit information, to include contact details, purpose of works and other information such as reason for site inactivity
- Improving communication through better engagement with businesses and residents for longer duration works
- Work with TfL to improve communication on the impact of streetworks and other maintenance on public transport services
- We will work with TfL to explore the potential to further adjust traffic signal timings to reflect actual and modelled traffic flows during periods of network disruption. We will also explore new adaptive traffic control technologies as they emerge through our Future Transport Programme (Proposal 43)

We will use medium and long-term street closures as an opportunity to open streets to people, for example working with businesses to provide temporary seating or programmed events. We will also monitor the traffic impacts of long-term street works to inform transport and resilience planning and assess the potential for retaining capacity reductions or access restrictions.

Proposal 42: Make the street network resilient to severe weather events

We will work with the London Climate Change Partnership Transport Adaptation Sector Group (TASG) to ensure the street network and transport system remains open during severe weather events. With TASG, we will undertake risk assessments based on current and predicted impacts of climate change and develop mitigating measures that will be implemented when thresholds are reached, including temperature change or levels of rainfall. This process will ensure the City

Corporation and TfL are prepared to respond to extreme weather events that may affect our streets, the TLRN and rail and Underground networks.

The initial programme for the TASG first stage assessment is set out below. Further detailed assessments and mitigation plans will be informed by the Met Office's 2018 Climate projections, which will be released in November 2018.

- Agree indicators and complete transport sector assessments (autumn/winter 2018)
- Publish assessments (late 2018)
- Review and update every two years

Further detailed assessments and mitigation plans will be informed by the Met Office's 2018 Climate projections, which will be released in November 2018.

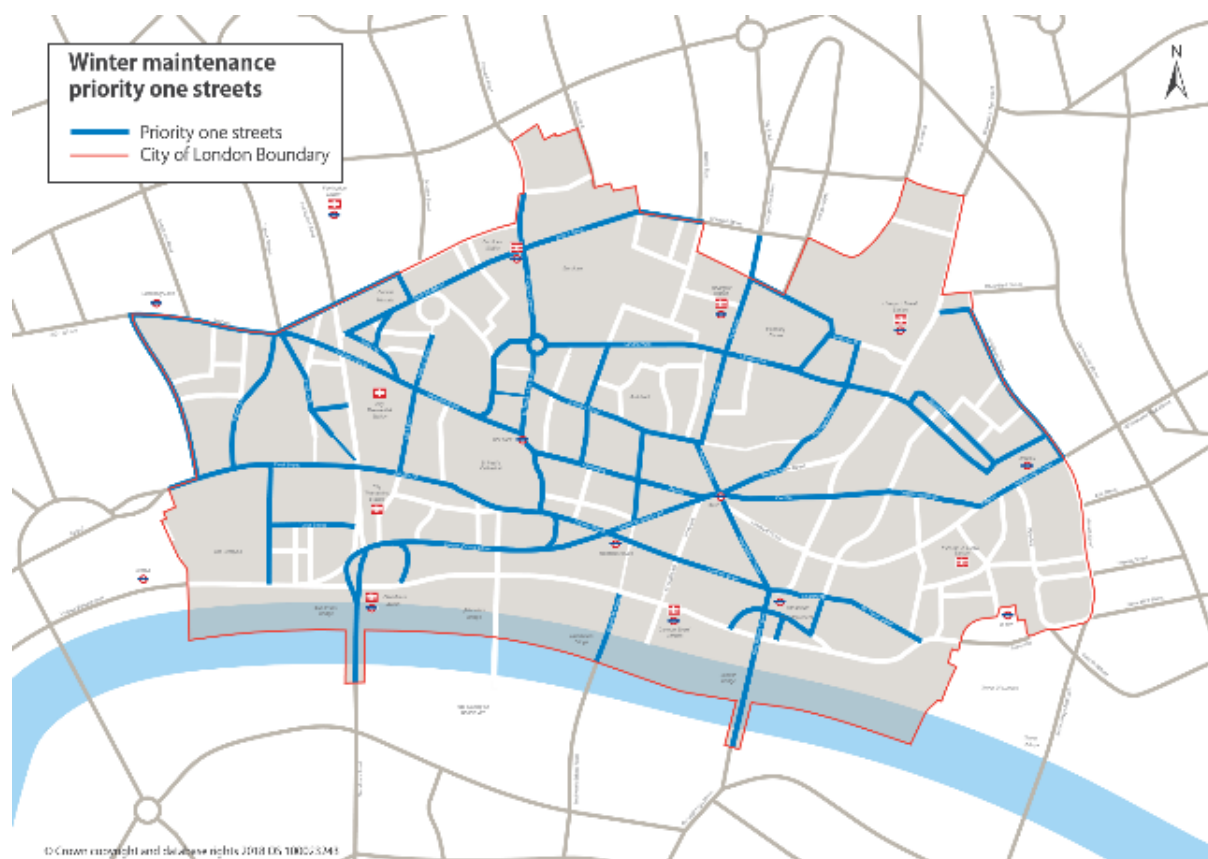


Figure 13: Winter maintenance priority one streets (larger map available on the City of London Transport Strategy webpage)

-----TEXT BOX START-----

Emerging transport technologies benefit the Square Mile

The advent of new transport technology innovations, such as autonomous vehicles (AVs) and new apps and services, promise to change the way our streets function and the way we choose to travel on them. Delivering this Strategy will ensure that transport innovations are seamlessly integrated into the fabric of the City and improve the experience of travelling and spending time on the Square Mile's streets. A proactive rather than reactive approach to policy making will ensure appropriate policy and legislation is in place while supporting and accelerating beneficial innovations. The City will be a test-bed for urban transport innovations and seen as a world leader in improving people's personal mobility and livelihoods through new technologies.

Close to £1 billion is being spent on AV development in the UK alone and industry experts (alongside the UK's Chancellor Phillip Hammond) are now suggesting that self-driving cars will be running on our streets in less than four years. Transport Systems Catapult forecasts that a quarter of global new vehicle sales in 2035 will be AVs. Disruptive technologies, such as Uber, have already demonstrated their ability to rapidly change how people travel. They have also highlighted the potential negative impacts of these changes, leading to more motor vehicles on London's streets. While no one is certain of what the future holds the City must be ready to respond to support the successful implementation of this Strategy.

Proposal 43: Establish a Future Transport Programme

We will establish a Future Transport Programme to work with developers of mobility innovations. This programme will:

- Engage with industry, academia, government Catapults, local governments, and local and international ~~and~~ partners to deliver transport innovation and technology trials across the City, including trials on:
 - App-based parking and un/loading permitting and enforcement
 - Technology-assisted kerbside space reallocation
 - On-demand accessible shuttles and shared transport services
 - App-assisted pedestrian crossing technologies for the partially sighted and people who require more time to cross
 - Geofencing and permitting
 - Use of drones to support the emergency services and make urgent deliveries to hospitals
 - Technology to support the delivery of Vision Zero by reducing the likelihood and severity of collisions
- Identify measures required to support the uptake of appropriate mobility solutions, such as off-street storage of shared autonomous vehicles
- Host conferences and seminars and support competitions and awards for transport innovations and technologies

- Explore the potential for commercial opportunities and partnerships within the transport technology and innovation industry.

~~A Publish a more detailed programme of activities will~~ A Future Transport Action Plan will be developed and published by 2020; -be developed shortly after the publication of the Transport Strategy and in consultation with the Future Transport Advisory Board (Proposal 44), city workers, residents, and other interested groups and published by 2020.

We recognise the significant potential for new technologies to improve the City's streets and will openly enter into discussion with any innovators. Future transport innovations will be considered appropriate for trial and use in the City context if they support the delivery of Healthy Streets and adhere to the following requirements (when applicable):

1. Support priority for people walking and efforts to enable more people to choose to walk, ~~-and cycle~~ and take public transport, and not shift people from these sustainable travel modes ~~-to unsustainable travel modes~~
2. Contribute to efforts to reduce motor vehicle volumes and mileage and not increase motor traffic volumes
- 2-3. Ensure that all users, including disabled users, are accommodated and that no street user is excluded
- 3-4. Lead to an overall increase in vehicle occupancy and loading
- 4-5. Help make our streets safer and not increase road danger, collision rates, collision severity, terrorism risk, or the need for additional policing or enforcement
- 5-6. Reduce vehicle speeds and ensure vehicles travel at speeds appropriate to conditions and the City context
- 6-7. Minimise obstructions to vehicles and people walking, and not permanently obstruct pavements or add clutter
- 7-8. Improve the efficiency of kerbside use and not increase parking or loading space requirements
- 8-9. Help spread travel demand, for both people and goods, more evenly across the day, such as outside morning, lunchtime and evening peaks and overnight
- 9-10. Help make streets and the City's air cleaner and quieter by reducing transport related emissions and noise
- 10-11. Improve the experience of using the City's streets and open spaces and support efforts to increase the amount of public space

Additional requirements apply to the introduction of connected and autonomous vehicles, drones and droids on our streets.

- **Connected and autonomous vehicles** must not require any changes or infrastructure that have a negative impact on our streets, such as bollards or barriers
- **Drones** must not operate without CAA and City of London permission
- **Droids** must not operate on pavements or in such a way as to obstruct or pose a danger to any user of our streets

Developers and operators of new transport innovations and services are expected to:

- Share all beneficial data generated or collected with the City Corporation to aid in policy and decision making
- Not discriminate against any potential user, either through active discrimination or through profiling or algorithmic/AI discrimination or bias
- Accommodate every user, especially those requiring wheelchairs or mobility aids when innovations and technologies incorporate motor vehicles
- Not generate any unreasonable additional costs for the City Corporation or users
- Ensure any supporting digital software and hardware is sufficiently and rigorously safeguarded from malicious use or intent that could pose a risk to physical or digital safety in the City
- Readily and proactively engage with the City Corporation ~~and~~, City residents, and workers, students, and other interested parties.

-----TEXT BOX START-----

Emerging transport technologies

Autonomous vehicles, also known as driverless cars or AVs, are vehicles equipped with sensors and on-board computers that allow them to effectively drive themselves. There are many levels of automation, from partial automation, which can include self-parking cars and adaptive cruise control, to full automation and a hands-off driving experience. The autonomous operation of motor vehicles on our streets could significantly reduce road danger and improve traffic flow.

Drones, also known as unmanned aerial vehicles or UAVs, are small flying vehicles which rely on remote-controlled piloting or fly using onboard sensors and GPS. The operation of drones in the City could improve delivery times of sensitive or high-value goods such as medical supplies and may aid in asset inspection, construction site monitoring, and emergency services activities. Droids are small wheeled vehicles that are controlled by remote-controlled piloting or onboard sensors and GPS. The use of droids in the City could include couriering and deliveries.

Shared mobility services are transport services that share the use of a vehicle for personal travel, examples include ridesharing and pooled rides.

-----TEXT BOX END-----

Proposal 44: Establish a Future Transport Advisory Board

To ensure that we can identify and proactively respond to future transport innovations we will establish a Future Transport Advisory Board. Board membership will include the City of London Police, industry partners and experts, academics, and user groups.

~~The~~ Future Transport Advisory Board will meet twice a year to:

- Support and advise on the activities of the Future Transport Programme~~.~~

- Advise on emerging transport technology and innovation industry trends, and suitable responses to them
- Act as a sounding board on the City's approach to managing upcoming innovations and technological launches
- Review the City's future mobility policies, positions, and trials
- Help facilitate connections and relationships between City officials and the wider transport technology industry

Proposal 45: Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile

We will support and engage with all levels of government, industry and sector representatives to develop frameworks and legislation for future transport and ensure overall positive outcomes for the Square Mile, London and other cities. Initially we will seek local and national legislative action on:

- Licensing for the semi and fully-autonomous vehicle market, alongside the development of safety, design, digital security, and supporting infrastructure regulations
- Strengthening existing Civil Aviation Authority regulations on small remotely-piloted aircraft and drones
- Clarifying the operating parameters of droids and other small autonomous vehicles
- Regulating the dockless cycle hire industry, as outlined in Proposal 28

The Square Mile benefits from better transport connections

Public transport will remain the main way that people travel to the Square Mile and continued investment will ensure that the City remains one of the most well-connected business districts in the world. Public transport will provide efficient and direct 24-hour connectivity to major local, regional, national, and international destinations. The building of new rail and underground connections, including Crossrail 2 and High-Speed 2, will provide the additional capacity people need to get to the City quickly and comfortably from across Greater London and the UK. Expanded Night Tube and 24-hour bus networks will serve and grow the City's thriving cultural offer and night-time economy

The recent economic success of the City and London in general is attracting more jobs and residents than ever before to greater London and the surrounding region. The Mayor and TfL have laid out ambitious plans for expanding the Capital's public transport networks to address the additional pressures this growth will place on these services. We will work with TfL to support the delivery of these aspirations to ensure the public transport network continues to meet the needs of people travelling to and through the Square Mile.

Planned network improvements are forecasted to increase the number of people within a 60-minute commute of the City by nearly two million. Modelling projections suggest that, without further investment, Londoners will still be faced with deteriorating network conditions over the next 25 years. TfL forecasts an increase in travel by all rail modes of 50% by 2041. Delays from overcrowding on the underground have tripled in the past five years and 8 of the 10 most overcrowded rail services across the UK are now in London.

