

<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation Committee Policy & Resources Committee	<b>30 April 2019</b> <b>2 May 2019</b>
<b>Subject:</b> City of London Transport Strategy	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For decision</b>
<b>Report author:</b> 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).

<b>Proposal</b>	<b>% scores in support</b>
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>

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## **Appendix 1: Integrated Impact Assessment Non-Technical Summary**





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# **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



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# City of London Transport Strategy Integrated Impact Assessment

## Non-Technical Summary

Prepared by LUC  
March 2019

Planning & EIA  
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Landscape Planning  
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# 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
<b>Economic growth</b>  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		
<b>Built environment and public realm</b>  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		
<b>Safe environment and crime reduction</b>  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
<b>Heritage assets</b> 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		
<b>Waste management</b> 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
<b>Environmental protection (pollution)</b> 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
<b>Climate change mitigation and resilience</b> 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
<b>Open spaces</b> 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
<b>Biodiversity and urban greening</b> 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
<b>Social and cultural facilities</b> 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		
<b>Health</b> 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
<b>Education</b> 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	
<b>Equality and inclusion</b> 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 Guidance<sup>1</sup>.

#### 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 Plan<sup>2</sup> and the new London Plan<sup>3</sup>.
  - The Mayor's Transport Strategy 2018<sup>4</sup>.
  - The Mayor of London River Action Plan 2013<sup>5</sup>.
  - A City for all Londoners 2016<sup>6</sup>.
  - Environment Strategy (2018)<sup>7</sup>.
  - Housing Strategy (2018)<sup>8</sup>.

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

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

<sup>3</sup> The London Plan, The Spatial Development Strategy for Greater London, Draft for Public Consultation, December 2017

<sup>4</sup> The Mayor's Transport Strategy, March 2018

<sup>5</sup> River Action Plan, Mayor of London and Transport for London, February 2013

<sup>6</sup> A City for all Londoners, Mayor of London, October 2016

<sup>7</sup> Mayor of London, London Environment Strategy, May 2018.

<sup>8</sup> 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 2015<sup>9</sup>.
  - The Standard Highway and Servicing Requirements for Developments in the City of London<sup>10</sup>.
  - The City of London Air Quality Strategy 2015-2020<sup>11</sup>.
  - The City of London Noise Strategy 2016–2026<sup>12</sup>.
  - The City of London Road Danger Reduction and Active Travel Plan<sup>13</sup>.
  - The Thames Strategy Supplementary Planning Document <sup>14</sup>.
  - The City of London Public Realm Supplementary Planning Document <sup>15</sup>.
  - Freight and Servicing Supplementary Planning Document<sup>16</sup>.

## 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**.

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<sup>9</sup> The City of London Local Plan, January 2015

<sup>10</sup> Standard Highway and Servicing Requirements for Developments in the City of London, City of London, 2007

<sup>11</sup> City of London Air Quality Strategy 2015-2020, City of London, June 2015

<sup>12</sup> City of London Noise Strategy 2016 to 2026,

<sup>13</sup> City of London Road Danger and Active Travel Plan 2018-2023

<sup>14</sup> City of London Thames Strategy Supplementary Planning Document, June 2015

<sup>15</sup> City Public Realm, People Places Projects Supplementary Planning Document, July 2016

<sup>16</sup> 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
<b>Climatic Factors</b>		
<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>
<b>Biodiversity, Flora and Fauna</b>		
<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
<b>Cultural Heritage and Landscape</b>		
<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>
<b>Air quality</b>		
<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 (NO<sub>2</sub>) 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.	
<b>Water and soils</b>		
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)
<b>Population</b>		
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
<b>Health</b>		
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
<b>Equality</b>		
<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
<b>Material assets</b>		
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.		
<b>Waste</b>		
<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
<b>Economy</b>		
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
<b>Outcome: Healthy Streets Approach</b>													
<b>1</b> Embed the Healthy Streets Approach in transport planning and delivery	+	++	+	+	0	++	++	++	+	+	++	0	++
<b>Outcome: The Square Mile's streets are great places to walk and spend time</b>													
<b>2</b> Put the needs of people walking first when designing and managing our streets	+/-	++	++	0	0	++	++	+	0	+	++	0	+
<b>3</b> Complete the riverside walkway and improve walking connections between the riverside and the rest of the City	+	++	+	0	0	+	+	++	0	++	+	0	0
<b>4</b> Enhance the Barbican high walks	0	+	+	0	0	0	0	+	0	0	+	0	+
<b>5</b> Ensure new developments contribute to improving the experience of walking and spending time on the City's streets	+	++	0	+	0	+	+	+	0	+	++	0	+
<b>6</b> 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
<b>7</b> Provide more public space and deliver world-class public realm	+	++	+	++	0	+	+	++	+	+	++	0	+
<b>8</b> Incorporate more greenery into the City's streets and public spaces	0	++	0	+	0	++	++	++	++	0	++	0	0
<b>9</b> Reduce rainwater run-off on City streets and public realm	0	+	0	0	0	++	++	+	++	0	+	0	0
<b>10</b> Incorporate protection from adverse weather in the design of streets and the public realm	0	++	0	0	0	0	++	+	+	0	+	0	0
<b>Outcome: Street space is used more efficiently and effectively</b>													
<b>11</b> Take a proactive approach to reducing motor traffic	+/-?	+	0	+	++	++	++	+	0	0	++	0	0
<b>12.</b> Design and manage the street network in accordance with the City of London street hierarchy	+	++	+	+	++	+	+	+	0	+	+	0	++
<b>13</b> 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													
<b>14</b> Make the best and most efficient use of the kerbside and car parks	+	++	0	0	+	+	+	+	0	+	++	0	+
<b>15</b> Support and champion the 'Turning the Corner' Campaign	0	+	0	0	0	+	+	0	0	0	++	0	+
<b>Outcome: The Square Mile is accessible to all</b>													
<b>16</b> Develop and apply the City of London Street Accessibility Standard	0	++	+	0	0	0	0	+	0	++	++	0	++
<b>17</b> Keep pavements free of obstructions	0	++	0	+	0	0	0	+	0	0	++	0	0
<b>18</b> Keep pedestrian crossings clear of vehicles	0	+	0	0	0	0	0	0	0	0	+	0	0
<b>19</b> Support and champion accessibility improvement to underground stations	0	0	0	0	0	0	0	0	0	+	+	0	++
<b>Outcome: People using our streets and public spaces are safe and feel safe</b>													
<b>20</b> 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													
<b>21</b> Work with the City of London Police to reduce crime and fear of crime	+	+	++	0	0	0	0	0	0	+	+	0	++
<b>22</b> Ensure on-street security measures are proportionate and enhance the experience of spending time on our streets	0	+	++	0	0	+?	+?	+	+	+	+	0	++
<b>23</b> Improve the quality and functionality of street lighting	0	++	++	0	0	0	0	+	0	0	++	0	++
<b>Outcome: More people choose to cycle in the City</b>													
<b>24</b> Apply a minimum cycling level of service to all streets	+?	+	0	0	+	++	++	+	0	+	++	0	+
<b>25</b> Increase the amount of cycle parking in the City	+?	+	0	0	0	+	+	0	0	+	++	0	+
<b>26</b> 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
<b>27</b> Promote and celebrate cycling	0	+	0	0	0	++	++	0	0	0	++	0	+
<b>28</b> Improve cycle hire in the City	+?	+	0	0	0	++	+	0	0	+	++	0	+
<b>Outcome: The Square Mile's air and streets are cleaner and quieter</b>													
<b>29</b> Support and champion a central London Zero Emission Zone	+/-?	+	0	0	+	++	++	0	0	0	++	0	0
<b>30</b> Install additional electric vehicle charging infrastructure	0	0	0	0	0	++	++	0	0	0	+	0	0
<b>31</b> Request an accelerated roll out of zero emission capable buses	0	+	0	0	0	++	++	0	0	0	+	0	0
<b>32</b> Support small businesses to accelerate the transition to zero emission capable vehicles	+	0	0	0	0	+	+	0	0	0	+	0	0
<b>33</b> Make the City of London's own vehicle fleet zero emissions	0	+	0	0	0	++	++	0	0	0	++	0	0
<b>34</b> 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
<b>35</b> Reduce noise from streetworks	0	+	0	+	0	++	0	+	0	0	++	0	0
<b>36</b> Encourage innovation in air quality improvements and noise reduction	+	+	0	+	0	++	++	+	0	0	++	0	0
<b>37</b> Ensure street cleansing regimes support the provision of a world-class public realm	0	++	0	+	++?	++	0	++	0	+	+	0	0
<b>Outcome: Delivery and servicing needs are met more efficiently and impacts are minimised</b>													
<b>38</b> Reduce the number of freight vehicles in the Square Mile	+	+	0	+	++	++	++	0	0	0	++	0	0
<b>39</b> Develop a sustainable servicing programme	0	+	0	+	+	++	++	0	0	0	++	0	0
<b>Outcome: Our street network is resilient to changing circumstances</b>													
<b>40</b> Allow some Local Access streets to function as City Access streets during significant disruption	+	+	0	+	0	+	+	0	0	0	0	0	0
<b>41</b> 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													
<b>42</b> Make the street network resilient to severe weather events	+	0	0	+	0	+	++	+	+	0	+	0	+
<b>Outcome: Emerging transport technologies benefit the Square Mile</b>													
<b>43</b> Establish a Future Transport Programme	+	++	++	+	0	++	++	++	0	0	++	0	++
<b>44.</b> Establish a Future Transport Advisory Board	++	++	++	++	0	++	++	++	0	0	++	0	++
<b>45</b> 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	+
<b>Outcome: The Square Mile benefits from better transport connections</b>													
<b>46.</b> Support and champion better national and international connections to the Square Mile	++	0	0	?	0	+/-	+/-	0	-?	0	0	0	++
<b>47</b> 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													
<b>48</b> Support the increased use of the Thames for passenger services	0	++	0	0	0	+	+	0	0	0	+	0	0
<b>49</b> Review bus provision across the City	+	+	0	0	0	+	+	0	0	0	+	0	++
<b>50</b> Support the Mayor of London in retaining locally-generated taxation	+	+	0	0	0	+	+	0	0	0	+	0	+
<b>51</b> 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 assessment<sup>17</sup></p> <p>Number of complaints regarding noise</p>

<sup>17</sup> 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	<p>The number of vehicles that meet the Zero Emissions Zone standards</p> <p>The percentage of Zero Emission Capable buses on the network</p> <p>The modal shift from private car use to walking, cycling or public transport</p> <p>Changes in greenhouse gas emissions from the City</p> <p>Net increase in Green Infrastructure</p>
Open spaces	<p>Open space / parks usage</p> <p>Amount of public open space as percentage of total land use</p>
Biodiversity and urban greening	<p>Net increase in Green Infrastructure, parks and open spaces</p> <p>Number of sites designated for nature conservation and their quality</p> <p>Changes in areas of biodiversity importance</p>
Social and cultural facilities	<p>Adults participating in sports, recreation and cultural activities</p> <p>Number of 'lunchtime streets' events taking place</p>
Health	<p>Number of hospital admissions in relation to road accidents</p> <p>Number of accidents involving cyclists and pedestrians</p> <p>Number of complaints regarding amenity (e.g. in relation to noise)</p> <p>Proportion of residents reporting their health as 'good' or 'very good' (source: Census)</p>
Equality and inclusion	<p>Number of new or extended bus services</p> <p>Number of step free rail stations</p> <p>Public transport usage by the elderly or disabled</p>

## **Appendix 2: Phase 3 Engagement Report**





# **Phase 3 Engagement Report**

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## **City of London Transport Strategy**

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Appendix 1 Organisation respondents

Appendix 2 Travel behaviour comparisons across engagement surveys

Appendix 3 Detailed comments and response by proposal

# 1 Introduction

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# 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](mailto: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](mailto:strategic.transportation@cityoflondon.gov.uk).

## **2 Consultation methodology**

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## 2 Consultation methodology

### 2.1 Consultation website

The main mechanism for gathering feedback was the consultation website ([www.citystreets.london](http://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

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### 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)

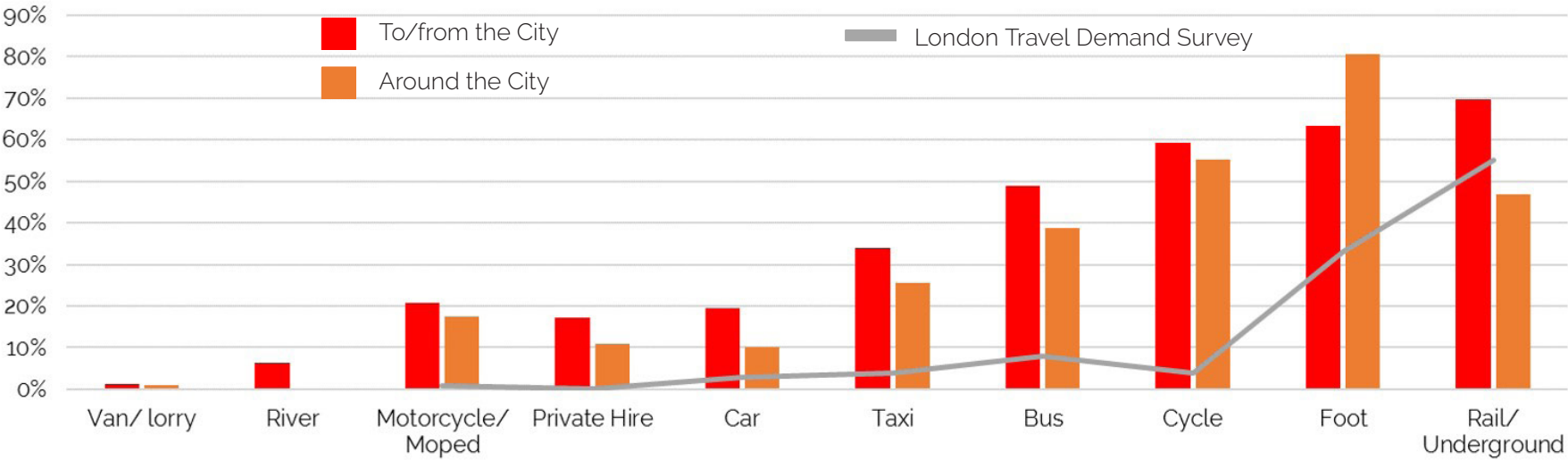
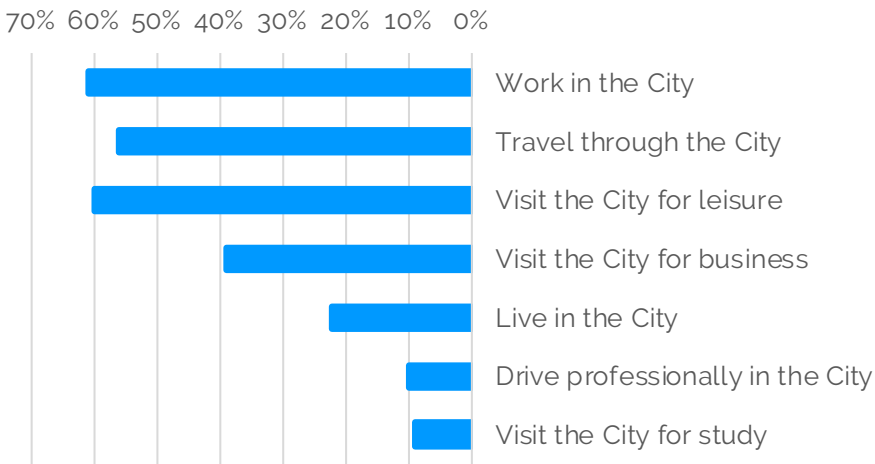


Figure 3.2 Modes used to travel to/through and around the City by percentage of respondents (multiple responses permitted)

## **4 Overall levels of support**

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## 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

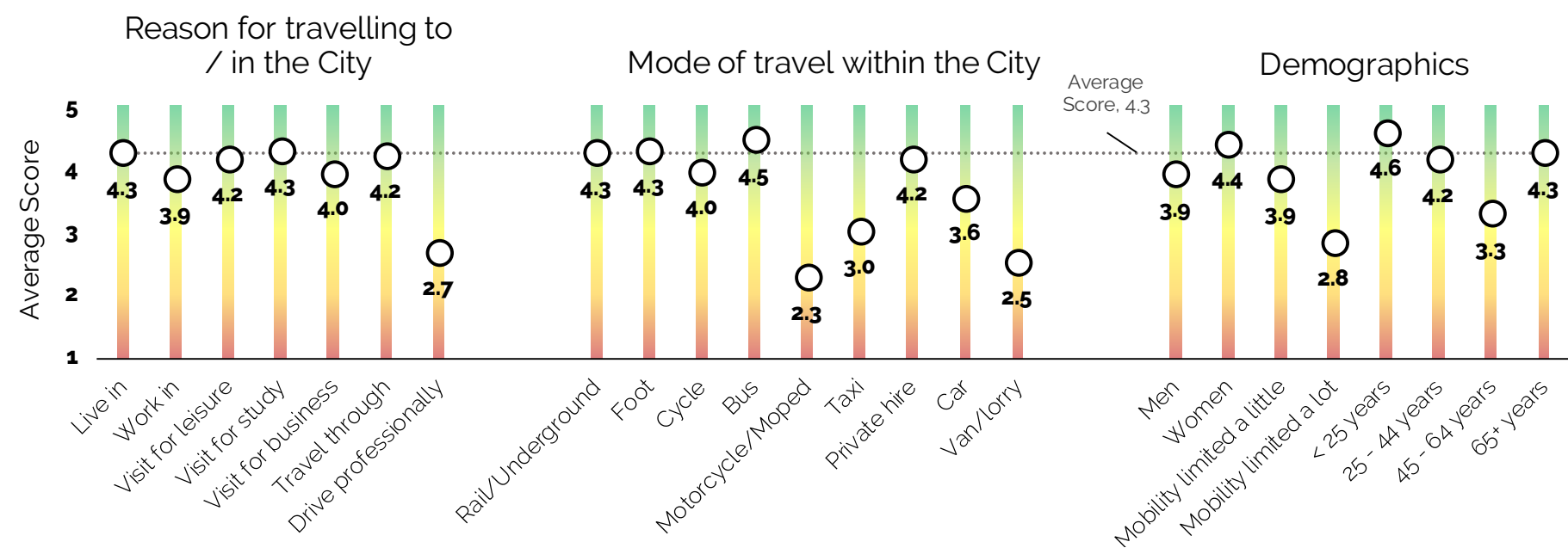
respondents. The average score by those who travel around the City by rail/underground, by foot and by private hire vehicle scored the proposals in line with the average score by all respondents. Those who travel by motorcycle/moped, taxi and van/lorry, on average scored it significantly lower.

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

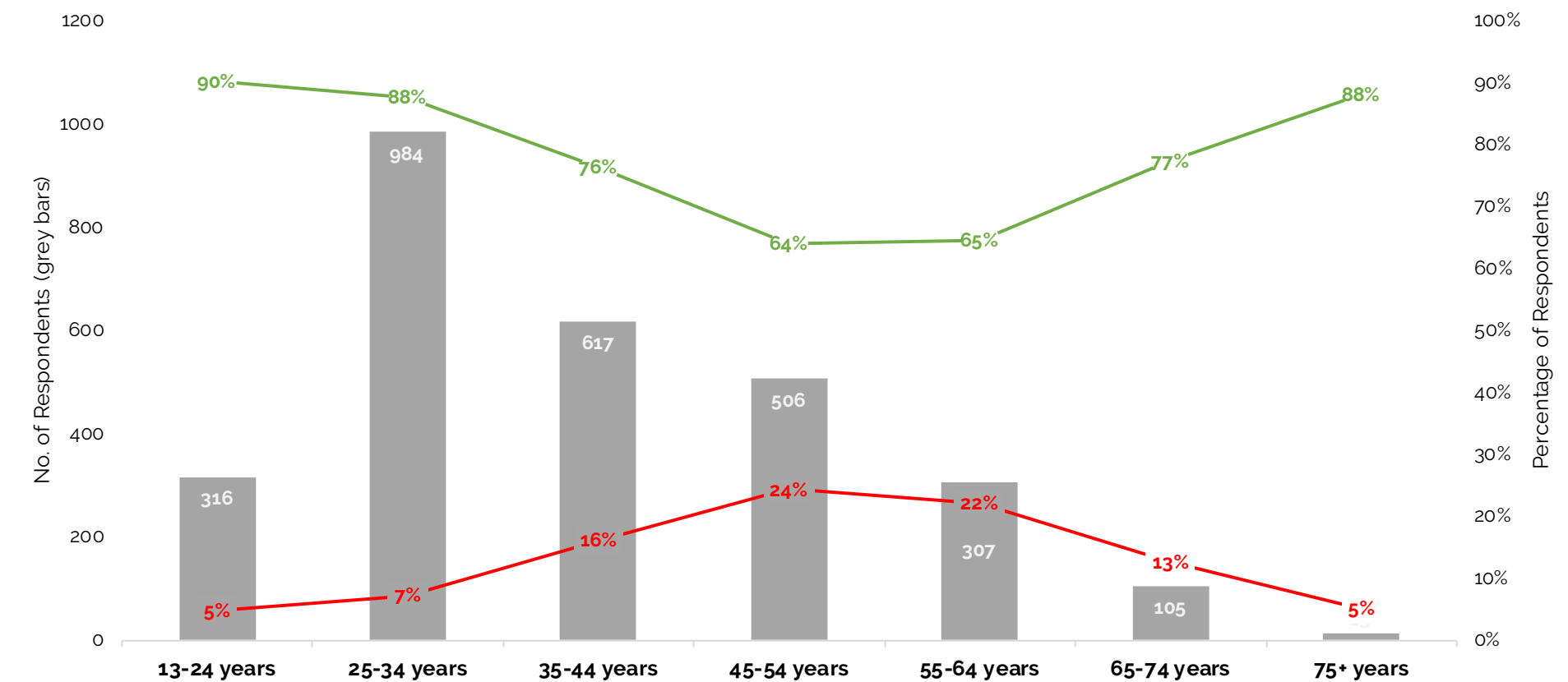


levels of support for the Strategy than those who stated they were 'limited a little' or 'not limited'. 55% of respondents who answered 'limited a lot' stated their support for the Strategy, however the overall score was only 2.8. 73% of those who answered 'limited a little' supported the proposals with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

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## 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

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## 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

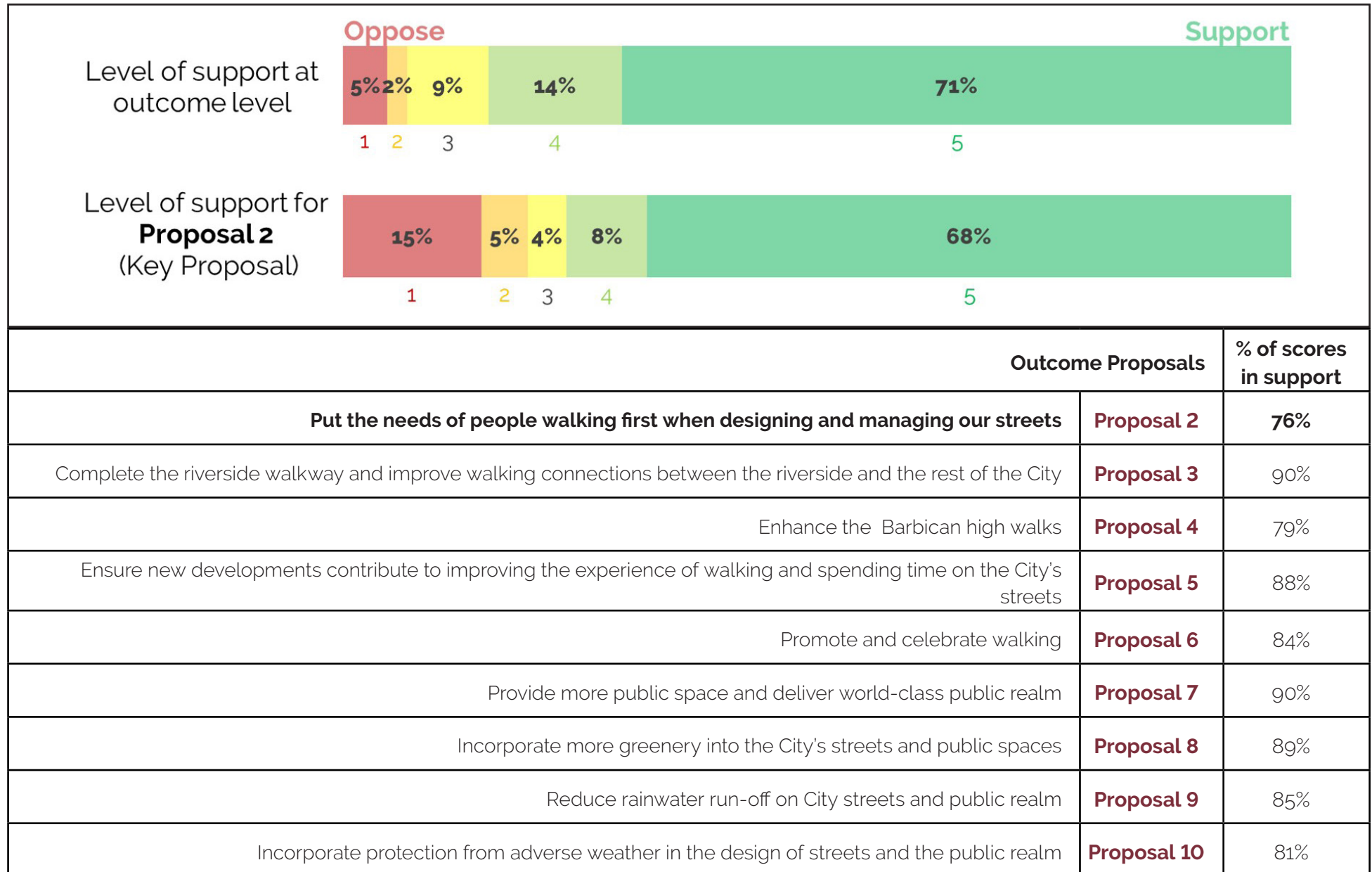
Of all scores, 82% 'supported' or 'somewhat supported' the proposal. Several comments suggested adding text regarding the benefits of walking and the importance of accessibility. The introduction to the proposal will be **updated** to highlight the links between the Healthy Streets Approach and accessibility.

#### 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

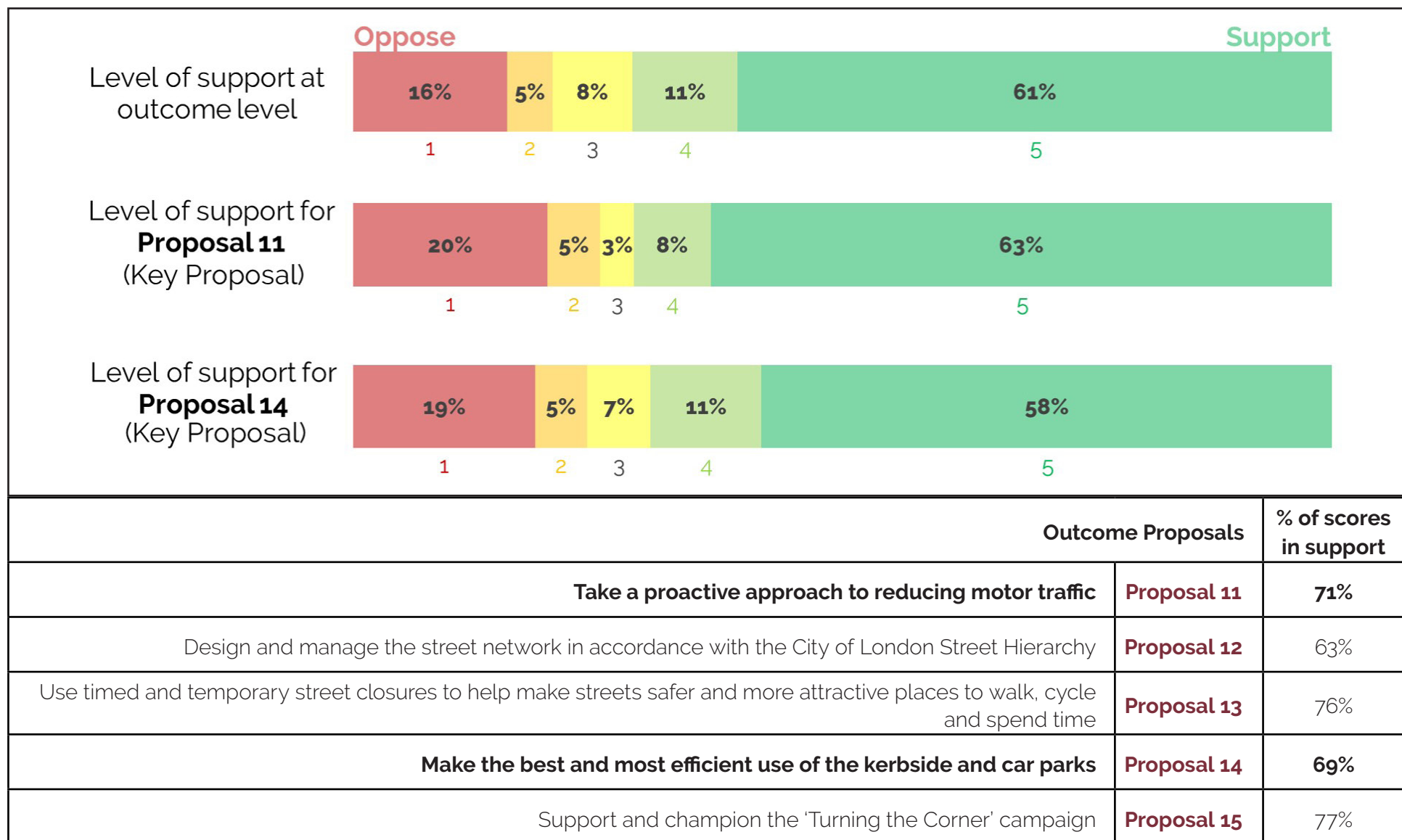
requested a flexible approach to applying this proposal. A comment was also made to consider the impact of public realm and transport changes on heritage assets (Proposal 7).

## 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

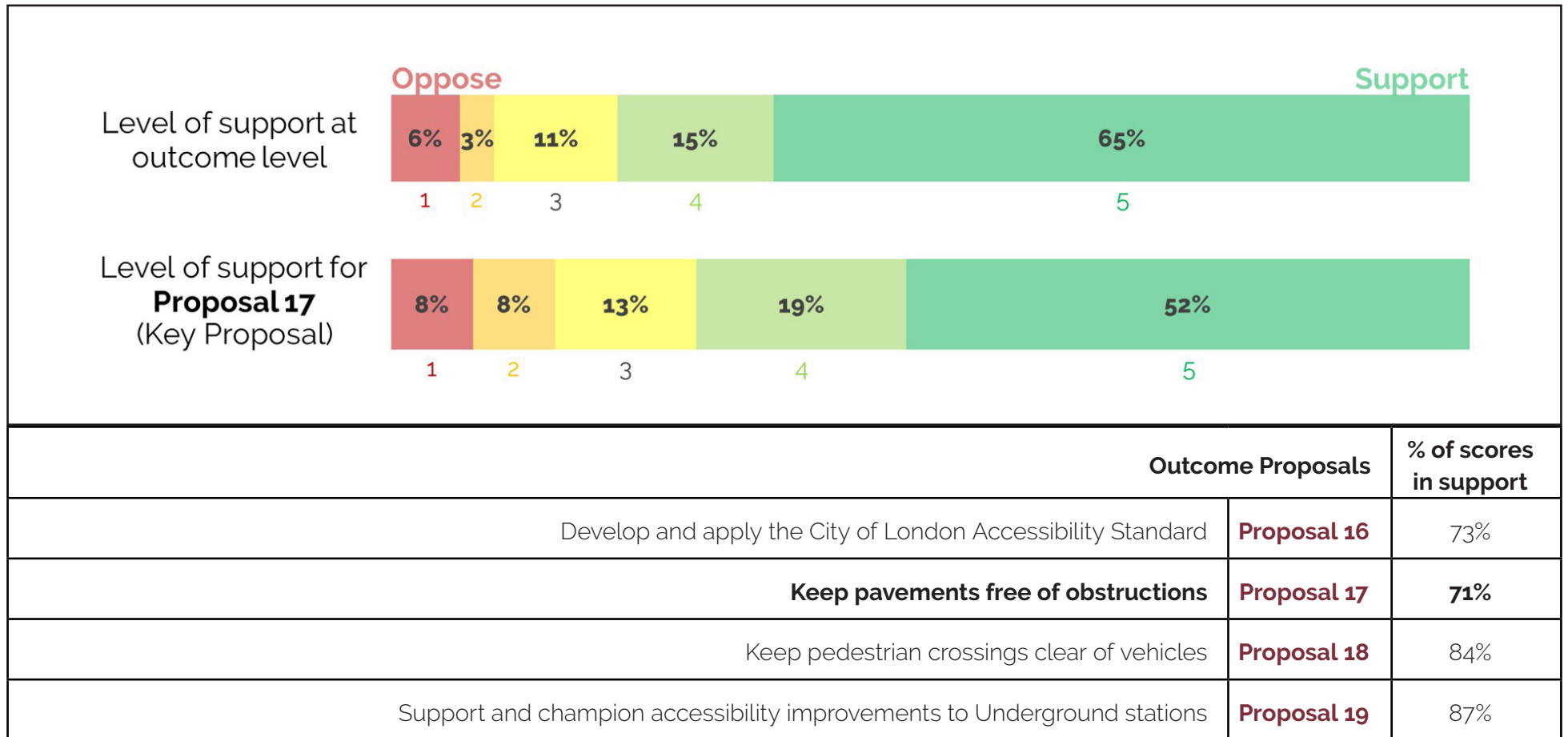
The treatment of motorcycles and mopeds was a recurring theme across the Strategy consultation (see page 16), as were concerns over access impacts (see page 14). Proposal 14 will be **updated** to make it clearer that no changes will be made to the use of the kerbside without adequate assessment of current 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



# 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

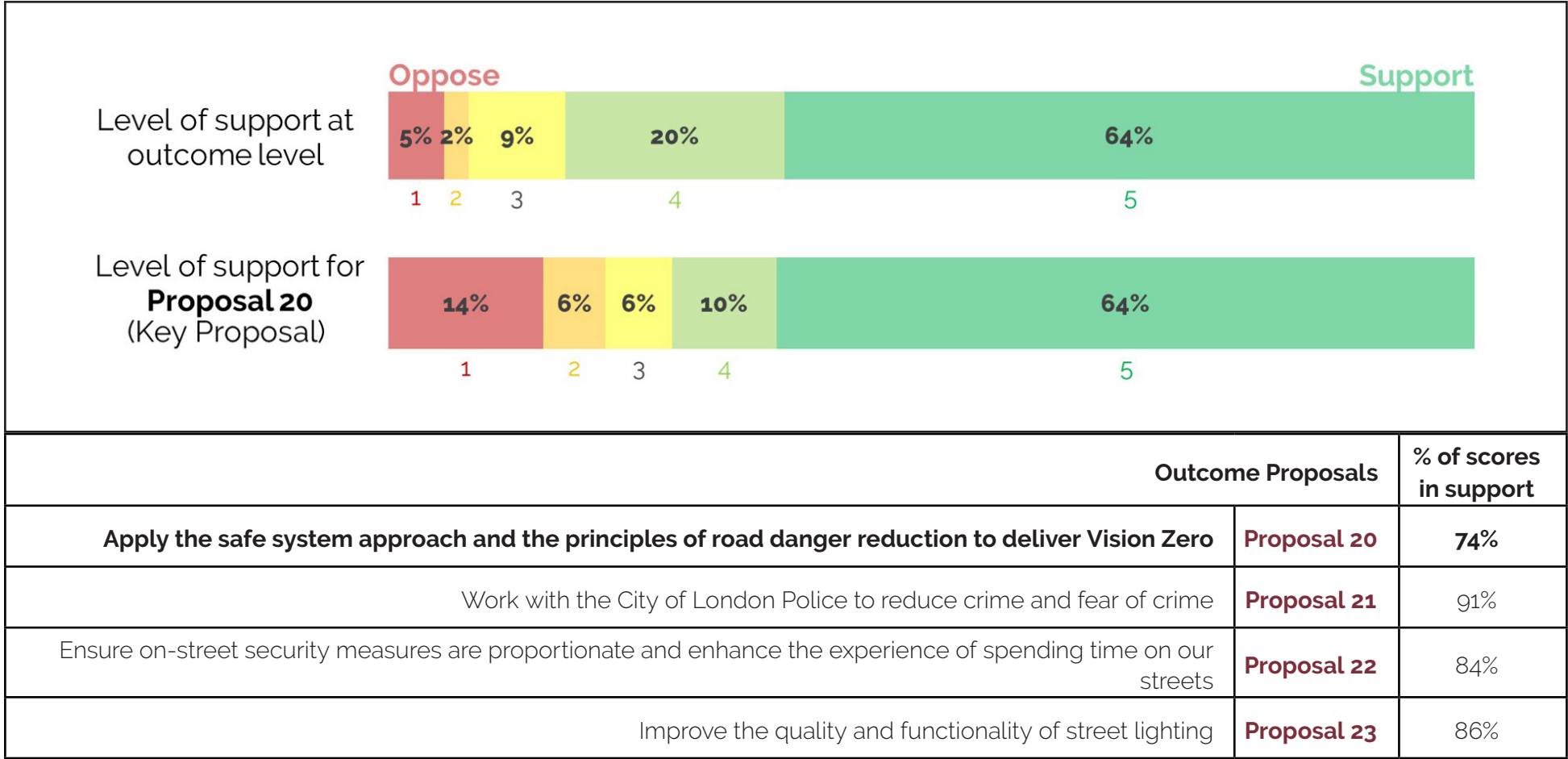
No changes will be made to Proposal 17 as this proposal seeks to manage rather than ban or unduly restrict outdoor drinking and seating, in line with existing licensing policies. We recognise that eating and drinking outside, especially in summer months, is an important part of the City's culture. However,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