Proposal 46: Support and champion better national and international connections to the Square Mile

We will work with the Mayor of London, TfL, the Government, airport and rail operators and other related partners to improve national and international connectivity to the City, including through supporting:

- Increased airport capacity in the South East, recognising that this will most efficiently be delivered through a third runway at Heathrow to be delivered as soon as possible.
- Improved connectivity to London's airports through:
 - Increased capacity and additional frequency on the West Anglia Main Line to Stansted Airport
 - A new Crossrail station at City Airport, constructed at the same time as the delivery of the Ebbsfleet extension
 - Increased DLR frequency to City Airport
- The delivery of High Speed 2 as quickly as reasonably possible

- Improved national rail access to London, including electrification, station expansions and general service improvements

Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region

We will work with the Mayor of London, TfL, Government, boroughs neighbouring the City and other related partners to improve regional connectivity to the Square Mile, including through supporting:

- Devolution of suburban rail service franchising to TfL, with a view to providing a London Suburban Metro service by 2030
- Accessibility improvements to rail and Underground stations in the Square Mile, as outlined in Proposal 19
- Extending the Overground to Barking Riverside
- The delivery of Crossrail 2 as soon as reasonably possible
- Enhancing the coverage and frequency of 24-hour public transport services in central London, including increasing the number of lines operating night-tube services, enhancing the 24-hour bus network, and improving night-time DLR and rail operations, including Crossrail. Any extensions to operating hours must take account of the need to minimise-avoid noise and other impacts on people living in, working in, studying in, and visiting the City. residents.
- Enhanced 24-hour bus services to/from the City
- Improvements to Liverpool Street Rail ~~Station and Bus Station~~, including enhancing step free access and improving entry points and reviewing bus interchange
- Exploring the feasibility of Sunday operation of the Waterloo and City Line
- Immediate improvements to street-level interchange between Fenchurch Street and Tower Hill, Tower Gateway and Aldgate stations, including wayfinding. Exploration of the feasibility of a direct interchange route between Fenchurch Street and Tower Gateway and Tower Hill
- Access and capacity improvements at Aldgate Station and exploration of the feasibility of a direct interchange between Aldgate and Aldgate East stations.
- Extending the Metropolitan Line to Watford Junction and the Bakerloo Line to Lewisham
- The delivery of more high-quality cycling routes to and through central London including Quietways and Cycle Superhighways
- Improved walking connections to boroughs neighbouring the City

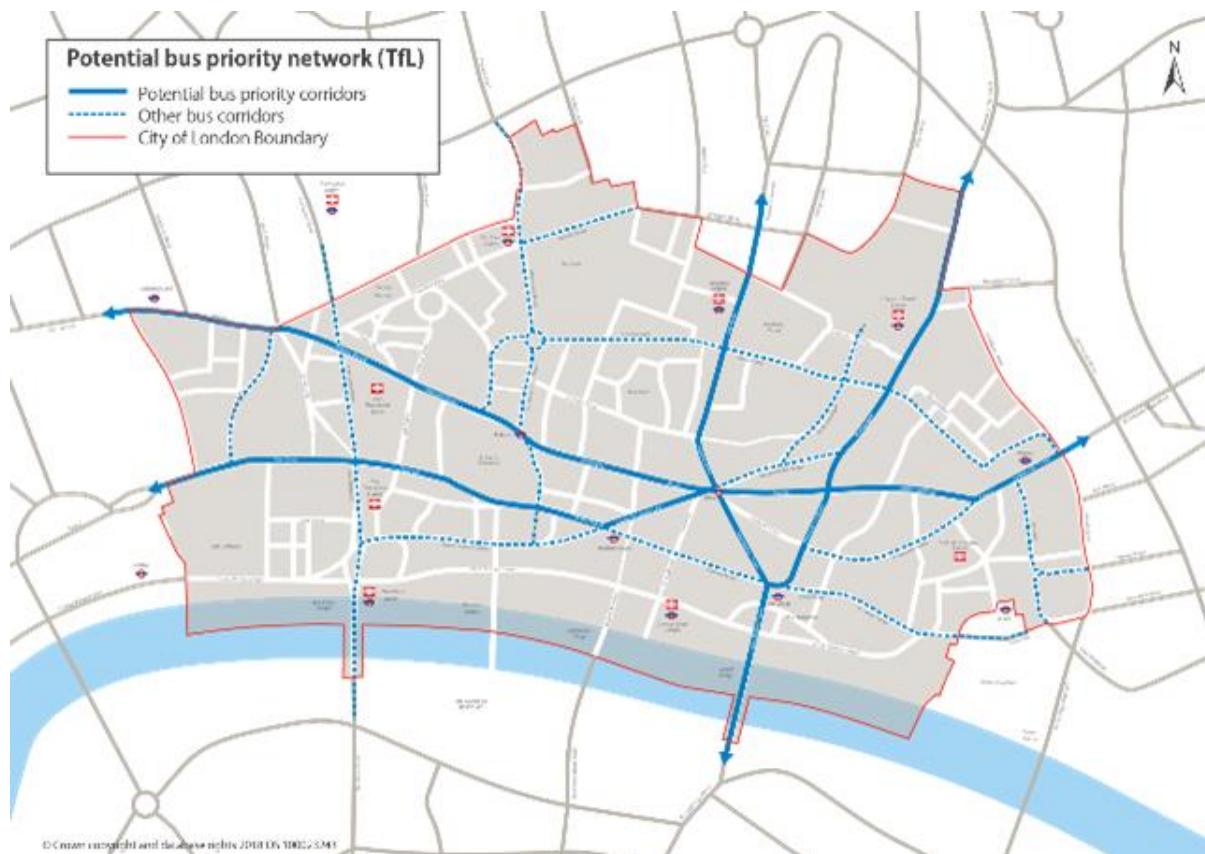


Figure 14: Potential bus priority network (larger map available on the City of London Transport Strategy webpage)

Proposal 48: Support the increased use of the Thames for passenger services

We will work with partners including TfL River Services, the Port of London Authority and riverboat operators to increase the use of the River Thames for passenger services. Activities will include promotion of river services, enhancing walking routes to Blackfriars and Tower piers and improving overall pier efficiency and accessibility. We will explore the potential to reinstate Swan Lane pier for leisure and passenger services. We will also work with river passenger service operators to ensure that their fleets meet Port of London Authority air quality standards and avoid adverse impacts on water quality and biodiversity.

Proposal 49: Review bus provision across the City

We will support TfL's ambitions to adjust bus services in Central London, taking account of the forecast fall in demand following the opening of the Elizabeth Line.

We will work with TfL to improve bus journey times to and connectivity through the Square Mile by:

- Reviewing bus routing and frequency throughout the City to optimise routing
- Introducing targeted junction improvements to enhance bus priority

- Identifying opportunities to improve bus priority when developing and implementing Traffic Management and Healthy Streets plans (see Proposal 12) and major projects

The key routes for bus priority measures are shown in Figure 14. Improvements to these routes will be delivered by 2030.

Proposal 50: Support the Mayor of London in retaining locally-generated taxation

We will support the Mayor of London and TfL's efforts to retain additional locally-generated taxation, such as vehicle excise duty, to fund investment in transport infrastructure across the Capital, including investment to help deliver the outcomes of this Strategy.

Proposal 51: Encourage continued Government investment in major London transport projects

We will continue to encourage the Government to invest directly in strategic Healthy Streets projects and programmes and large transport infrastructure projects, such as Crossrail 2. Significant investment across Greater London is required to ensure the Capital remains an attractive place to live, work, study and invest and protect the significant contribution London makes to the national economy.

Delivering the Strategy

Projects and programmes

The major projects and programmes that will be delivered by the Transport Strategy are summarised below. Further details on the projects that will be delivered in the first three years will be set out in the Transport Strategy Delivery Plan. [The Delivery Plan](#), which will be published [on our website by the end of 2019 and then updated on an annual basis](#), alongside the final version of this Transport Strategy.

Table 1: Key projects and programmes

Project	2022	2025	2030	2040	2044	Key area of change
City-wide 15mph speed limit						
Legible London roll out						
Kerbside uses review						
Lunchtime Streets						
Last-mile delivery hubs						
Streets Accessibility Programme						
Sustainable logistics centre						
Road Danger Reduction priority schemes						
Pedestrian Priority/Healthy Streets projects						
Road Danger Reduction campaigns						
Location specific						
City Cluster Zero Emission Zone						City Cluster
Barbican & Golden Lane Zero Emission Zone						Smithfield & Barbican
Core cycle network Phase 1						City Cluster; Smithfield & Barbican; Liverpool Street
Core cycle network Phase 2						Fleet Street; Smithfield and Barbican
Bank Junction area						
Moorgate area						Moorgate and Liverpool St.
Culture Mile						Smithfield & Barbican
Museum of London roundabout, St Paul's						Smithfield & Barbican

City Cluster area strategy				City Cluster
Fleet Street and Courts area				Fleet Street

Managing delivery

Further details on the actions and programmes to deliver elements of this Strategy will be set out in a series of reviews and delivery plans, including:

- The Transport Strategy Delivery Plan, a rolling three-year delivery plan that will be updated on an annual basis
- Healthy Streets Plans, providing details of how we will manage the street network in areas the City in accordance with our proposed Street Hierarchy (Proposal 12)
- A City-wide kerbside review to better understand and manage kerbside activities on our streets (Proposal 14)
- Streets Accessibility Delivery Plan, which will set out the timetable for delivering necessary improvements needed to meet the proposed COLSAS standards (Proposal 16)
- Road Danger Reduction Action Plan, a five-year delivery plan for measures to achieve Vision Zero and implement the Safe Systems approach (Proposal 20)
- Servicing Action Plan, which will identify opportunities to reduce the number of vans and other motorised service vehicles in the Square Mile (Proposal 39)
- Future Transport Action Plan, assessing and identifying opportunities to support transport technologies that will help deliver this Strategy (Proposal 43)

We will continue to engage and consult with City residents, workers, businesses and other relevant street users and partner organisations as we develop and deliver this Strategy. Any projects that will lead to significant and permanent changes to the form or function of our street network will also undergo transport and traffic modelling. Impact assessments, including Environmental Impact Assessments and Equality Impact Assessments, will be conducted for all relevant projects and proposals. These will test options and ensure potential benefits are maximised and any potential negative impacts are identified and mitigated. Modelling and assessments will consider potential impacts beyond the Square Mile.

Proposal 52: Using temporary interventions and trials to accelerate the pace of delivery

Delivering changes to our streets can take time. We will use temporary and experimental measures to quickly deliver functional changes to our streets and allow people to begin enjoying the benefits of change as we work towards full delivery. If appropriate, will also use temporary interventions to 'live trial' major change, allowing proposal to be tested and, where necessary, refined. We will consult on any changes made to our streets in this way prior to any trials becoming permanent. We will also work closely with our neighbouring boroughs to ensure the impacts of our trials are understood both within and beyond our borders. This approach will allow people to better understand the nature of proposed changes and provide feedback based on real experience.

Funding delivery

The delivery of this Transport Strategy will be funded from a range of sources, including:

- Money received from TfL, including:
 - LIP Corridors and Neighbourhoods – an annual allocation that contributes to projects identified in our LIP
 - Liveable Neighbourhoods – funding for large projects that encourage walking, cycling and the use of public transport, allocated through a bidding process
 - Strategic funding – funding for specific priorities or initiatives, such as cycling infrastructure, air quality improvements and bus priority
- The City Corporation's on-street parking reserve – reinvesting revenue from parking charges and penalty charge notices
- Contributions from developers through the Community Infrastructure Levy, Section 106 and Section 278

The long-term nature of this Strategy means we have not scoped the full cost for all projects and programmes outlined above. However, a core principle will be to generate the necessary revenue/funding to make the delivery of this Strategy largely self-supporting.

-----TEXT BOX START-----

Bank on Safety

The Bank on Safety experimental scheme closed Bank Junction to traffic – except buses and cycles – between 7am and 7pm, Monday to Friday. Using an experimental traffic order meant that safety improvements could be delivered quickly while allowing the wider impacts of the scheme to be monitored before deciding on permanent change.

Hackney Parklet

This ‘parklet’, delivered with funding from the Mayor of London as part of Hackney Council’s Low Emission Neighbourhood, provides eight cycle parking spaces, seating, shade, planting and lighting - transforming a space that would normally be occupied by two cars. The design allows it to be constructed in two days.

-----TEXT BOX END-----

Measuring and reporting progress

Progress on delivering this Strategy will be publicly reported to the City Corporation’s Planning and Transportation Committee on an annual basis from March 2020. Every two years we will publish a City Streets Report which will include data on our targets set out in Table 2, the key performance indicators set out in Table 3, and analysis of traffic trends based on our biennial vehicular and pedestrian traffic counts.

Proposal 53: Improve our monitoring of transport in the Square Mile

We will improve the quantity and quality of data we hold on transport in the City by:

- Exploring the potential to improve our City-wide database of vehicular and pedestrian traffic counts by increasing count locations and the number of count days
- Repeating the City Streets survey every two years to understand what people who live and work in, or travel through the Square Mile think about transport and streets in the City
- Exploring the potential to gather ongoing feedback through web or app-based surveys and interactive maps
- Making best use of technological advancements in sensors and other monitoring methods to improve both the quality and the quantity of data we collect, reduce of the cost of data collection, and increase the speed of data processing
- Sharing data with other organisations that collect metrics on relevant indicators
- Ensuring our data is standardised whenever possible and protected from inappropriate use or exploitation

- Exploring opportunities to make our databases more publicly accessible (in compliance with GDPR) when relevant

Some of the data used for monitoring and evaluating the Strategy will be provided by outside organisations. We will engage with these data owners and sources to review our targets and performance indicators as new datasets become available, and work with them to obtain data and information that is appropriate, up to date, and reliable.

Table 2: Key targets

Metric	Baseline	2030 Target	2044 Target
Reduction in motor vehicle traffic (counted in our traffic composition survey counts)	185k	139k (-25%)	93k (-50%)
<p>Motor vehicle volumes have dropped by more than 50% in the last 20 years. Further reductions are needed to support the delivery of this Strategy and address the concerns of City residents, workers, and visitors - more than four in five feel motor vehicle volumes in the City are too high. We are aiming for a 25% reduction in motor vehicle volumes across the City by 2030. This aspiration recognises that the City has historically low levels of traffic and that further reductions will be challenging and require proactive intervention. By 2044, we have aimed to reduce motor vehicle volumes by at least 50% from current levels. This level of reduction seeks to remove nearly all non-essential motor traffic on City streets while acknowledging that a modest level of essential traffic will remain to support personal accessibility, delivery and servicing activities and other functions.</p>			
People rating experience of walking in the City as pleasant	10%	35%	75%
<p>90% of all journeys made on the City's streets are partially or entirely walked. At present, only 10% of people rate the experience of walking on the City's streets as pleasant, with 63% and 27% rating the experience as acceptable and unpleasant respectively. We are aiming for over a third of people to find our streets pleasant places to walk by 2030. This aspiration recognises that significant changes to streets are required to improve the walking experience and that some of these will take time to implement. By 2044, we aim for at least three quarters of people to rate the experience of walking as pleasant. This figure recognises that a range of factors can influence the experience of walking, including adverse weather, streetworks and construction, and that these may affect survey responses.</p>			

Number of kilometres of pedestrian priority streets	25km (25%)	35km (33%)	55km (55%)
<p>There are just over 100 kilometres of streets and walking routes in the City. 25 kilometres of these are already pedestrian priority or pedestrianised. This includes the City's high walks, alleyways and publicly accessible routes through City gardens and developments.</p> <p>By 2030, we aim to increase the number of pedestrian priority or pedestrianised streets by 10 kilometres. This will be achieved by converting over 12% of City streets currently open to motor traffic to access only, full pedestrianisation or timed pedestrianisation. By 2044, we aim for at least half of the City's streets and routes to be pedestrian priority or pedestrianised. These targets recognise that some streets will still need to facilitate the movement of essential traffic around the Square Mile (these streets will be subject to separate measures that will significantly improve the experience for people walking such as widening footways and improving pedestrian crossings).</p>			
Number of people killed and seriously injured on our streets	54 KSIs	<16 KSIs	0 KSIs
<p>For the last 10 years there have been more than 50 deaths or serious injuries per year on the City's streets. We aim to deliver Vision Zero and eliminate death and serious injuries by no later than 2040. This target reflects the scale of intervention required to design and implement road danger reduction projects across the Square Mile. We will deliver a pace of change that achieves a 70% reduction in death and serious injuries by 2030. These targets are also in line with the Mayor's ambitions for Vision Zero and the trajectory identified in the MTS.</p>			
People rating experience of cycling in the City as pleasant	4%	35%	75%
<p>At present, only 4% of people cycling on our streets rate the experience as pleasant, with 40% and 56% rating the experience as acceptable and unpleasant respectively. We have aimed for over a third of people to find our streets pleasant places to cycle by 2030. This aspiration recognises that significant changes to streets are required to improve the cycling experience and that some of these will take time to implement. By 2044, we aim for at least three quarters of people to rate the experience of cycling as pleasant. This figure recognises that a range of factors can influence the experience of cycling, including adverse weather, streetworks and construction, and that these may affect survey responses.</p>			

Increase in the number of people cycling (counted in our traffic composition survey counts)	44k	66k (+50%)	88k (+100%)
<p>The number of people cycling has quadrupled across the Square Mile since 1999 but has not grown significantly in the last five years. Transport for London have identified that there are over 15,000 journeys each day that are currently made by motorised modes to, from and around the Square Mile that could be cycled in part or in full. We are aiming for a 50% increase in cycling by 2030, This aspiration recognises that significant changes to streets are required to deliver our core cycling network and that changes are also required on routes to the City. By 2044, we aim for cycling rates to be at least double what they are today. We believe this can be delivered through converting most potentially cyclable trips, encouraging cycling for a wider range of purposes and maintaining or improving existing rates of cycling as the City's workforce grows.</p>			
Proportion of zero emission capable vehicles entering the City	N/A	90%	100%
<p>Our target is that 90% of all vehicles entering the Square Mile will be zero emission capable by 2030. This will be reflected in the phasing of access restrictions through the implementation of local and central London Zero Emission Zones. The target recognises that for zero emission capability may not be available for some vehicle types, such as goods vehicles. By 2044, we anticipate that manufacturers will have zero emission capable models available for all vehicle types.</p>			
Overall reduction in motorised freight vehicle volumes (counted in our traffic composition survey counts)	39k	-15%	-30%
<p>Freight vehicle numbers have decreased by more than a third since 1999. However, without intervention they are likely to increase in the future due to the projected growth in the working population of the Square Mile and the changing nature of e-commerce and purchasing patterns. Half of freight vehicles pass through the City without stopping, mostly using the TLRN. These are included in the target figures. Given this context, we are aiming for at least a 15% reduction by 2030 and a 30% reduction by 2040. These figures reflect the timescales for implementing new freight infrastructure and operating models and recognise that there is always likely to be a need for some deliveries to be made by motor vehicles.</p>			

Reduction in motorised freight vehicle volumes during peak periods (counted in our traffic composition survey counts)	18k	-50%	-90%
<p>Freight and servicing accounts for 25% of motor vehicles across the day, however this proportion increases to 32% during the morning peak. The targets of a 50% reduction in motorised peak time freight vehicles by 2030 and a 90% reduction by 2040 reflect the need to work with City businesses and the freight industry to enable significant retiming of deliveries. The longer-term target also recognises that some freight, such as construction materials and some exceptional business critical deliveries will not be able to be retimed.</p>			

Table 3: Additional key performance indicators

Indicator	Baseline data source	Data collection method
<i>The City's streets are great places to walk and spend time</i>		
Key target: People rating experience of walking in the City as <i>pleasant</i>	City Streets Survey	City-wide public survey
People rating pedestrians on our streets as being <i>prioritised</i>	City Streets Survey	City-wide public survey
People rating the space given to pedestrians on our streets as <i>adequate</i>	City Streets Survey	City-wide public survey
Key target: Number of kilometres of pedestrian priority streets	Current City of London street network	GIS surveying and Upgraded TCS
Pavements with Pedestrian Comfort Level of B+	City Pedestrian Model output	GIS surveying
Number of crossings with 60 second cycle times	Transport for London	Transport for London
<i>Street space is used more efficiently and effectively</i>		
Key target: Reduction in motor vehicle traffic	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging

<i>The Square Mile is accessible to all</i>		
Number of streets not meeting COLSAS minimum standard	---	Annual review
Number of streets not meeting COLSAS desired standard	---	Annual review
<i>People using our streets and public spaces are safe and feel safe</i>		
People rating experience of safety from crime and terrorism as <i>safe</i>	City Streets Survey	City-wide public survey
Number of people slightly hurt in a collision	ACCSTATS/STATS19	---
Key target: Number of people killed and seriously injured in a collision	ACCSTATS/STATS19	---
<i>More people choose to cycle in the City</i>		
People rating experience of cycling in the City as <i>safe</i>	City Streets Survey	City-wide public survey
Key target: People rating experience of cycling in the City as <i>pleasant</i>	City Streets Survey	City-wide public survey
Key target: Increase in cycling traffic	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging
Gender ratio in cycling traffic	---	City-wide public survey
<i>The City's air and streets are cleaner and quieter</i>		
NO _x , PM ₁₀ , PM _{2.5} , levels and limit breaches	LAEI & CoL monitoring sites	---
<u>Public perception of street clutter and cleanliness</u>	<u>City Streets Survey</u>	<u>City-wide public survey</u>
<u>Proportion of zero emission capable vehicles entering the City</u>	<u>Future Local ZEZ baselining</u>	<u>Local ZEZ monitoring</u>

<i>Delivery and servicing needs are met more efficiently, and impacts are minimised</i>		
Key target: <u>Overall reduction in freight and servicing vehicle traffic</u> Reduction in freight and servicing vehicle traffic	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging
Key target: <u>Reduction in freight and servicing vehicle traffic during peak periods</u> Proportion of freight traffic operating outside peak hours	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging
<i>Our street network is resilient to changing circumstances</i>		
Number of days saved from joined-up roadworks	City of London Highways Monitoring	---
<i>Emerging transport technologies benefit the Square Mile</i>		
Number of future transport trials and joint projects initiated	---	Annual reporting

Partnerships and Leadership

We recognise that we cannot deliver this Strategy on our own and will work with a range of partners to achieve the vision, aims and outcomes for streets and transport in the Square Mile. This will include working in partnership with:

- City residents and residents' associations
- City businesses and institutions
- The City of London Police
- The Mayor of London and TfL
- London Councils and London's boroughs
- Property developers and the construction industry
- National rail and river service operators
- Transport industry and representative bodies
- Campaign organisations and special interest groups
- Developers of new transport technologies

We recognise that our unique position as a global financial district allows us to be particularly bold in our proposals for changing and improving streets and transport. Nevertheless, the lessons we will learn from delivering this Strategy may be insightful and relevant to London's boroughs and other cities and transport authorities. Likewise, we can learn from and be inspired by the experiences of others.

We will share our experiences and identify transferable best practice by:

- Hosting and contributing to conferences, seminars and other events that highlight and discuss best practice
- Networking and developing knowledge-sharing relationships with London's boroughs to capture lessons learnt from the development and delivery of this strategy
- Establishing and maintaining relationships with other cities, both in the UK and internationally, and participating in local, national and international networks.
- Sharing knowledge with relevant private sector, academic and third sector organisations

Proposal 54: Support change across London that is aligned with this Strategy

The Square Mile does not exist in isolation and change across the Capital is required to maintain City's attractiveness as a place to live, work, learn and visit. We will support projects and initiatives delivered by TfL and London's boroughs that align with the vision, aims and outcomes of this Strategy. We will also support changes to relevant national policy and legislation that will positively impact on transport in and connections to London.

Updating the Transport Strategy

This Strategy will be reviewed and updated every five years to ensure it reflects the priorities of City residents, workers and businesses, changing circumstances and developments in transport technology. Updates will be informed by in depth engagement and analysis of economic, social and transport trends, and will be subject to formal consultation prior to adoption.

References

TO BE UPDATED

Committee(s)	Dated:
Planning and Transportation – for decision Resource Allocation Sub Committee – for information	30 April 2019 2 May 2019
Subject: Local Implementation Plan (LIP) Delivery Plan 2019/20 to 2021/22	Public
Report of: Director of the Built Environment	For Decision
Report author: Samantha Tharme – Department of the Built Environment	

Summary

This report covers the provision of Transport for London funding to the City of London Corporation. It seeks approval for the formal adoption of the City Corporation's Local Implementation Plan (LIP) Delivery Plan for 2019/20 to 2021/22 (Appendix 1).

The LIP Delivery Plan and City of London Transport Strategy form the City Corporation's third LIP. The LIP is a statutory document that sets out how the City Corporation will deliver the Mayor of London's Transport Strategy. It must be adopted and submitted to TfL to enable the receipt of TfL funding over the next three years.

The draft LIP Delivery Plan was approved by this committee in November 2018. Consultation on the LIP Delivery Plan ran alongside the Transport Strategy consultation. All comments received from TfL (Appendix 2) have been addressed in the final document. No other comments on the draft Delivery Plan were received.

Recommendation

Members are asked to:

- Approve the LIP Delivery Plan 2019/20 – 2021/22.

Main Report

Background

1. Under Section 159 of the Greater London Authority Act 1999, TfL is empowered to provide grants to London boroughs and the City for the provision of safe, efficient and economically viable transportation facilities and (or) services to, from or within Greater London.

2. The City of London Corporation's Local Implementation Plan (LIP) is a statutory document that sets out how the City Corporation will support the delivery of the Mayor's Transport Strategy (MTS). It must be adopted and submitted to TfL to enable the receipt of TfL funding over the next LIP 3-year period. The City of London Transport Strategy and LIP Delivery Plan will act as the City Corporation's LIP.
3. There is good alignment between the Transport Strategy and the MTS, which seeks to improve London's streets to make them healthy, inclusive and safe, provide a good public transport experience and support the delivery of homes and jobs.