## 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)

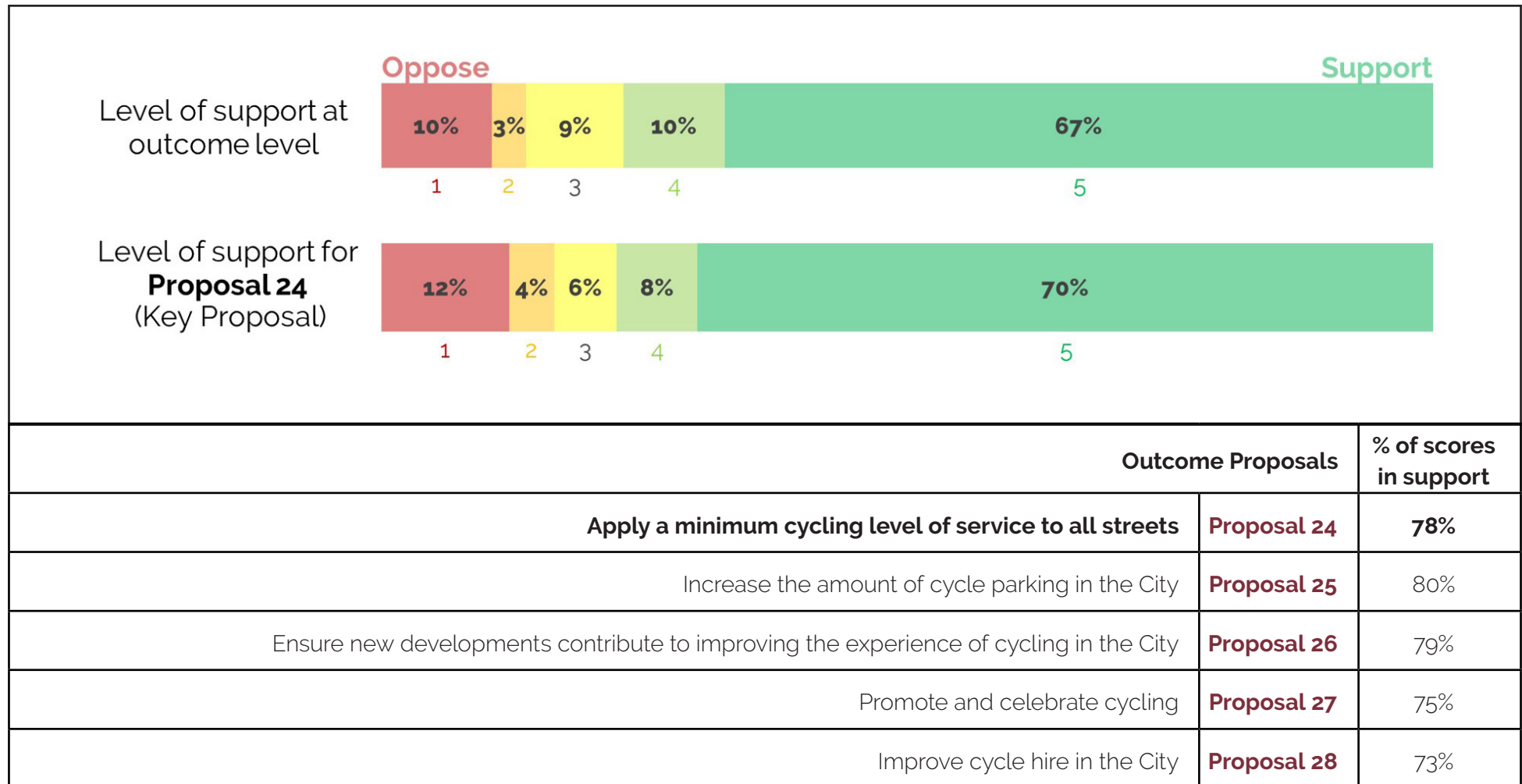
### Summary responses and changes

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



# 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.

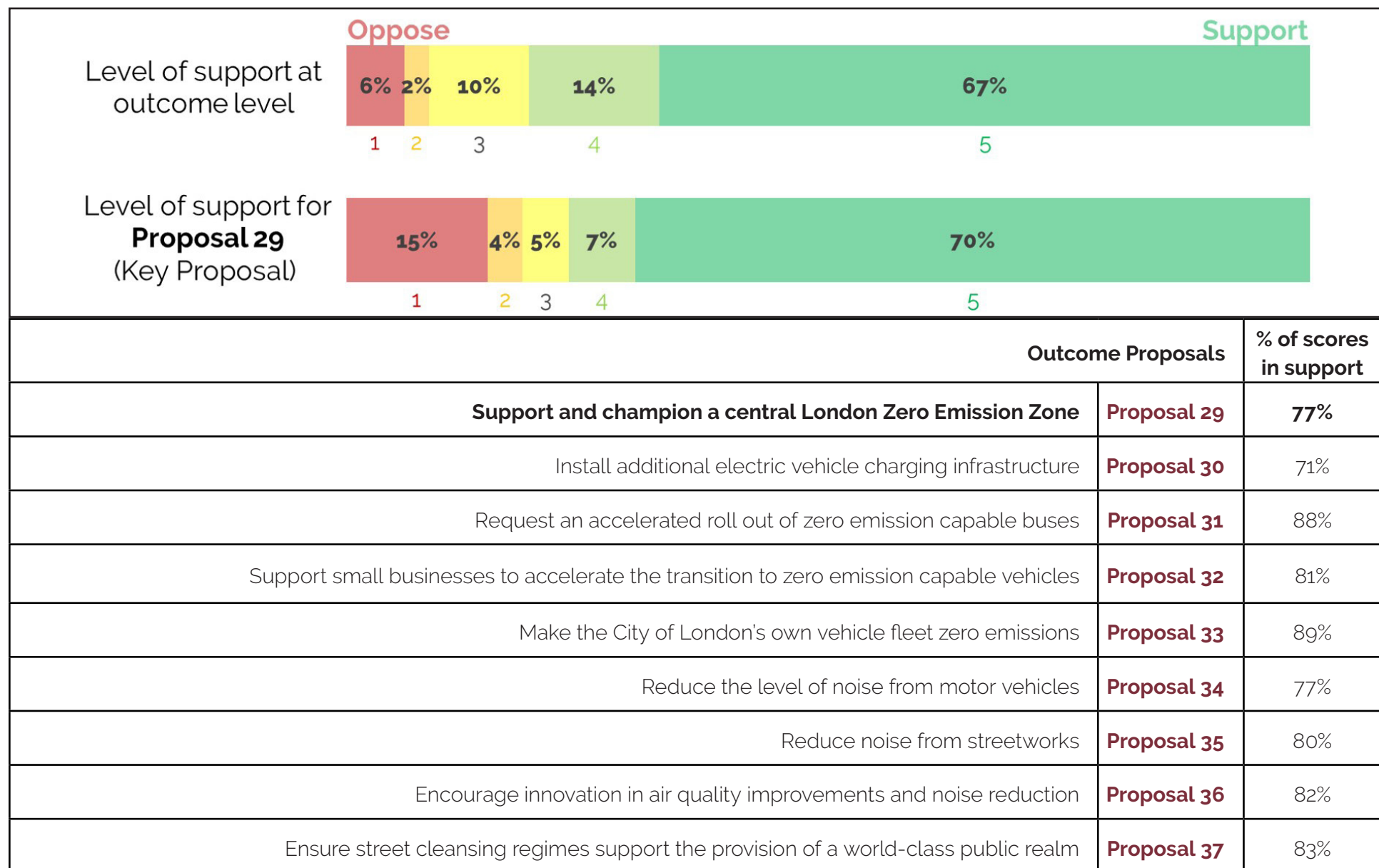
The request from Unblock the Embankment in relation to the change to the Cycle Superhighway have been addressed in the recurring comment theme section (Page 17).

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.

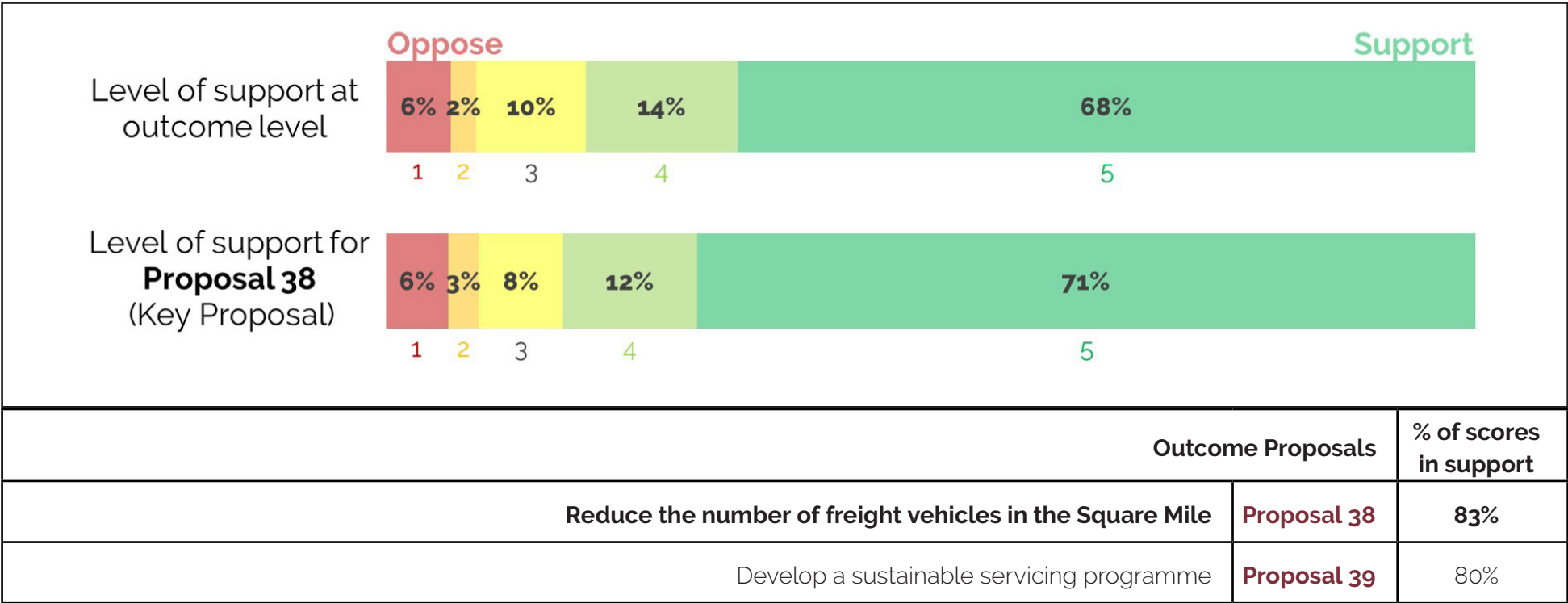
Proposal 30 will be **updated** to include a commitment to produce an Electric Vehicle Charging Action Plan in 2019, which will include the consideration of all user groups to identify how many additional charging points are required up to 2022.

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



## 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.

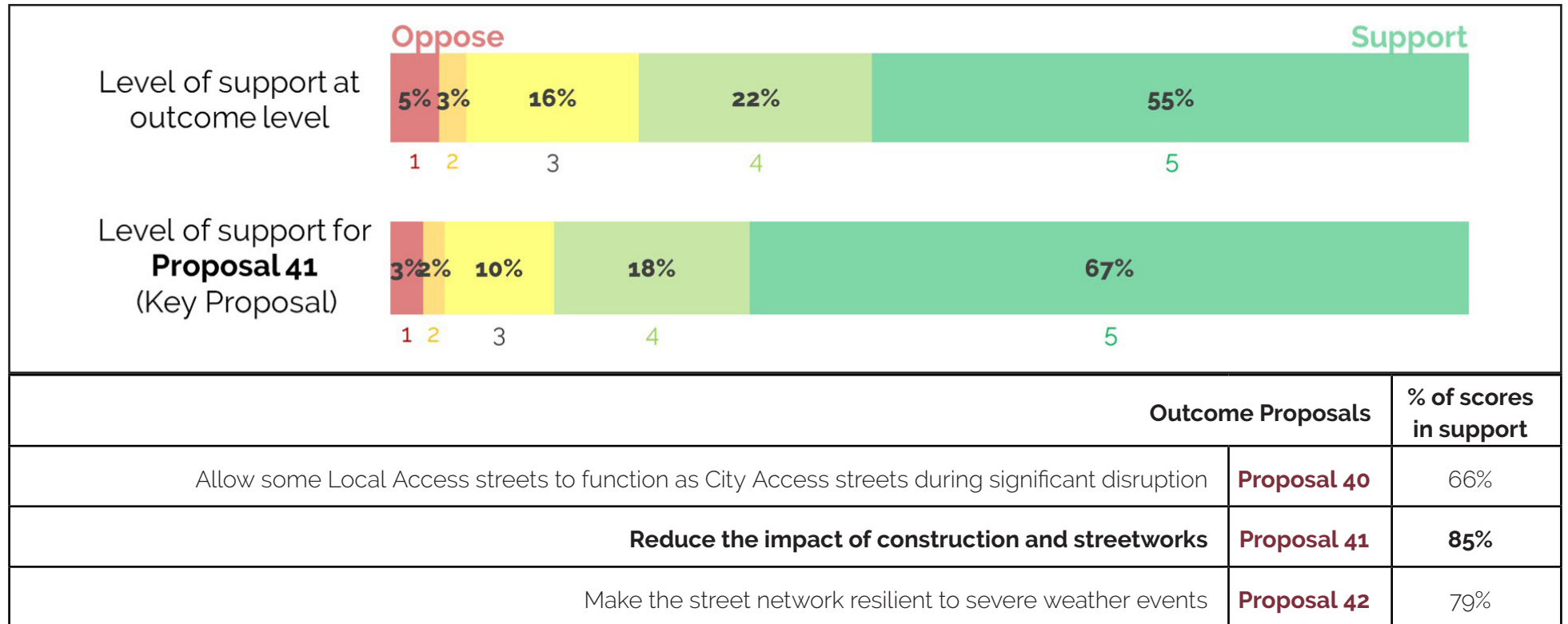
Proposal 39 received some concerns that developing a sustainable servicing programme would limit consumer choice for City occupiers.

### 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:

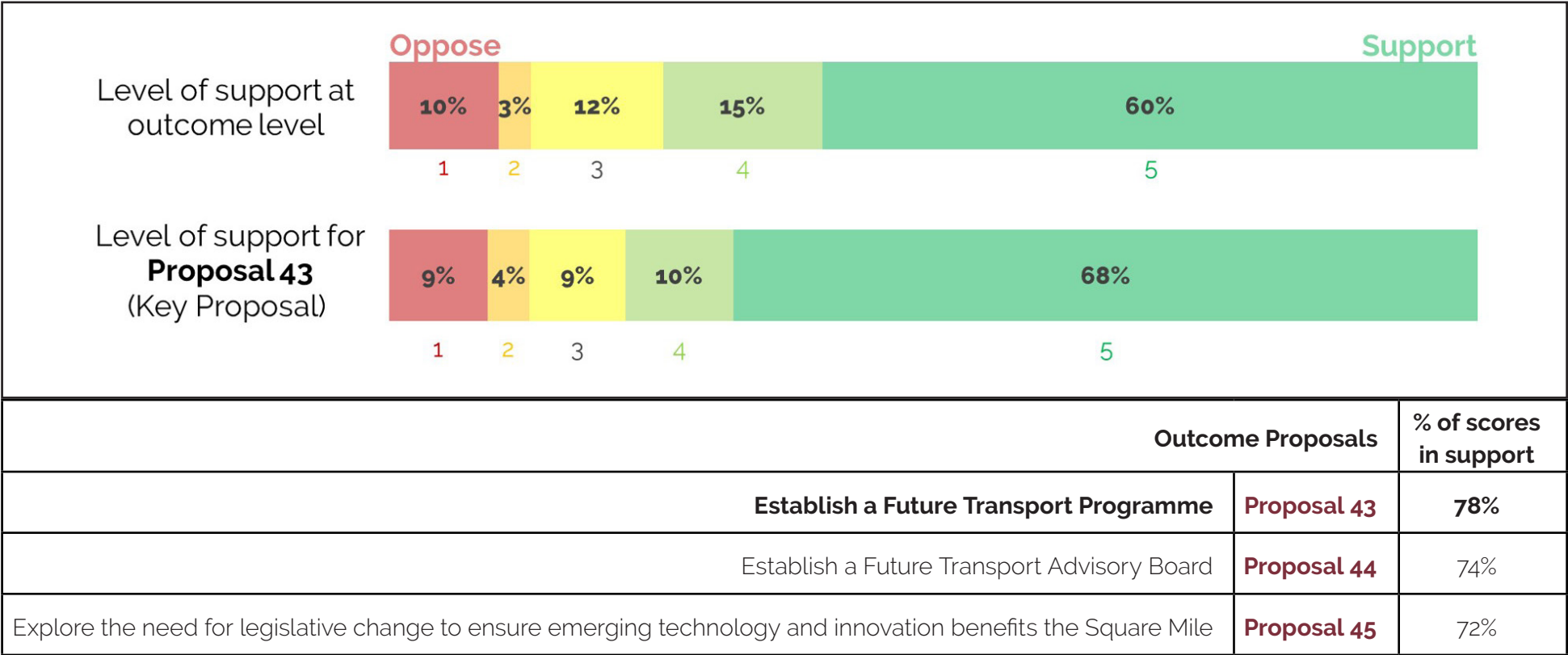
- A request for more notice when there are changes to street functionalities during disruption, and that allowing Local Access streets to function as City Access streets should only be done in extreme circumstances (Proposal 40)
- Suggestions that walking routes should be a higher priority than roads 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



# 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.

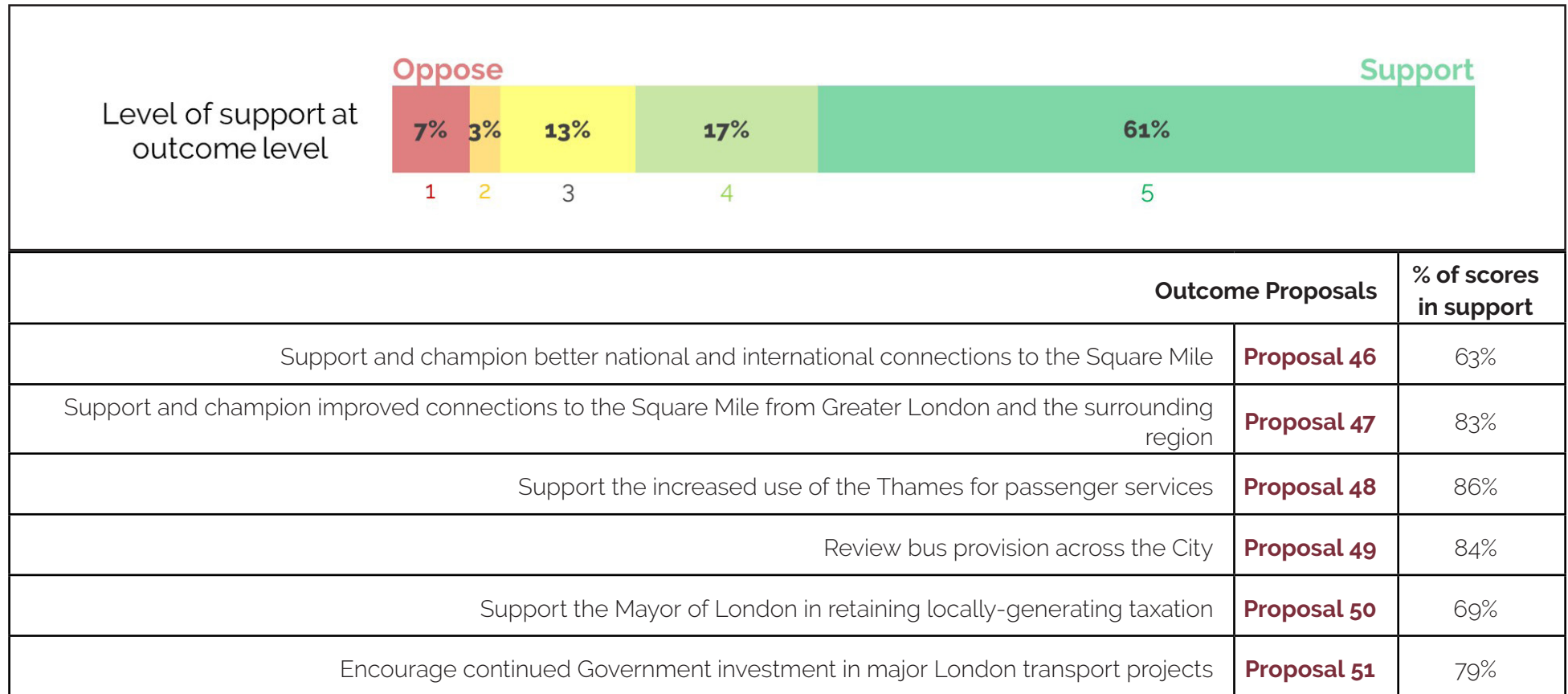
Notable suggestions and concerns for other proposals included the need to ensure that the Future Transport Advisory Board in Proposal 44 was more representative of users and other groups.

## 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





## 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

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## Appendix 1: Organisation respondents

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

Transport	Businesses
<ul style="list-style-type: none"><li>• Bike Taxi Ltd</li><li>• Citymapper Ltd</li><li>• Gett UK</li><li>• Port of London Authority</li><li>• Port of Tilbury London Ltd</li><li>• Transport for London</li><li>• RailFuture</li></ul>	<ul style="list-style-type: none"><li>• A1X Ltd</li><li>• AWT Investments Ltd</li><li>• Flit Technologies Ltd</li><li>• FXpansion Audio UK Ltd</li><li>• John Lewis</li><li>• La Fromagerie Ltd</li><li>• Royal Mail</li><li>• Salix Finance</li><li>• SYSTRA Ltd</li><li>• Ten4 Design Ltd</li><li>• TheTin Ltd</li><li>• UPS</li></ul>
Think Tanks/Academics	Landowners
<ul style="list-style-type: none"><li>• Centre for London</li><li>• Freight Traffic Control 2050 Project (FTC 2050)</li></ul>	<ul style="list-style-type: none"><li>• ARUP/DPg on behalf of British Land</li><li>• Landsec</li></ul>
Local/National Government Bodies	
<ul style="list-style-type: none"><li>• Cross River Partnership</li><li>• Historic England</li></ul>	

### 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
<b>Work in the City</b>	56%	54%	61%
<b>Travel through the City</b>	48%	53%	56%
<b>Visit the City for leisure</b>	45%	54%	60%
<b>Visit the City for business</b>	30%	32%	39%
<b>Live in the City</b>	12%	17%	22%
<b>Drive professionally in the City</b>	8%	10%	10%
<b>Visit the City for study</b>	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
<b>Van/lorry</b>	1%	1%	1%		1%	0%	1%
<b>River</b>	1%	8%	6%		0%	0%	0%
<b>Motorcycle/moped</b>	3%	3%	21%		3%	2%	17%
<b>Private Hire</b>	4%	14%	17%		7%	14%	11%
<b>Car</b>	5%	8%	19%		7%	7%	10%
<b>Taxi</b>	10%	22%	34%		14%	24%	26%
<b>Bus</b>	22%	47%	49%		37%	50%	39%
<b>Cycle</b>	31%	62%	59%		38%	57%	55%
<b>Foot</b>	35%	67%	63%		77%	81%	81%
<b>Rail/underground</b>	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.

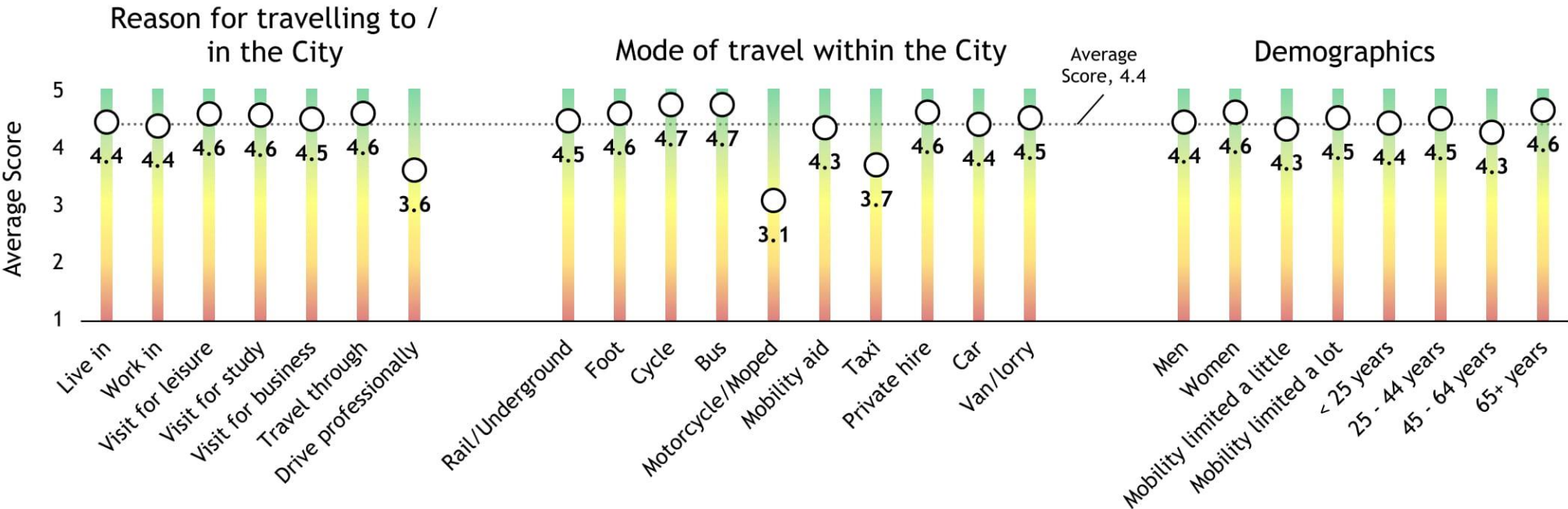
Proposal 1

Embed the Healthy Streets Approach in transport planning and delivery

Website scores

239 Responses

4.4 Average score



## 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><b>Brake</b> and <b>Sustrans</b> both suggested that schemes should only be implemented that do not score zero on any critical metrics.</p> <p><b>Living Streets</b> 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>

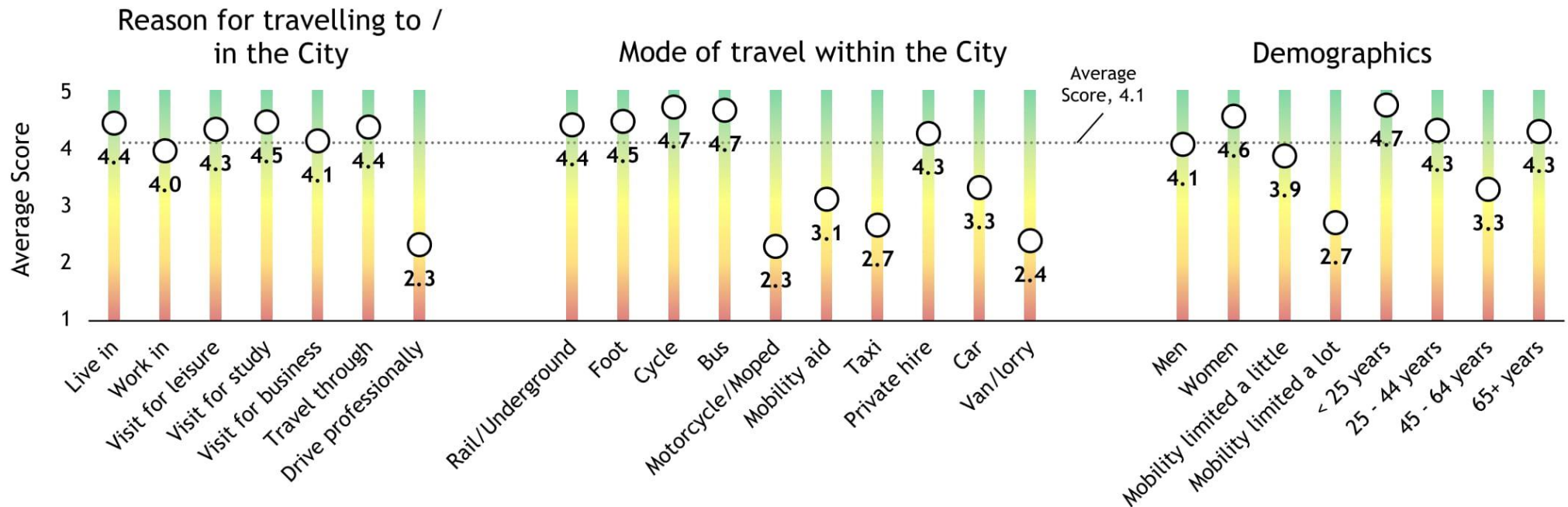


		been passed on as a comment to the consultation on the City Corporation's draft Local Plan.
Requests for changes to the proposal text or wording (2 comments)	<p><b>Transport for London</b> suggested highlighting the benefits of walking within the text on this proposal.</p> <p>The <b>City Property Association</b> 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 <b>updated</b> to highlight the links between the Healthy Streets Approach and accessibility.</p>
Other comments (3 comments)	<p>The <b>Barbican Association</b> 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><b>Flit Technologies Ltd</b> raised a concern that a blanket approach of the proposal may stifle the need for dynamic deliveries.</p> <p>The <b>Motorcycle Industry Association</b> 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
<b>Concerns over vehicle access and impacts</b> (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 <b>Barbican Association</b>, <b>City of London Access Group</b> and <b>Gett UK</b> 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"><li>• Emergency vehicles</li><li>• Delivery and servicing vehicles (also stated by the <b>Brewery Logistics Group</b> and <b>John Lewis</b>)</li></ul>	<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 <b>updated</b> 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"> <li>• Buses</li> <li>• To developments</li> <li>• Taxis (also stated by <b>Gett UK</b>)</li> <li>• Motorcycles and mopeds (also stated by <b>Motorcycle Action Group</b>)</li> <li>• Cycles, including cycle couriers and cargo cycles (also stated by <b>Bike Taxi Ltd</b>)</li> <li>• All vehicles/non-walking modes</li> </ul> <p>The <b>London Tourist Coach Operators Association</b> 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"> <li>• Traffic dispersion</li> <li>• Congestion or delay to other road users (also stated by <b>Flit Technologies Ltd</b> and <b>Gett UK</b>)</li> <li>• Pollution as a result of congestion</li> <li>• Negative impacts on local businesses</li> </ul>	<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>
<p><b>Support the proposal but request that it goes further</b> (48 comments)</p>	<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><b>London Living Streets</b> and <b>St Paul's Cathedral School</b> requested quicker implementation of pedestrian priority streets.</p> <p><b>Living Streets</b> 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 <b>update</b> 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. <b>London Living Streets</b> 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><b>Additional measures to be considered</b> (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><b>British Land</b> requested a pedestrian priority focus area immediately south of Liverpool Street station. <b>London Living Streets</b> requested specific proposals for key walking routes at Ludgate Circus, Old Broad Street and within the Culture Mile area. <b>Saint Paul's Cathedral School</b> 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><b>Suggestions to deliver the proposal</b> (11 comments)</p>	<p>Ten people provided suggested measures to support the delivery the proposal. These included;</p> <ul style="list-style-type: none"> <li>• Building more high walks</li> <li>• Working with businesses to encourage flexible working to alleviate pressure on the streets at peak times</li> <li>• Working with neighbouring boroughs to make the proposal even more effective</li> <li>• 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</li> <li>• Improving the quality of the pavements as well as the quantity, including removing street furniture (also stated by <b>Chancery Lane Association</b>)</li> </ul>	<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><b>Concern on achieving the proposal</b> (2 comments)</p>	<p><b>Brewery Logistics Group</b> and the <b>City Property Association</b> 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>

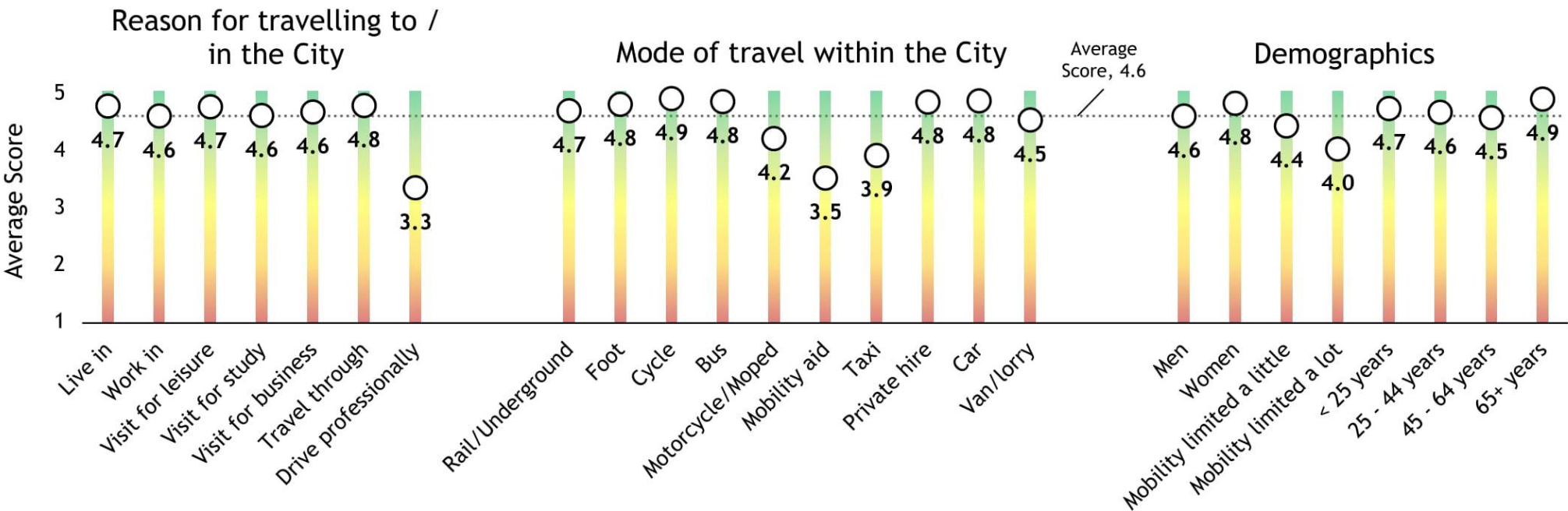
Proposal 3

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





### 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.

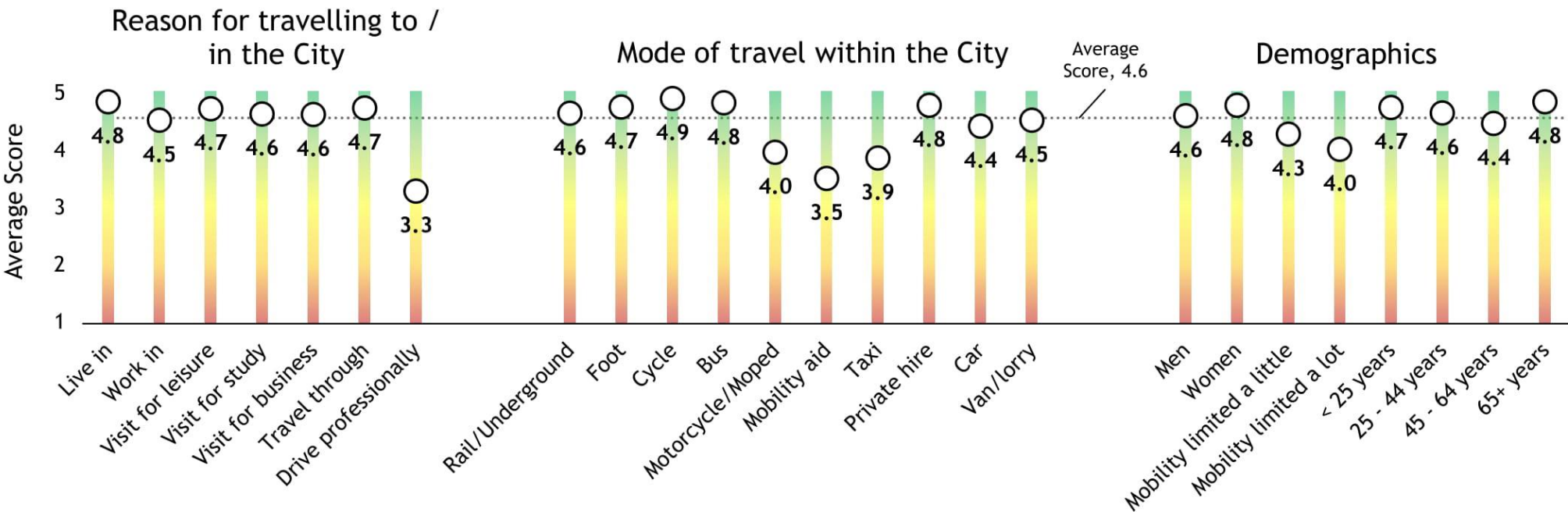
Proposal 5

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



## 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

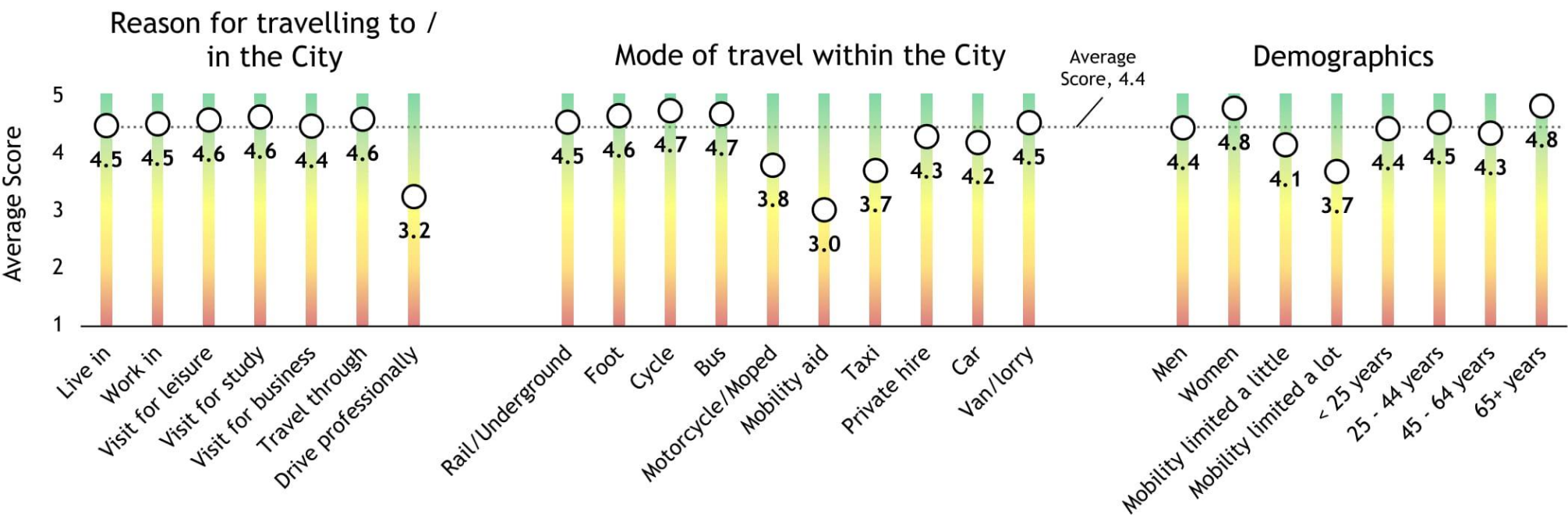
account of the size of the development and its location. The proposal sets out that public access across private land will be maintained. These comments have also been passed on to inform the consultation on the City Corporation's draft Local Plan.

# Proposal 6

# Promote and celebrate walking

## Website scores

218 Responses      4.4 Average score





## 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.

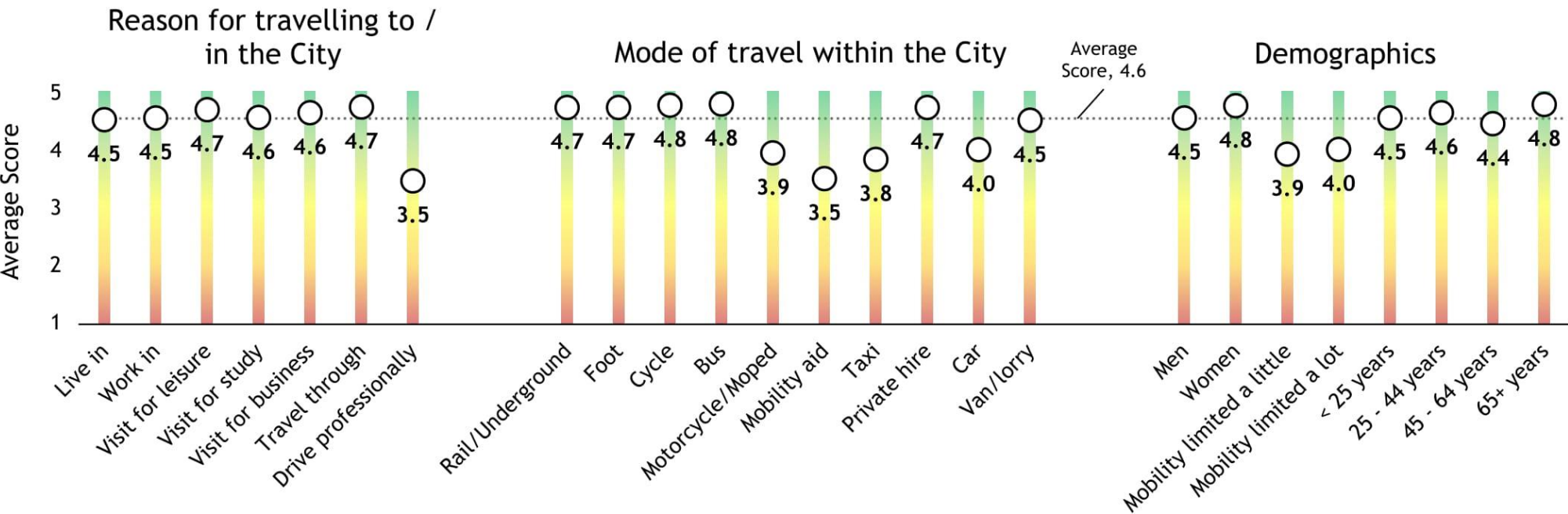
Proposal 7

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><b>Stop Killing Cyclists</b> 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><b>Salix Finance</b> 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><b>Other comments</b> (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"> <li>• <b>Freight Transport Association</b> requested there is reasonable access to business frontages, especially for specific delivery needs</li> <li>• <b>Bike Taxi Ltd</b> requested that cycling and walking safety is considered, especially in terms of shared space</li> <li>• The <b>Confederation of Passenger Transport</b> requested to facilitate journeys which are essential or have a beneficial impact on the economy</li> </ul> <p>The <b>City of London Access Group</b> requested that the proposal enhances accessibility and doesn't create obstructions.</p> <p>The <b>Barbican Association</b> 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><b>Historic England</b> 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 <b>updated</b> 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 <b>update</b> the proposal to state that we will protect, as well as enhance, the settings of heritage assets and buildings.</p>
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# Proposal 8      Incorporate more greenery into the City's streets and public spaces

## Website scores

215    Responses                      4.5    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
<b>Support but go further</b> (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.	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.  We note the request for more water features and recognise the benefits they can provide in creating a

		<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><b>Other comments</b> (4 comments)</p>	<p><b>The Heron, Moor Lane Residents Committee</b> 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>

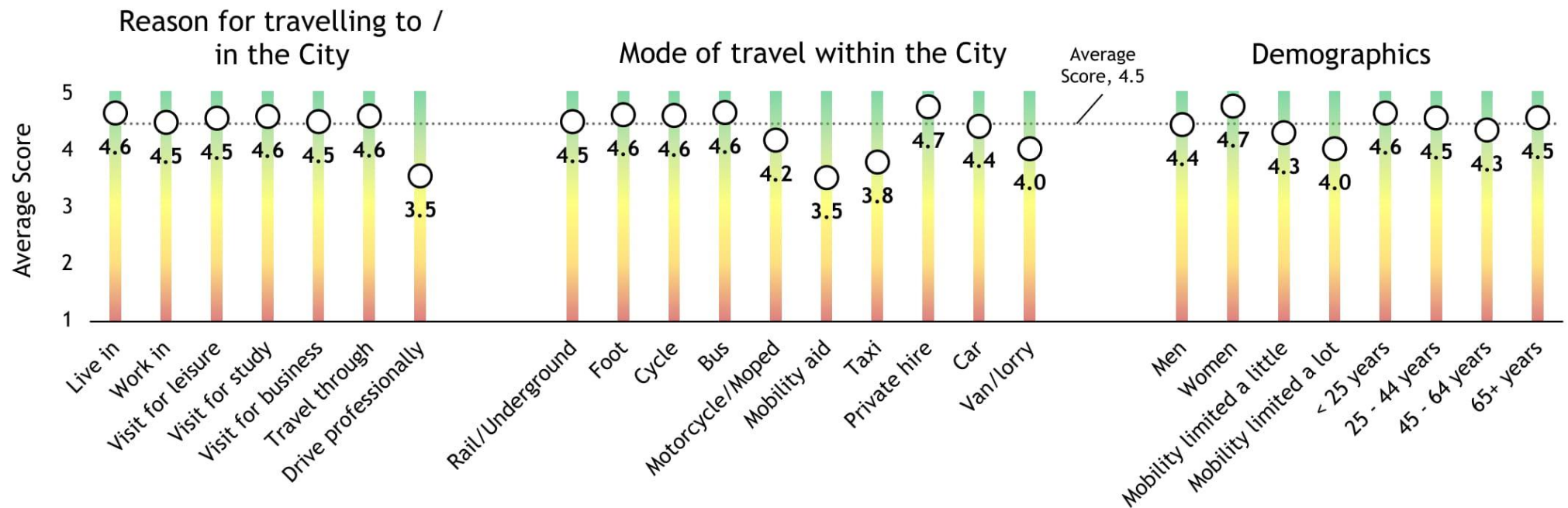
## Proposal 9

## Reduce rainwater run-off on City streets and public realm

### Website scores

189 Responses

4.5 Average score





## 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

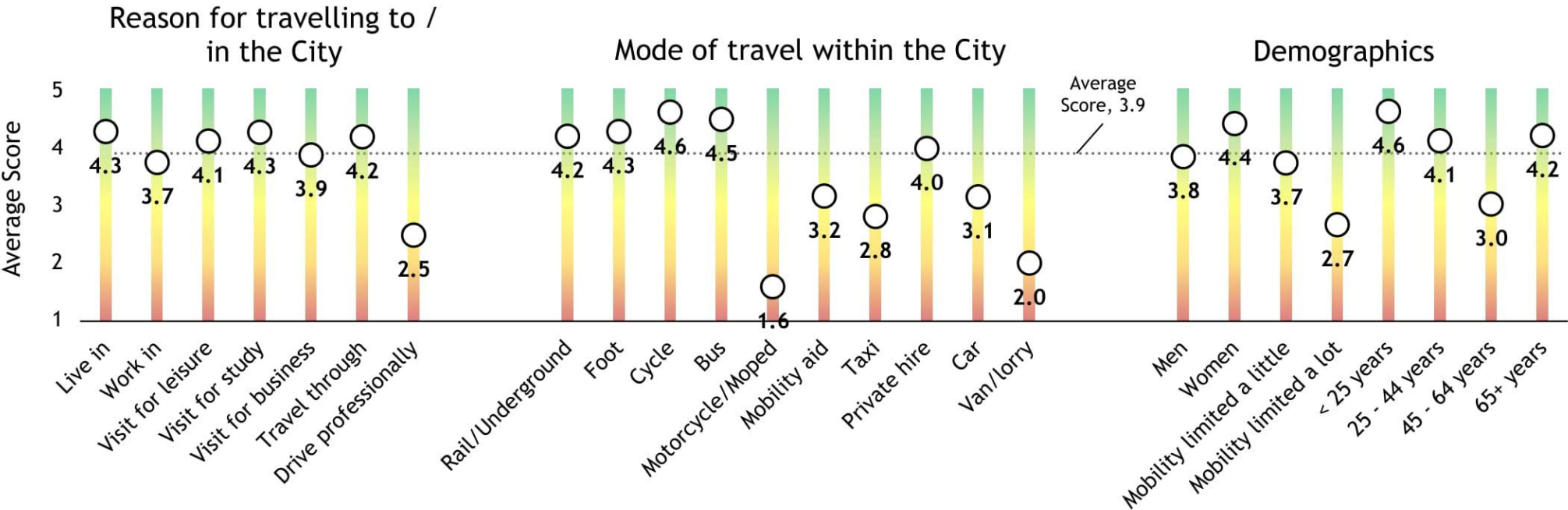
One comment was received suggesting that the proposal should include protecting cycle infrastructure for wind, whilst another suggested that new developments provide rain cover at ground level. Providing protection for people is already included in the proposal and will also be considered and addressed 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><b>Encourage the use of powered two wheelers</b> (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 <b>Motorcycle Industry Association</b> suggested powered two wheelers should be listed as essential traffic.</p> <p>The <b>Motorcycle Action Group</b> 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><b>In support of the proposal but request for it to go further</b></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><b>St Paul's Cathedral School</b> requested a more ambitious target than 25% reduction in motor traffic by 2030, <b>Stop Killing Cyclists</b> requested a target of 40% by 2030 and the <b>Cross River Partnership</b> highlighted the need for the proposal to be as ambitious as possible. The <b>City Property Association</b> 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. <b>A1X Ltd</b> requested removing as many taxis from the City as possible and <b>London Living Streets</b> 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 <b>Stop Killing Cyclists</b>). The <b>Brewery Logistics Group</b> suggested that car drivers should be penalised for bringing their cars into the City.</p> <p><b>A1X Ltd</b> requested removing as many private hire vehicles from the City as possible and <b>FXpansion Audio UK Ltd</b> 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. <b>London Living Streets</b> 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 <b>updated</b> 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>
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	<ul style="list-style-type: none"> <li>• Introduce a workplace parking levy</li> <li>• Introduce red route restrictions 24/7 or ban vehicles stopping on main roads</li> <li>• Prevent delivery vehicles parking illegally and retime freight deliveries</li> </ul> <p><b>Road Peace</b> requested urgent action against personal deliveries being made to the workplace.</p>	
<p><b>Concerns over impacts or delivery</b> (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 <b>City of London Access Group</b> raised the following concerns regarding accessibility;</p> <ul style="list-style-type: none"> <li>• restricting access to the road network through a charging regime</li> <li>• assuming making use of a private car or private hire vehicle is a luxury or unhealthy transportation choice</li> <li>• restricting and reducing the free-flow of private hire vehicles within the City further</li> </ul> <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 <b>Confederation of Passenger Transport</b> raised a concern about the displacement of traffic from the City to radial routes. <b>Unblock the Embankment</b> 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>

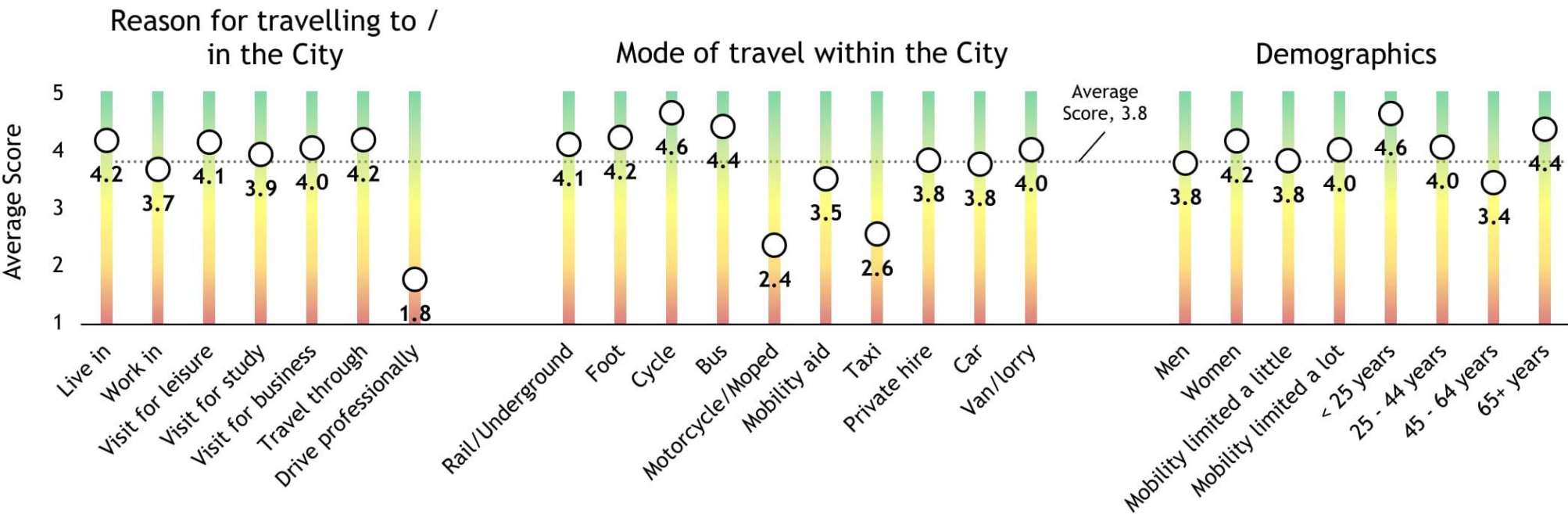
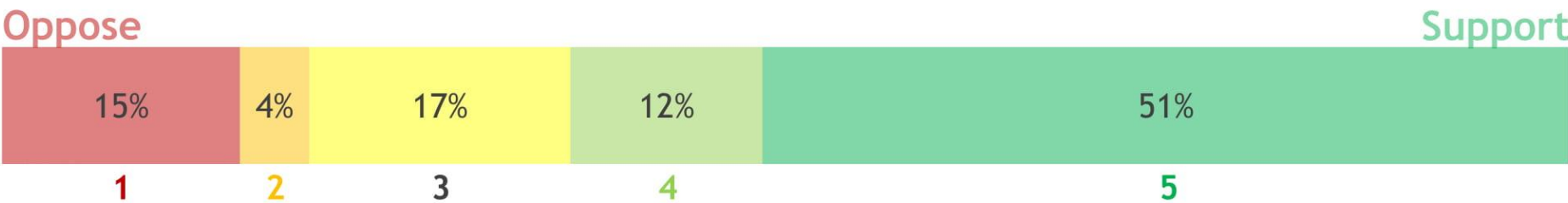
	grounds that it will result in increased traffic on Victoria Embankment and Upper and Lower Thames Streets. This view was echoed in the template responses generated via the Unblock the Embankment website.	
Requests for specific considerations in the updated road user charge (30 comments)	<p>Comments 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 <b>Stop Killing Cyclists</b> 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"> <li>• The <b>Brewery Logistics Group</b> opposed any increased road user charges for HGVs, while <b>John Lewis</b> and <b>Tideway</b> stated that the road user charge increases should not be directed to delivery vehicles.</li> <li>• The <b>Confederation of Passenger Transport</b> requested that essential traffic, including coaches, are exempt from any charging regime.</li> <li>• The <b>Motorcycle Action Group</b> and the <b>Motorcycle Industry Association</b> requested exemption for powered two wheelers from any charging regimes.</li> </ul> <p>The <b>Freight Transport Association</b> strongly opposes any road user charging scheme being introduced on a borough by borough basis and the <b>Federation of Small Businesses</b> 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 <b>Society of Motor Manufacturers and Traders</b> oppose additional road user charging on top of the congestion charge and ULEZ.	
<b>Additional measures or suggestions to deliver the proposal</b> (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><b>The Aldgate Partnership</b> 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>
<b>Reduce the scale of the proposal</b> (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

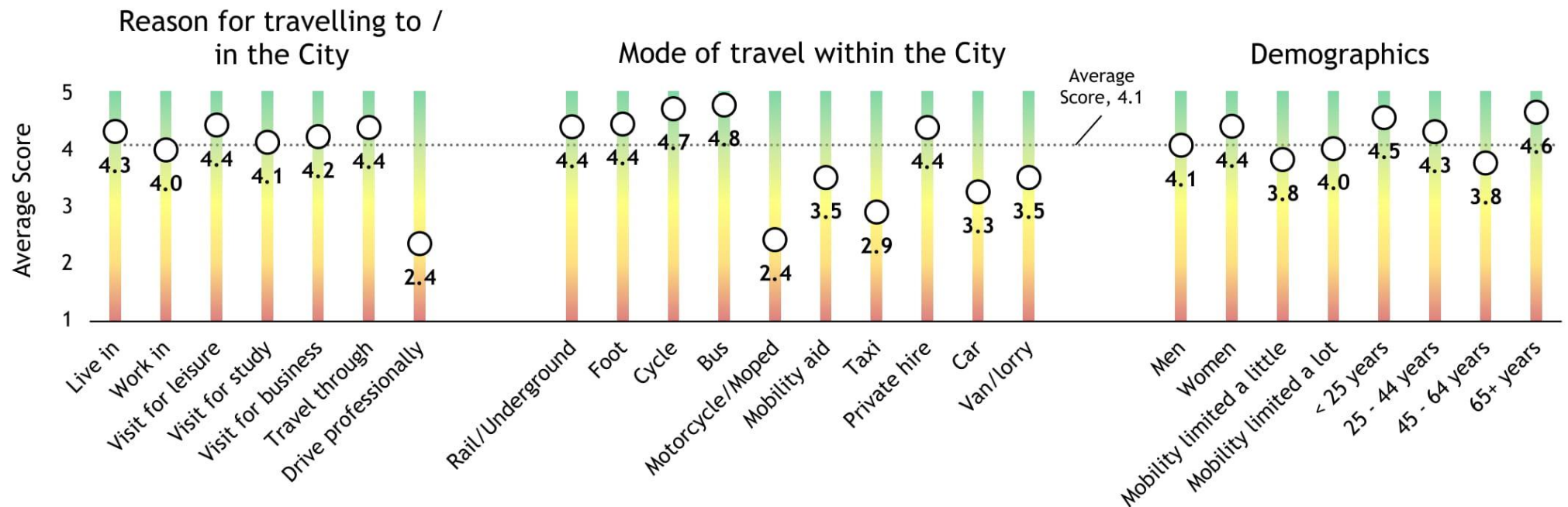
Comment group/theme	Comments summary	Response/commentary
<b>Concerns on the impacts of the proposal</b> (13 comments)	<p>Four comments were received requesting that the proposal does not negatively impact powered two wheelers.</p> <p>The following organisations suggested measures and exemptions;</p> <ul style="list-style-type: none"><li>• The <b>Motorcycle Industry Association</b> suggested providing appropriate access for delivery and servicing, as powered light vehicles will feature heavily in these uses</li><li>• <b>RMT Drivers' Branch</b> requested that taxis are seen as part of the public transport network</li><li>• <b>Tideway</b> suggested that construction vehicles should be given access and be exempt from road use restrictions</li></ul>	<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"> <li>The <b>Confederation of Passenger Transport</b> requested consultation and engagement before restricting any streets to coaches</li> </ul> <p>The <b>Freight Transport Association</b> 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><b>Location specific changes to the proposal</b> (4 comments)</p>	<p>One comment was received suggesting that Fleet Street is also subject to a Healthy Streets Plan.</p> <p><b>Transport for London</b> 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><b>Smithfield Market Tenants' Association</b> requested that any further changes around Smithfield Market are on a case-by-case basis. The <b>Confederation of Passenger transport</b> 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 <b>updated</b> 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



### 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

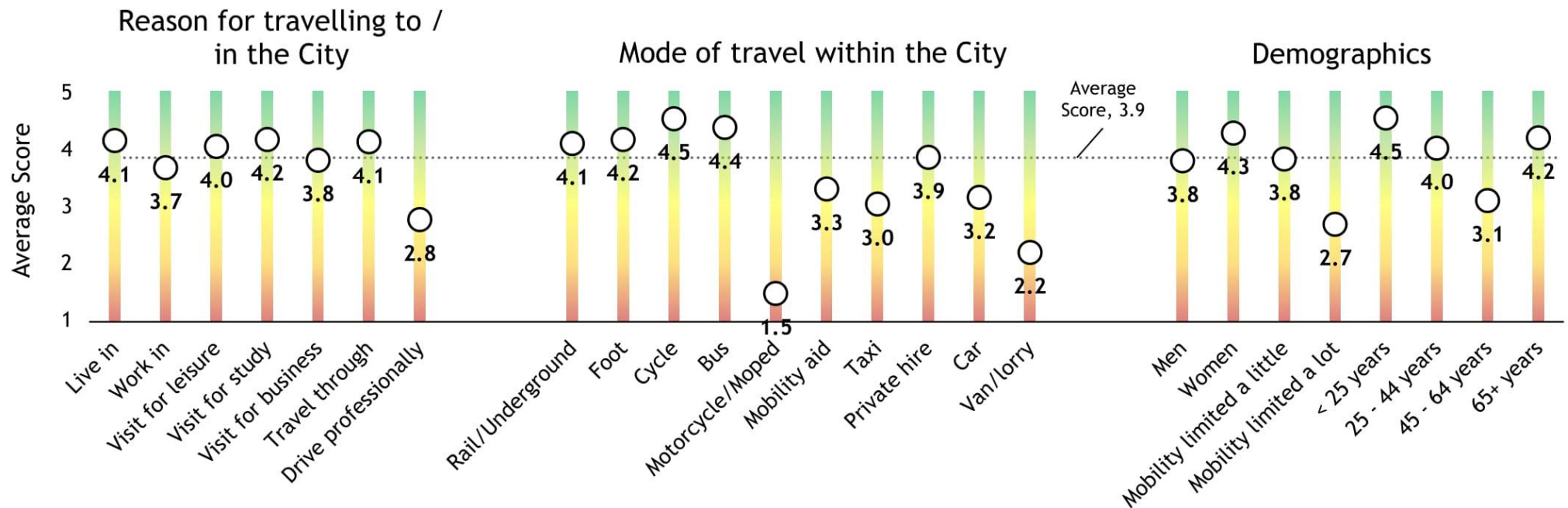
Comment group/theme	Comments summary	Response/commentary
<p><b>Support but want proposal to go further</b> (18 comments)</p>	<p>Comments in this group supported the proposal but requested that it is more ambitious. Four of the comments asked for the proposal to go further, faster or both but with no 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>
<p><b>Concerns over delivery</b> (16 comments)</p>	<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 <b>Motorcycle Industry Association</b> 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 <b>Royal Mail</b> requested there was early engagement before any street closures as they run a 24-hour operation, <b>Smithfield Market Tenants Association</b> suggested there may need to be exceptions, especially for fresh food deliveries and <b>Tideway</b> requested that certain construction activities and access routes will need to be maintained. <b>City Property Association</b> and <b>Landsec</b></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. <b>The Aldgate Partnership</b> also raised this concern and suggested signage is clear to keep confusion to a minimum.</p> <p>The <b>Barbican Association</b> supports the proposal if access to resident car parks and access for disabled residents is considered.</p> <p><b>Gett UK</b> 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>
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# 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><b>Oppose by doing less</b> (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 <b>Motorcycle Action Group</b> and <b>Motorcycle Industry Association</b> 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 <b>Barbican Association</b> 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. <b>Motorcycle Action Group</b> and <b>Motorcycle Industry Association</b> 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 <b>Federation of Small Businesses</b> and the <b>Freight Transport Association</b> opposed reducing the maximum loading period, whilst the <b>Road Haulage Association</b> requested time restrictions for loading and unloading are sufficient for HGV's to unload. <b>The City Property Association</b> raised a concern that reducing the maximum loading period would create additional challenges for delivery vehicles with consolidated loads for multiple buildings, whilst <b>FTC 2050</b> 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 <b>update</b> the proposal to reflect this.</p>

	<p>carrying out multi-drop delivery operations. <b>IAM RoadSmart</b> 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. <b>Tideway</b> requests reducing maximum loading periods should be considered in the context of the purpose of the type of delivery or collection required.</p>	
<p><b>Encourage the use of powered two wheelers</b> (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><b>Support but go further</b></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><b>with the proposal</b> (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 <b>Stop Killing Cyclists</b> 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"> <li>• To increase parking charges</li> <li>• To introduce a workplace parking levy</li> <li>• To set a target for parking space reduction</li> </ul>	<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><b>Additional measures to include in the proposal</b> (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"> <li>• Increase parking spaces for shared car clubs</li> <li>• Remove all street furniture</li> <li>• Remove cycle parking from pavements and relocate to the carriageway</li> </ul> <p><b>London Living Streets</b> requested for single yellow lines to be replaced with double yellows on narrow streets.</p> <p><b>RMT London Taxi Drivers' Branch</b> 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>



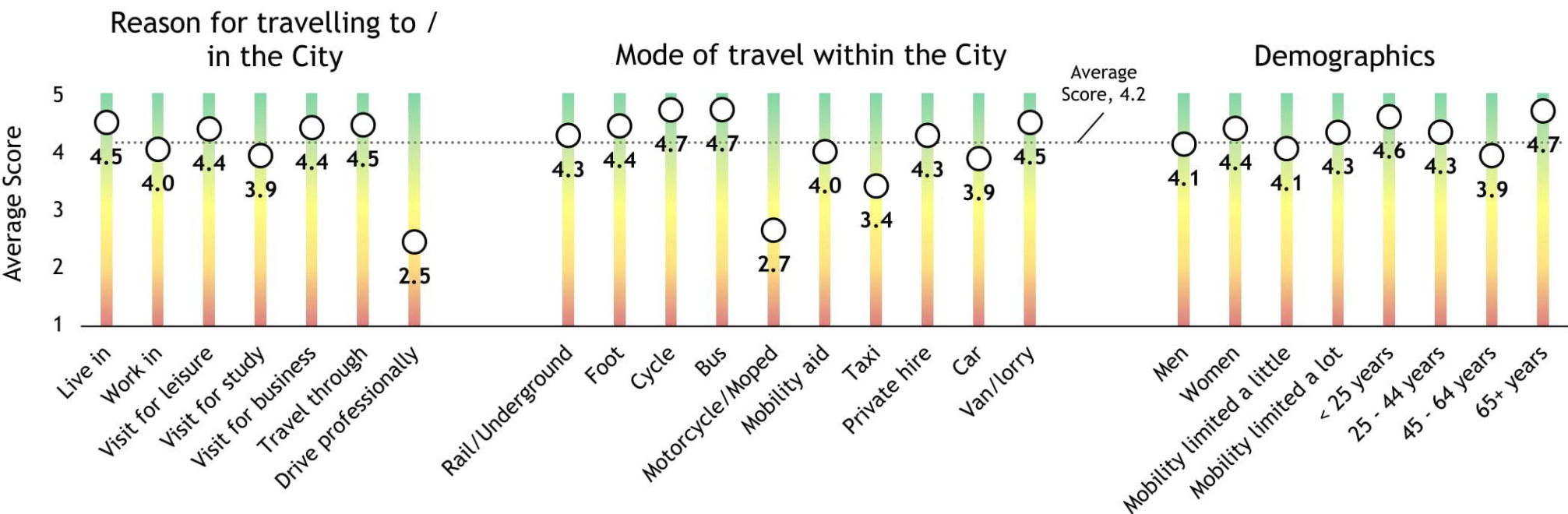
	<p><b>Sustrans</b> asked for a commitment to provide all electric charging facilities on carriageway and not on footways.</p>	
<p><b>Concerns on the impact of the proposal</b> (12 comments)</p>	<p>This group of comments raised concerns on the impact of the proposal.</p> <p>Half of the comments (4) raised concerns about vehicle access for disabled people. <b>City of London Access Group</b> 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><b>The Brewery Logistics Group</b> requested that enough kerbside space is made available for distributors, whilst <b>The Royal Mail</b> 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"> <li>• introducing variable charging for motorcycles will be too complicated</li> <li>• measures in the proposal would cause illegal parking due to a lack of appropriate parking or unloading space</li> <li>• <b>The Federation of Small Businesses</b> sought for it to be understood how multi use spaces will be policed.</li> </ul>	<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

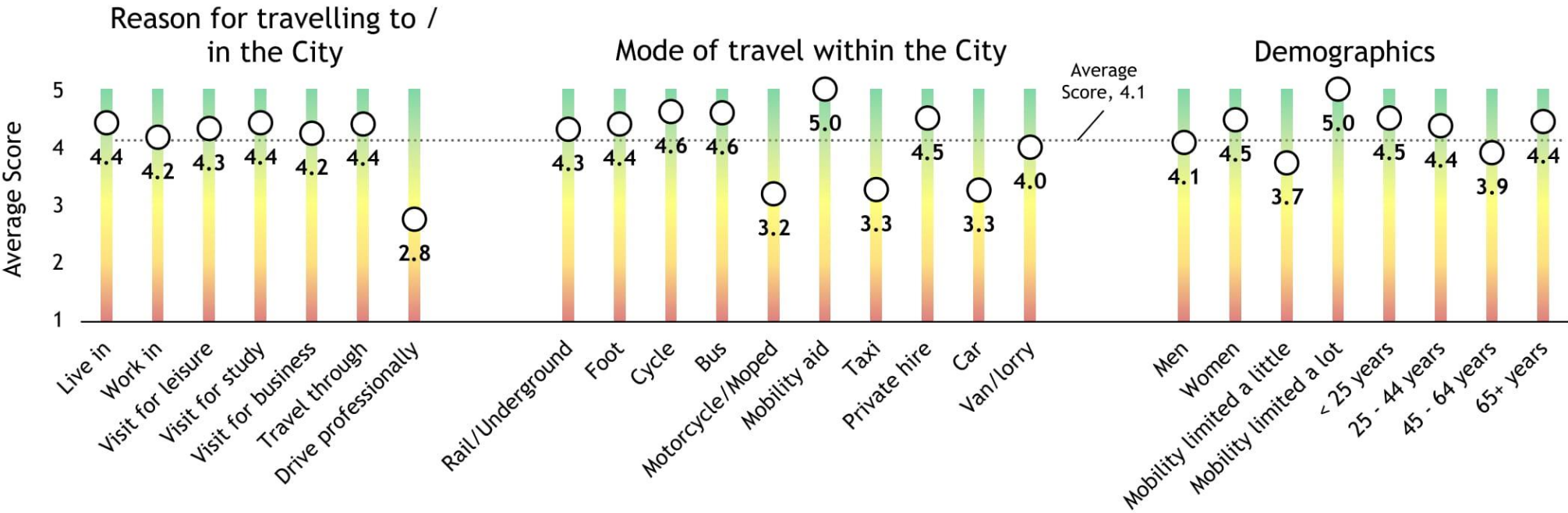
Comment group/theme	Comments summary	Response/commentary
<b>Concern regarding behaviour change</b> (10 comments)	<p>Eight comments were received suggesting the behaviour of people walking and cycling needs to change to support the proposal or as an addition to the proposal, specifically to be more responsible and less distracted. Three of these comments suggested the arrangement needs to be policed or enforced to work.</p> <p>The <b>Barbican Association</b> 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 <b>Smithfield Market Tenants' Association</b> suggested cyclists and pedestrians need to obey the laws of the road.	
<b>Other comments</b> (3 comments)	<p>One comment suggested that road design will also be key in supporting and reinforcing the arrangement.</p> <p><b>Sustrans</b> suggested the City Corporation could pioneer the principle and implement trials at suitable locations.</p> <p><b>Inner London Ramblers</b> 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