LIP Delivery Plan

4. The LIP Delivery Plan 2019/20 to 2021/22 is attached in Appendix 1. This follows a template provided by TfL and details the projects that will be funded in full or in part by TfL over the next three years.
5. The draft LIP Delivery Plan was approved by this committee in November 2018. Consultation the draft LIP Delivery Plan ran alongside the Transport Strategy consultation.
6. TfL provided minor comments on the draft LIP Delivery Plan. These have been addressed in the final document and are summarised in Appendix 2. No other comments of the draft LIP Delivery Plan were received
7. The Delivery Plan has also been updated to reflect the City Corporation's successful bid for £3.25 million of Liveable Neighbourhood funding to contribute to the cost of delivering transport and public realm improvements in the City Cluster.
8. Each year the City Corporation is required to separately submit an annual spending submission. The Annual Spending Submission for 2020.21 will be submitted to this Committee and Resource Allocation Sub Committee at the appropriate time (usually autumn).

Corporate & Strategic Implications

9. The use of TfL grants will support the delivery of the City of London Corporate Plan, and in particular the 'People are safe and feel safe' and 'We are digitally and physically well connected and responsive' priorities. The projects are also aligned with the draft Transport Strategy and the Department of Built Environment Business Plan.

Conclusion

10. The City Corporation's LIP will consist of the City of London Transport Strategy and LIP Delivery Plan for 2019/20 to 2021/22. Subject to approval, both documents will be submitted to TfL to enable the receipt of funding over the next three years

Background papers

- Draft LIP Delivery Plan 2019/20 to 2021/22 (Planning & Transportation Committee, 20 November 2018)

Appendices

- Appendix 1: Local Implementation Plan (LIP) Delivery Plan 2019/20 to 2021/22
- Appendix 2: TfL comments on draft LIP Delivery Plan

Samantha Tharme

Department of the Built Environment

T: 020 7332 3160

E: samantha.tharme@cityoflondon.gov.uk

Appendix 1: City of London Local Implementation Plan 2019/20 to 2021/22

City of London Corporation

Local Implementation Plan Delivery Plan

2019/20 – 2021/22

April 2019

Contents

Contents	2
Introduction	3
1. Policy Context.	5
2. City of London Transport Strategy delivery of MTS Outcomes.	8
3. Linkages between Delivery Plan and Mayor's Transport Strategy outcomes	11
4. Three-year programme for TfL funding	14
* Provisional requests	18
Supporting commentary for the three-year programme	19
5. Proposed funding strategy – 3-year programme	24
6. Delivery Plan Medium to Long-term Programme	26
7. TfL Business Plan	32
8. Risks to the delivery of the three-year programme	34
9. Monitoring the delivery of the outcomes of the Mayor's Transport Strategy	38

Introduction

The City of London Transport Strategy sets the 25-year framework for future investment in, and management of, the Square Mile's streets and for improvements to transport connections.

The Transport Strategy along with this Local Implementation Plan Delivery Plan make up the City of London Corporation's Local Implementation Plan (LIP). The LIP is a statutory document (prepared under Section 145 of the GLA Act) that sets out how the City Corporation will support the delivery of the Mayors Transport Strategy (MTS).

The Transport Strategy and LIP Delivery Plan were developed to meet the needs of the City's traveling public and align the City Corporation's projects and programmes with the policy framework of the MTS. In accordance with Transport for London guidance the LIP Delivery Plan includes details of how projects will contribute to meeting the MTS priorities and further details of the projects that will be funded through the TfL's grant funding to the City Corporation.

The City of London Transport Strategy sets out in more detail the rationale and context for the City's transport outcomes and each of the related proposals to deliver them [INSERT LINK](#). The final Transport Strategy was adopted by the Court of Common Council XX. The LIP Delivery Plan was adopted by the Planning and Transportation Committee on XX.

An Integrated Impact Assessment is submitted as a separate document [INSERT LINK](#). (Requirement 5).

Consultation and democratic process to adoption.

The democratic process for formal adoption of the LIP is set out below:

Draft Transport Strategy approved for consultation	Planning and Transportation Committee	30 October 2018
Draft LIP Delivery Plan approved for consultation	Planning and Transportation Committee	30 November 2018
LIP Delivery Plan adoption	Planning and Transportation Committee	XX
Transport Strategy adoption	Planning and Transportation Committee	XX
	Policy and Resources	XX
	Court of Common Council	XX

The draft LIP Delivery Plan was published alongside the Transport Strategy for consultation from December 2018 to January 2019. This included sending notice of the consultation to neighbouring boroughs, the City of London Police, the Environment Agency and the City of London Access Group. Natural England were consulted via the IIA process.

Details of responses to the draft Transport Strategy are set out in the Phase Three Engagement Report [INSERT LINK](#). Only TfL responded to the draft LIP Delivery Plan consultation, suggested changes have been incorporated.

1. Policy Context.

Regional policy

There are a number of regional policy documents, in addition to the Mayor's Transport Strategy, that have been considered in preparing the City Corporation's LIP:

- **The Mayor of London River Action Plan (2013):** This plan outlines a number of specific measures to be taken by TfL to help boost the number of river trips in line with achieving the Mayor's target of 12 million passenger journeys a year by 2020. The City of London Transport Strategy sets out proposals to optimise use of the River (see proposals 38 and 48).
- **A City for all Londoners (2016):** This report sets out the Mayor's strategic vision for London. The document does not include specific policies but gives an indication of the priorities of the Mayor. The overarching Healthy Streets Approach to managing the street network is a key part of the Mayor's vision and is fully embraced in the City of London Transport Strategy.
- **Environment Strategy (2018):** This plan addresses all matters affecting the quality of London's Environment. Those relevant to transport are also embedded in the Mayor's Transport Strategy. The proposals in the City of London Transport Strategy include measures to address air pollution and noise resulting from transport (proposals 29 to 37).
- **Housing Strategy (2018):** The Local Plan will meet the London Plan housing target of 146 new homes per year, as well as seeking 35% affordable housing on site. New homes will continue to be guided to sites in or near existing residential areas and we will seek to protect residential amenity. The connectivity proposals in the City of London Transport Strategy (proposals 47 to 51) seek to enable travel to work by sustainable modes.

City of London policy

The following is a list of the relevant City of London Policy and documents that the LIP is guided by and support.

- City of London Local Plan 2015 and Draft Local Plan 2036
- City of London Air Quality Strategy 2015 -2020 and Draft 2019 – 2024
- City of London Noise Strategy 2016 – 2026
- City of London Road Danger Reduction and Active Travel Plan
- The Thames Strategy Supplementary Planning Document
- City of London Public Realm Supplementary Planning Document
- Freight and Servicing Supplementary Planning Document

The City of London Corporate Plan outcomes are grouped under three themes as below, and the Transport Strategy proposals support these as follows:

It will help the City contribute to a flourishing society by:

- Making streets safer and reducing the number of traffic related deaths and serious injuries.
- Enabling people to walk and cycle and reducing the negative health impacts of transport.
- Ensuring streets are accessible to all and provide an attractive space for the City's diverse community to come together.

A thriving economy will be supported by:

- Enabling the City to continue to grow and accommodating the associated increase in demand for our limited street space.
- Improving the quality of streets and transport connections to help attract talent and investment.
- Helping create a smarter City, that supports and enables innovative transport technology and other mobility solutions.

The Strategy will help shape outstanding environments by:

- Advocating for improved local, national and international transport connections.
- Reducing motor traffic levels to enable space to be reallocated to walking, cycling, greenery and public spaces.
- Improving air quality and reducing noise from motor traffic.
- Ensuring streets are well maintained and resilient to natural and man-made threats

Integrated Impact Assessment

The City of London commissioned LUC to undertake separate Integrated Impact Assessments (IIA) of its Transport Strategy and LIP Delivery Plan. Both documents can be found on our website [INSERT LINK](#)

IIA brings together Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA), Equality Impact Assessment (EqIA) and Health Impact Assessment (HIA) into a single assessment process. It is designed to ensure that the plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. SEA is also a statutory assessment process, required under the SEA Directive, transposed in the UK by the SEA Regulations (Statutory Instrument 2004, No 1633). The SEA Regulations require the formal assessment of plans and programmes which are likely to have significant effects on the environment and which set the framework for future consent of projects requiring Environmental Impact Assessment (EIA).

LIP Delivery Plan IIA - outcomes and recommendations

The IIA has identified the potential for significant positive effects for all the projects contained within the Delivery Strategy apart from Legible London and principal road renewal. No significant negative effects have been identified as a result of the projects in the Delivery Strategy, and, as a result, no mitigation is required. Cumulatively, the projects within the Delivery Plan are expected to have positive effects on the baseline in relation to achievement of all the IIA objectives apart from education and heritage, for which negligible effects are anticipated (although there is some uncertainty with regard to heritage). These positive effects are, for the majority of IIA objectives expected to be enhanced when the Delivery Plan is considered in combination with the Transport Strategy and the draft London Plan.

One recommendation for an addition to the Delivery Plan has been included (EV charging infrastructure impact on the built environment). No other changes were recommended as a result of the IIA process.

2. City of London Transport Strategy delivery of MTS Outcomes.

The City of London Corporation's Transport Strategy and LIP Delivery Plan were developed to meet the needs of the City's traveling public and align the City's projects and programmes with the policy framework of the MTS, including the overarching mode share aim and each of the nine outcomes. The City of London Transport Strategy sets out in more detail the rational and context for the City's transport outcomes and each of the related proposals to deliver them. The Strategy is available on our website [INSERT LINK](#). An overview of the context in relationship to the Mayor's Transport Strategy is given in this section.

The overarching MTS outcome of *Changing the Transport Mix*, aiming for 80% of trips by public transport, on foot or cycle, is already exceeded in the Square Mile. The City does however appreciate its role in delivering a quality end of journey environment and enabling those trips passing through the City by these modes to be more efficient and pleasant. Additionally, the shift of freight to alternative modes and consolidation is still required. All of the City's Transport Strategy Outcomes play a role in delivering against this overarching objective.

The City's Transport Strategy outcomes which are relevant and support each of the 9 MTS outcomes is set out below.

Outcome 1: London's streets will be healthy and more Londoners will travel actively by:

- Making the Square Mile's streets great places to walk and spend time by prioritising the needs of people on foot and; and by enabling more people to choose to cycle by making conditions safer and more pleasant.
- Making the Square Mile more accessible and championing step-free access for all stations in the City
- Minimising the impacts of streetworks and other disruption on users of the City's streets

Outcome 2: London's streets will be safe and secure by

- Eliminating death and serious injuries from our streets through speed reduction, improved safety of vehicles and safer behaviours;
- Making the Square Mile's streets great places to walk, prioritising the needs of people on foot; and enabling more to choose to cycle by making conditions safer

- Maximising the opportunities presented by new transport technologies while avoiding negative impacts and unintended consequences

Outcome 3: London's streets will be used more efficiently and have less traffic on them by

- Making the most efficient use of street space, reducing motor traffic and in particular the number of delivery and servicing vehicles
- Prioritising the needs of people on foot and enabling more to choose to cycle
- Maximising the opportunities presented by new transport technologies while avoiding negative impacts and unintended consequences

Outcome 4: London's streets will be clean and green by

- Improving air quality and reduce noise by encouraging and enabling the transition to zero emission capable vehicles
- Making the Square Mile's streets great places to walk and spend time by delivering world-class public realm

Outcome 5: The public transport network will meet the needs of a growing London by:

- Working with TfL, national government and transport providers to improve local, national and international transport connections to the Square Mile
- Maximising the opportunities presented by new transport technologies

Outcome 6: Public transport will be safe, affordable and accessible to all

- Making the Square Mile more accessible, championing step-free access for all stations in the City

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

- Making the most efficient use of street space, reducing motor traffic and in particular the number of delivery and servicing vehicles

- Minimising the impacts of streetworks and other disruption
- Maximising the opportunities presented by new transport technologies

Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

City Planning Policy, supported by the Transport Strategy, requires developments to support and improve sustainable travel to new and redeveloped sites and make financial contribution to improvements to the transport network including for those walking and cycling, supporting *MTS Outcome 8*.

Outcome 9: Transport Investment will unlock the delivery of new homes and jobs

In a wider context improving transport connections externally to the City does also support *MTS Outcome 9*.

3. Linkages between Delivery Plan and Mayor's Transport Strategy outcomes

Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes										
Project / Programme		MTS mode share	MTS outcomes							
		Improving active, efficient and sustainable mode share	No 1: Active	No 2: Safe	No 3: Efficient	No 4: Clean & Green	No 5: Connected	No 6: Accessible public transport	No 7: Quality public transport	Nos 8 & 9: Sustainable Growth/Unlocking
	Programme name	✓	✓	✓	✓	✓	✓	✓		
	Barbican & Golden Lane Zero Emission Zones	✓				✓				
	City Cluster Zero Emission Zone	✓				✓				
	Streets Accessibility Standard	✓	✓	✓				✓		

City-wide 15mph – scheme development & implementation	✓		✓		✓				
Healthy Streets minor schemes: pedestrian priority, accessibility, cycling and road danger reduction	✓	✓	✓	✓	✓				
Legible London City-wide roll out	✓	✓		✓					
Puddle Dock Pedestrian safety and route severance scheme	✓	✓	✓		✓				
Riverside Walkway – Globe View section	✓	✓		✓					
Mansion House Station walking and public realm improvements	✓	✓	✓	✓	✓				
100 Minorities public realm enhancements	✓	✓	✓	✓	✓				
City Cycle Network Phase 1 minor schemes	✓	✓	✓	✓	✓	✓			
Road Danger Reduction campaigns, behaviour change and community engagement	✓	✓	✓	✓					

	Kerbside uses review	✓		✓	✓	✓				
	Lunchtime Streets	✓	✓		✓	✓				
	City Cluster scheme implementation – junction improvements and Healthy Streets improvements and pedestrian priority, walking streets (£3m total bid into 22/23)	✓	✓	✓	✓	✓	✓			
	Principal road renewal	✓							✓	
	Implementation of bus priority in Healthy Streets minor schemes; and TfL bus priority schemes	✓							✓	
	City Cycle Network Phase one, including: CS1 – CS6 Holborn Circus to Bishopsgate via Bank	✓	✓	✓	✓	✓	✓			
	EV charge points – GULCS/Rapids programme					✓				

4. Three-year programme for TfL funding

This table summarises the projects that will be funded in part or in their entirety by TfL funding in the period 2019/20 – 2021/22. Funding in 2022/21 and 2021/22 is indicative and dependent on TfL's business planning process.

TfL FUNDING 2019/20 TO 2021/22	Allocated 2019/20 £k	Indicative 2020/21 £k	Indicative 2021/22 £k
LOCAL TRANSPORT INITIATIVES			
City Cluster and Barbican & Golden Lane Zero Emission Zones	50	50	50
Streets Accessibility Standard	50		
City-wide 15mph – scheme development		50	
City-wide 15mph – education and enforcement			50
Sub-total	100	100	100

TfL FUNDING 2019/20 TO 2021/22	Allocated 2019/20 £k	Indicative 2020/21 £k	Indicative 2021/22 £k
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES			
Healthy Streets minor schemes: pedestrian priority, accessibility, cycling and road danger reduction	100	100	350
Legible London City-wide roll out	215	290	
Puddle Dock Pedestrian safety and route severance scheme	185	200	
Riverside Walkway – Globe View section		100	
Mansion House Station walking and public realm improvements	40	60	
100 Minorities public realm enhancements	100		
City Cycle Network – Phase 1 minor schemes			280
City-wide 15mph – implementation			100

TfL FUNDING 2019/20 TO 2021/22	Allocated 2019/20 £k	Indicative 2020/21 £k	Indicative 2021/22 £k
Road Danger Reduction campaigns, behaviour change and community engagement	90	90	90
Kerbside uses review	110		
Lunchtime Streets	40	60	80
Sub-total (including Local Initiatives)	980k	1,000	1,000

DISCRETIONARY FUNDING			
City Cluster scheme implementation – junction improvements and Healthy Streets improvements and pedestrian priority, walking streets (£3.25m to 22/23)	100	1,150	1,000
Principal road renewal	102	105	104
Bridge strengthening	tbc	tbc	Tbc
Sub-total	202	1,255	1,104
TfL FUNDING 2019/20 TO 2021/22	Allocated 2019/20 £k	Indicative 2020/21 £k	Indicative 2021/22 £k
STRATEGIC FUNDING			
Bus Priority			
Implementation of bus priority in Healthy Streets minor schemes; and TfL bus priority schemes	50	25	25

London cycle grid (Quietways programme)			
City Cycle Network Phase one, including: CS1 – CS6 Holborn Circus to Bishopsgate via Bank	800	850	
Mayor's Air Quality Fund			
City Cluster and Barbican & Golden Lane Zero Emission Zones*	50	50	50
Other			
EV charge points*	50	50	75
Sub-total	950	975	150
All TfL funding	2,132	3,230	2,254

* Provisional requests

Supporting commentary for the three-year programme

In accordance with Transport for London guidance the Delivery Plan summarises how each project will contribute to meeting the MTS priorities and further details of projects that will be funded through the TfL's grant funding to the City Corporation.

LOCAL TRANSPORT INITIATIVES

City Cluster and Barbican & Golden Lane Zero Emission Zones: The City has set air quality improvement as a high priority and aims to bring in higher standards by 2022 in the City Cluster which has the highest concentration of people working, and therefore on the street at many times of day. The second area, Barbican and Golden Lane Estate has a high concentration of residents and will see more daytime visitors using the streets with the development of the Culture Mile. The current air quality monitoring and projections of air quality after the introduction of the ULEZ in 2019 show that further interventions are required to bring pollution down and work to the international health-based standards, as recommended in the MTS.

Streets Accessibility Standard: Through working with residents, workers and access groups we will define an accessibility standard that goes above and beyond existing accessibility requirements. This ensures that people of all abilities who use our streets have an environment where they can travel comfortably and confidently. This project supports the delivery of MTS proposal 1, reviewing removal of street furniture, improving pavements, introducing more raised tables and seating and provision for non-standard cycles.

City-wide 15mph speed limit: The City would like to introduce a 15mph limit across all streets. Evidence shows that the severity of accidents is significantly reduced at slower speeds. The project includes implementation of the scheme, accompanied by education and enforcement which should help deliver against the Vision Zero aim.

CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES

Healthy Streets minor schemes: Schemes will be delivered which create Healthy Streets. Providing more space for walking and cycling, better accessibility for all users and road danger reduction working towards Vision Zero. Small schemes will be identified which meet this objective and are deliverable in the short term.

Legible London City-wide roll out: The City supports the programme of the ‘Legible London’ as developed by TfL to introduce comprehensive signing across its area. Particularly as this compliments the City’s ambition to make the Square Mile a world class walking city, making it more accessible and attractive to move around on foot.

Puddle Dock Pedestrian safety and route severance scheme: Priority pedestrian route improvement and scheme to address severance and safety at Upper Thames Street, to access riverside.

Riverside Walkway – Globe View section: This section of the Riverside has been closed for many years as it is not a continuous route. This means that the walkway is currently diverted onto the busy and polluted Thames Street. By completing and enhancing this section of walkway and linking it to the adjacent development, the completion of the Thames Path will be enabled and a continuous and accessible walkway along the Thames provided.

Mansion House Station environs: Proposals include improvements to key walking routes including routes to the station to include widening footways and accessibility improvements along with public realm improvements focussed on Little Trinity Lane that will deliver an enhanced green public space incorporating seating, lighting and noise and pollution mitigation measures.

100 Minorities public realm enhancements: Proposals include the formation of a brand new green public space to replace under-utilised carriageway space at Crescent, along with a new north-south walking route through the new development that will improve routes to the station and accessibility improvements.

City Cycle Network – Phase 1 minor schemes: Minor scheme proposals will be developed which assist in providing better connections identified as necessary to provide a relaxed, connected and safer City Cycle Network.

Kerbside uses review: In order to manage the street space more efficiently and reduce traffic overall (particularly private motor vehicle trips) we wish to undertake a detailed kerbside use review. This will look at all aspects of kerbside use, including loading activity for freight, taxi circulation and stopping and other parking activity.

This review will enable us to identify the current inefficiencies, rationalise use, identify solutions to optimise the efficiency of kerbside for essential traffic, provide more space and infrastructure for people walking and cycling, and deter private motor vehicle trips. This will include using emerging technology for real time management of kerb space. This supports the Mayor's objectives of reducing traffic and more efficient use of road space.

Road Danger Reduction campaigns, behaviour change and community engagement: A series of campaigns, programmes and events to influence the attitudes of road users. To achieve reductions in KSIs, and work towards the Mayor's Vision Zero a change of culture is required. Empathy towards other road users and understanding of their behaviours reduces conflict and collisions. Attitudinal surveys will be taken annually to measure the impact over time. These will include: Be Brake Ready – campaign to drivers and riders – include on street actions, multi-media campaign

The Active City Network (ACN) has been established with the aim of getting more people walking and cycling more safely.

Lunchtime Streets: 'Lunchtime Streets' pilots timed closures on a busy pedestrian environment during the lunchtime peak. St Mary Axe is an example where there is a high density of pedestrians at lunch, together with complaints about traffic and a history of injuries. This will be organised in summer 2019. The event will offer an opportunity to work with businesses in the area to improve the public realm and trial retiming and reduction of the number of vehicles. Further events in other local streets will be organised, with an objective of a rolling programme of at least three streets with this activity over the summer months by 2022

City Cluster Liveable Neighbourhood: The area defined as the City Cluster is where there is a high density of office space, with further future growth, therefore attracting high volumes of people on foot. This expanding area needs to consider more efficient ways of using street space to prioritise it for people walking and therefore better management of deliveries and reduction in freight vehicles. The opportunity to close streets completely to vehicles at peak pedestrian times is likely and provision of better public realm and green space to improve the environment is the ambition. This will match the Healthy Streets approach of the MTS.

A zero emission zone is also included for this area to be introduced in 2022 to address air quality which is currently breaching recommended levels based on both national and international health based standards for PM and NO2. This will assist in reaching the more stringent standards for PM as set out in the MTS.

Work required in advance includes traffic modelling and detailed analysis of loading and servicing requirements to buildings, in order to reduce and better manage vehicles in the area. Junction improvements will give greater priority and safety to people walking. This approach helps deliver on the Vision Zero for accidents, more active travel, better accessibility and reduction in traffic.

City Cluster scheme implementation will focus on junction improvements and Healthy Streets improvements – walking streets and pedestrian priority (£3.25m total bid into 22/23). Further improvements for a comprehensive project will be undertaken with developer contributions, subject to further approval by City Corporation committees.

Principal road renewal: Priorities for the next 3 year period have been identified for Newgate Street (Old Bailey to King Edward Street); this was previously deferred from this year due to long-term utility works; Holborn Viaduct (Snow Hill to Shoe Lane Bridge); previously deferred due to then unknown extent of waterproofing of viaduct sections; and London Wall (Westbound: Moorgate to Wood Street), (Eastbound: Aldersgate Rotunda to Wood Street). These priorities are based on current life-cycle, current physical conditions and forecasted conditions over the next three years. Quality of principal roads assists in providing a network for a good quality pleasant public transport experience in line with the MTS outcome 7.

STRATEGIC FUNDING

Bus Priority: We will undertake feasibility works for existing schemes identified by TfL to mitigate the impact of the roads modernisation plan on bus journey times. Furthermore, we will also identify opportunities to deliver bus priority to support use of public transport with in our healthy streets minor schemes. This supports the bus priority programme (page 58, TfL Business Plan) and MTS proposals 58 + 59.

London cycle grid (Quietways programme) - City Cycle Network Phase 1: Through assessment of requirements to provide a relaxed, connected and safer City Cycle Network the two schemes for Holborn Circus to Bishopsgate via Bank, and King William Street, Bank to Monument, also make the connections as identified by TfL London cycle grid. Thus, supporting the MTS outcomes

for more active travel and enabling cycling from further outside the Square Mile, in line with the ambition to more sustainable mode share across London.

Mayor's Air Quality Fund - City Cluster and Barbican & Golden Lane Zero Emission Zones: Part funding of the Zero Emission Zones is sought from the Mayor's Air Quality Fund, schemes as explained above.

GULCS/Rapids programme – Electric vehicle charge points: EV charge points will be needed to support the two areas proposed for Zero Emission Zones as proposed by the City for 2022, and the anticipated Central London Zero Emission Zone for 2025. The location of further charge points will be decided in conjunction with prioritisation for taxi and freight vehicles. Where possible the design of charging points to be sensitive to the streetscape and public realm, although the priority for charge points is to be off-street. Enabling infrastructure supports the MTS ambition for a zero carbon city and meeting air quality targets for NO₂ and PM.

5. Proposed funding strategy – 3-year programme

The potential funding sources for the Delivery Plan are set out below, including funding from TfL, contributions from the City's own funds, and funding from developer contributions (S106, S278 and CIL). Once the City Department of the Built Environment project review is completed, additional projects will be included in the programme and therefore the total funding will be increased, with those projects delivered through City and other funds.

Funding source	2019/20 £k	2020/21 £k	2021/22 £k	Total £k
TfL funding				
Corridors & Supporting Measures and Local Transport Initiatives	980	1,000	1,000	2,980
Discretionary funding	202	1,255	1,104	2,561
Strategic funding	950	975	150	2,075
Sub total	2,132	3,230	2,254	7,616
City funding				
Parking revenue	1,000	444		1,444

Funding source	2019/20 £k	2020/21 £k	2021/22 £k	Total £k
Other sources of funding				
S106	1,590	1,070	697	3,357
S278	610	380	800	1,790
CIL	0	100	300	400
Third party contributions	470	610	650	1,730
Total	5,802	5,834	4,701	16,337

6. Delivery Plan Medium to Long-term Programme

The table below summarises the programmes that the City of London is anticipating delivering up to 2041. These programmes will be subject to a detailed prioritisation process in line with the Transport Strategy, Local Plan and City of London Corporate Priorities. For the final approved Transport Strategy Delivery Plan and Local Implementation Plan a more detailed programme of projects for delivery up to 2021/22 will be provided which will be in addition to those under the TfL funded programme. All projects are subject to City Corporation approval processes, including relevant Committee and Sub-Committee approval. The total cost includes delivery beyond the current Plan period, funding sources are for all years of the project and may vary year-by-year.