## 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.

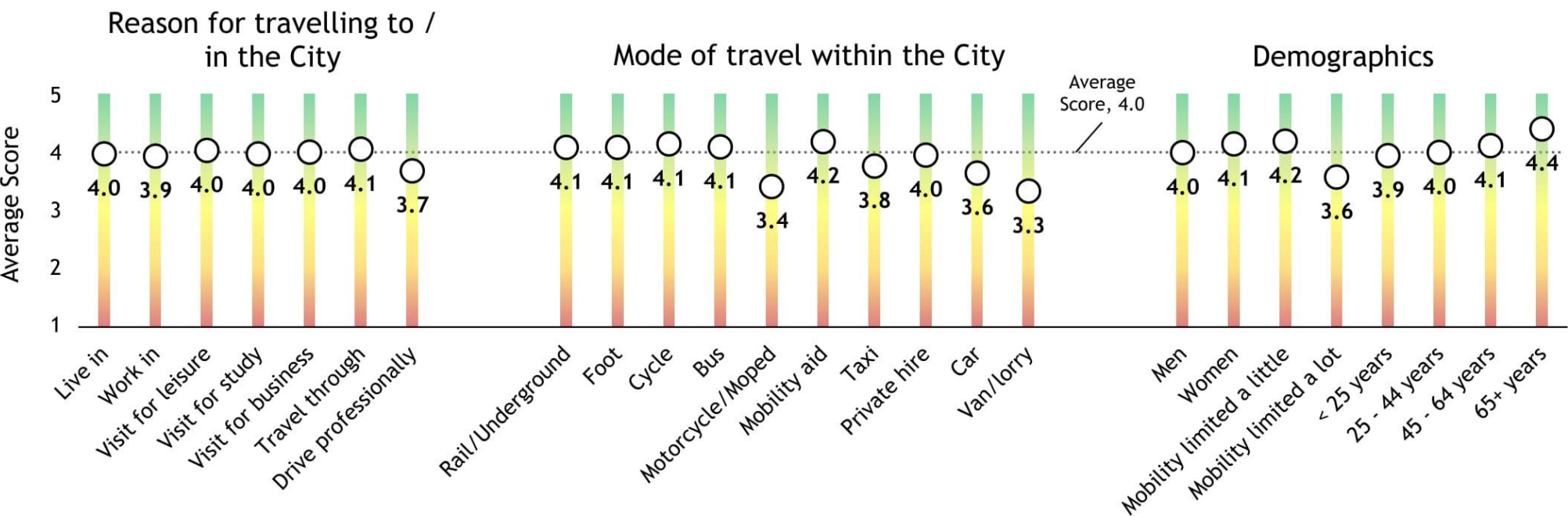
Vehicle access requirements will be considered during the development of the City of London Access Standard, including how to balance the varied access and transport needs of disabled people. We will work closely with key industry stakeholders, including those who have requested so, in developing the 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><b>Concern and opposition in delivering a clear pavement policy</b> (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"> <li>• Drinking outside pubs is part of the City's culture and character</li> <li>• Pubs are too small in the City for everyone to drink inside</li> <li>• People enjoy drinking outside in the summer</li> <li>• The City would feel sterile</li> <li>• The impact of barriers to indicate areas where drinking is allowed</li> <li>• Negative impact on business</li> </ul> <p><b>Aldgate Partnership</b> 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"> <li>• Negatively impacting the cultural offer and character of the City and make the Square Mile feel sterile</li> <li>• Remove seating that is needed by people with limited mobility who need regular places to sit and rest</li> <li>• Stop people enjoying eating/drinking outside in summer</li> </ul>	<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"> <li>• Have a negative impact on business</li> </ul> <p>Whilst supportive of the proposal, <b>London Living Streets</b> and <b>Cross River Partnership</b> 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 <b>Federation of Small Businesses</b> and the <b>Aldgate Partnership</b> 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



## 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)	<p>12 comments supported the proposal and requested that it went further. Additional suggested measures include:</p> <ul style="list-style-type: none"><li>• Include dropped kerbs</li><li>• Include cycle crossings (also requested by <b>Wheels for Wellbeing</b>)</li><li>• More enforcement needed - <b>Transport for London</b> requested that we include wording to reflect that the police can enforce civil offences and should be referenced accordingly.</li></ul>	<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 <b>change</b> the proposal to include cycle crossings as well as pedestrian crossings which are currently used by cyclists, such as toucans.</p>

		<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 <b>change</b> the proposal to reflect this.</p>
<p><b>Opposition or concern with keeping pedestrian crossings clear of vehicles</b> (12 comments)</p>	<p>12 comments raised specific concerns or opposition to measures to keep crossings clear of vehicles, including:</p> <ul style="list-style-type: none"> <li>• Increased congestion</li> <li>• Too much enforcement/revenue generation through penalty charge notices</li> <li>• It is already in the Highway Code</li> </ul>	<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>

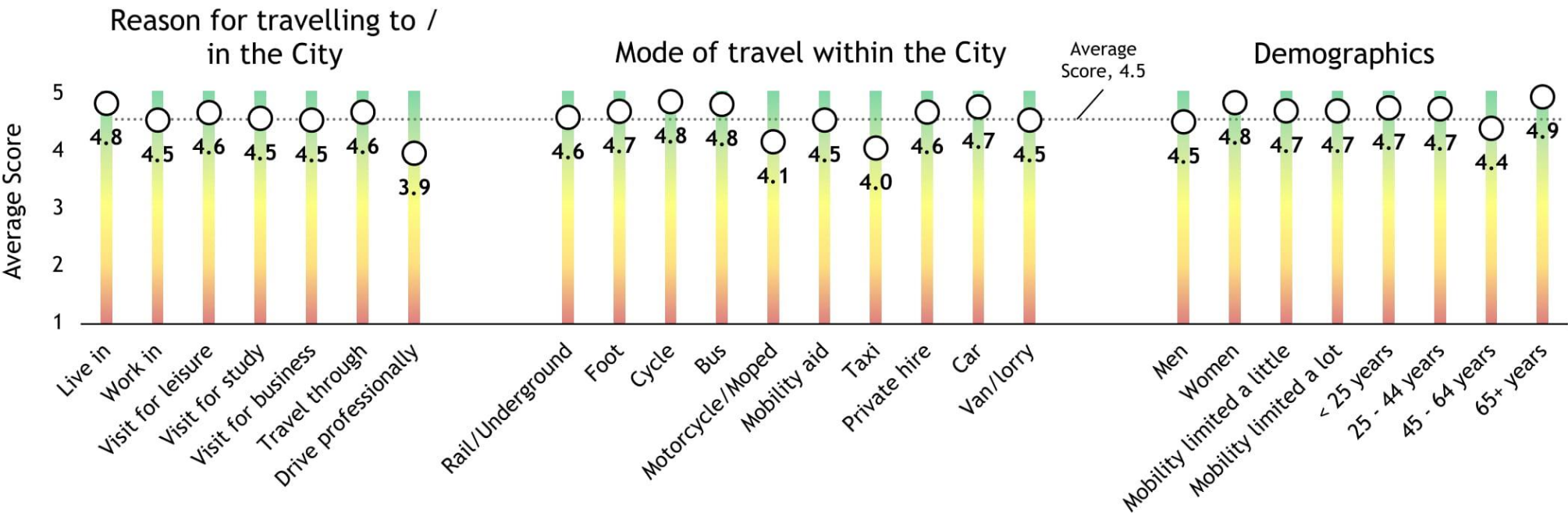
Proposal 19

Support and champion accessibility improvement to Underground stations

Website scores

181 Responses

4.5 Average score



## 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 <b>Aldgate Partnership</b> requested that Aldgate station was considered as a priority as it is underperforming. Similarly, the <b>Barbican Association</b> requested that we focussed on delivering accessibility improvements at Barbican station. The <b>RMT London Taxi Drivers' Branch</b> 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>



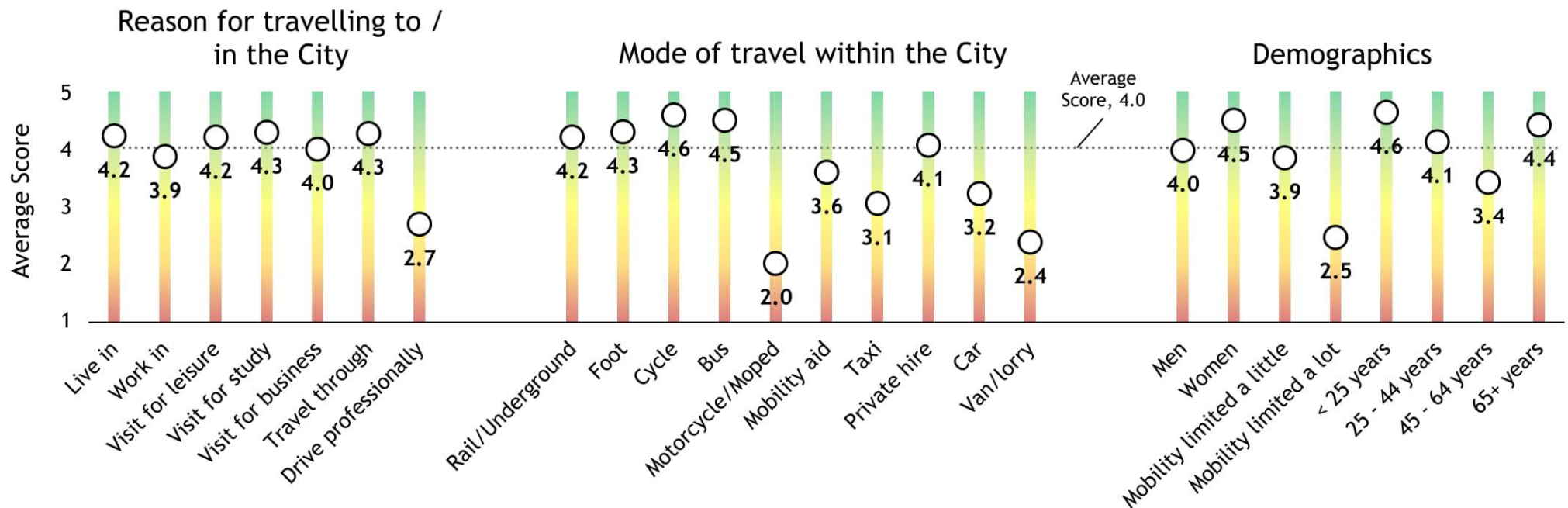
		aim of achieving a step free Underground network before 2044.
<p><b>Opposition or concern with making stations fully accessible</b> (3 comments)</p>	<p>2 comments suggested this proposal should be dropped or deprioritised due to the costs of delivering step free access to stations.</p> <p>1 person requested 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>
<p><b>Other comments</b> (2 comments)</p>	<p>The <b>City of London Access Group</b> provided worked examples of how the Public Transport Accessibility Level (PTAL) decreases significantly when considering step free access and differing walking abilities.</p> <p><b>Transport for London</b> 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 <b>remove</b> 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
<b>Opposition or Concern to specific measures</b> (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"> <li>• 15mph is too slow</li> <li>• 20mph hasn't reduced casualties</li> <li>• People do not drive at 20mph so why will they drive at 15mph?</li> <li>• 15mph is too slow to ride a motorcycle at safely</li> <li>• Air quality will worsen</li> <li>• Congestion will worsen</li> <li>• Cyclists ride faster than 15mph</li> <li>• Variable speed limits will confuse drivers across central London</li> </ul> <p>Organisational responses included the <b>Alliance of British Drivers</b>, <b>IAM Roadsmart</b> and <b>Smithfield Market Tenants' Association</b> expressed opposition on grounds that it would not improve safety and there is no evidence basis. The <b>Brewery Logistics Group</b> and <b>Federation of Small</b></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><b>Businesses</b> and <b>La Fromagerie Ltd</b> are concerned that it would increase vehicle requirements for making deliveries. Both the <b>Confederation of Passenger Transport</b> and <b>London Tourist Coach Operators Association</b> identified longer journey times for coach passengers as a concern. <b>John Lewis Partnership</b> and the <b>Motorcycle Action Group</b> did not support 15mph as differing speeds limits in different authorities would be too difficult for drivers</p> <p><b>Tideway</b> 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 <b>La Fromagerie Ltd</b> expressed concern that the proposals will make air quality worse because:</p> <ul style="list-style-type: none"> <li>• 15mph is not the optimum speed for combustion engines</li> <li>• Redesigning junctions to give priority away from motor vehicles will increase idling</li> </ul> <p>29 comments suggested that Vision Zero was not achievable as streets are dangerous by their nature and people will always make mistakes. <b>Motorcycle Action Group</b> also felt that Vision Zero is not achievable.</p> <p>18 comments and the <b>Alliance of British Drivers</b> and <b>Brewery Logistics Group</b> did not support the proposal as it would worsen congestion in the Square Mile.</p> <p>The <b>Licensed Taxi Drivers' Association</b> 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>
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	<p>highlighted the advancement in airbag technology within the newest Taxi model as a reason that it would not be required. The <b>Brewery Logistics Group</b> stated that ISA would create more emissions and congestion. The <b>RMT London Taxi Drivers' Branch</b>, whilst not unsupportive of ISA, requested that we engage with Transport for London when developing any proposals.</p> <p>The <b>Confederation of Passenger Transport</b> also requested that we did not pursue FORS for coaches as coaches are already subject to strict safety requirements.</p>	
<p><b>Improve the behaviour of street users.</b> (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"> <li>• Running red lights or crossing junctions on pedestrian green signals</li> <li>• Riding on pavements</li> <li>• Parking inappropriately</li> <li>• Not giving way to people walking</li> <li>• Cycling aggressively or acting in an antisocial way, especially in shared spaces like Queen Street</li> <li>• Endangering themselves or other street users</li> </ul> <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 <b>include</b> 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"> <li>• Distractions such as looking at phones when walking or listening to music</li> <li>• Stepping into the carriageway</li> <li>• Crossing on red lights</li> </ul> <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"> <li>• Need for more driver training and accreditation schemes, especially for professional drivers</li> <li>• Running red lights</li> <li>• Close passing cyclists</li> <li>• Accelerating aggressively at junctions</li> <li>• Distractions in vehicle, such as GPS systems</li> </ul> <p><b>City of London Access Group</b> and <b>John Lewis Partnership</b> wanted to ensure that all safer behaviour schemes and campaigns applied to all road users.</p>	
<p><b>Support and go further</b> (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><b>The Heron, Moor Lane Residents Committee</b> requested that a 5mph speed limit be introduced around their building and <b>London Living Streets</b> 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><b>Sustrans</b> 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><b>City of London Access Group</b> support was conditional on the look and feel of streets not being adversely impacted.</p> <p>The <b>Freight Transport Association</b> 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 <b>London Cycling Campaign</b> suggested including these standards in our own procurement regulations.</p> <p><b>Roadpeace</b> 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 <b>change</b> the strategy to introduce 'reported casualties' rather than 'casualties' and include the potential to use other suitable accreditation schemes and standards.</p>



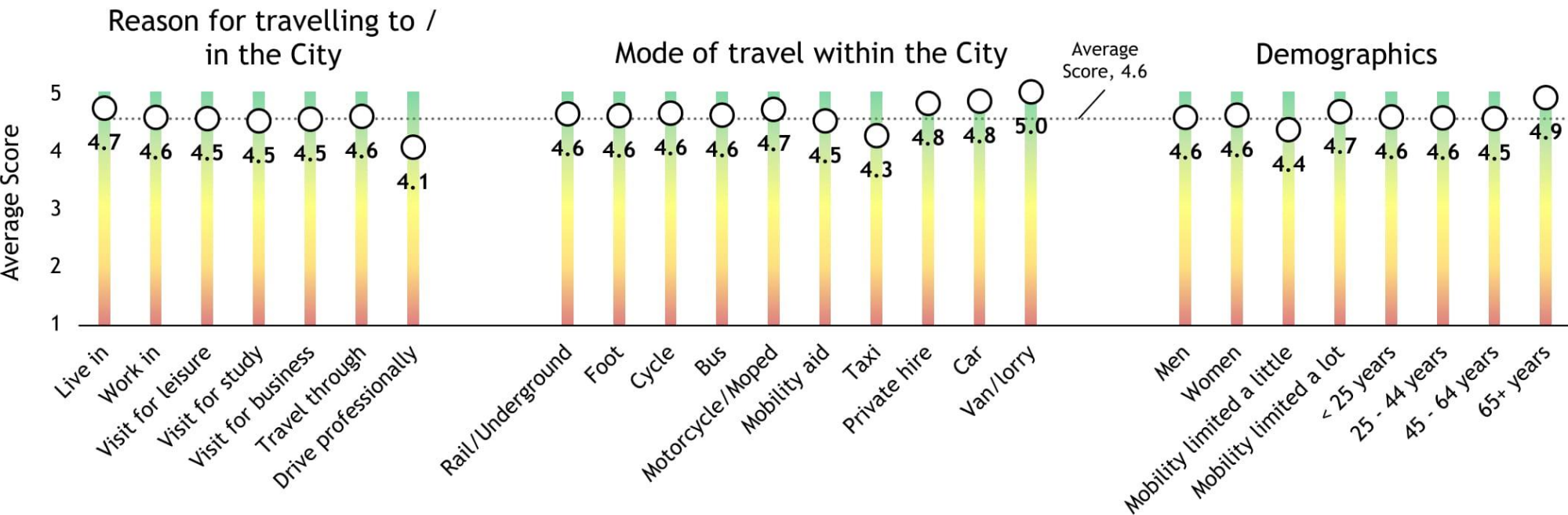
Proposal 21

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"><li>• More bicycle security</li><li>• More police should use cycles</li><li>• Needs to cover more criminal activities</li></ul> <p><b>Motorcycle Action Group</b> and <b>Motorcycle Industry Association</b> 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 <b>Freight Transport Association</b> 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.
<b>Concern with proposal</b> (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.

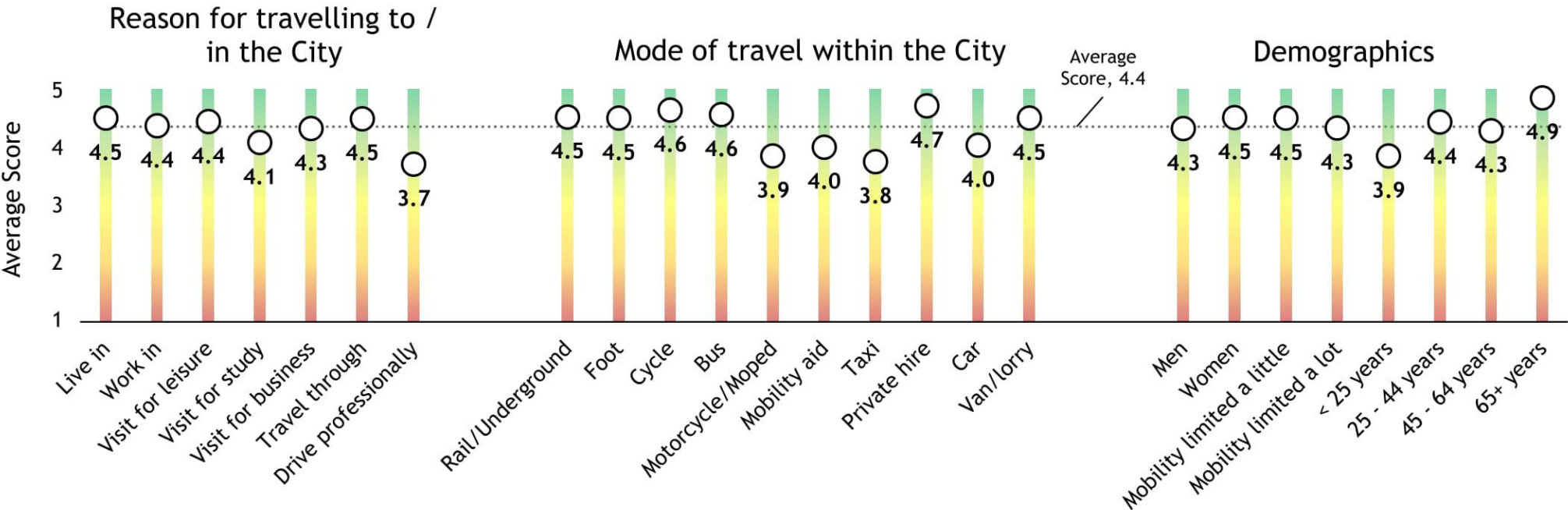
Proposal 22

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.

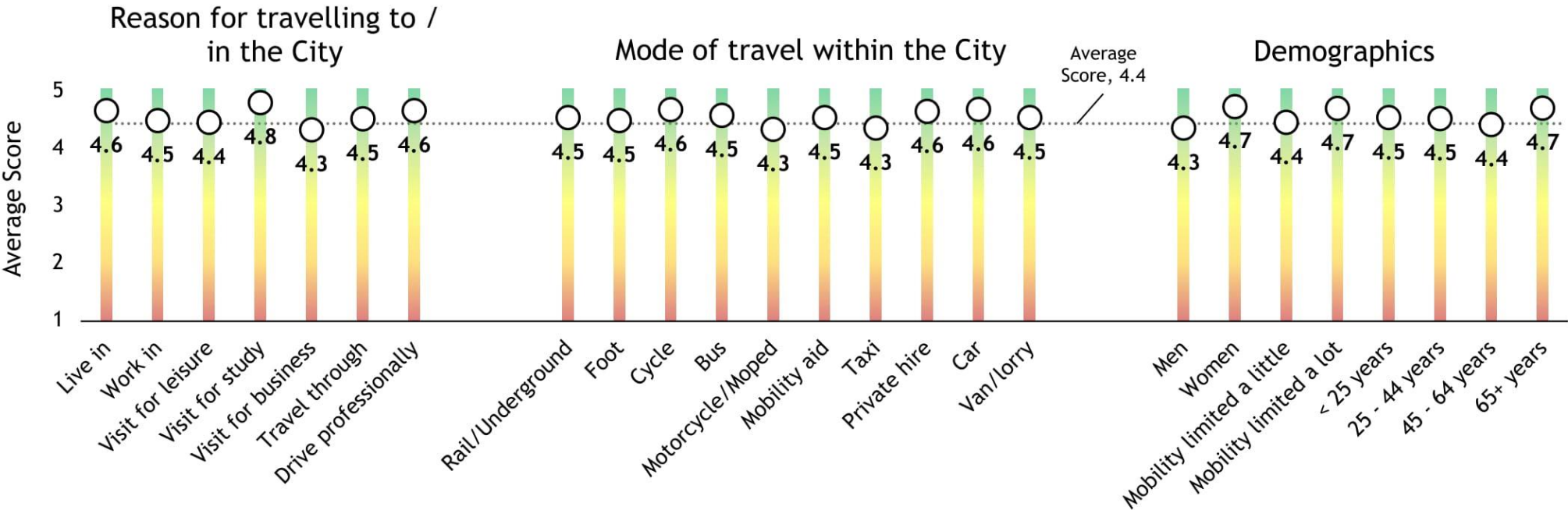
**Transport for London** requested that we change the proposal title to reflect that measures are delivered on an assessment of risk. No changes will be made in response to this comment as the assessment of risk is already reflected in the use of 'proportionate' in the title and referenced in the proposal.

# Proposal 23

# Improve the quality and functionality of street lighting

## Website scores

170 Responses      4.4 Average score



### 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

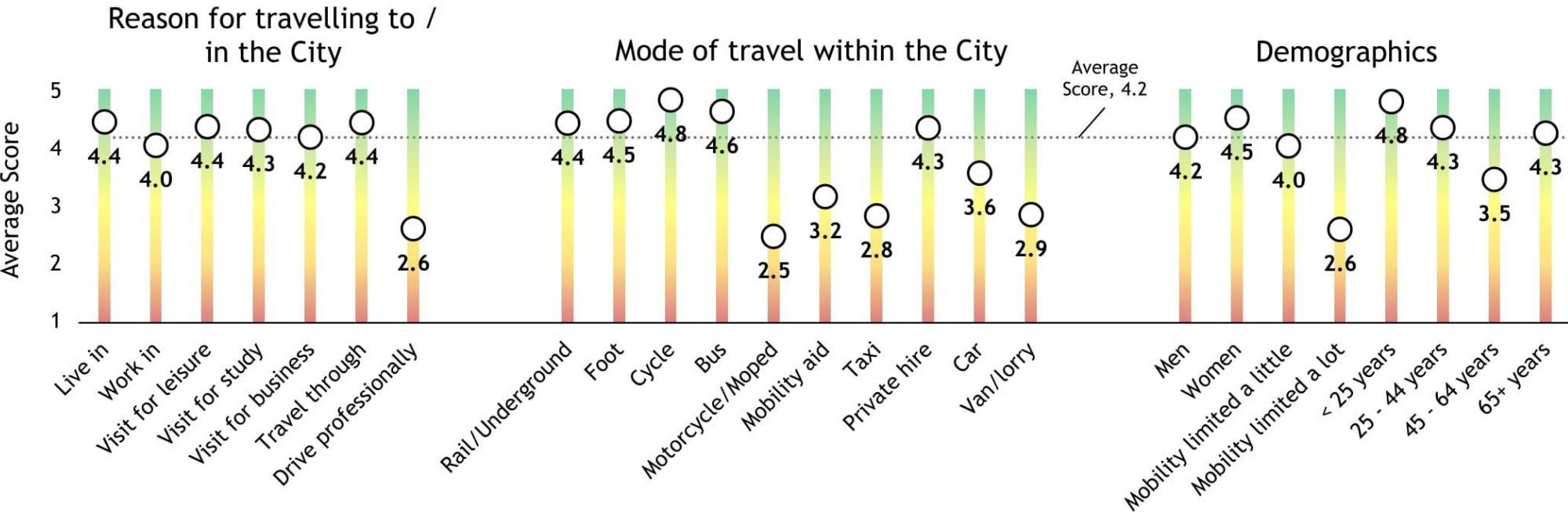
There were no general expressions of opposition to the proposal.

# Proposal 24

Apply a minimum cycling level of service to all streets

## Website scores

2015 Responses      4.2      Average score





## 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
<p>Requests to go further in designing and delivering the Core Cycle Network (209 public comments, 2670 template responses)</p>	<p><b>Accelerate the delivery of the Core Cycling Network</b></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 <b>City Property Association NextGen Steering Group, Salix Finance, Stop Killing Cyclists and SYSTRA Ltd</b></p> <p>In addition, 1551 people used a <b>Square Mile Cycling</b> 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"> <li>• an east-west protected cycle route from Aldgate to Blackfriars via Bank Junction take priority when delivering the Core Cycle Network</li> <li>• we adopt a more ambitious timescale for delivering the Core Cycle Network</li> </ul> <p>We received 5 comments and 517 template email responses via the <b>Unblock the Embankment</b> 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 <b>Unblock the Embankment</b> 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 <b>a change</b> to Proposal 24 <b>to modify</b> 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 <b>a change</b> to Proposal 24 <b>to modify</b> 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><b>Request for more ambitious traffic reduction levels or standards</b></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"> <li>• Less pollution at street level, improving the respiratory health of people cycling</li> <li>• Safer streets and lower risk of injury</li> <li>• A more pleasant cycling environment overall</li> </ul> <p>In addition, the <b>London Cycling Campaign</b> 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 <b>London Cycle Campaign</b> called for the use of the LCDS as a minimum standard when designing our cycle network. The <b>Federation of Small Businesses</b> wanted to understand how we will monitor, manage, and enforce our cycling minimum levels of service.</p> <p><b>Request for more segregation</b></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 <b>London Cycling Campaign</b> 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 <b>a change</b> to Proposal 24 <b>to add</b> 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>
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	<p>change. <b>Salix Finance</b> 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><b>Additional requests for improving the Core Cycle Network</b> 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. <b>Lancefield Street Residents</b> noted that road surfaces should be maintained and that some speed bumps are issues for cargo bikes. <b>IAM Roadsmart</b> 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 <b>a change</b> to Proposal 24 <b>to clarify</b> that additional measures to support the delivery of the core cycle network will include enhanced cycle wayfinding and signage, including signage at eye</p>
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<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. <b>London Cycling Campaign</b>, <b>Salix Finance</b>, and <b>Sustrans</b> encouraged the City to set more ambitious cycling growth targets. <b>Roadpeace</b> 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><b>Opposition to and concerns regarding more people cycling and more cycling infrastructure in the City</b></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"> <li>• increased congestion and air pollution</li> <li>• negative impacts on businesses and taxis</li> <li>• Less safe streets and less pleasant street environment for people walking and motorists</li> </ul> <p>We also received 39 comments regarding congestion concerns more generally.</p> <p><b>Motorcycle Action Group</b> was specifically opposed to more segregated cycle lanes. In addition, the <b>Brewery Logistics Group</b> expressed concerns about the congestion impacts of an expanded cycle network. <b>Gett UK</b> had concerns about the impacts of reallocating road space away from motor vehicles. <b>John Lewis</b> commented that a balance should be found that ensures that e/cargo bikes are encouraged but do not negatively contribute to congestion. The <b>Licensed Taxi Drivers' Association</b> 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 <b>Brewery Logistics Group</b>, <b>Flit Technologies Ltd</b>, <b>John Lewis</b>, <b>Licensed Taxi Drivers' Association</b>, <b>RMT London Taxi Drivers' Branch</b> and <b>Unblock the Embankment</b>.</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, <b>City of London Access Group</b> 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><b>Opposition to shared space/contraflow lanes</b>  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 <b>Chancery Lane Association</b> highlighted their concerns with the current contraflow cycle lane design at the southernmost end of Chancery Lane. <b>Motorcycle Action Group</b> did not support contraflow lanes in the City.</p> <p><b>Concerns about traffic volume limits in our levels of service</b></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>
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	<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 <b>Alliance of British Drivers</b> opposed keeping vehicle volumes below certain levels. The <b>Brewery Logistics Group</b> had concerns around the traffic volume thresholds and its practicality, particularly around enforcement. The <b>Confederation of Passenger Transport</b> questioned the need for a cycling minimum level of service when other street users do not have such minimums. <b>IAM Roadsmart</b> sought clarification on whether our traffic volume limits would include powered two wheelers. <b>John Lewis</b> stressed that we ensure that we do not restrict trade by introducing traffic limits.</p>	
<p>Concerns regarding the behaviours of some people who cycle (147 comments)</p>	<p><b>Concerns around poor cyclist behaviours and enforcement</b> (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"> <li>• A cycling registry</li> <li>• Mandatory cycling insurance</li> <li>• Enhanced cyclist testing and licensing</li> </ul> <p>The <b>Smithfield Market Tenants' Association</b> and the <b>CIC</b> also called for cyclists to be registered, insured, and tested. <b>The Heron, Moor Lane Residents Committee</b> 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 <b>Alliance of British Drivers</b> were concerned about cargo cycle and electric cycle speeds and safety. Both the <b>Brewery Logistics Group</b> and <b>John Lewis</b> were generally supportive of cargo cycles but had concerns about delays and impacts from using more cargo cycles.</p>	
<p><b>Other requests to change the proposal</b> (57 comments)</p>	<p><b>Opposition to aggressive and inconsiderate motoring and improving training for minimising risk to people cycling</b></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"> <li>• Improved training on cycling awareness, techniques like the Dutch Reach</li> <li>• More enforcement and policing against illegal and unsafe behaviours</li> <li>• Refresher training for older drivers</li> </ul> <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>

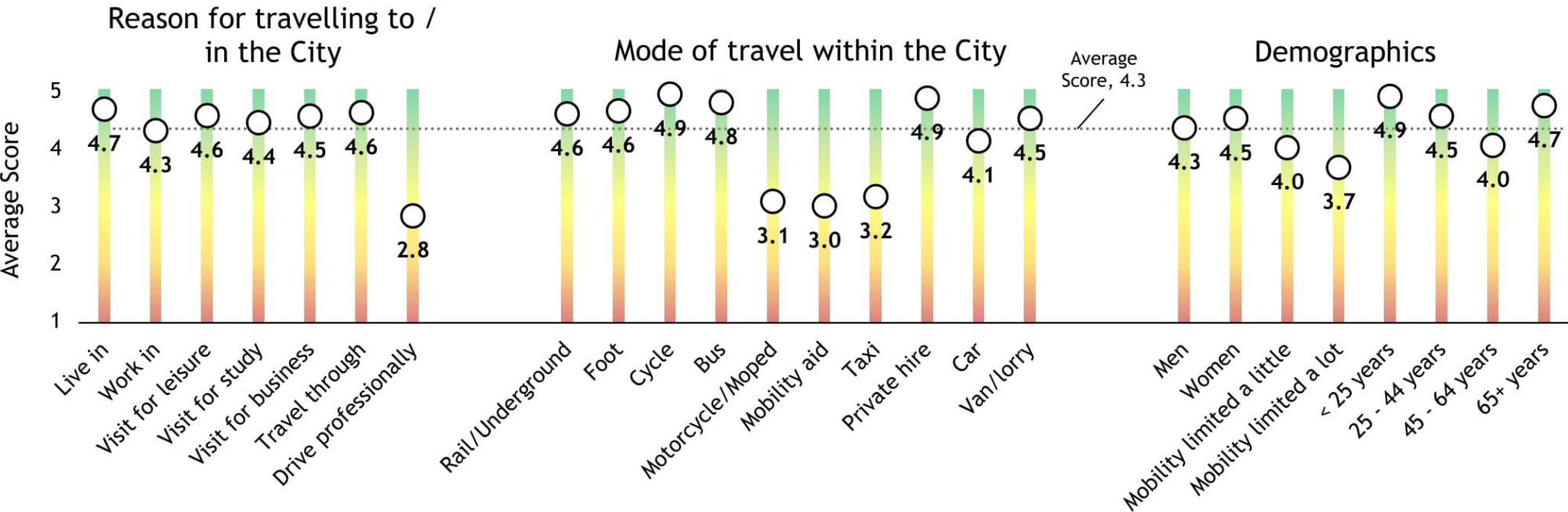
		<p>from walking, cycling and public transport (93% of commuter travel).</p> <p>As a result, we will not be actively encouraging travel by powered two wheelers but will undertake further analysis to understand their use and potential, both private and commercial, before implanting any proposals that might discourage their use or negatively impact on current users.</p>
Other organisational comments	<p>The <b>Barbican Association</b> stated that we should provide guidance to adult scooterists on our streets and pavements.</p> <p><b>Cross Regional Partnership</b> recommended that the proposal consider alternative forms of transport like push trolleys and carts.</p> <p>The <b>London Tourist Coach Operators Association</b> stated that we should ensure impacts on coaches are taken into account when developing individual schemes.</p> <p>The <b>Motorcycle Industry Association</b> 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 <b>Road Danger Action Plan</b>. 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

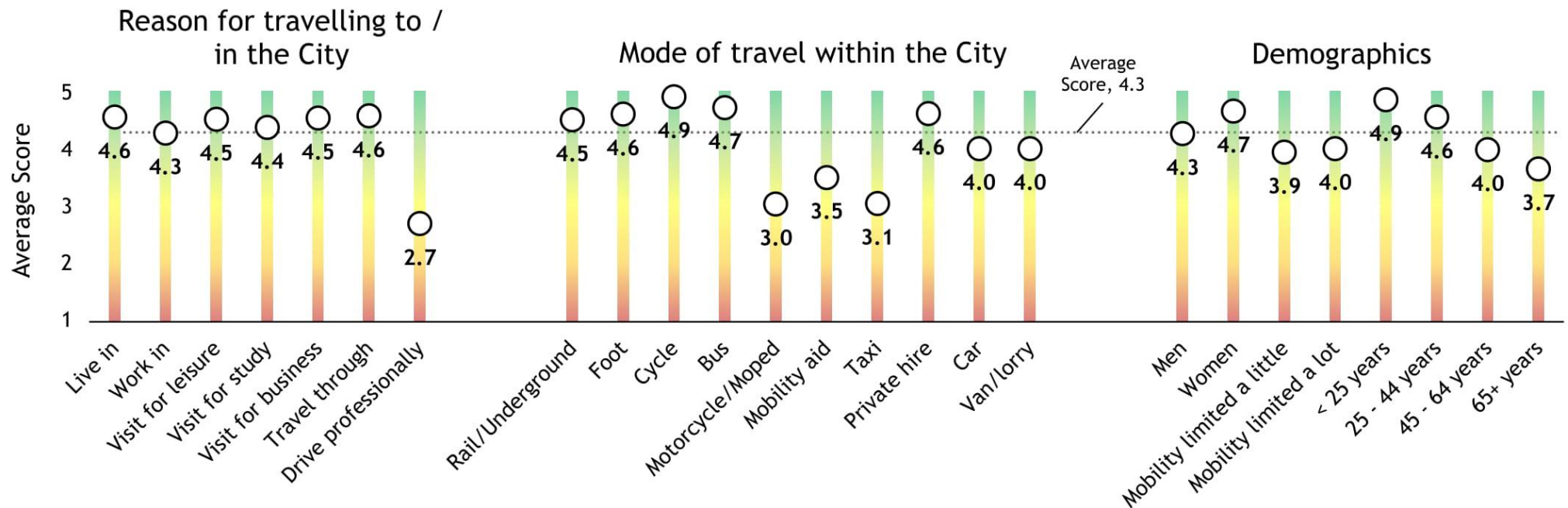
Comment group/theme	Comments summary	Response/commentary
Requests to go further (27 comments)	We received 24 comments with requests to go further for this proposal. These included: <ul style="list-style-type: none"><li>• Improving security and monitoring of existing and new public cycle parking</li></ul>	We acknowledge requests to go further in this proposal and will <b>change</b> the proposal to bring our delivery timeframe forward to 2020 and include:

	<ul style="list-style-type: none"> <li>• Designing and retrofitting for non-standard cycles</li> <li>• Using innovative parking solutions to increase things other than space efficiency, such as ease of parking and occupancy</li> <li>• Increasing the amount of parking outside stations</li> <li>• Promoting supporting activities like maintenance workshops and bike registration in or near large cycle parks</li> <li>• Introduce electric charging points for cargo cycles</li> <li>• Develop the Cycle Parking Delivery Plan sooner</li> <li>• Other minor requests</li> </ul> <p>The <b>Freight Transport Association</b> 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. <b>FTC 2050</b> also commented on the need for enhanced security for cargo cycles and the need to provision more storage space for cargo cycles. <b>Salix Finance</b> 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"> <li>• working with Network Rail to review parking at stations</li> <li>• identifying opportunities to retrofit existing cycle parking for non-standard cycles</li> <li>• strengthen wording around using innovative parking solutions to improve security and quality of cycle parking alongside space efficiency</li> </ul>
Other organisational responses	<b>Sustrans</b> 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)	We received 10 comments with requests to go further for this proposal. These included: <ul style="list-style-type: none"><li>• Increasing new development cycle parking minimums</li><li>• Including minimum standards for cargo cycles</li></ul>	We will <b>change</b> 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

	<ul style="list-style-type: none"> <li>• Providing more publicly-accessible cycle parking/facilities in new developments</li> <li>• Other minor requests</li> </ul> <p><b>Sustrans</b> encouraged us to be even bolder and ensure planning permissions and consents are contingent on developers meeting minimum cycle parking standards.</p> <p>The <b>Barbican Residents Association</b> 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 <b>Ramblers, Inner London Area</b> 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 <b>Freight Transport Association</b> 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 <b>change</b> 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>

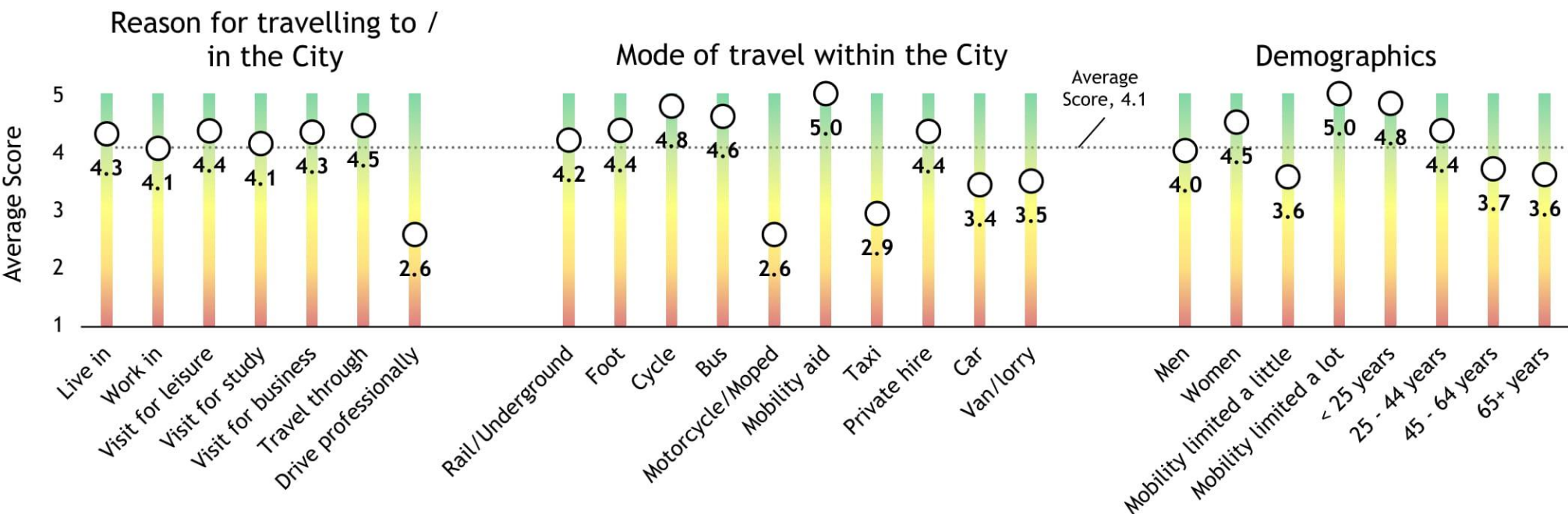


# Proposal 27

# 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"><li>• Running more car-free days in the City</li></ul>	We will <b>change</b> 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

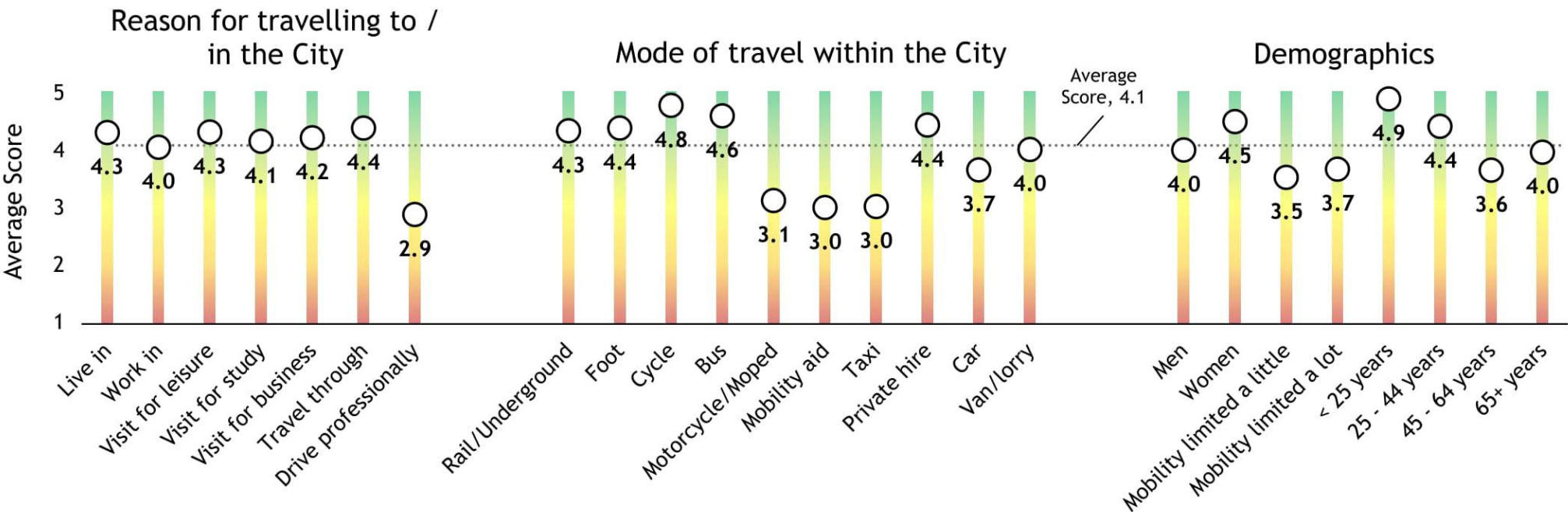
	<ul style="list-style-type: none"> <li>• Delivering more campaigns to improve cycling behaviours</li> <li>• Delivering more campaigns to support e-biking</li> <li>• Encouraging more action from business on supporting cycling</li> </ul> <p><b>IAM Roadsmart</b> supports the City providing free cycle training and urged the City to go further in providing cycle taster sessions, maintenance, workshops, presentations, and better cycling safety displays.</p> <p><b>Salix Finance</b> 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>
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# Proposal 28

# Improve cycle hire in the City

## Website scores

203 Responses      4.1 Average score



## 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
<b>Requests to go further</b> (11 comments)	<p>We received 10 comments with requests to go further for this proposal. These included:</p> <ul style="list-style-type: none"><li>• Stricter regulation of dockless cycle hire</li><li>• Introducing non-standard cycle hire services</li><li>• Other minor requests</li></ul> <p><b>Living Streets</b> 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 <b>Chancery Lane Association</b> 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.
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Proposal 29

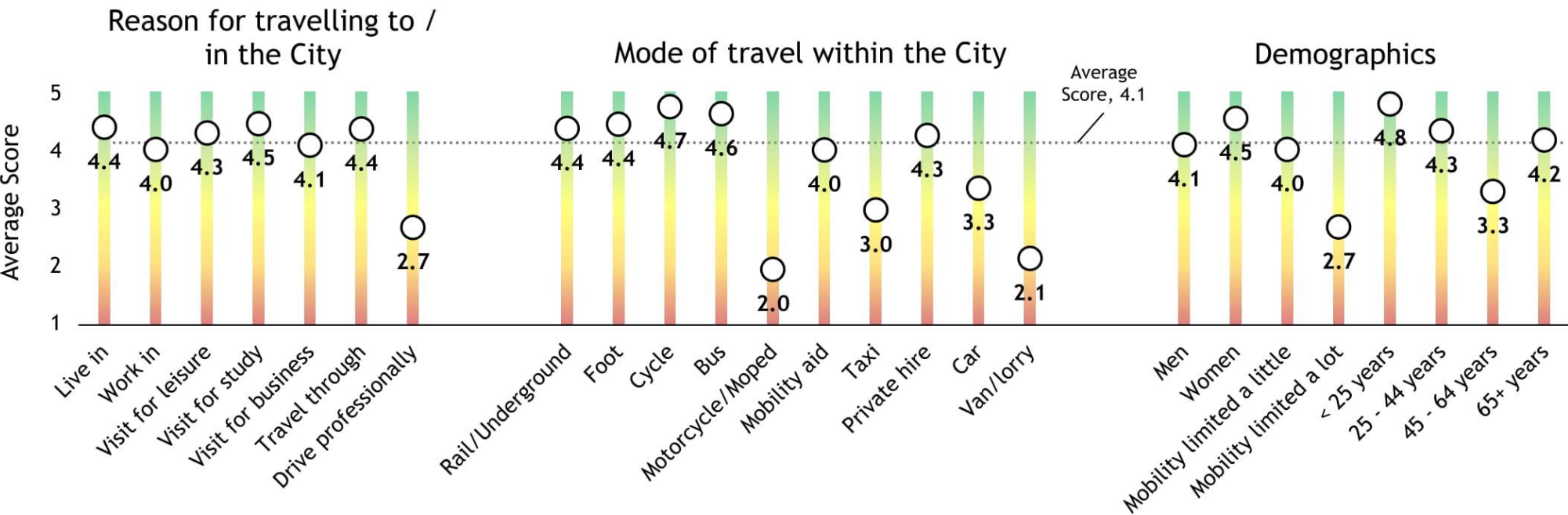
Support and champion a central London Zero Emission Zone

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
<p><b>Support the proposal but request that it go further</b> (106 comments)</p>	<p>48 people suggested the local ZEZs should cover a wider area or that vehicles should be banned completely. <b>St Paul's Cathedral School</b> 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><b>Tyre and brake wear</b> 22 people as well as <b>Stop Killing Cyclists, Brake and Bike Taxi Ltd</b> highlighted the need to reduce particulate matter from tyre and brake wear alongside exhaust emissions.</p> <p><b>Reduce non-vehicle emissions.</b> 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/CO<sub>2</sub> 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><b>Whole-life emissions</b> 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 <b>amended</b> 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>
<p><b>Potential exemptions and ZEC vehicle availability</b> (95 comments)</p>	<p><b>Exemptions for residents and freight</b> 31 people, mostly residents, and the <b>Barbican Association</b>, 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><b>Exemptions for motorcycles and mopeds</b> 40 people suggested that motorcycles and mopeds should be exempt from any restrictions as they are lower emission than other vehicles.</p> <p><b>Exemptions for taxis</b></p>	<p>We recognise the need to take account of the needs of residents and the availability of ZEC vehicles when developing and implementing ZECs. 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 ZECs. Residents, businesses, the freight industry and other street users will be engaged as part of this process.</p>

	<p>3 people, the <b>RMT London Taxi Drivers' Branch</b> and the <b>Licensed Taxi Drivers' Association</b> 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><b>Vehicle availability</b> 18 people and range of organisations raised concerns about the availability of zero emission capable vehicles. The <b>London Tourist Coach Operators Association</b> noted that zero emission coaches are still in development. <b>Freight Transport Association, FTC 2050, Smithfield Market Tenants' Association</b> and <b>Thames Tideway and La Fromagerie Ltd</b> expressed concern that there is still a very limited amount of choice for HGV and LGVs that will meet the requirements. The <b>Society of Motor Manufacturers and Traders</b> and the <b>Federation of Small Businesses</b> suggested that introduction of ZEZ should be in line with commercial availability of vehicles. <b>Royal Mail</b> 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><b>The need for subsidies or price equality</b> 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><b>People on low incomes (27 comments)</b>  27 people and <b>Motorcycle Action Group</b> 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><b>Let market lead; allow more time for transition to EVs</b>  2 people and <b>Motorcycle Action Group</b> 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. <b>Motorcycle Action Group</b> and the <b>Alliance of British Drivers</b> 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>
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		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
<b>EV charging infrastructure</b> (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>
<b>Proposals should target worst polluters</b> (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 <b>Motorcycle Action Group</b> questioned the need from restrictions that go beyond those being introduced as part of the central London ULEZ in April 2019.</p> <p><b>Brewery Logistics Group, FTC 2050, John Lewis Partnership and Society of Motor Manufacturers and Traders</b> highlighted the need for a consistent approach between the City and neighbouring boroughs, or across London, when implementing any local ZEZ restrictions. <b>Transport for London</b> 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.
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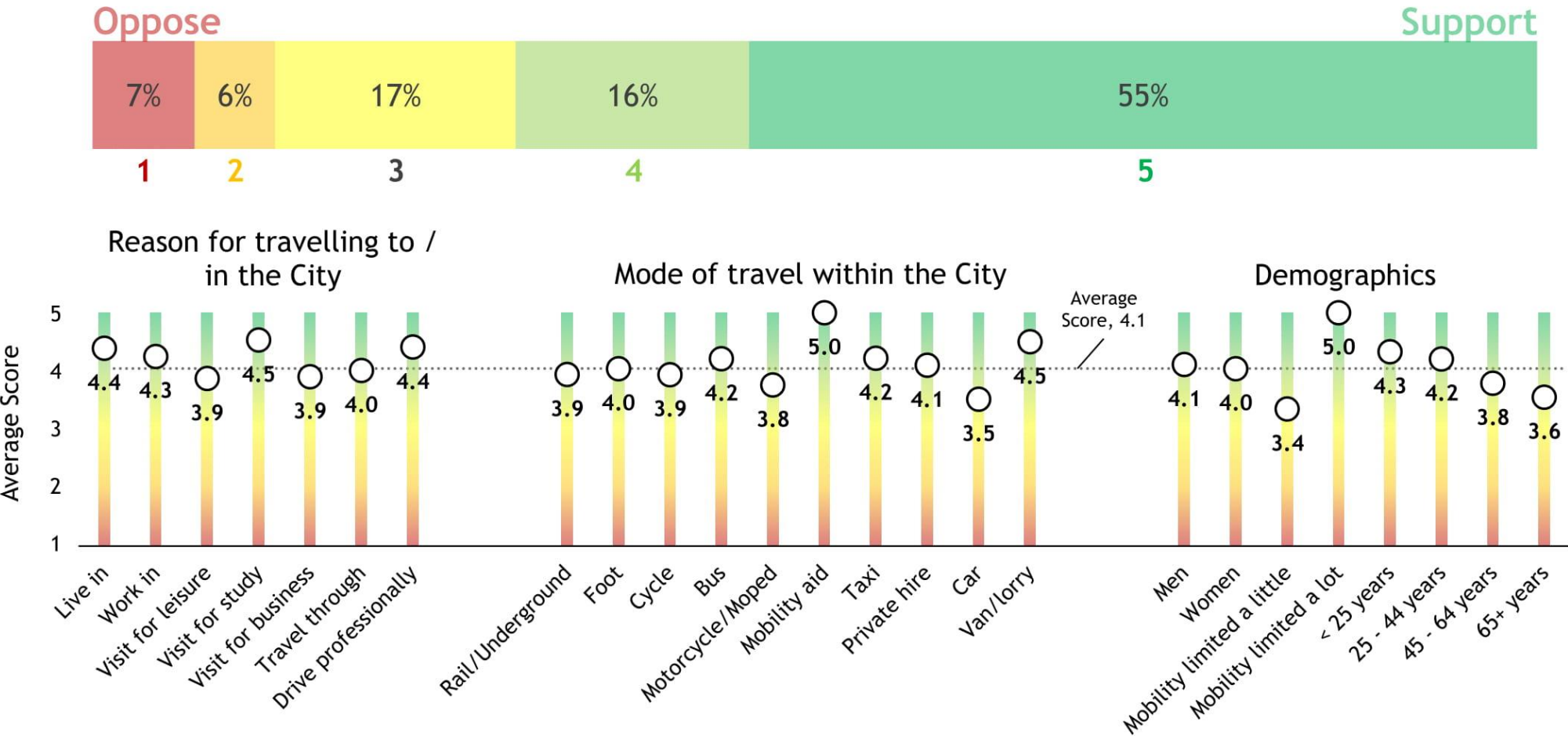
Proposal 30

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 <b>City of London Access Group</b> with respect to the needs of disabled (blue badge) holders; <b>Transport for London</b> with respect to priority points for taxis. <b>UPS</b> and <b>Freight Transport Association</b> with respect to freight, this included the need to provide at depots as well as hub sites.	The proposal has been <b>updated</b> 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	<b>Barbican Association</b> questioned the ability of the background power network infrastructure being sufficient to cope with installation of sufficient EV charge points. <b>UPS</b> 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.
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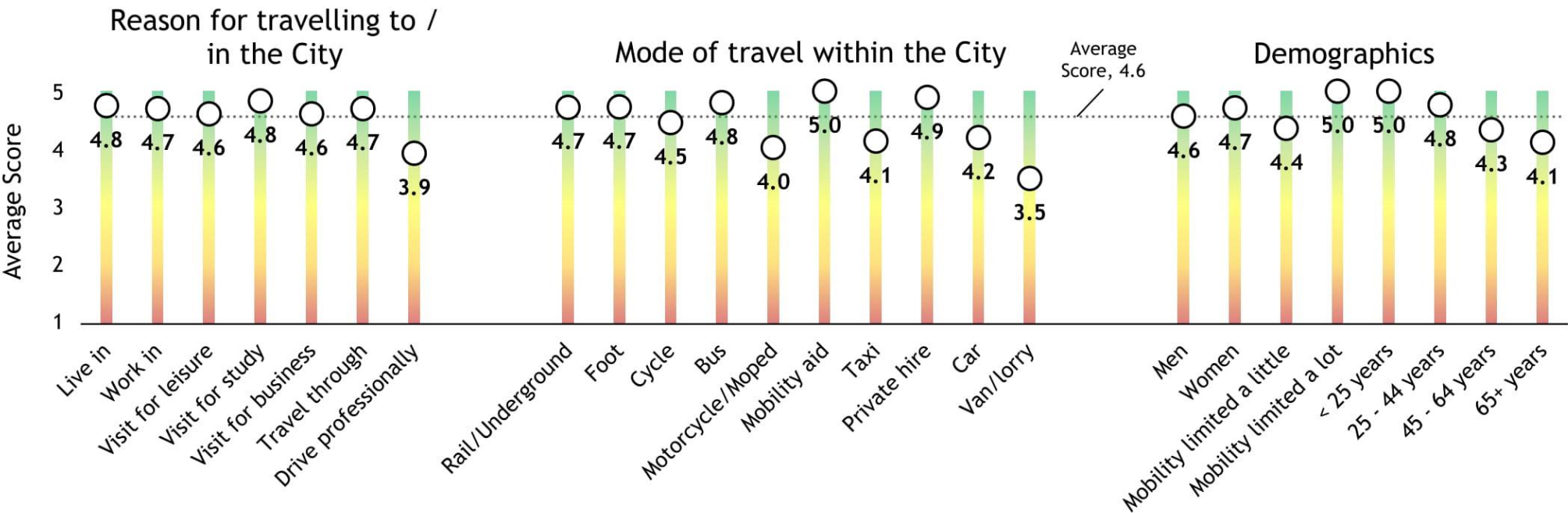
Proposal 31

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.

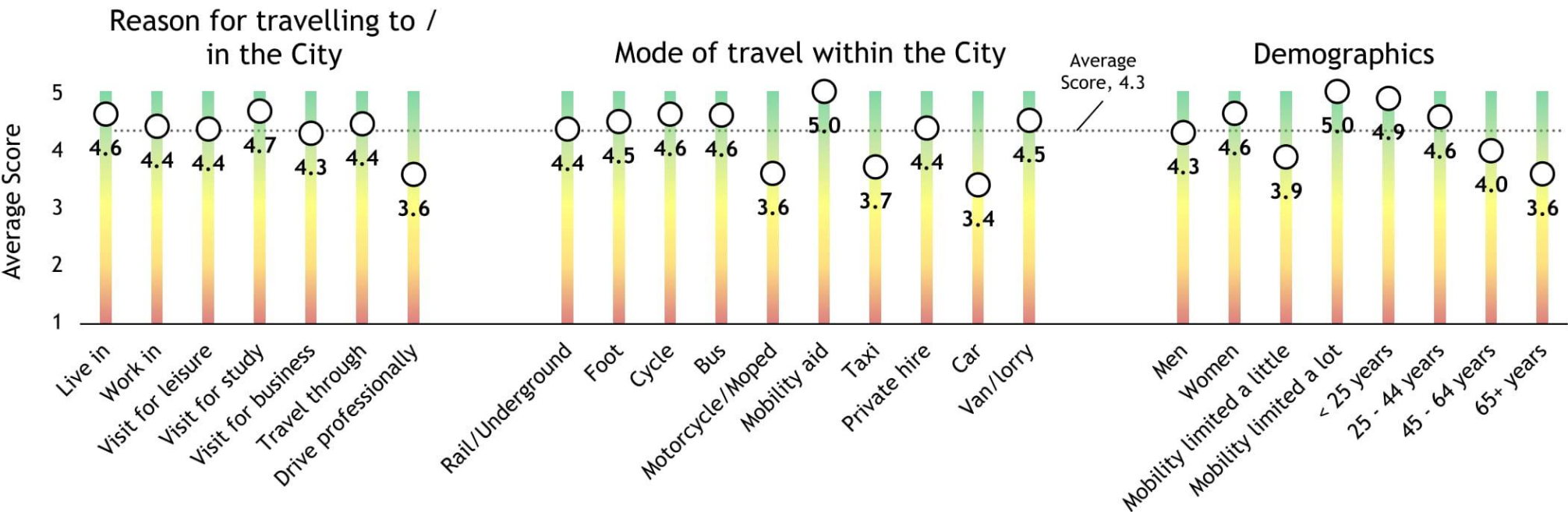
Proposal 32

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.

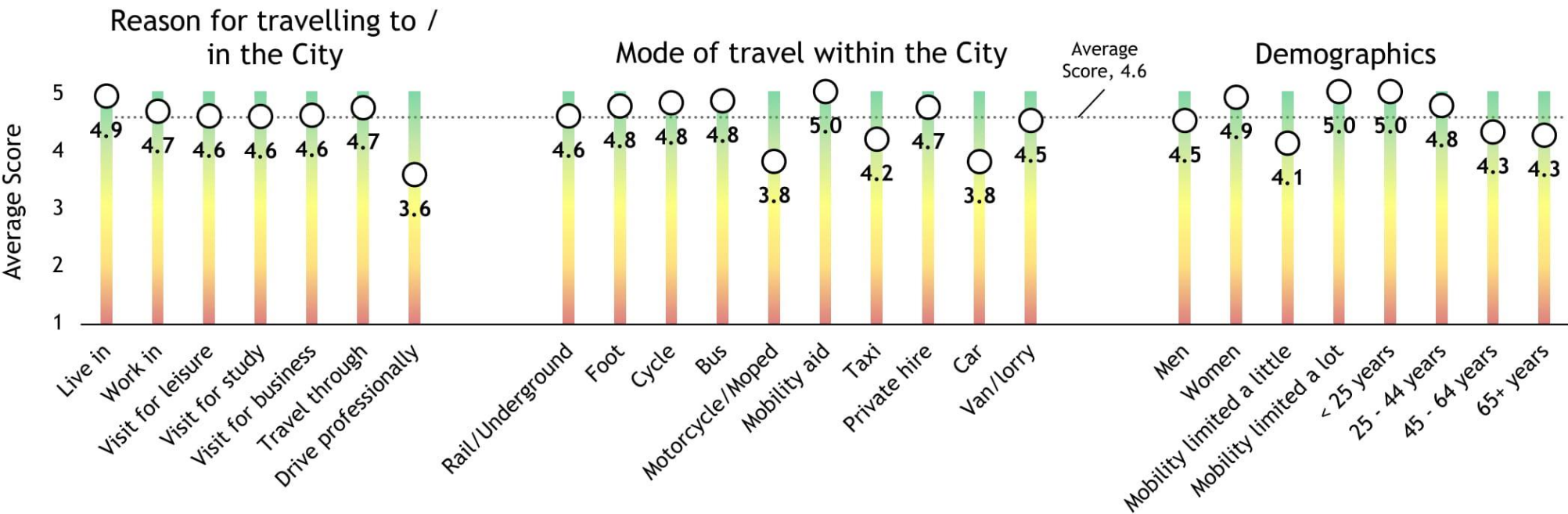
Proposal 33

Make the City of London’s own vehicle fleet zero emissions

Website scores

194 Responses

4.6 Average score





### 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

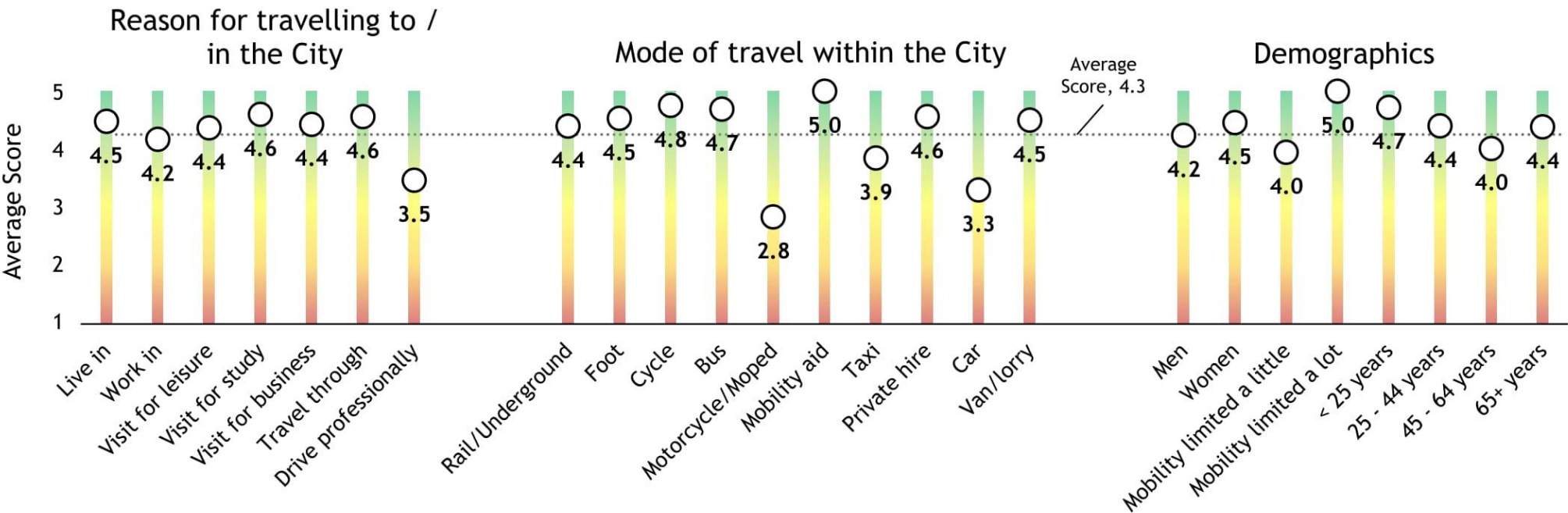
One person expressed opposition because they felt this proposal would be a waste of financial resource.

# 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

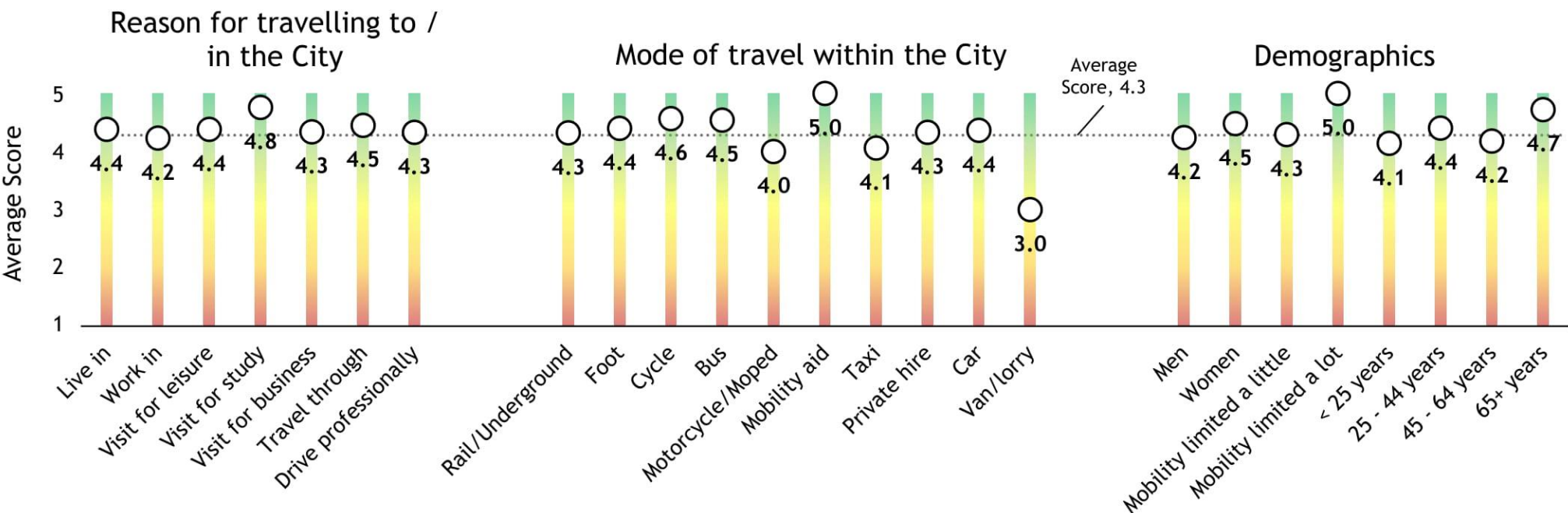
4 people expressed opposition to this on the grounds that silent electric vehicles would be dangerous (addressed above) and that implementing the proposals is a waste of resources. The **Alliance of British Drivers** question whether a problem that needs resolving.

# 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.

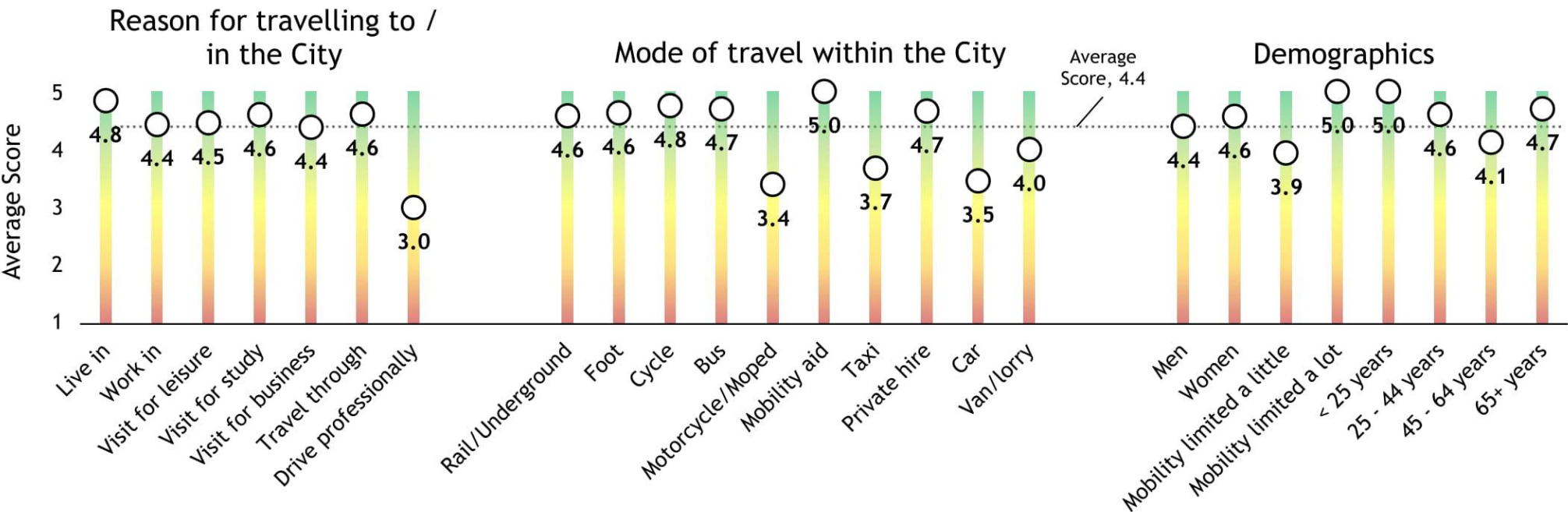
Proposal 36

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.