Project	Project description	Anticipated completion date	Funding sources	Estimated Total cost £k	Link to MTS outcomes
Sustainable logistics centre	Co-location major suppliers in a single warehouse, alongside consolidation, waste collection and courier services. First three years of funding are for feasibility and scheme development. Delivering two last mile logistics hubs in underutilised City Corporation assets	2030 2025	CoL	TBC	Outcome 3 & 4: By reducing the amount of deliveries by traditional freight vehicles, the road space will be used more efficiently and there will be an overall motor traffic reduction, also resulting in a reduction

	by 2022. A further three hubs will be delivered by 2025				in vehicle related emissions.
City Cycle Network Phase 1	<p>Including:</p> <p>We will deliver the Bishopsgate to Blackfriars (including improvements at Mansion House junction) and CS1 to Monument Junction sections by 2025.</p>	2025	<p>CoL</p> <p>TfL</p> <p>Developer contributions</p>	8,000	<p>Outcome 1 & 2, Healthy streets; and active travel, Safe and Secure: by providing a comprehensive network through the City streets to complement the Strategic Cycle network, we aim to make cycling more attractive thus increasing the level of active travel and reduce road danger to cyclists</p>
City Cycle Network Phase 1	<ul style="list-style-type: none"> Holborn Circus via Bank including connecting the City Cluster to Cycle Superhighway (CS) 2 and CS6 CS3 to St Paul's via the City Cluster and London Wall (in conjunction with planned network improvements at St Paul's Gyratory) Monument Junction to CS4 via London Bridge in partnership with TfL 	2030	<p>CoL</p> <p>TfL</p> <p>Developer contributions</p>	TBC	<p>Outcome 1 & 2, Healthy streets; and active travel, Safe and Secure</p>

	<ul style="list-style-type: none"> CS2 to CS3 via Mansell Street (in partnership with TfL) 				
Core Cycle Network – Phase 2	Delivery of remaining core cycle network.	2035	CoL TfL Developer contributions	TBC	Outcome 1 & 2, Healthy streets; and active travel, Safe and Secure
Bank Junction and surrounding streets	Walking and public realm improvements.	2025	CoL Developer contributions	17,000	<p>Outcome 1, 2, 3 & 4</p> <p>This scheme will deliver against a number of outcomes, providing high quality public realm following on from the reduction in traffic through the junction; air quality improvements have already been delivered from phase one of the scheme.</p>

Moorgate area	Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Moorgate Station, Liverpool Street Station and the City Cluster	2025	Developer contributions Crossrail	9,500	Outcome 1, 2 & 5 The scheme should deliver more space for people walking and reduce road danger; it also supports the greater connectivity of public transport across a wider part of London, supporting the increase in people using Moorgate Station as a result of the Crossrail programme
Culture Mile	Delivery of public realm improvements to support Culture Mile; and Beech Street public realm, traffic management improvements	2026	CoL Developer contributions	20,000	Outcome 1, 2, 3, 4 Improvements include the removal of traffic and addressing air quality in the area tied with supporting developments through Smithfield and the new Centre for Music.

Museum of London roundabout, St Paul's gyratory	Removal of St Paul's gyratory system and Museum of London roundabout, including measures to support the delivery of the Centre for Music	2028	Developer contributions	27,800	<p>Outcome 1, 2, 3, 4</p> <p>This scheme will deliver more space and comfort for people walking and cycling; the severance created by the gyratory road system and associated road danger will be removed and the area will be less dominated by traffic.</p>
City Cluster	Delivery of the City Cluster Area Strategy and associated traffic management and Healthy Streets measures	2030	TfL Developer contributions	20,000 +	<p>Outcome 1, 2, 3, 4</p> <p>This scheme will provide more space for people walking and transform the way deliveries are made thus using the space more efficiently, reducing the total number of motor vehicles and reducing vehicle related emissions and pollution.</p>

Fleet Street and Courts Area	Area improvement scheme for Fleet Street between Chancery Lane and Ludgate Circus	2025-2040	CoL Developer contributions	10,000	<p>Outcome 1, 2, 3, 4</p> <p>This will deliver a reduction in air pollution and the dominance of traffic along Fleet Street. Greater space for people walking, a healthy streets approach, will deliver a better environment for active travel and more efficient use of road space.</p>

7. TfL Business Plan

In developing and preparing the Transport Strategy and Delivery Plan we have considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan and the milestones associated with these projects. The following TfL projects have implications for the City of London. This will be reviewed with the new TfL business plan anticipated in December 2019.

Old Street roundabout

Whilst the physical extent of works on this scheme fall solely within the London Borough of Islington, there are potential traffic implications to the City of London highway network. We are working with officers from Transport for London and the London Borough of Islington to identify and resolve any issues which may occur.

Ultra-Low Emission Zone (ULEZ)

Delivery of ULEZ is an important step to improving air quality in the Square Mile and surrounding central London boroughs, which the City Corporation supports. Supporting works such as signage on the City highway network will be delivered by Transport for London.

Elizabeth Line

On completion, the Elizabeth Line will make a significant public transport provision improvement to the Square Mile with access to the new line at Smithfield, Moorgate and Liverpool Street. To support the increased footfall at these sites, the City of London are delivering improvements at these new ticket halls.

At Smithfield we are widening pavements, improving crossing points and resurfacing all carriageways and footways. At Moorgate we will close the southern end of Moorfields to vehicles except for those servicing buildings and the area immediately outside the station will be reinstated with high quality materials and artworks. Moorgate itself will benefit from slower traffic and improved informal crossings.

Liverpool Street will be pedestrianised in the area surrounding the station. This will be supported by wider footways and improved crossings in Eldon Street, Blomfield Street and Old Broad Street. We will also develop options for improving the eastern end of Liverpool Street and Old Broad Street north of London Wall to support the increased expected pedestrian numbers in the area.

Bank Station Update

The Bank Station Upgrade will provide a significant capacity upgrade to Bank station at a platform level as well as new escalators, a new entrance resulting in a 40% capacity uplift. This will provide much required increased connectivity and accessibility improvements in the Square Mile.

To support the scheme, the City has closed Arthur Street and Nicholas Lane to traffic whilst works are undertaken and will support in public realm and highways improvements at the new ticket hall.

Modernisation of the Circle, District, Hammersmith & City and Metropolitan Lines

The modernisation of the sub-surface lines will bring a welcome improvement in public transport capacity to and around the City. We are undertaking no complementary works to support signalling and rolling stock upgrades.

Deep Tube Upgrade Programme

The Deep Tube Upgrade Programme will bring a welcome improvement in public transport capacity to and around the City. We are undertaking no complementary works to support signalling and rolling stock upgrades.

DLR Rolling Stock

The new DLR rolling stock will bring a welcome improvement in public transport capacity to and around the City. We are undertaking no complementary works to support rolling stock upgrades.

8. Risks to the delivery of the three-year programme

The principal risks associated with delivery of the TfL funded programme of projects are summarised below together with possible mitigation actions. Risk registers are being developed for all projects that will receive funding in 2019/20. The principal project risks will be included in the final version of this Delivery Plan.

Risk	Likelihood	Potential mitigation measures	Impact if not mitigated
Financial			
There is a risk that funding sources, both TfL and other sources, become unavailable, are reduced or are not available at the time they are needed.	L	<p>Seek funding from other sources or reprofile other projects to allow funding to be reallocated</p> <p>Change the project scope to react to the unavailability or delay in funding to allow the main elements of the project to still be delivered</p>	Projects may be delayed, closed prematurely or removed from the programme

Risk	Likelihood	Potential mitigation measures	Impact if not mitigated
Statutory / Legal			
<p>The two main statutory/legal risks associated with the programme are:</p> <ul style="list-style-type: none"> Approval is not obtained from TfL for the exercise of the Highways Act or Traffic Management Act Road powers for affected streets Objections are made to Traffic Order proposals under the Road Traffic Regulation Act 	<p>L</p> <p>M</p>	<p>Ensure projects are aligned with the MTS and engage TfL in the development of projects</p> <p>Thorough and early engagement and consultation with all relevant stakeholders and interested parties</p>	<p>Projects may be removed from the programme</p> <p>Projects may be delayed or removed from the programme</p>

Risk	Likelihood	Potential mitigation measures	Impact if not mitigated
Third Party			
<p>The main third-party risks are:</p> <ul style="list-style-type: none"> Stakeholders and interested parties are disengaged with the programme There is a lack of alignment with the City of London aspirations and those of neighbouring boroughs 	<p>M</p> <p>M</p>	<p>Thorough engagement and consultation with all relevant groups, persons and bodies interested and/or impacted by the programme</p> <p>Close and collaborative working with the boroughs of Tower Hamlets, Hackney, Camden, Islington, Westminster, Lambeth and Southwark; including through the Central London Sub-regional Transport Partnership</p>	<p>There could be a lack of ownership and support from the wider community and/or objections made to projects.</p> <p>Projects could conflict with each other resulting in projects being delayed or becoming undeliverable</p>

Risk	Likelihood	Potential mitigation measures	Impact if not mitigated
Public / Political			
Elements of the programme could be seen as unambitious or too radical by members	L	Keeping members involved and engaged early in the development of projects and keep them up to date and aware of the aspirations of the Mayor of London, the Mayor's Transport Strategy and our commitment to its delivery.	Projects do not receive approval and are delayed or abandoned
Programme & Delivery			
<p>Changes in staffing could provide the following programme and delivery risks;</p> <ul style="list-style-type: none"> An inadequate level of resourcing A lack of required skills or knowledge 	<p>M</p> <p>M</p>	<p>Prepare a resourcing plan to manage and allocate staff time and update throughout the programme.</p> <p>Identify where skills/knowledge are limited in the resourcing plan and provide training where appropriate.</p>	<p>Delay to the delivery or reduced quality of projects and programme</p> <p>Reduced quality of projects and programme</p>

9. Monitoring the delivery of the outcomes of the Mayor's Transport Strategy

In line with MTS aspirations we are aiming for an active and sustainable mode share target of 99 percent by 2040. This would make the City one of the cleanest and healthiest central business districts in the world. We have also set targets against key MTS outcome indicators, summarised in the table below.

The City Corporation will monitor and record delivery indicators and report to TfL annually using Proforma C.

Additionally, the City will report on the local indicators listed in our Transport Strategy. These indicators will be supported by a City Streets Report published every two years which will provide indicator data updates and an analysis of traffic trends based on our biennial vehicular and pedestrian counts.

Objective	Metric	City target	Target year	Additional commentary
Overarching mode share aim – changing the transport mix				
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by City/borough resident) based on average daily trips. Base period 2013/14 - 2015/16.	97% 99%	2021 2041	The City is working to make the City a great place for walking and cycling through numerous proposals and an emphasis on prioritising pedestrians on our streets.

Objective	Metric	City target	Target year	Additional commentary
Healthy Streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	70	2041	The City is enhancing its walking and cycling networks alongside making every street accessible to all.
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	100	2041	The planned extension to the City cycling network alongside additional TfL strategic cycle schemes will ensure that nearly every City property is within 400m of an enhanced cycling link.

Outcome 2: London's streets will be safe and secure				
Deaths and serious injuries from all road collisions to be eliminated from our streets	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target) *	35	2022	The City will adopt a Safe Systems approach to reducing road danger to ensure that no one is killed or seriously injured on our streets in 2040.
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	16	2030	The City will adopt a Safe Systems approach to reducing road danger to ensure that no one is killed or seriously injured on our streets in 2040. This date (where the MTS date is 2041) is aligned with the actions in the Transport Strategy which are set to deliver a reduction in KSIs.

The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 – the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting and Sharing (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL) and the London Boroughs in the ACCSTATS database for collision investigation.

Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self-reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre-November 2016 data to be compared with post November 2016 data. These initial back cast estimates included the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65% reduction in KSIs by 2022 against the 2006-09 baseline, a 70% reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The City of London is not yet able to apply the back-cast estimates as there is not a full 12 months of verified data since the changes to the reporting system. The City did not introduce the new recording system at the same time as other London authorities. Revised data should be available by mid-2019.

*The City of London has proposed an alternative trajectory to 2030 and 2040/2041. These figures are reflected in the table for the 2022 target. This has been discussed in detail with TfL. Once the back-casting exercise, as described below, has been completed to provide a new baseline for 2005/9 and 2010/14 these targets will be adjusted.

Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15 per cent.	80 million km	2041	<p>The City is aspiring to reduce motor traffic volumes by 30% by 2030, and by another 50% on top of this reduction by 2050.</p> <p>The Transport Strategy sets ambitious targets which should contribute positively to MTS outcome 3, (Proposal 11) with a combination of measures designed to take a proactive approach to traffic reduction. Reductions in all types of motor traffic will be required to meet this.</p>
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	N/A

Reduce car ownership in London.	Total cars owned and car ownership per household, City residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.	2,600	2041	The City will support a reduction in the total number of cars owned by improving walking and cycling conditions across the City.
Outcome 4: London's streets will be clean and green				
Reduced CO ₂ emissions.	CO ₂ emissions (in tonnes) from road transport within the City. Base year 2015/16.	11,700tn	2041	The City aims to cut all transport related local air pollution and carbon emissions to virtually zero and streets will be quieter more relaxing places. Together with wider action to reduce emissions from buildings and development this will mean that the City enjoys some of the cleanest urban air in the world.
Reduced NO _x emissions.	NO _x emissions (in tonnes) from road transport within the City. Base year 2013.	10tn	2041	
Reduced particulate emissions.	PM ₁₀ and PM _{2.5} emissions (in tonnes) from road transport within City. Base year 2013.	7/3tn	2041	

A good public transport experience

Outcome 5: The public transport network will meet the needs of a growing London

More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	12	2041	The City will continue to work with TfL to improve public transport connectivity to the City.
--	--	----	------	---

Outcome 6: Public transport will be safe, affordable and accessible to all

Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network	4-minute difference	2041	We will work with TfL to prioritise investment in accessibility improvements to Underground and DLR stations within the Square Mile, beginning with making Bank Station accessible. Our ambition is that all stations within the Square Mile are accessible by 2044.
--	--	---------------------	------	--

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16	6.7	2041	The City proposes a number of measures that, in conjunction with TfL's proposed changes, will aim to improve bus journey times. Our traffic reduction ambitions will also provide significant bus priority in the form of better traffic flow for all street users.
---	--	-----	------	---

Appendix 1.

City of London Local Implementation Plan – 2019/20 – 2021/22

Requirements for Local Implementation Plan submission

Requirement of Local Implementation Plan submission		Page number
R2 R6	Introduction	3
R3 R4	1. Policy Context	5
R7 R8 R10 R11	2. City of London Transport Strategy delivery of MTS Outcomes	9
R13 (ST01)	3. Linkages between Delivery Plan and Mayor's Transport Strategy outcomes	10
R17 ST04	4. Three-year programme for TfL funding	12
	* Provisional requests	15
R18	Supporting commentary for the three-year programme	19
R15 (ST02)	5. Proposed funding strategy – 3-year programme	20
R16 (ST03)	6. .Delivery Plan Medium to Long-term Programme	27
R14	7. TfL Business Plan	33
R19 (ST05) R20	8. Risks to the delivery of the three-year programme	35
R23 R24	9. Monitoring the delivery of the outcomes of the Mayor's Transport Strategy	39

R5	Integrated Impact Assessment – separate report	
R20 R21 R22 (ST06)	Annual spending submission	Appdx 2

Appendix 2: TfL comments on draft LIP Delivery Plan

TfL comments on draft LIP Delivery Plan

Comment	Response
1.LIP guidance requirements	
1.1 The City should outline at the start of the Transport Strategy, the democratic process that the City follows in order for the Transport Strategy/LIP to be signed off. This is a requirement set out in the LIP Guidance.	Additional section added to Introduction
1.2 The City should provide a statement in the main Transport Strategy/LIP referencing the IIA that has been completed. It's noted that an IIA was submitted as part of the draft for consultation.	Further detail added on IIA in Section 1
1.3 The City should give reference to the other core Mayoral strategies that are relevant to the Transport Strategy/LIP, setting out why they are important to the City and how they might influence the Transport Strategy/LIP (other strategies that might be of relevance include the London Plan, London Environment Strategy and strategies on economic development, housing, health and culture).	Further detail added on regional policy in Section 1 .
2.Objective setting – Mode share	
2.1 It is noted that the City's Transport Strategy/LIP sets out a clear vision, aims and 10 outcomes detailing how the City will deliver the strategy/LIP.	No action
2.2 We welcome the level of ambition that has been demonstrated in the Transport Strategy/LIP, particularly around reducing traffic volumes and prioritising walking, cycling and public transport.	No action

3.Objective setting – MTS Outcomes	
3.1 All requirements met.	No action
3.2 It is important that the City work closely with neighbouring authorities in order for the benefits of traffic reduction, and the other ambitious outcomes set out in the Transport Strategy/LIP, to be felt at a sub-regional level.	Noted – no action in document
3.3 The City could expand on some of the public transport elements that feature in the final section of the Transport Strategy/LIP to outline further aspirations for public transport services to, from and within the City.	<p>As the City supports the aspirations in the MTS for public transport there are no additional points to be included.</p> <p>The Transport Strategy has been updated to include: <i>The Mayor and TfL have laid out ambitious plans for expanding the Capital's public transport networks to address the additional pressures this growth will place on these services. We will work with TfL to support the delivery of these aspirations to ensure the public transport network continues to meet the needs of people travelling to and through the Square Mile.</i></p>
Borough targets	
4.1 The City needs to set a 2021 target for the Active, efficient and sustainable mode share Outcome – this is a key outcome for the MTS so all boroughs are asked to set a target for both 2021 and 2041.	Section 9 - additional target for 2021 added.
4.2 It is noted that a more ambitious target has also been set for 2041 for Outcome 3a – the City should provide a short narrative in the table provided in the delivery plan submission, however the main Transport Strategy document clearly sets out the City's ambitions on reducing traffic over the course of the strategy.	<p>Section 9 updated to include: <i>The Transport Strategy sets ambitious targets which should contribute positively to MTS outcome 3, (Proposal 11) with a combination of measures designed to take a proactive approach to traffic</i></p>

	<i>reduction. Reductions in all types of motor traffic will be required to meet this.</i>
4.3 It is noted that the City has set its Vision Zero target of 0 for 2040, a year earlier than the MTS aim for 2041. If this is intentional then the more ambitious target should be supported by a short narrative explaining why a more ambitious target has been set.	Section 9 updated to include: <i>This date (where the MTS date is 2041) is aligned with the actions in the Transport Strategy which are set to deliver a reduction in KSIs</i>
4.4 Following the moves to new collision reporting systems – the Case Overview and Preparation Application (COPA) for the Metropolitan Police Service and Collision Reporting And Sharing (CRASH) for the City of London Police – we have now completed initial back estimates for the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 (contained in the 2017 'Casualties in Greater London' factsheet, available on the TfL website alongside supporting data tables at https://tfl.gov.uk/corporate/safety-and-security/road-safety).	Target amended to include an agreed an interim target for 2030 which reflects a more realistic and deliverable target. The 2040/41 target is in line with the TfL recommendation.
4.5 We will issue a revised set of borough trajectories for Outcome 2 and Vision Zero and need boroughs to update their targets to reflect these new trajectories in their final LIP for 2022 and 2030 (2041 is unchanged at 0). The level of ambition remains unchanged, despite these revised figures. The borough is also asked to include the following text in the final LIP under Outcome 2 explaining the reasoning for the change in trajectories and targets: <i>'The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And Sharing (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation. Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self reporting is available. Both of these</i>	See above and City of London is not in a position to undertake the full back casting exercise as it does not yet have full 12 months of data collected under the new system. Data analysed so far though indicates a similar position to other London Local Authorities. The City of London has proposed an alternative trajectory to 2030 and 2040/2041. These figures are reflected in the table for the 2022 target. This has been discussed in detail with TfL. Once the back-casting exercise, as described below, has been completed to provide a new baseline for 2005/9 and 2010/14 these targets will be reviewed. Explanatory text added.

<p><i>changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.</i></p> <p><i>TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre-November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures.'</i></p>	
5.Delivery Plan – Longer term	
5.1 The City could provide an expanded commentary to support the longer term plan that has been submitted in the LIP delivery plan document. This should reflect how the listed schemes address the relevant MTS outcomes.	Additional commentary provided in Section 6 .
6.Delivery Plan – 3 year programme	
6.1 All requirements were met for the three year plan section of the LIP delivery plan submission.	No action

7.Delivery Plan – 1 year programme	
7.1 It is noted that the Pro Forma A was submitted alongside the Transport Strategy/LIP submission. More detailed feedback will be provided by Network Sponsorship, but the form needs to contain more detail as some sections have not been completed.	ASS Proforma A was resubmitted with additional information in December 2018; this will be resubmitted with LIP to reflect final annual settlement figure for 2019/20.
8. Delivery Plan – General	
8.1 The LIP delivery plan should be more clearly linked to the main Transport Strategy/LIP document, either by more clearly referencing it in the main document or perhaps by including it within the main document as an appendix.	Noted and additional comment in Transport Strategy: <i>This Strategy, together with a separate LIP Delivery Plan, will form the City of London Corporation's Local Implementation Plan (LIP). The City Corporation, along with London's 32 boroughs, is required to produce a LIP that details how we will support the delivery of the MTS. Our draft LIP Delivery Plan is published alongside this draft Strategy and provides more details of the alignment between our visions, aims, outcomes and proposals and the MTS. It sets out schemes and projects to deliver the transport proposals, essentially those funded by TfL, and also supported by other funding as appropriate. This is available on the Transport Strategy website</i>

This page is intentionally left blank

Committee(s):		Date(s):
Planning and Transportation	For decision	30 April 2019
Court of Common Council	For decision	23 May 2019
Subject: City Cluster Vision – A framework for enabling growth		Public
Report of: Director of the Built Environment		For Decision
<p style="text-align: center;">Summary</p> <p>This report recommends the adoption of the City Cluster Vision, which is a framework for the transformation of the streets and spaces over the next ten years, in order to successfully manage the projected growth within the Cluster.</p> <p>The development of the framework has been a collaboration between the City, local businesses, owners and representatives from the City Property Association, the City Architecture Forum and the local Wards. The proposals will help deliver the aims of the City's Transport Strategy and the emerging Local Plan.</p> <p>A comprehensive public consultation on the proposals was carried out over summer 2018. Over 300 responses were received which revealed widespread public support and further details are set out in this report. The document has been amended to reflect the consultation responses where possible and an outline delivery plan produced which proposes phased implementation, to be coordinated with development.</p> <p>In the context of the fundamental review of projects and services within the Corporation, Members are asked to note that a significant proportion of the cost of implementing this Vision will be funded locally through area-specific TfL grants, S106 and S278 Agreements as part of specific mitigation measures to accommodate development and growth. The majority of Phase One and Two will be funded in this way.</p> <p>The full document and a copy of the consultation report are available in the Members Reading Room and on the website here.</p> <p>Recommendation(s)</p> <p>Members are asked to:</p> <ul style="list-style-type: none"> • Note the responses to the public consultation exercise and the related changes to the document; • Adopt the City Cluster Vision as a framework for the transformation of the streets and public realm in the area over the next 10 years; • Agree that the underspend of £89,896 from S106 monies be considered as part of a forthcoming report for the allocation of remaining S106 funds. 		

Main Report

Background

1. The City Cluster is world-renowned as the centre of financial and insurance services. It is a rapidly expanding area, with eight tall buildings under construction and more consented. Around 60% of the City's office floorspace growth is expected to be delivered here over the next ten years, providing space for an additional 75,000 to 100,000 extra workers.
2. The development growth within the Cluster brings with it increased demands on the streets and public realm, not only in terms of essential space for movement and function but also the need to provide a high-quality environment that is commensurate with the status of the area. Were the Corporation not to respond to these challenges, the existing over-crowded streets and spaces will fail to cope with the increased numbers, resulting in road safety risks and also reputational risk to the City Corporation as a key supporter of the business City.
3. The City Cluster Vision has been developed to address the issues and pressures in the area and is intended to serve as a framework for the delivery of changes to the streets and public realm in order to accommodate the unprecedented growth over the next ten years, helping to deliver the aims of the Transport Strategy and the emerging Local Plan. The goal is to deliver a world-class public realm that supports the Cluster as a thriving place to work and visit.
4. The key Vision Objectives are as follows:
 - Enable positive growth: To ensure the streets and spaces function well and respond to change
 - Enrich the sense of place: To provide healthy and characterful spaces
 - Create a world-class destination: To create a smart and vibrant environment that strengthens the area's unique offer
5. To ensure that the focus of the framework is in line with corporate objectives and local needs, it has been developed by means of a two-stage process, as follows:
 - **Stage 1** was completed and presented to Members through an update report in July 2017. It included the following elements:
 - An urban design analysis of the area identifying main issues, drivers for change and opportunity areas.
 - Targeted consultation and workshops with key stakeholders and City officers.
 - Definition of the draft vision, aspirations and objectives.
 - **Stage 2** included the following elements:
 - Developing site specific proposals for public realm enhancements

- Identifying opportunities for cross-cutting initiatives such as culture and art, smart and digital solutions.
 - Carrying out a comprehensive public consultation exercise on the proposals, undertaken in summer 2018, approved by Members through a pre-consultation report in May 2018.
 - Amendments to the document to ensure alignment with the Transport Strategy and emerging Local Plan and the addition of a delivery plan to reflect feedback received – included in this report.
6. An essential element in developing the framework has been the collaborative approach undertaken with stakeholders, particularly the City Property Association, The City Architecture Forum and the Lime Street and Bishopsgate Wards.