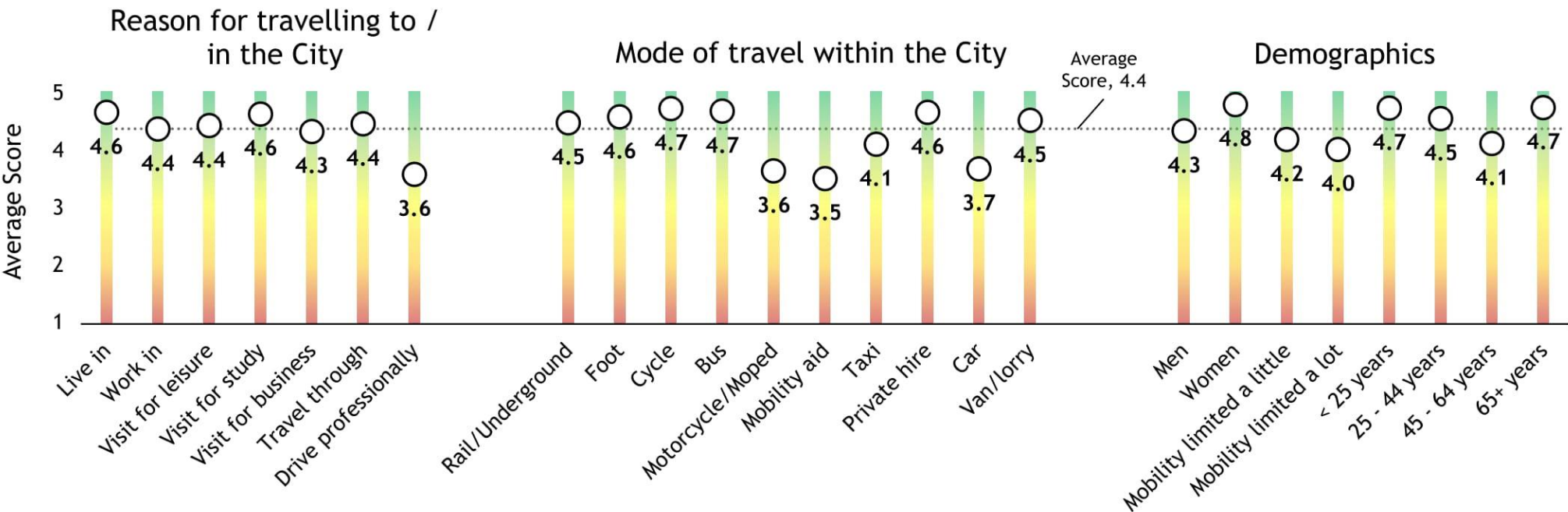
Proposal 37

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

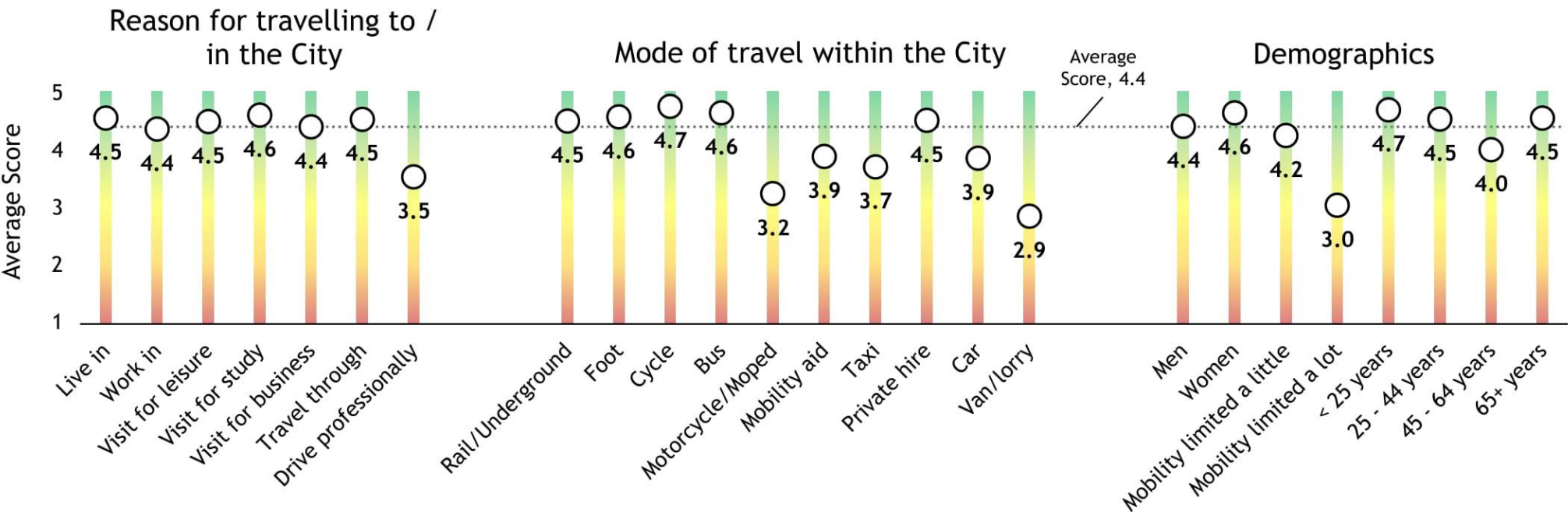
Only 2 people expressed opposition for this proposal on the basis that they consider the Square Mile to be clean enough already. A number of other respondents also highlighted that standards for street cleansing are already high.

# Proposal 38

# Reduce the number of freight vehicles in the Square Mile

## Website scores

1932 Responses      4.4      Average score



## 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
<b>Opposition or concern related to specific measures</b> (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"><li>• General concern for increased costs</li><li>• Increased costs to do business will make the Square Mile less competitive</li><li>• Concern it would lead to goods shortages</li><li>• Additional staff requirements to facilitate retiming, particularly for properties that are not currently open long hours</li></ul> <p>The <b>Alliance of British Drivers</b> suggested that the proposal would burden freight operators. The <b>Federation of Small Businesses</b> 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 <b>Freight Transport Association</b>, 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 <b>Road Haulage Association, John Lewis Partnership, Smithfield Market Tenants' Association</b> and <b>La Fromagerie Ltd</b>.</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"> <li>• Businesses need goods at all times of day to operate</li> <li>• Costs will be passed on to consumers of goods in the City</li> <li>• Last Mile Logistics Hubs will cause problems for people who live near them</li> <li>• Doesn't integrate into logistics supply chain</li> <li>• Impractical and unrealistic targets</li> <li>• Cargo cycles are not practical</li> </ul> <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 <b>Barbican Association</b>, 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 <b>change</b> 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>
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	<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><b>Support and go further/not ambitious enough</b> (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"> <li>• AM peak ban</li> <li>• AM and PM peak ban</li> <li>• 7am – 7pm ban</li> <li>• Ban vehicle types at specific times e.g. HGVs in the morning peak.</li> </ul> <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 <b>Sustrans</b>, 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><b>Other organisational responses</b> (10 comments)</p>	<p>The <b>Aldgate Partnership</b> were supportive of the proposal subject to the impacts on areas outside the City.</p> <p>The <b>Confederation of Passenger Transport</b> were supportive if coaches were not part of any restrictions to HGVs in this proposal.</p> <p><b>Flit Technologies Ltd</b> were supportive and suggested using empty running taxi and private hire vehicles for ad hoc freight deliveries.</p> <p><b>Freight Traffic Control (FTC) 2050</b> 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 <b>Motorcycle Action Group</b> and the <b>Motorcycle Industry Association</b> suggested adding powered two wheeled and powered light vehicles in last mile logistics hubs</p> <p>The <b>Port of London Authority</b> supported greater river freight and requested wording reflects their Air Quality Strategy for river operations. The <b>Port of Tilbury London Ltd</b> were also supportive of river freight and requested to work with the City to best achieve consolidation.</p> <p><b>Transport for London</b> noted that to achieve our retiming targets there would need to be a significant overhaul of the London Lorry Control Scheme.</p> <p><b>Unblock the Embankment</b> 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 <b>add</b> 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>
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	concern was also included in the 500 template emails sent via the Unblock the Embankment website.	This proposal will reduce the number of freight vehicles travelling to and from the Square Mile and will not increase traffic on the A3211.
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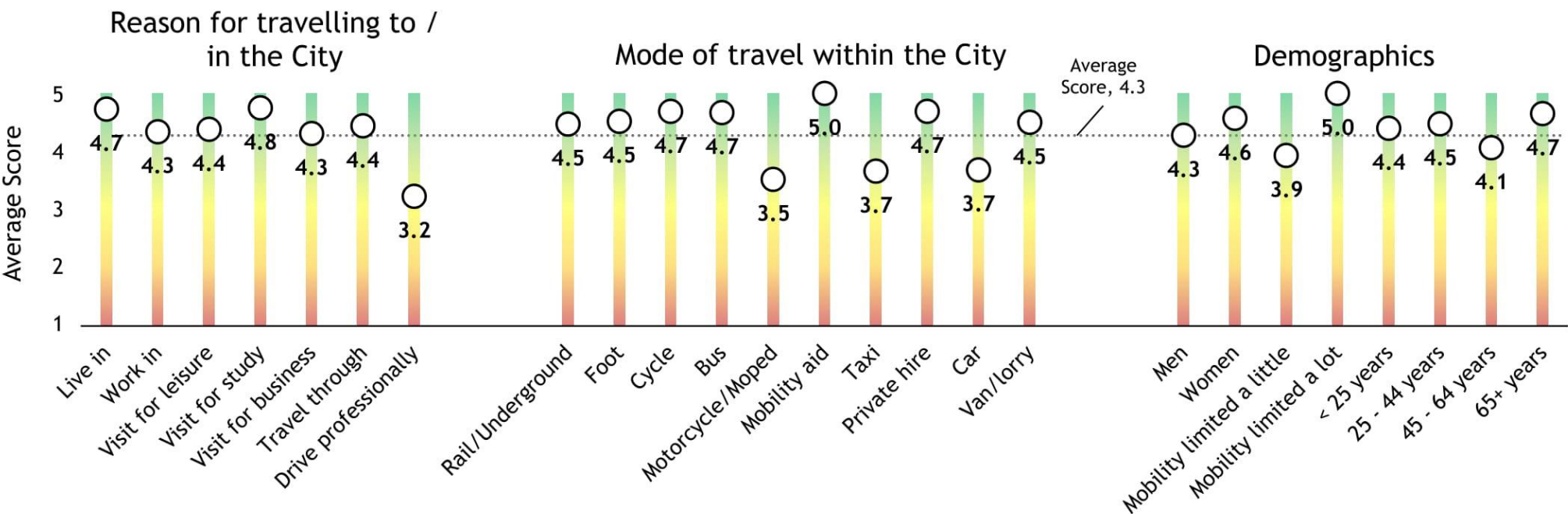


# Proposal 39

# 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 or 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.

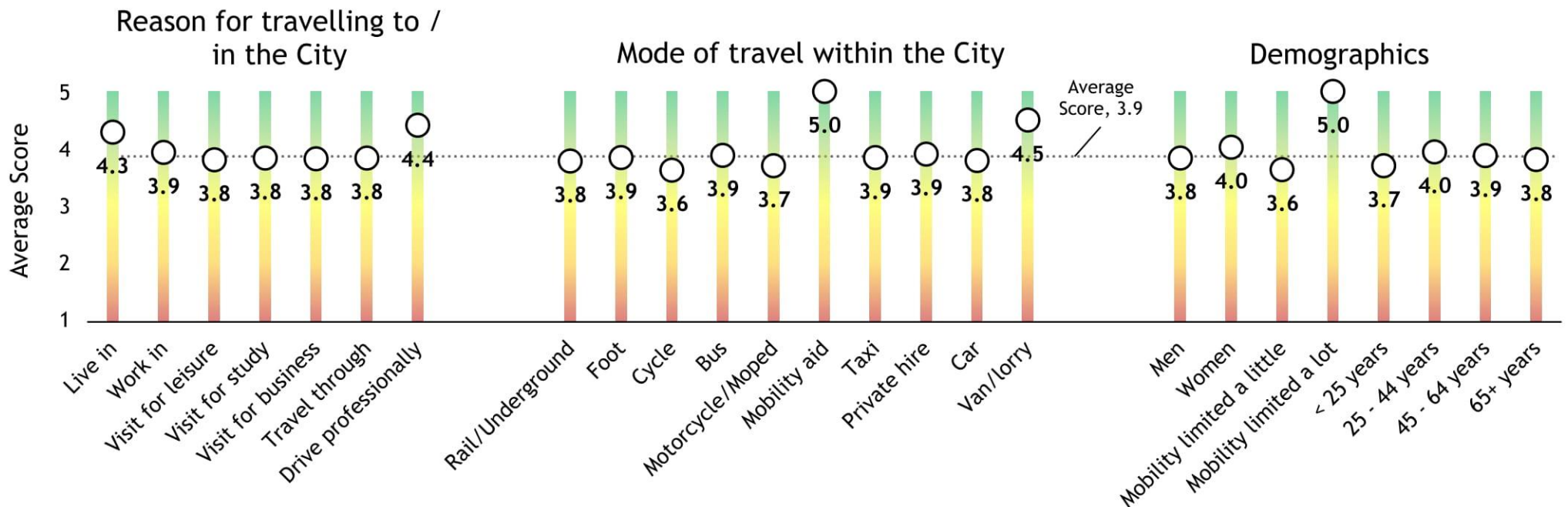
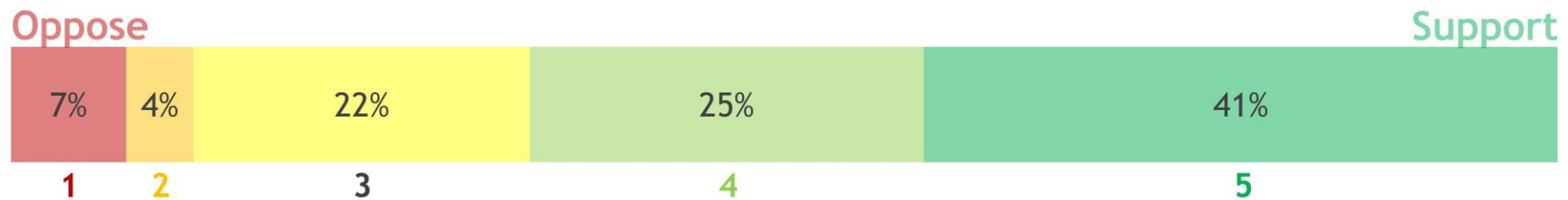
## Proposal 40

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.

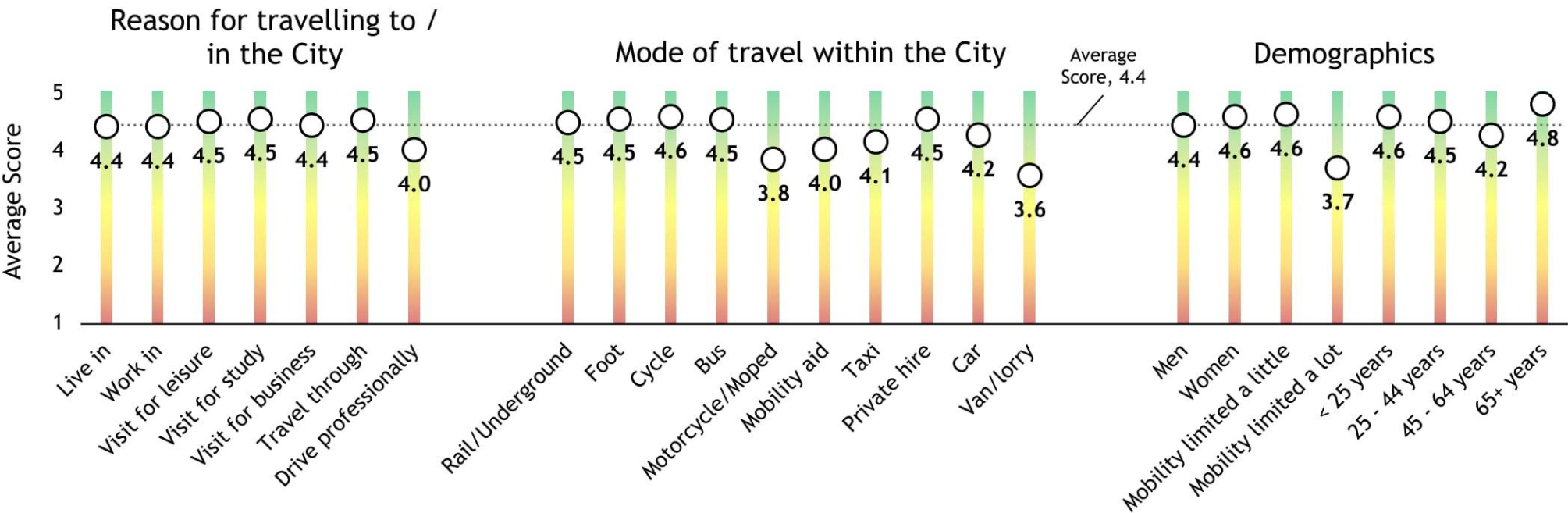
It is intended that temporary opening of streets will only be in extreme circumstances for traffic management, and that measures will include clear physical management of the spaces with appropriate barriers and marshals to ensure the safety of people walking and cycling. No changes to the proposal are recommended.

# Proposal 41

# Reduce the impact of construction and streetworks

## Website scores

1847 Responses      4.4 Average score



## 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 <b>updated</b> to make <b>clear</b> 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><b>Motorcycle Action Group</b> think that pedestrians are given a higher priority than necessary.</p> <p><b>RMT London Taxi Drivers' Branch</b> consider that taxis should have the same priority as buses;</p> <p><b>John Lewis Partnership</b> 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 <b>amended</b> to <b>include</b> taxis as the same priority as buses.</p>

		We also recognise that any freight should be <u>essential</u> servicing only therefore we will <b>amend</b> the hierarchy to reflect this.
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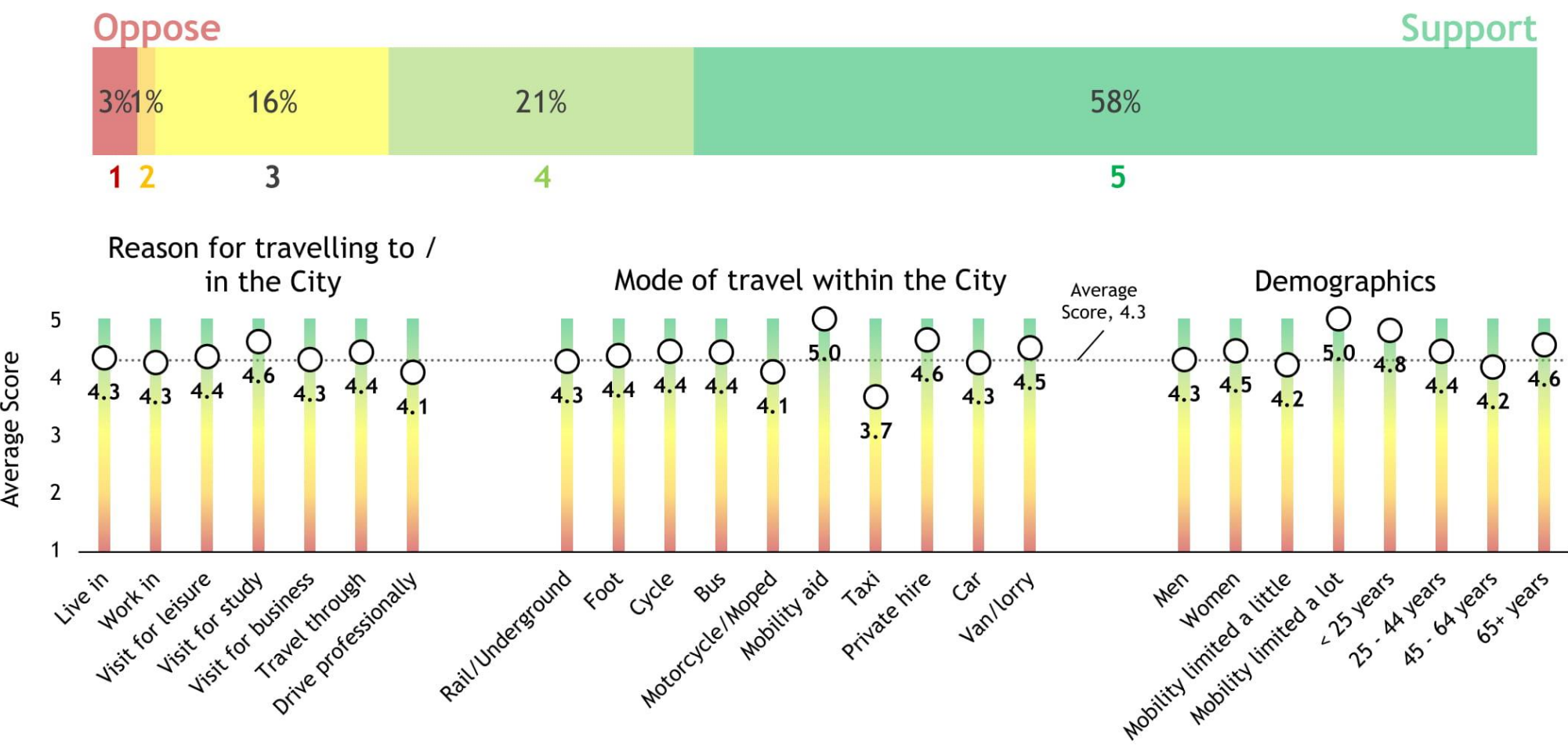
Proposal 42

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.

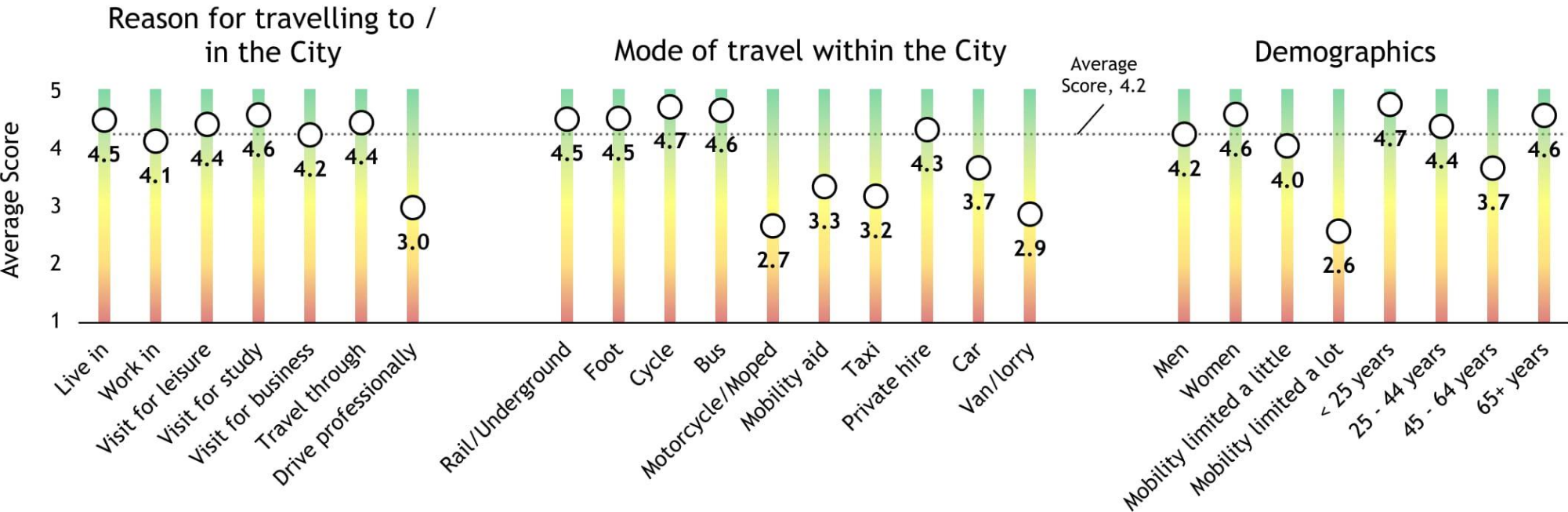
No changes to the proposal are recommended.

# 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"><li>• Working with additional partners such as local government</li><li>• Looking internationally for best practice</li><li>• Launching sooner and committing to more trials and strategies</li><li>• Ensuring more citizen participation</li><li>• Supporting existing modernisation activities in London, particularly those related to vehicle fleets and taxis</li><li>• Being more ambitious with programme delivery more generally</li></ul>	<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 <b>Federation of Small Businesses</b> stressed that SMEs and the freight and logistics sectors must be included in the programme. <b>Flit Technologies Ltd</b> 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><b>Specific concerns regarding programme details</b> (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"> <li>• The potential to exclude disabled people through delivering this programme</li> <li>• Vested interests and conflicts of interest when working with industry partners</li> </ul> <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><b>City of London Access Group</b> 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. <b>Wheels for Wellbeing</b> encouraged further work on ensuring that discussions about future transport technologies include disabled users and voices.</p> <p>The <b>Motorcycle Industry Association</b> 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 <b>a change</b> to the proposal <b>to add</b> an 11<sup>th</sup> 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 <b>change</b> 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>
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<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><b>Bike Taxi Ltd</b> 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. <b>Brake</b> 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 <b>change</b> the proposal to clarify this.</p>
<p>Other organisational comments</p>	<p>The <b>Port of Tilbury London Ltd</b> stated we should consider end-to-end business freight planning to maximise the sustainability of river-based and consolidated logistics.</p> <p>The <b>Alliance of British Drivers</b> 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>

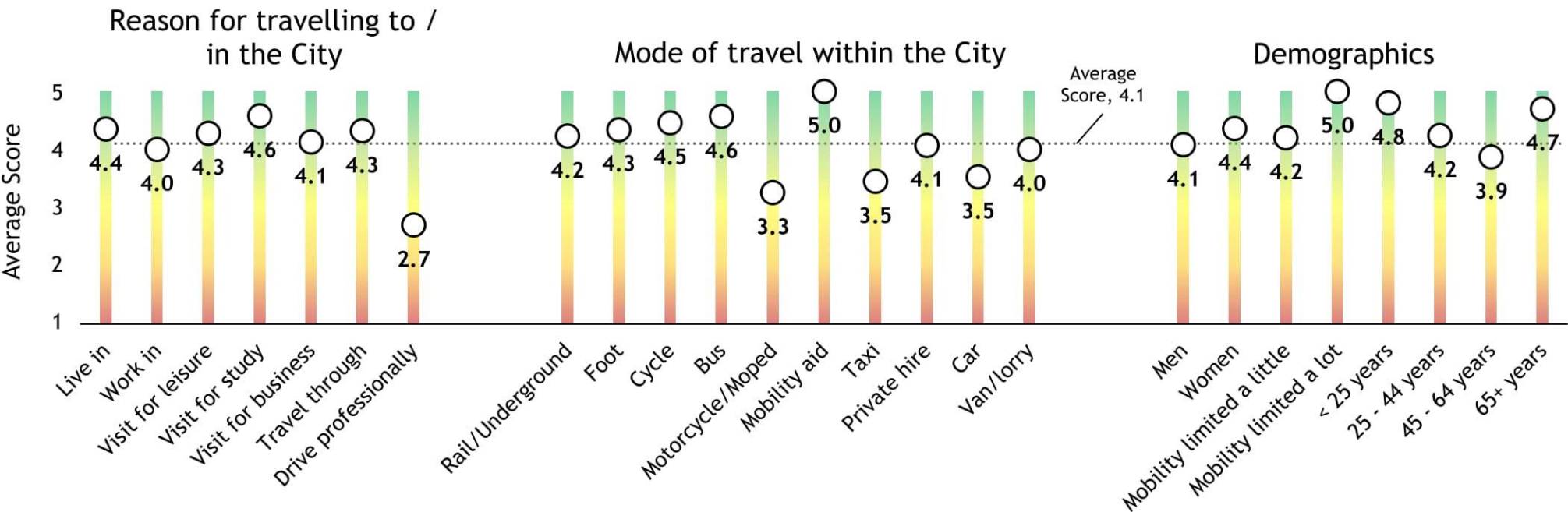


# Proposal 44

# 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
<b>Board membership and representation</b> (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, <b>City of London Access Group</b>, <b>London Living Streets</b>, <b>RMT London Taxi Drivers' Branch</b>, and <b>Stop Killing</b></p>	<p>Given the extent of comments to expand membership and representation on the Future Transport Advisory Board we will <b>change</b> 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><b>Cyclists</b> all called for various groups to be included and represented on the board.</p> <p><b>John Lewis</b> 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 <b>change</b> Proposal 43 to include more engagement with user groups and members of the public in drafting the Future Transport Programme Action Plan.</p>
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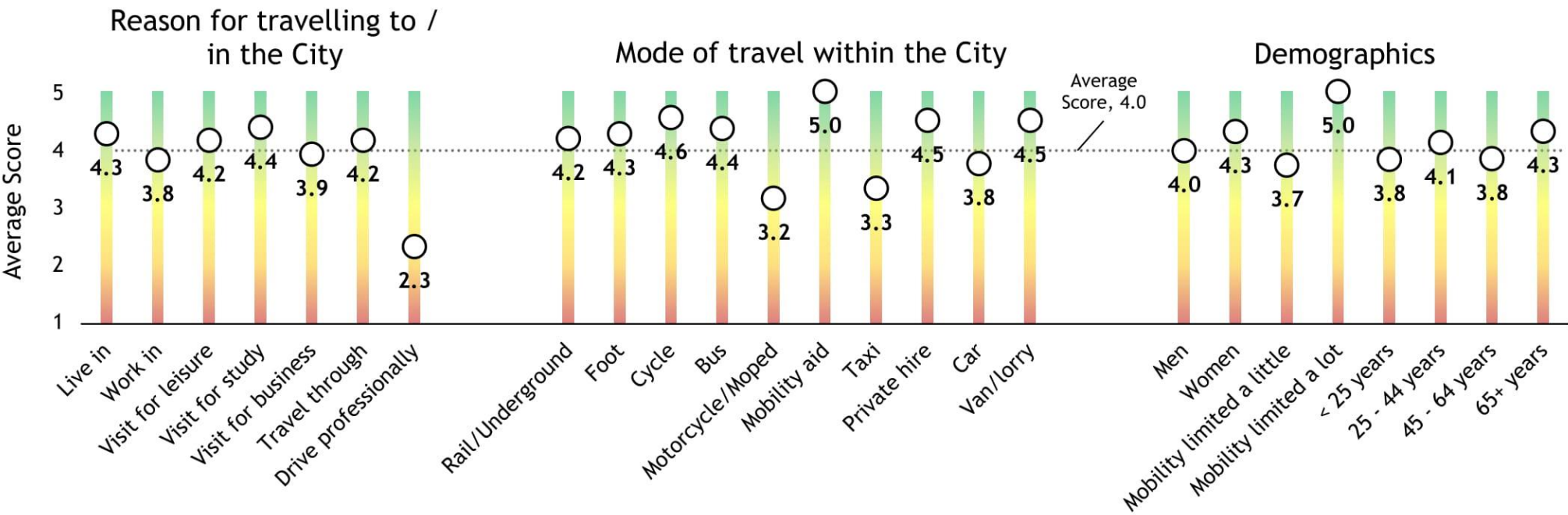
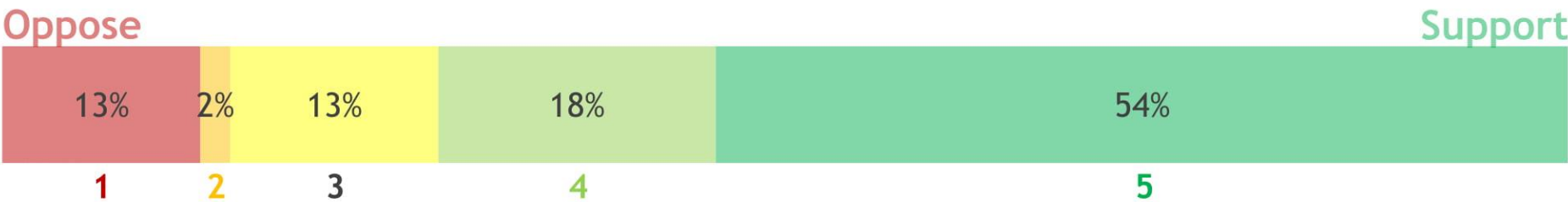
Proposal 45

Explore the need for legislative change to ensure emerging technology and innovation benefits the Square Mile

Website scores

158 Responses

4.0 Average score



## 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.

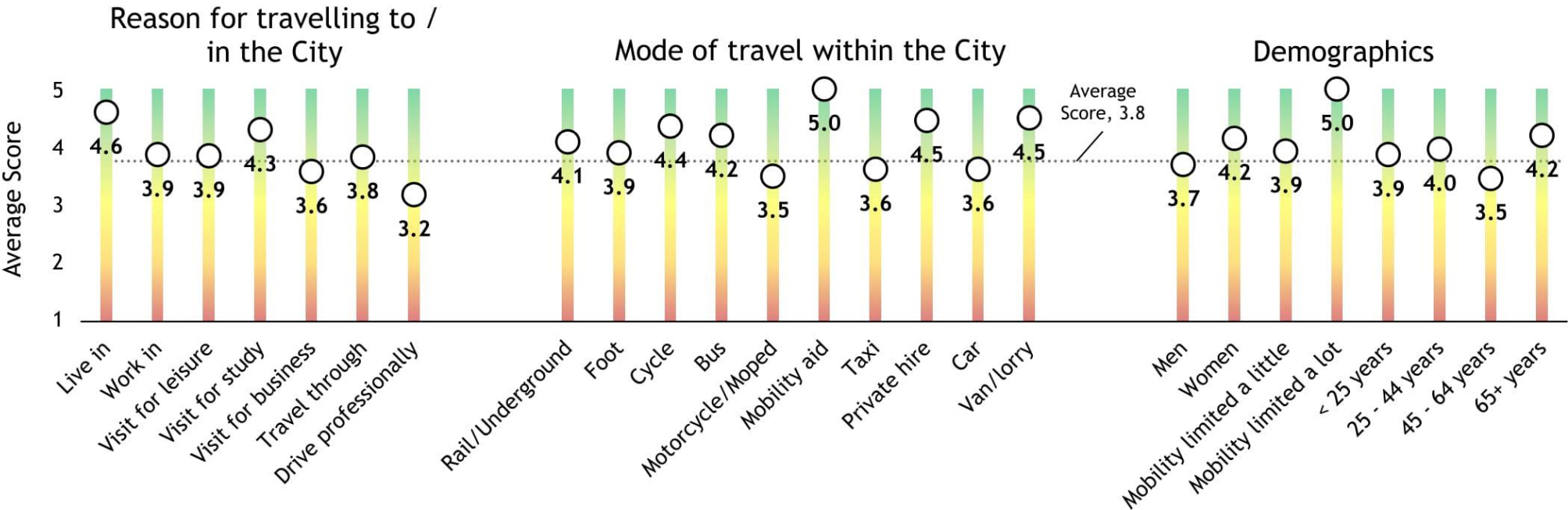
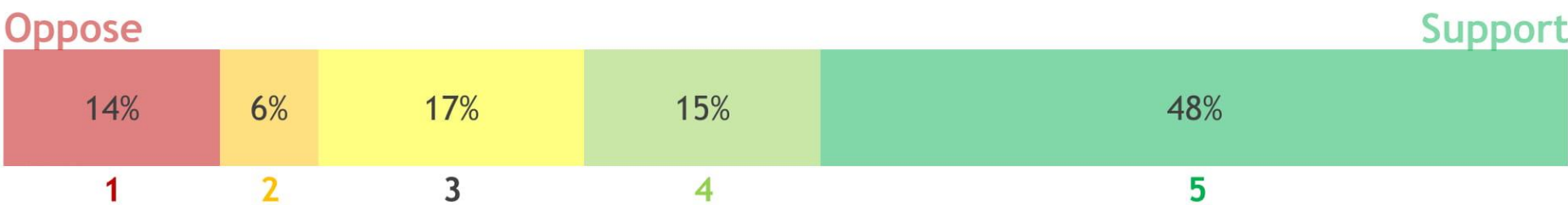
The **Alliance of British Drivers** had general concerns around the added bureaucracy the proposals in this Outcome would create. **Bike Taxi Ltd** noted that autonomous vehicles must be safe prior to their introduction on our streets. The **Motorcycle Industry Association** noted that the Powered Light 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><b>London Living Streets</b> and the <b>Alliance of British Drivers</b> also opposed a third runway at Heathrow Airport. <b>RailFuture</b> was agnostic on new airport capacity in the South East.</p>	<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>

<p><b>Opposition to High Speed 2 and high rail fares</b> (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>
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# 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 <b>Barbican Association</b> 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><b>City of London Access Group</b> 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><b>RailFuture</b> called for the City to advocate for a new 'Thameslink 2' rail service.</p> <p><b>Sustrans</b> 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. <b>We will change</b> 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>