Public Consultation

7. The public consultation was carried out over summer 2018 using a variety of engagement methods as follows:
- Tailored digital consultation platform:
 - In total 315 responses to the online survey were received.
 - Digital platform: www.easternclusterarea.london
 - Printed information brochure; copies were available in local libraries and Guildhall receptions.
 - Consultation drop-in sessions: A total of 6 sessions were organised.
 - Meetings with key stakeholders, building tenants and occupiers in the area. Including Bishopsgate Ward stakeholder meeting and Leadenhall Market.
 - Engagement and collaboration with The City Architecture Forum (CAF) and The City Property Association (CPA).
 - Formal written representations were received; 21 letters in total.
 - The City Centre; A series of events and talks were organised over the summer
 - On-street surveys to capture the views of City workers

Summary of feedback

8. A detailed public consultation summary report has been produced which is available in the Members reading room and in the website [here](#).

9. The proposals received widespread support, with an average of 83% of respondents supporting specific schemes, including options for more radical approaches, including timed street closures. From an analysis of the responses, key themes have been identified as follows:

- **Delivery of an improved walking environment**

There was significant support for pedestrian priority initiatives which will accommodate increasing numbers of people, whilst considering other road users including cyclists, and the needs of local businesses. A flexible approach to street enhancements is required, to enable the area to continue to flourish as a business, visitor, and cultural destination. In summary the following principles were widely supported:

- The consideration of widening of footways to accommodate pedestrians.
- The introduction of raised carriageways areas and the introduction of high-quality materials.
- The provision and improvement of secondary and alternative pedestrian routes to take pressure off of the busiest streets and improve the walking environment.
- The evaluation of radical solutions, including pedestrianisation of key routes to deliver a fit for purpose urban environment.

- **Radical change implemented within shorter timeframes**

Stakeholders expressed the desire for the City to deliver improvements over shorter periods of time. The trialling of innovative solutions was supported as a mechanism to deliver change quickly and inform long-term solutions. Trials, experiments and the introduction of greenery (including temporary greening) were seen as initiatives to deliver an attractive and positive environment, whilst enabling the area to secure its position as world class businesses and visitor destination.

- **Rebalancing streets to reflect user needs**

A re-balancing of street capacity was widely supported throughout the consultation, with the long-term aim of providing more space for pedestrians, reducing motorised traffic, and introducing pedestrian priority areas, in line with the Transport Strategy. In principle, the introduction of consolidated services and deliveries was supported and seen as a positive step forward to ensure the area is resilient and can accommodate the projected increase in daytime population. Smart solutions to deliver the vision should be explored in collaboration with local stakeholders to ensure that proposals are suitably flexible and enable the area to continue to operate. In summary the following three principles were widely supported:

- The consideration of timed vehicle closures at peak times

- The introduction of traffic calming measures, to reduce vehicle dominance and improve pedestrian safety and flows.
- The introduction of alternative security measures to provide integrated HVM solutions.
- Impacts upon construction logistics, servicing needs and local deliveries to be considered.

- **Streets and spaces are vibrant, attractive and green**

The introduction of greenery was by far the most popular proposal that was consulted on. People really want to see streets, spaces and buildings made as green as possible to deliver healthy places. The provision of well-designed and welcoming public spaces, which are enhanced by cultural amenities, spaces for agile working and variety of use were considered of upmost importance to enable the long-term sustainable growth of the Cluster, and to cater for a diverse and discerning working and visitor population.

10. Some changes have been made to the document in response to the consultation as follows:

- Links with the emerging Local Plan and new Transport Strategy have been strengthened and a proposed 'Healthy Streets Plan' is to be produced to ensure the delivery of the Transport Strategy in this crucial area;
- A 'soft' boundary for the area had been introduced and more emphasis placed on connections to surrounding transport hubs;
- Old Broad Street and Wormwood Street have been included in the scope to reflect the importance of the links to Liverpool Street Station and Crossrail;
- An update of the text relating to the 'Activation Programme' has been drafted to better reflect the City's Culture Strategy and prioritise greening and trials;
- Comments received on servicing considerations for key streets such as St Mary Axe have been reflected.

Proposed Delivery Plan

11. The Vision framework is proposed to be delivered in three Phases over a period of approximately 10 years. Delivery is to be coordinated with development, to ensure changes are targeted at those areas in greatest need. These Phases are indicative at this stage and may need to change depending the progress of developments and the outcomes of the Healthy Streets Plan for the area.

Phase One

Phase One includes:

- Existing live projects such as the S278 works in association with 22 Bishopsgate and 150 Bishopsgate.

- A Healthy Streets Plan will be developed for the area which will set out traffic management measures necessary to implement the functional change to how streets are used and enable the delivery of the changes to look and feel of the streets, through greening and public realm changes. Security measures will be part of the plans. Work will include traffic modelling and feasibility assessment to enable implementation.
- Implementation of the first elements of the Greening and Activation programmes which includes experiments and trials, to test the effectiveness of timed closures and interventions such as parklets and rain gardens ahead of permanent implementation as a later phase.

This Phase is proposed to be fully funded from existing S106 receipts, S278 payments and TfL funds, including the 'Liveable Neighbourhoods' grant which is confirmed.

Phase Two

Phase Two includes:

- Changes to key streets such as St Mary Axe and Leadenhall Street, in order to positively accommodate growth associated with development, including options for timed closures, footway widening and planting;
- Improvements to Old Broad Street and Wormwood Street, associated with the completion of Crossrail;
- A continuation of the activation and greening programmes, including the transformation of existing green spaces in the area such as Jubilee Gardens.

This Phase is proposed to be primarily funded from S278 payments which could potentially be pooled, alongside existing S106 receipts, TfL and CIL.

Phase Three

Phase Three includes:

- Changes to streets such as Fenchurch Street, Bevis Marks and the Creechurch Lane area in order to positively accommodate growth associated with development;
- Further greening in the area;
- Establishment of the activation programme, ideally led by occupiers and developers, potentially via a BID or similar arrangement.

This Phase is proposed to be primarily funded from S278 payments which could potentially be pooled, alongside existing S106 receipts, TfL, CIL and private contributions.

Bishopsgate

12. The area is immediately bordered by Bishopsgate (A10) which is part of the TLRN. The work undertaken in the Healthy Streets Plan will assist in discussions with TfL on how best to manage and provide for the changing transport needs in the area and the interface with Bishopsgate.

Financial Implications

13. A summary of the expenditure to date is included in Appendix 1. There is an underspend of £89,896 the majority of which was intended to be used on Traffic Studies that would test the viability of the proposals. However, following the production of the Transport Strategy, it is now proposed to produce a 'Healthy Streets Plan' for the area which will test the feasibility and set out traffic management measures which are necessary to implement the functional change to how streets are used and to enable the public realm and transport improvements in the Vision. Work will include traffic modelling, feasibility assessment and engagement with stakeholders. This essentially will include the same tasks as the Traffic Studies whilst ensuring the scheme concepts are aligned with the new Transport Strategy. It is proposed that the underspend is utilised for this purpose, however, this is subject to a holistic review of remaining S106 funds to be reported to Committees separately in the near future.
14. A number of funding sources have been identified for the delivery of the proposals, including S.106, S.278, CIL, and TfL. A bid for TfL 'Liveable Neighbourhood' funding was made in the summer 2018 and in March 2019 it was announced that the City had been successful in securing £3.3 million additional funding over 4 years. This bid needs to be match funded, for 2019/20. We have allocated £25,000 from LIP, the remaining funding for this Healthy Streets Plan will contribute to this financial year match funding. Future years are subject to further committee approval.

Corporate and Strategic Implications

15. The City Cluster Vision and Healthy Streets Plan will directly deliver against the following Corporate Plan outcomes:
 - Corporate outcome 1 – People are safe and feel safe – the City Cluster Vision will reduce traffic on streets at the busiest times and locations within the area and routes to Liverpool Street and Fenchurch Street stations; measures will reduce traffic related collisions and injuries and by giving more space to people walking, allow them to feel more comfortable and safer.
 - Corporate outcome 9 - A city that is physically well-connected and responsive – the City Cluster Vision is enabling the increase in capacity at Crossrail Stations and at Bank underground by addressing capacity and safety on the walking routes and junctions to this part of the City, with more space for people and a higher quality public realm.
 - Corporate outcome 11 - A city that has clean air, land and water – the City Cluster Healthy Streets Plan will include a zero emission zone for traffic entering this area, therefore directly reducing vehicle related air pollution.
 - Corporate outcome 12 - Spaces which are secure, resilient and well-maintained. The City Cluster Vision will deliver improvements in the

public realm including further greening, also incorporating resilience against the impact of extreme weather. Security measures will be part of the Healthy Streets Plan to mitigate risk from 'hostile' vehicles and other security threats.

16. The City Cluster Vision also directly supports the following Corporate Plan outcomes:
 - Outcome 2 – People enjoy good health and wellbeing.
 - Outcome 5 – Businesses are trusted and socially and environmentally responsible.
 - Outcome 7 – We are a global hub for innovation in finance and professional services, commerce and culture.
 - Outcome 8 – We have access to the skills and talent we need.
 - Outcome 10 – We inspire enterprise, excellence, creativity and collaboration.
17. The Transport Strategy sets out proposed policies and measures which will directly support the Corporate Strategy outcomes. The City Cluster Vision will deliver specific proposals of the Transport Strategy and contribute to wider area transport benefits, of reduction in road danger, reduced traffic volumes and less air pollution.
18. The City Cluster Vision will help to deliver the objectives of the City's Cultural Strategy (2018-22) and emerging Visitor Strategy, particularly through the implementation of the 'Activation Programme' to transform the City Cluster into a world-class destination.
19. The implementation of the City Cluster Vision will assist with the mitigation of key Corporate risks, including:
 - Loss of support for the Business City
 - Air Quality
 - Road Safety
 - Operational Security

Conclusion

20. It is recommended that the City Cluster Vision is adopted as a framework for changes to the streets and public realm in order to accommodate the unprecedented growth in the area over the next ten years, helping to deliver the aims of the Transport Strategy and the emerging Local Plan.

Appendices

- Appendix 1 – Spend to date

Background Papers:

- July 2017 Update Report
- May 2018 Pre-consultation Report

Melanie Charalambous

City Public Realm, Department of the Built Environment

T: 020 7332 3155

E: melanie.charalambous@cityoflondon.gov.uk

Appendix One

Spend to Date

City Cluster Vision Expenditure to date (Stages 1 and 2 including public consultation)			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Costs	165,000.00	165,000.00	-
P&T Fees	178,000.00	163,103.95	14,896.05
Traffic Studies	75,000.00	-	75,000.00
TOTAL	418,000	328,104	89,896

Committee:	Date:
Planning & Transportation Committee	30th April 2019
Subject: Update on Ventilation & Extraction requirements for restaurants/cafes	Public
Report of: Chief Planning Officer and Development Director	For Information
Summary Members requested an update report to that presented to the Committee on 20/11/18 which set out the controls and standards for the provision of ventilation and extraction systems for restaurants and cafes. Since that meeting a new condition has been drafted which is now used on all relevant planning permissions and secures the maintenance of all equipment once installed. Members also requested an update on any ongoing enforcement investigations in respect of unauthorised or problematic installations. There are two live investigations under planning legislation and three under environmental health legislation.	
Recommendation For noting	

Main Report

Background

1. Members had raised concerns about the odours being extracted at ground floor level from restaurant and café premises and a report was presented in November 2018 which set out the statutory context for controlling such emissions and explained the approach of the City from a Planning and Environmental Health perspective in dealing with this matter. Members have subsequently requested an update on any ongoing enforcement investigations in respect of any unauthorised or problematic installations.

Actions from the P&T Committee on 20/11/18

2. As set out in the minutes of the above Committee meeting, a new condition has been drafted which is now used on all relevant planning permissions and secures the maintenance of all equipment once installed. The condition requires the following:

All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.

Reason: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3

Enforcement Investigations

3. **Planning** - The only circumstances where an enforcement investigation under planning legislation would occur would be where the plant and extraction equipment had been installed without the benefit of planning permission or where the equipment installed is not in accordance with the details approved under the relevant planning permission.

4. There are two ongoing planning enforcement investigations in respect of extraction/ventilation equipment both of which relate to odour issues arising from unauthorised changes of use to hot food take-aways (Use Class A5). The first case at 148 Fleet Street is still under investigation and negotiation to regularise the breach. The second relates to 53-54 Aldgate High Street which is the subject of an appeal to the Secretary of State against the issue of an enforcement notice.

5. **Environmental Health** - Odour can constitute a statutory nuisance. Section 79 Environmental Protection Act 1990 can control odour from restaurants and commercial kitchens where the odour is affecting another premises. Enforcement powers do not extend to odours experienced on the street. Environmental Health will investigate any complaint and in the event of a nuisance or a situation prejudicial to health being substantiated, have the power to serve notice under Section 80 of the above Act to require works to be undertaken to abate the nuisance. Works may also be requested more informally through negotiation where the odour may not meet the statutory threshold.

6. In the period November 2018 to April 2019 there have been four cases of alleged odour nuisance under investigation, none of which have met the threshold of statutory nuisance. Two cases have been the subject of collaborative investigation alongside the Planning Authority as described above, 148 Fleet Street and 53-54 Aldgate High Street. A case at 2 Love Lane has been resolved informally following intervention by the Environmental Health Officer leading to a deep clean of the ductwork and a change of filters. A further complaint at 1 Cloth Fair is under investigation.

Annie Hampson
Chief Planning Officer and Development Director

T: 020 7332 1700
E: annie.hampson@cityoflondon.gov.uk