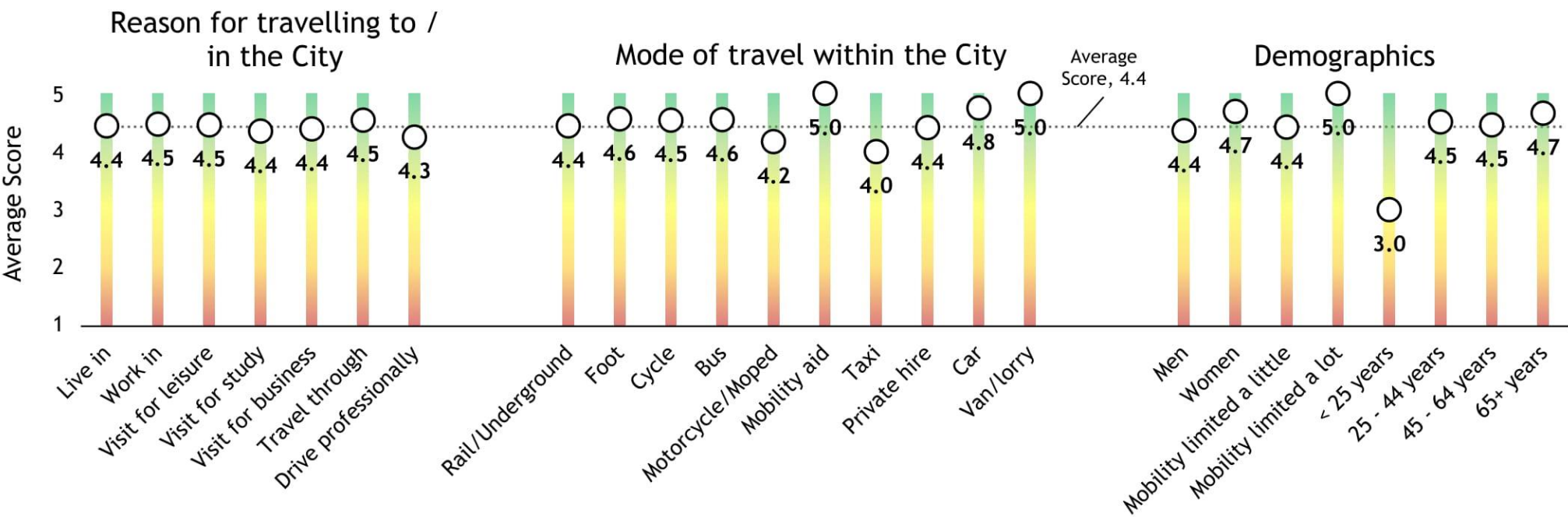
Proposal 48

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

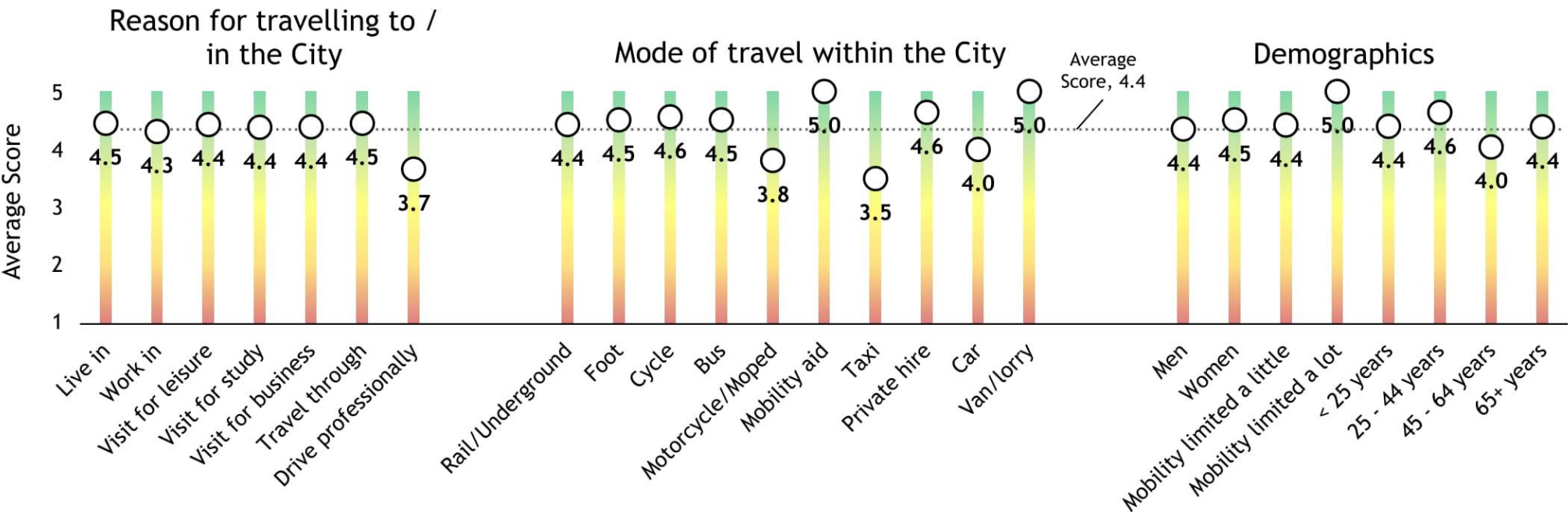
Comment group/theme	Comments summary	Response/commentary
Ensure riverboats use clean fuels and minimise impacts on water quality (9 comments)	<p>We received 8 comments calling for fuel standards to be improved for passenger riverboat services.</p> <p><b>Sustrans</b> also commented that all river transport should be as non-polluting as possible.</p>	We will <b>change</b> 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	<b>City of London Access Group</b> welcomed the inclusion of a commitment to improve accessibility to piers.	We will <b>change</b> 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



## 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.



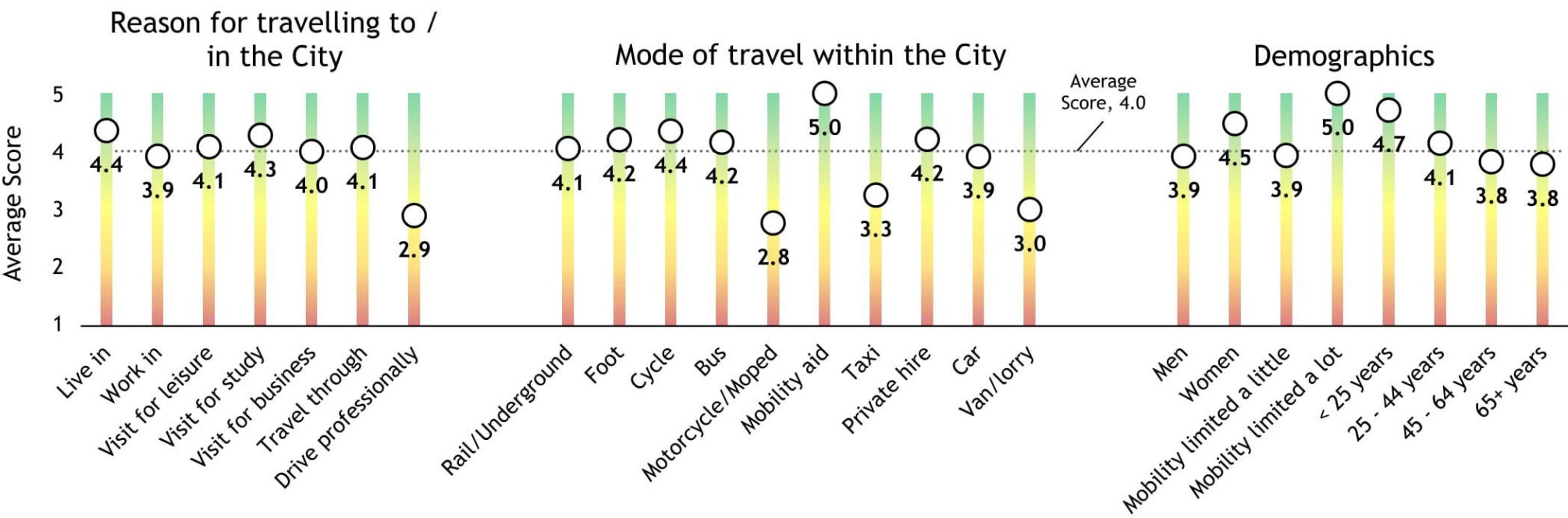
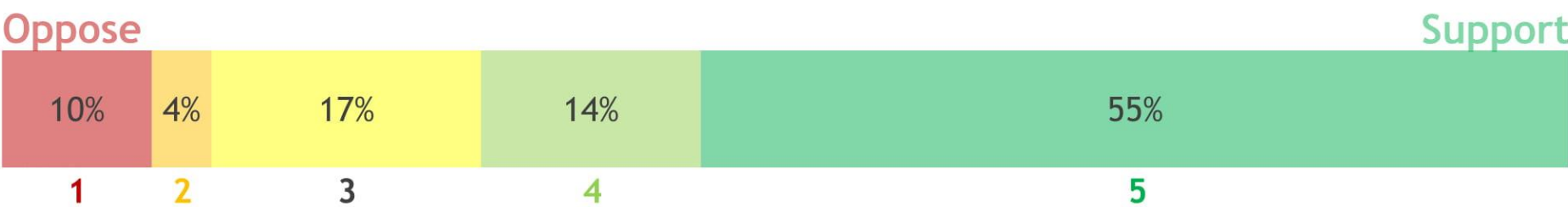
## Concerns and suggestions

Comment group/theme	Comments summary	Response/commentary
<p><b>Concerns about reductions and resident access to buses</b> (6 comments)</p>	<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><b>Sustrans</b> 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>	<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.</p>
<p><b>Other organisational responses</b></p>	<p><b>RMT London Taxi Drivers' Branch</b> 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><b>British Land</b> 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

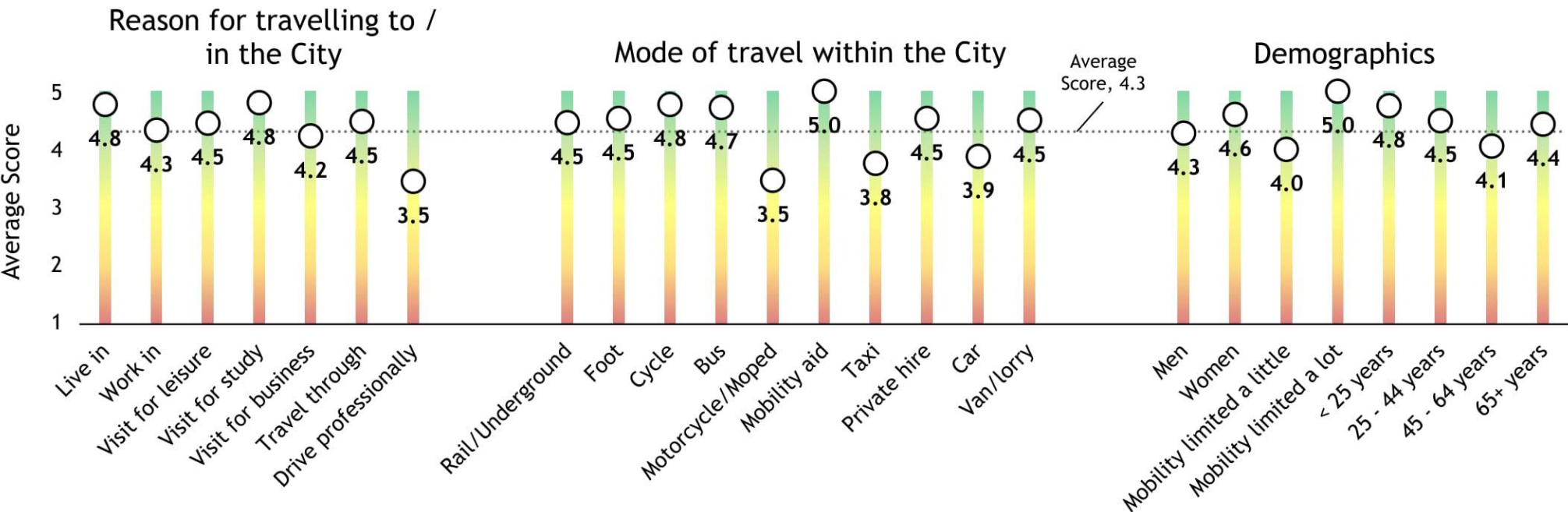
Proposal 51

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.

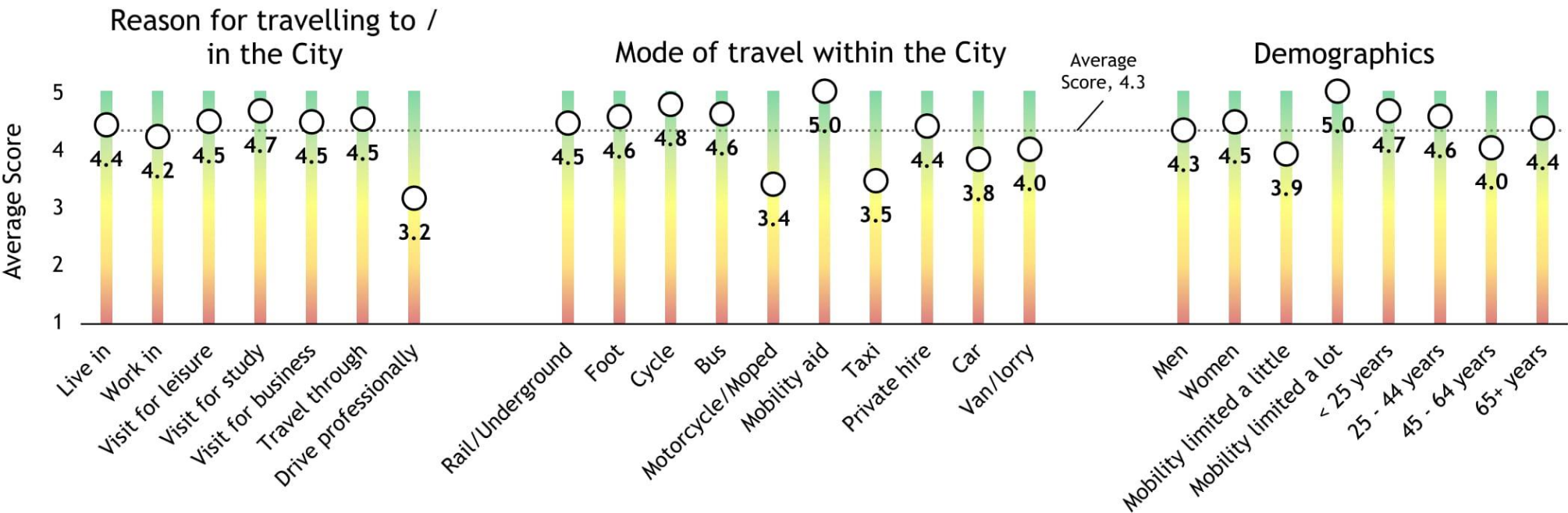
Some respondents highlighted particular reasons for opposing the proposal including:

- 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 <b>Barbican Association</b> wanted to ensure trials are transparent and results are published. The <b>City of London Access Group</b> and <b>Tideway</b> 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 <b>change</b> the wording of the proposal to strengthen our commitment to collaboration and transparency.</p>
Other organisational responses	The <b>Aldgate Partnership</b> 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.

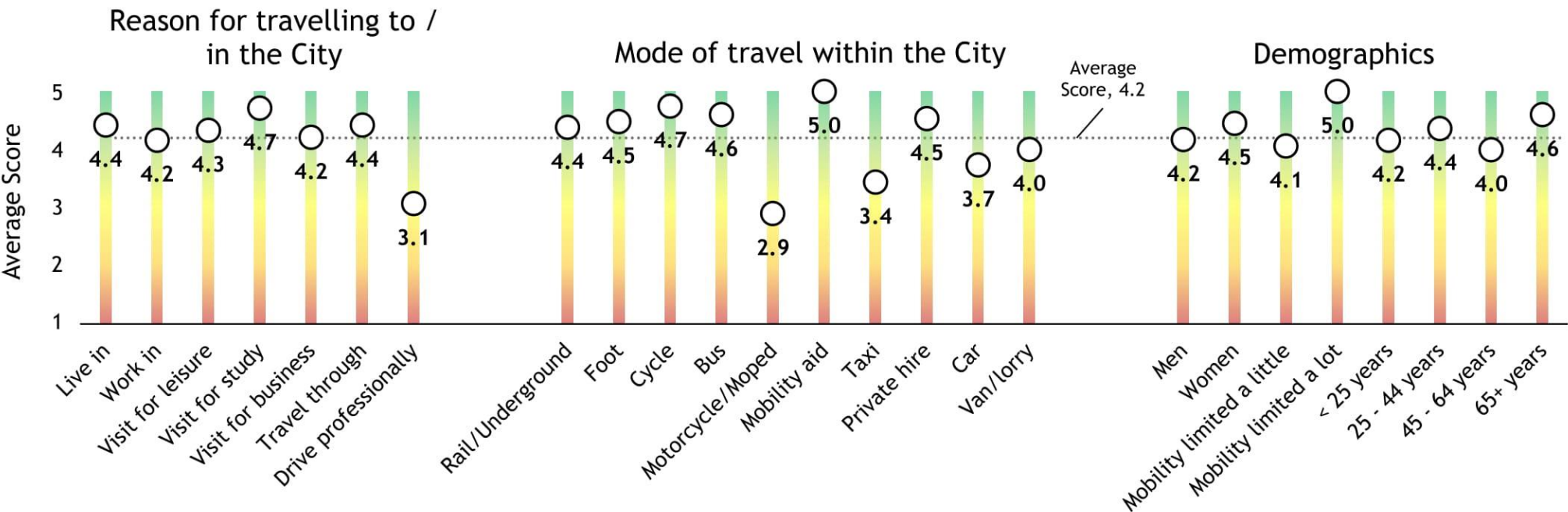


# Proposal 53

# 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, <b>City Property Association NextGen Steering Group</b> 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. <b>FTC 2050</b> emphasised the need to work</p>	<p>We will <b>change</b> 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 <b>Stop Killing Cyclists</b> noted that we should separate out reporting on taxis and private hire vehicles in our monitoring activities.</p>	
Other organisational responses	<p>The <b>Barbican Association</b> 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><b>Tideway</b> 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>

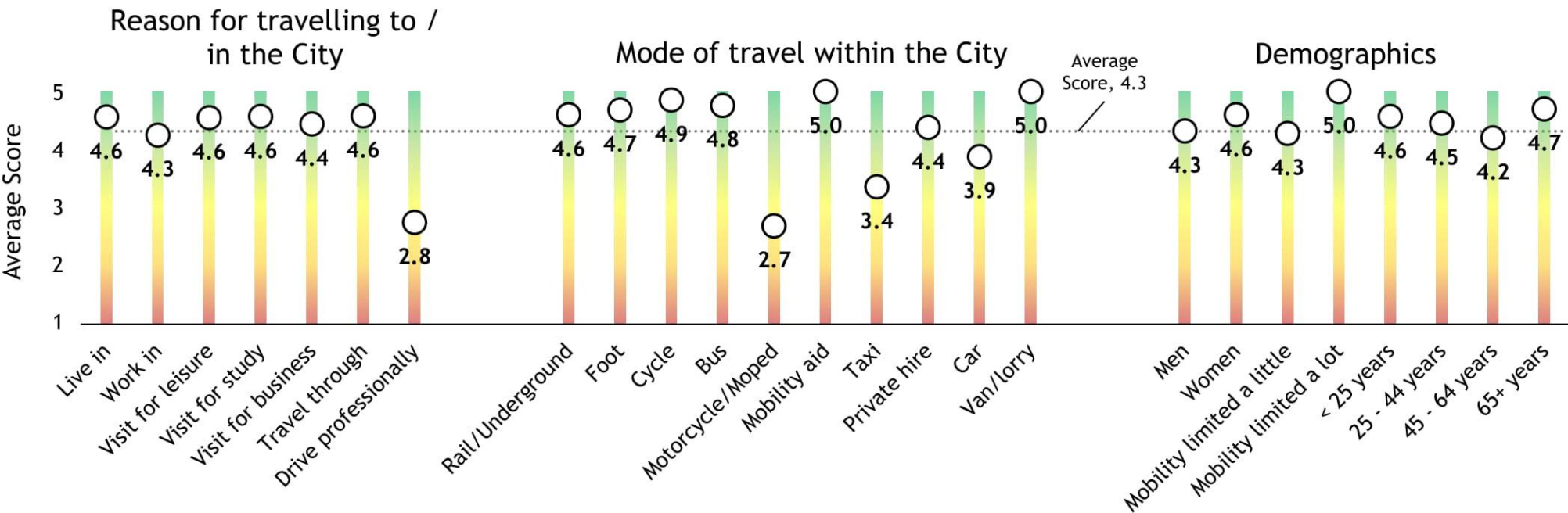
Proposal 54

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

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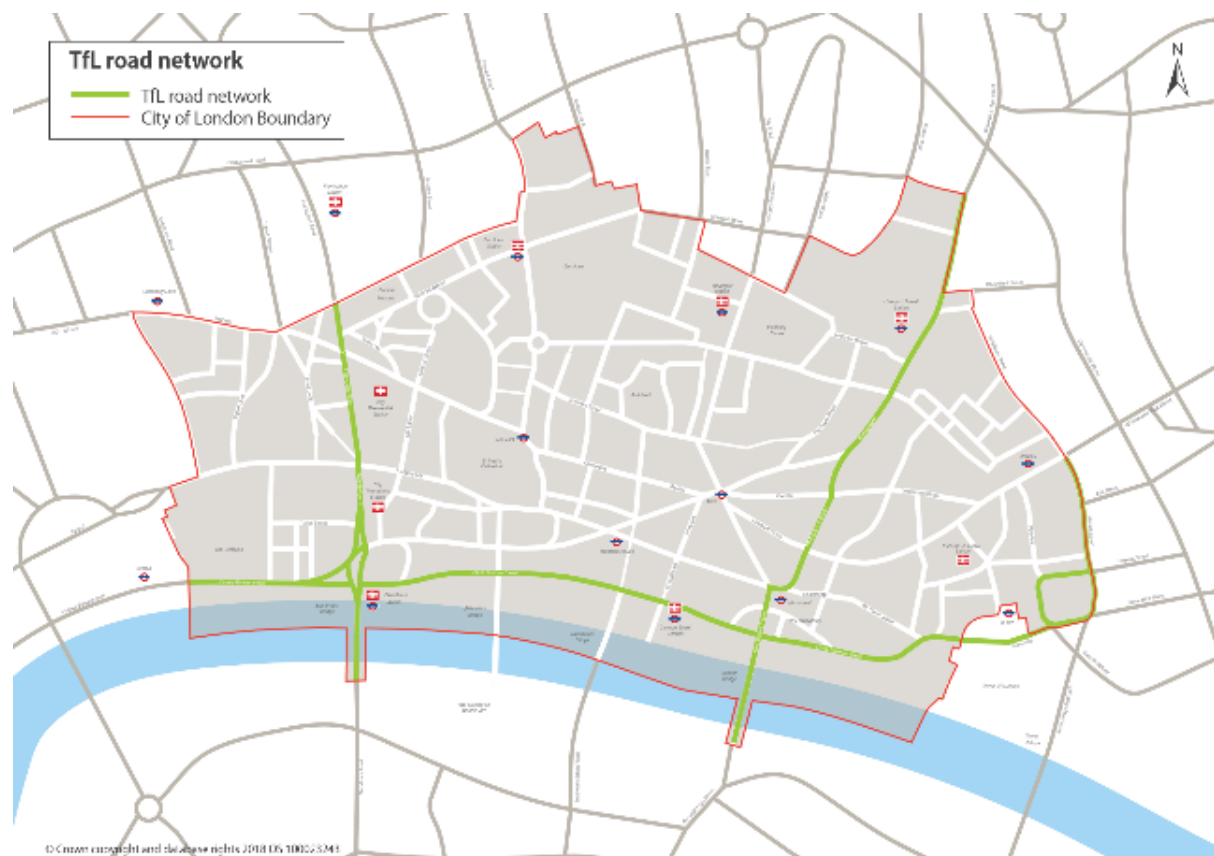
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## Introduction

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.

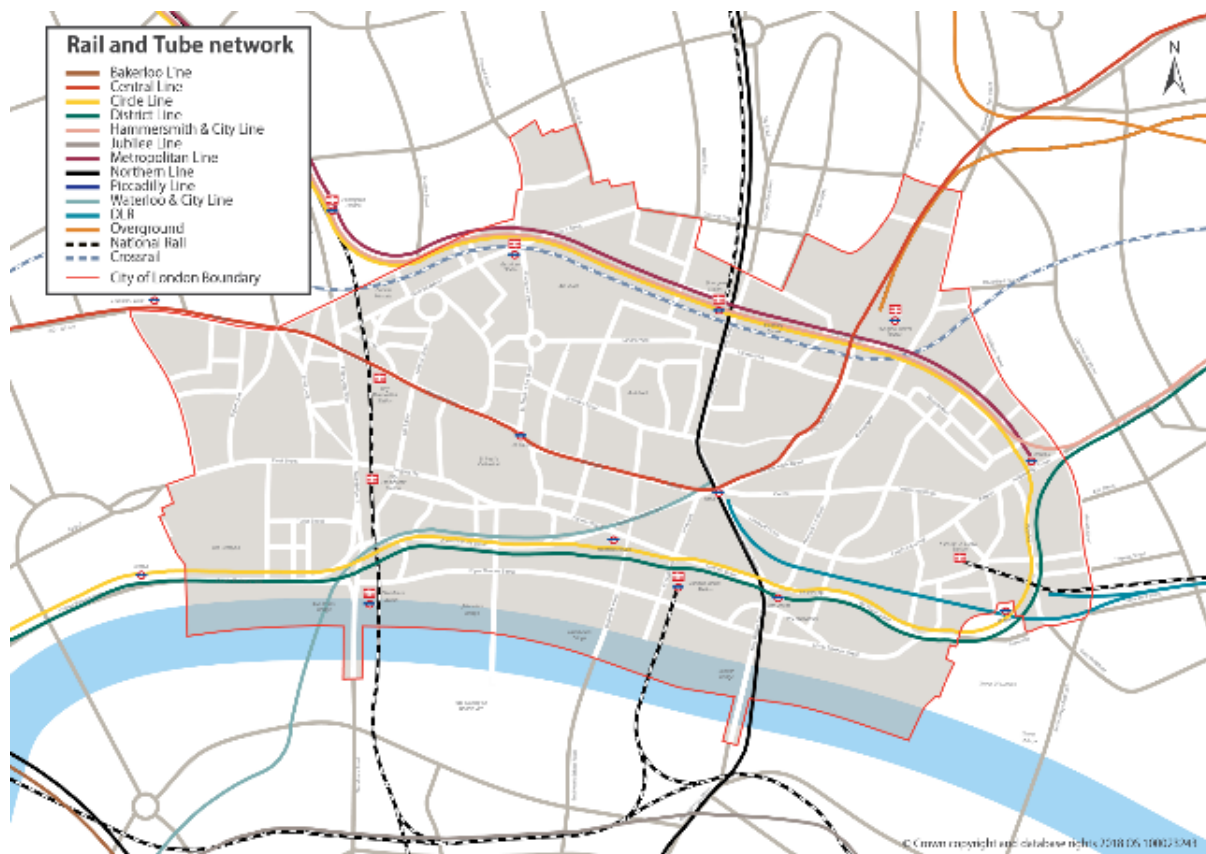


Figure 2: City of London rail, Underground, and DLR networks (larger map available on the City of London Transport Strategy webpage)

-----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.

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## **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<sup>s</sup>, 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

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## 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.

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## 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

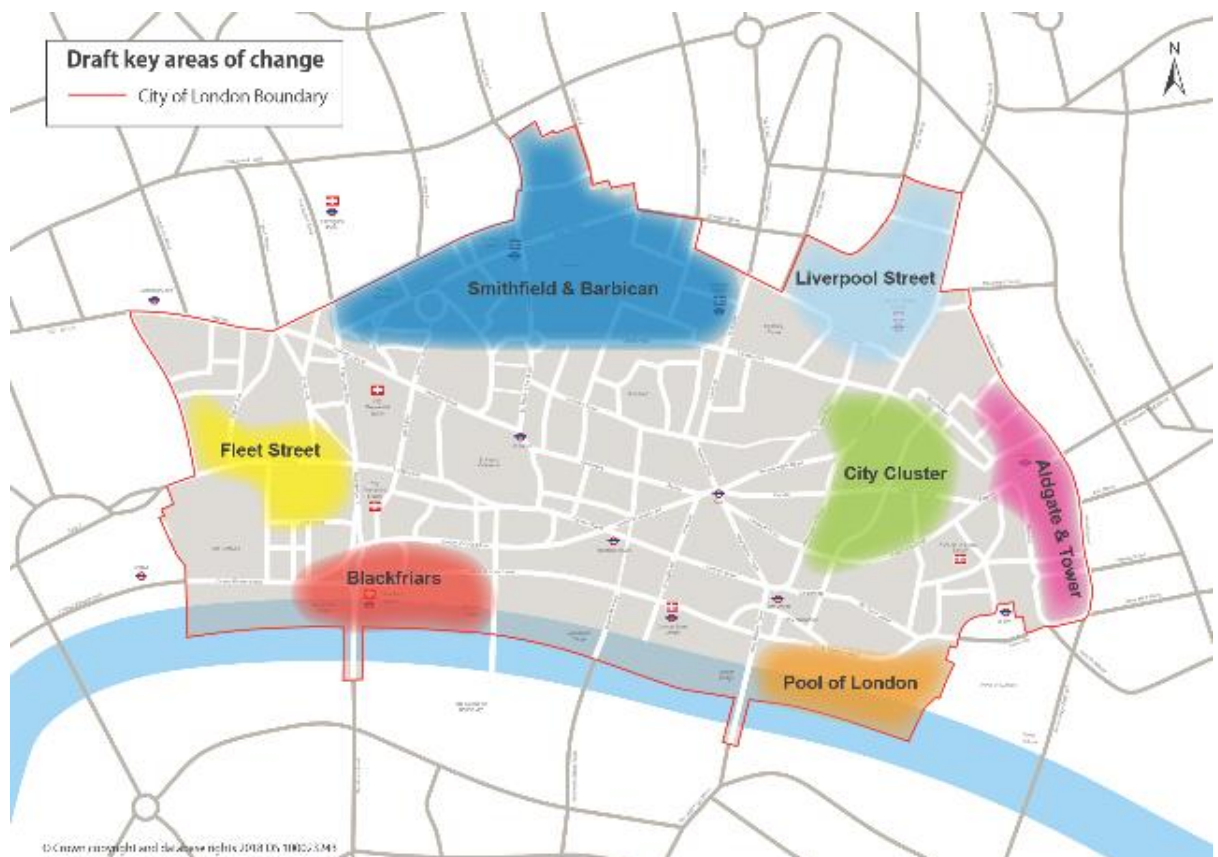


Figure 3: City Plan 2036 draft Key Areas of Change (larger map available on the City of London Transport Strategy webpage)

## 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

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### **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.

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## **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.

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## **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.

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## **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.

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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

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## **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

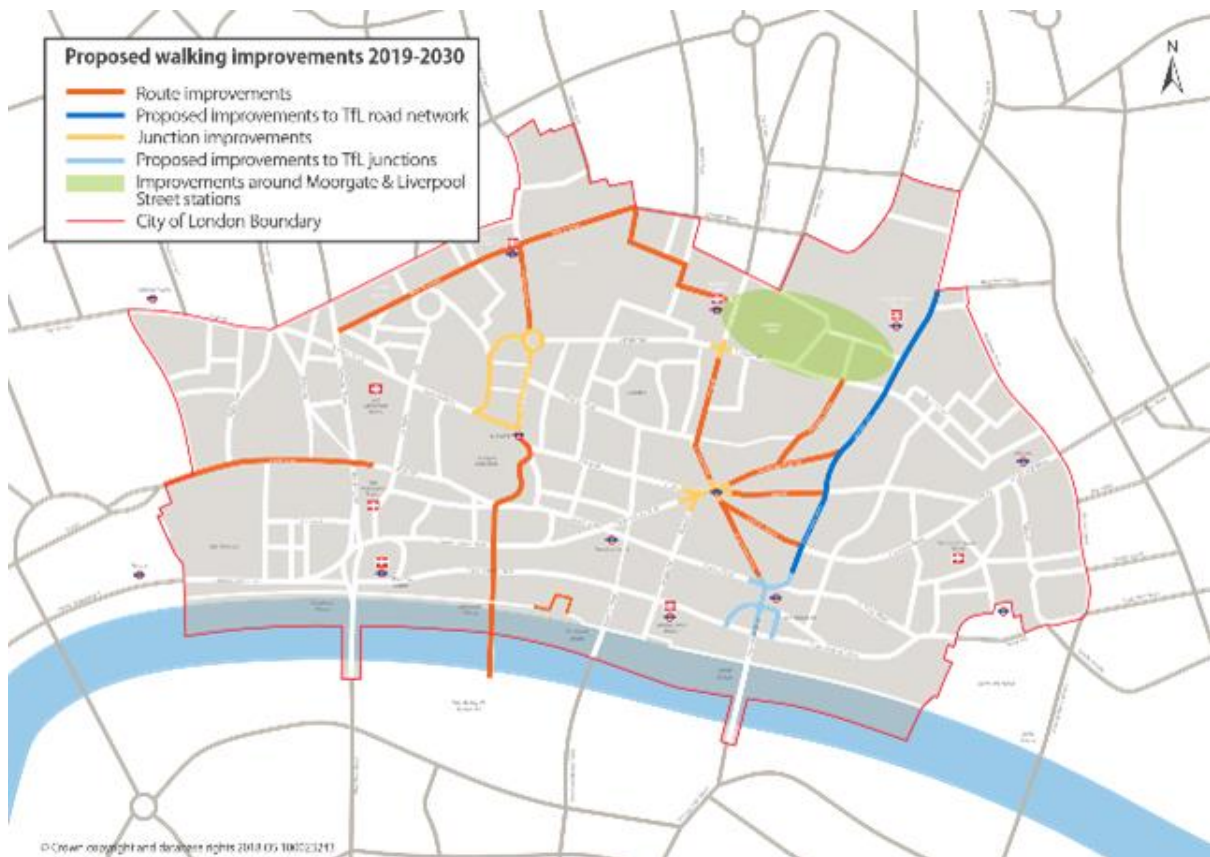


Figure 4: Proposed walking improvements 2019-2030 (larger map available on the City of London Transport Strategy webpage)



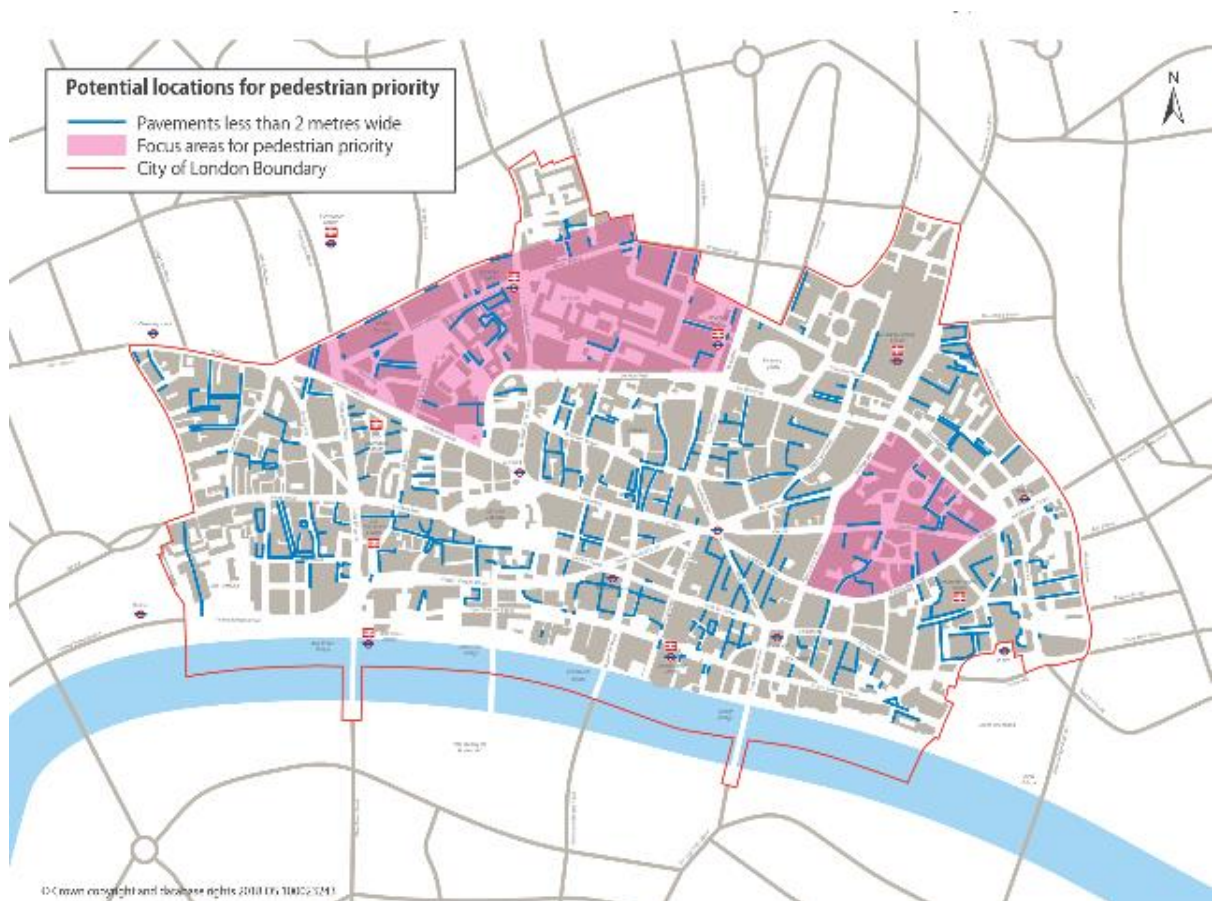


Figure 5: Potential locations for pedestrian priority (larger map available on the City of London Transport Strategy webpage)

#### 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

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#### **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.

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### **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 200m<sup>2</sup> and 250m<sup>2</sup> of street space respectively to move 100 people. The same number of people travelling in a car or taxi would need 760m<sup>2</sup>.

### 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).

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### **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.

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### **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.

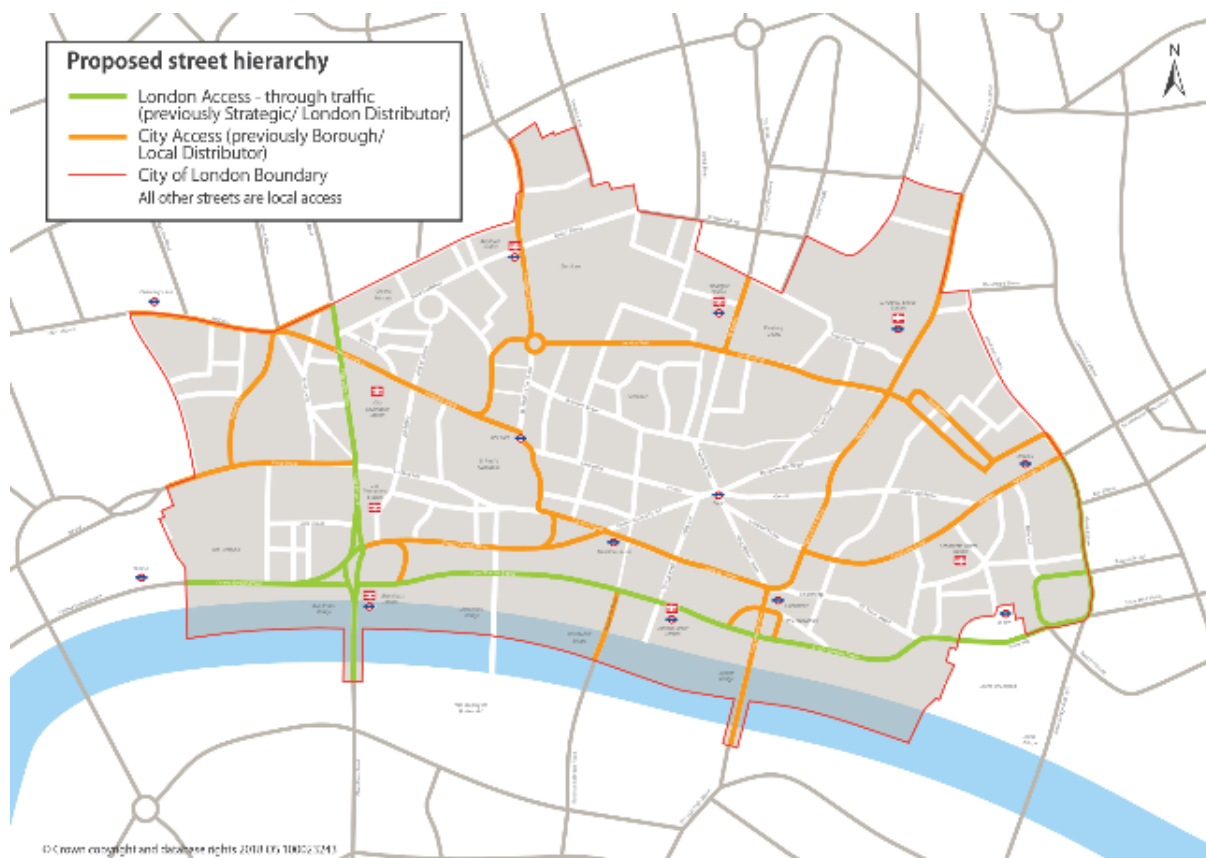


Figure 6: Proposed City of London Street Hierarchy (larger map available on the City of London Transport Strategy webpage)

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:

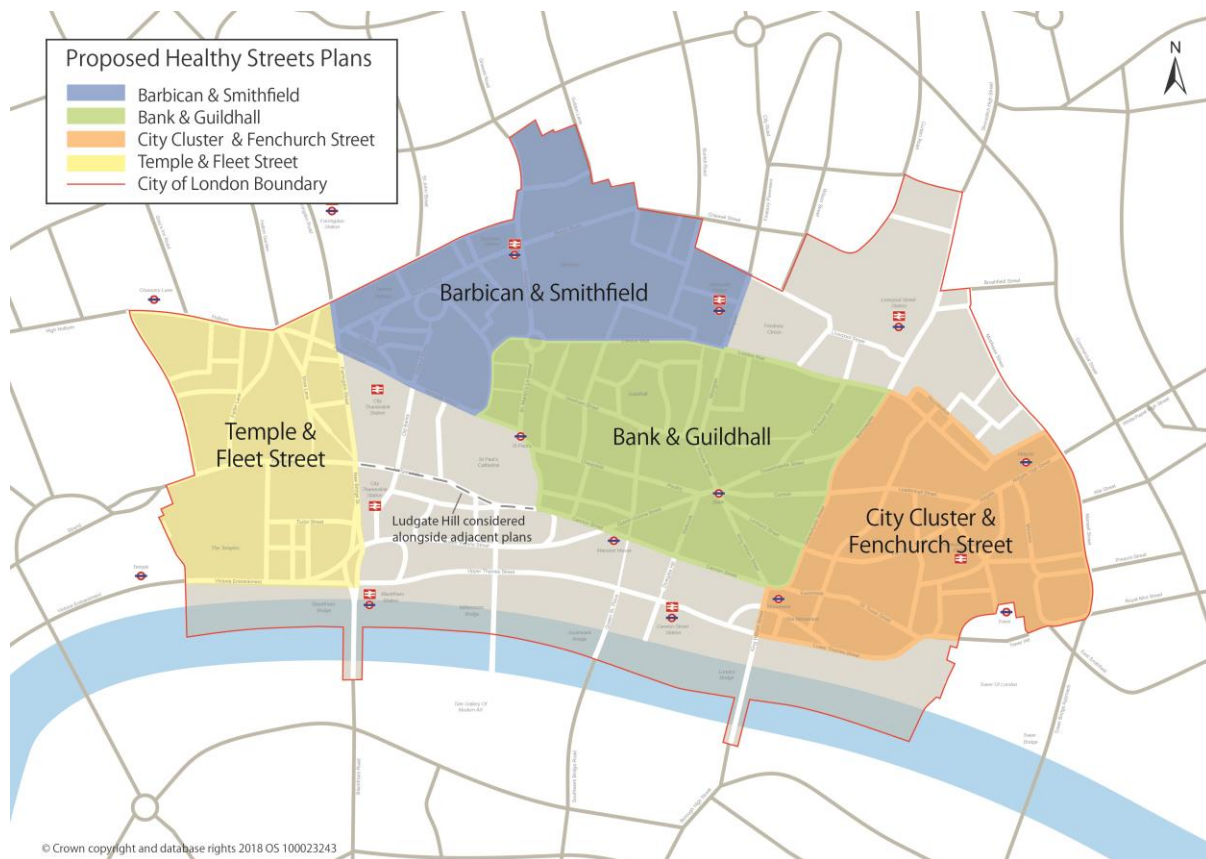
- How to reduce the use of Local Access streets by through traffic, while maintaining access
- Opportunities to introduce pedestrian priority, improve the experience of walking and cycling, enhance the public realm and create new public space
- Potential changes to kerbside uses including loading and 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.

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#### **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 2010<sup>i</sup>. Nine out of 10 collisions in the Square Mile that result in a death or serious injury involve a motor vehicle<sup>ii</sup>.

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 terrorism<sup>iii</sup>. 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

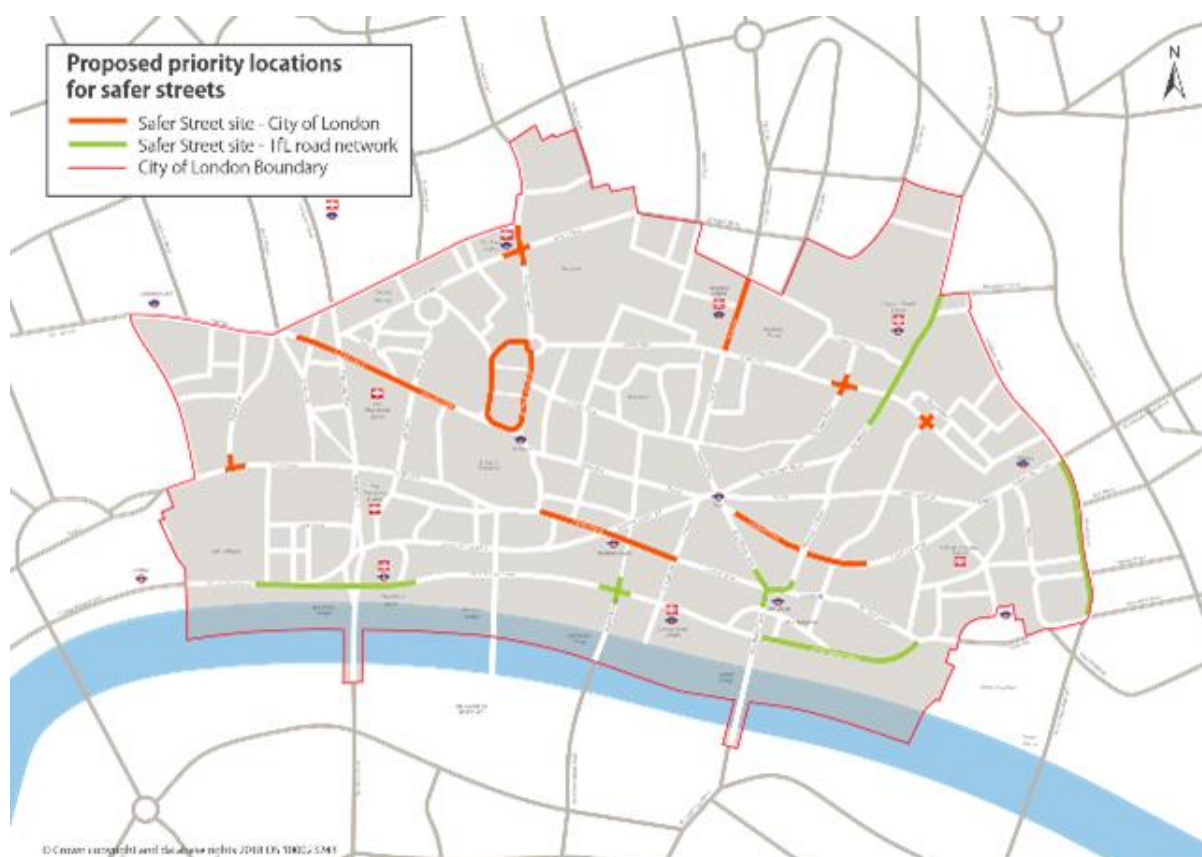


Figure 8: Proposed priority locations for safer streets (larger map available on the City of London Transport Strategy webpage)

## 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

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### **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 UK<sup>1</sup>.

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### **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.

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### **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.

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### **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<sup>iv</sup>. On average 19 people cycling have been killed or seriously injured on our streets every year for the last five years<sup>v</sup>. 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<sup>vi</sup>. 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<sup>vii</sup>.

### 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 2035<sup>44</sup>.

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.

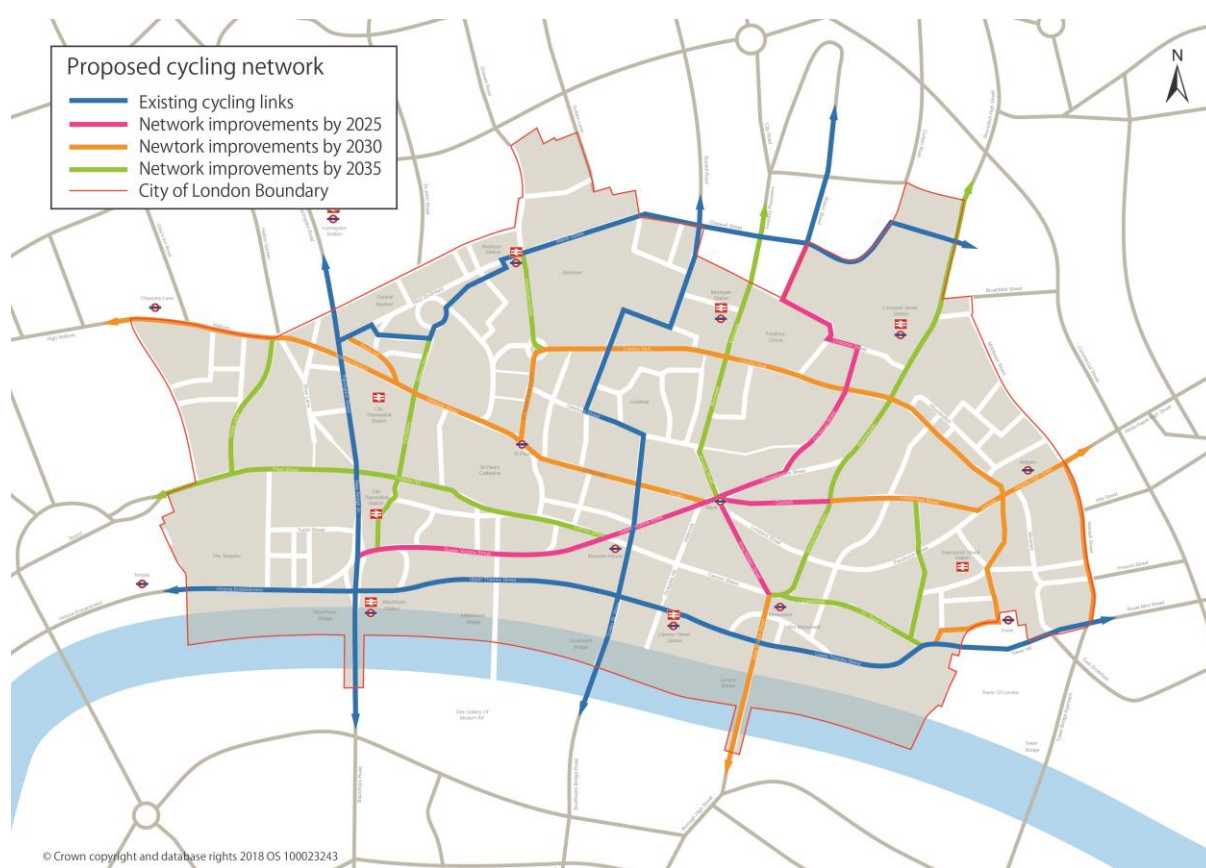


Figure 9: Proposed core cycling network and phasing (larger map available on the City of London Transport Strategy webpage) UPDATED

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 (NO<sub>2</sub>) 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.

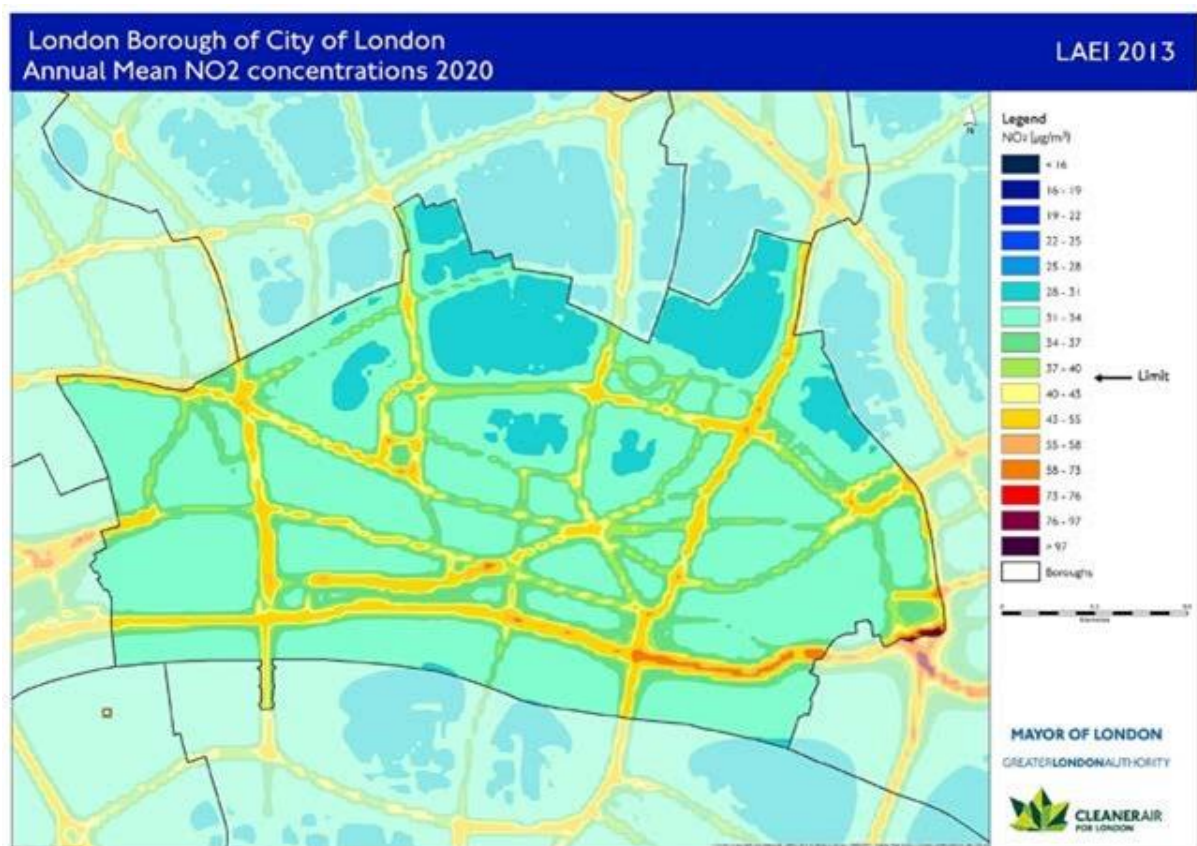


Figure 10: City of London Annual mean NO<sub>2</sub> concentrations 2020 (LAEI 2013)

Air quality in the Square Mile does not currently meet the safe limits set by the European Union or World Health Organisation (WHO) for NO<sub>2</sub>. Levels of exposure to particle matter (PM<sub>10</sub> and PM<sub>2.5</sub>) 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<sub>x</sub> emissions, 48% of PM<sub>10</sub> and 60% of PM<sub>2.5</sub>, in the Square Mile. Current air quality monitoring records limit breaches for NO<sub>2</sub> on our busiest streets. In some locations recorded concentrations are twice the safe limit value. Projections show that NO<sub>2</sub> 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) <sup>xxxvii</sup>. 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 CO<sub>2</sub> 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/CO<sub>2</sub> 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. <sup>xxxix</sup>

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

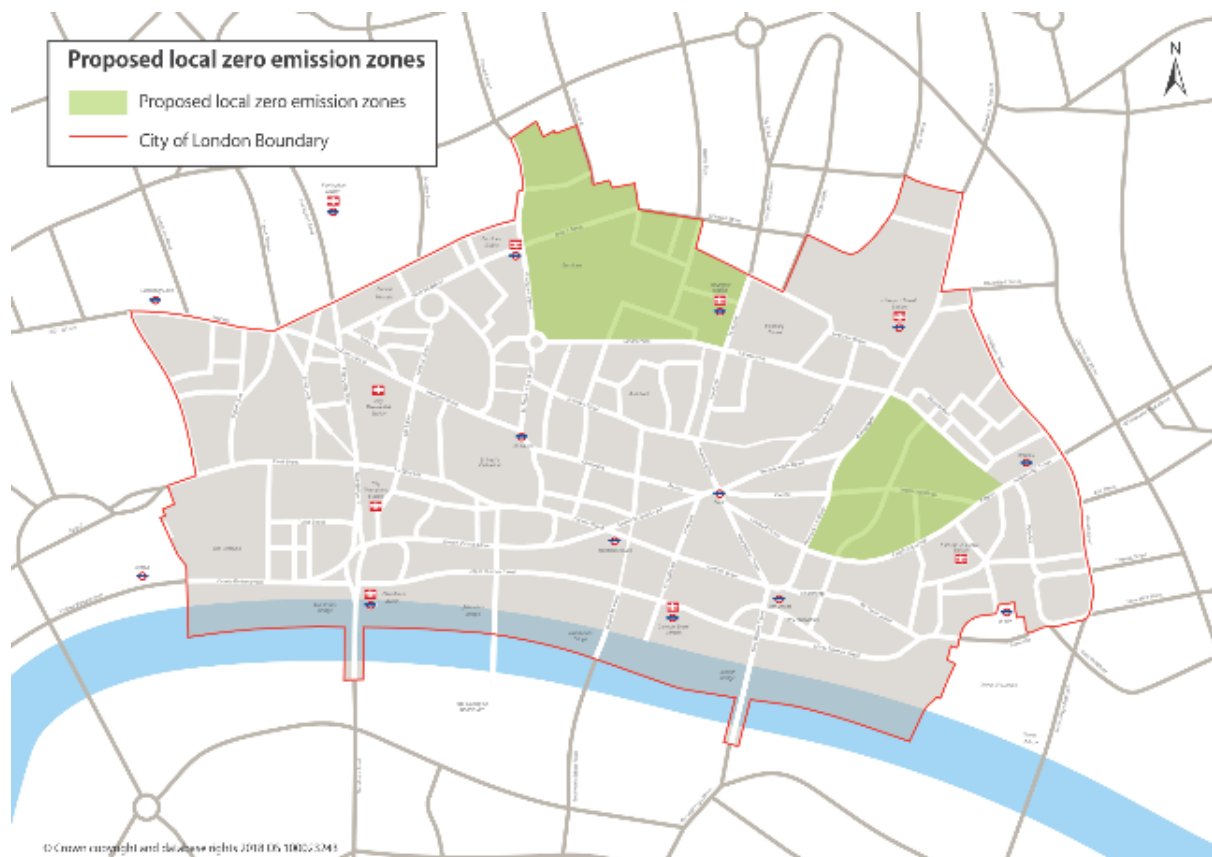
We will support and champion the introduction of a Zero Emission Zone (ZEZ) covering central London within the next Mayoral term

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 intervetions 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 couriating 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%<sup>vi</sup>. 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.

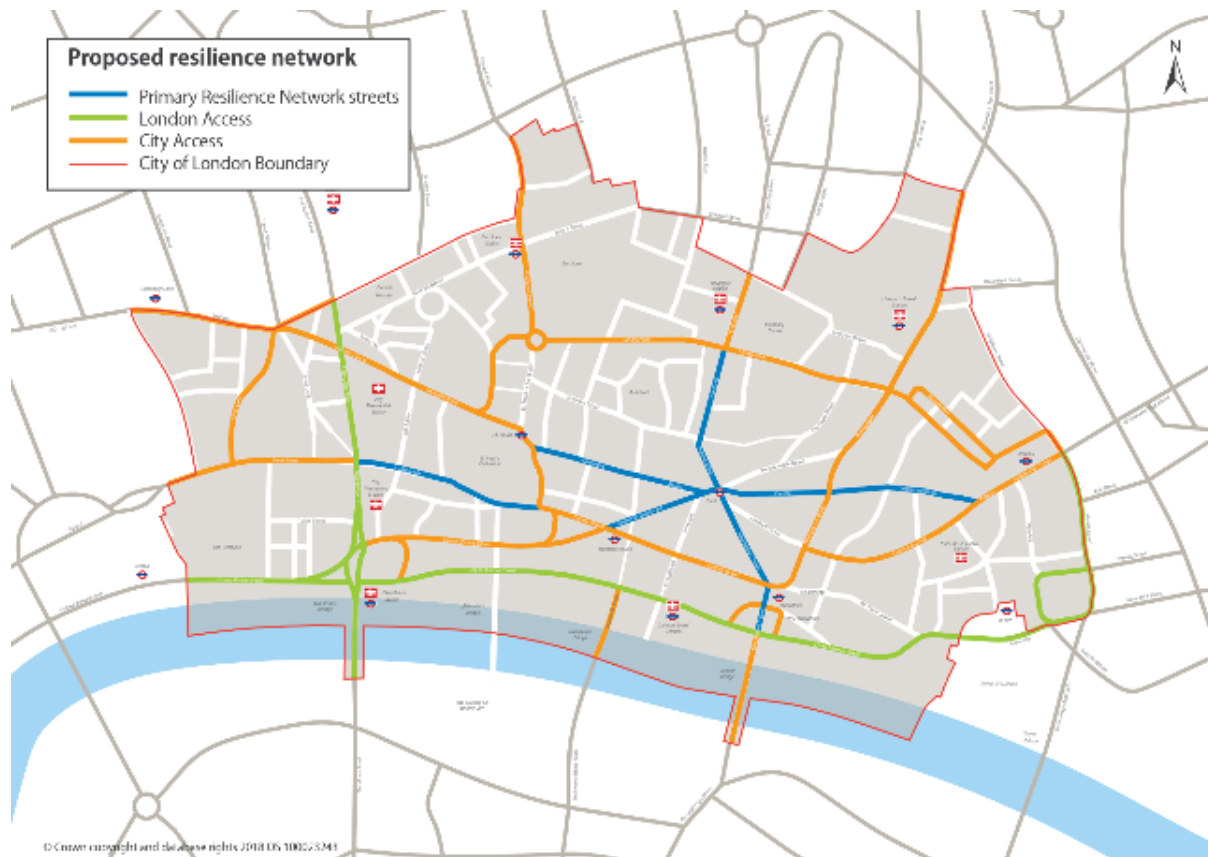
Extreme weather events, including higher rainfall and temperatures, are increasing as a result of a changing climate.<sup>viii</sup> Further details of the likely impacts of climate change on transport in the Square Mile will be included in the final version of this Strategy, following publication of 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

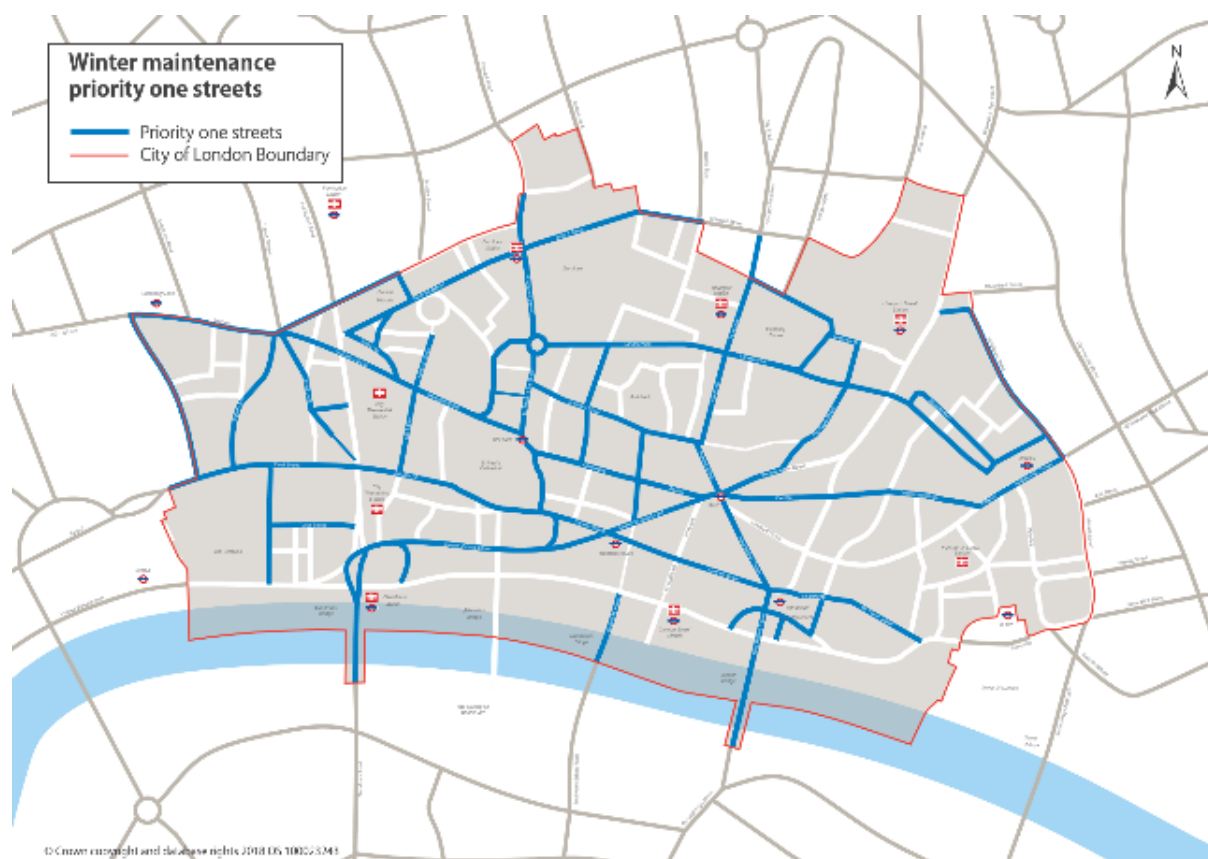


Corporation and TfL are prepared to respond to extreme weather events that may affect our streets, the TLRN and rail and Underground networks.

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.

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### 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



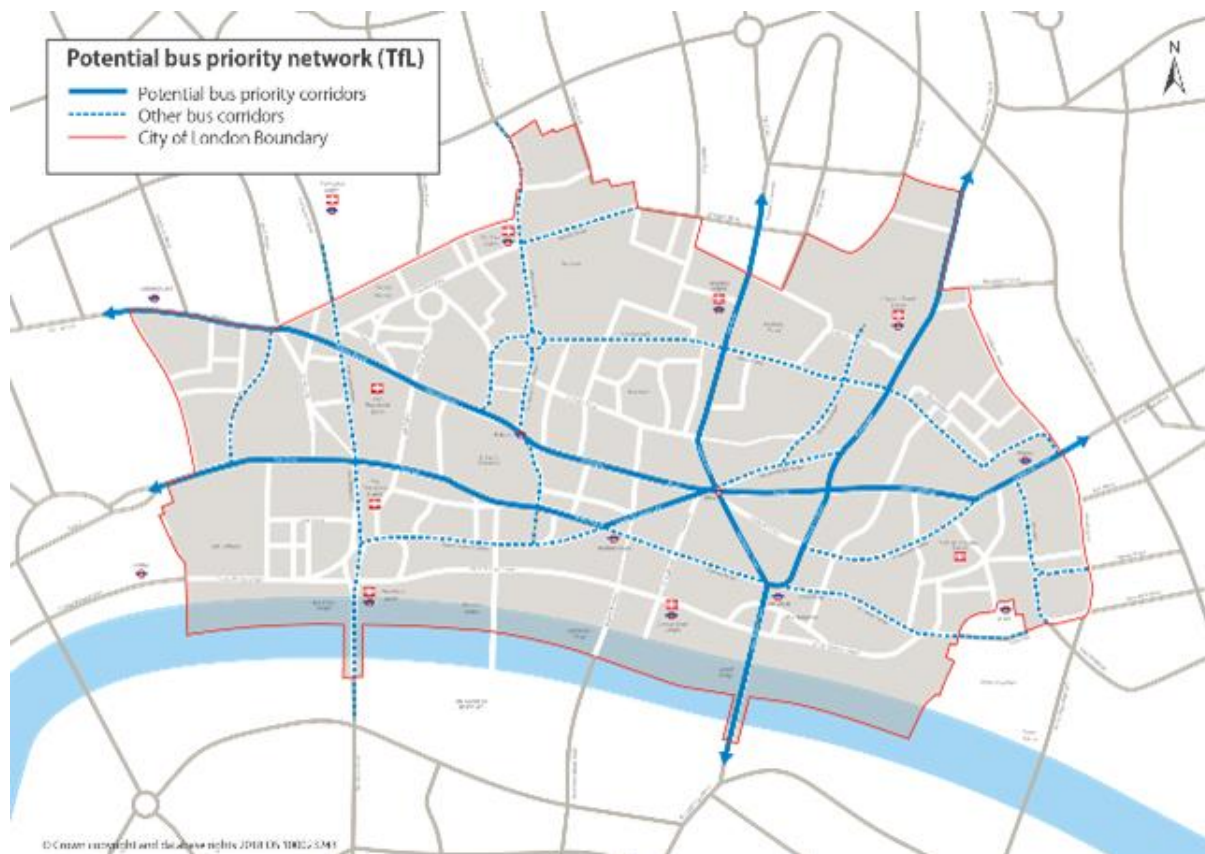


Figure 14: Potential bus priority network (larger map available on the City of London Transport Strategy webpage)

#### **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.

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### 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.

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## 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>			

<b>Increase in the number of people cycling (counted in our traffic composition survey counts)</b>	<b>44k</b>	<b>66k (+50%)</b>	<b>88k (+100%)</b>
<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>			
<b>Proportion of zero emission capable vehicles entering the City</b>	<b>N/A</b>	<b>90%</b>	<b>100%</b>
<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>			
<b>Overall reduction in motorised freight vehicle volumes (counted in our traffic composition survey counts)</b>	<b>39k</b>	<b>-15%</b>	<b>-30%</b>
<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
<b><i>The City's streets are great places to walk and spend time</i></b>		
<b>Key target:</b> 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
<b>Key target:</b> 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
<b><i>Street space is used more efficiently and effectively</i></b>		
<b>Key target:</b> Reduction in motor vehicle traffic	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging

<b><i>The Square Mile is accessible to all</i></b>		
Number of streets not meeting COLSAS minimum standard	---	Annual review
Number of streets not meeting COLSAS desired standard	---	Annual review
<b><i>People using our streets and public spaces are safe and feel safe</i></b>		
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	---
<b>Key target:</b> Number of people killed and seriously injured in a collision	ACCSTATS/STATS19	---
<b><i>More people choose to cycle in the City</i></b>		
People rating experience of cycling in the City as <i>safe</i>	City Streets Survey	City-wide public survey
<b>Key target:</b> People rating experience of cycling in the City as <i>pleasant</i>	City Streets Survey	City-wide public survey
<b>Key target:</b> Increase in cycling traffic	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging
Gender ratio in cycling traffic	---	City-wide public survey
<b><i>The City's air and streets are cleaner and quieter</i></b>		
NO <sub>x</sub> , PM <sub>10</sub> , PM <sub>2.5</sub> , 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>

<b><i>Delivery and servicing needs are met more efficiently, and impacts are minimised</i></b>		
<b>Key target:</b> <u>Overall reduction in freight and servicing vehicle traffic</u> <del>Reduction in freight and servicing vehicle traffic</del>	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging
<b>Key target:</b> <u>Reduction in freight and servicing vehicle traffic during peak periods</u> <del>Proportion of freight traffic operating outside peak hours</del>	Traffic Composition Survey	Traffic Composition Survey/Upgraded TCS/Congestion charging
<b><i>Our street network is resilient to changing circumstances</i></b>		
Number of days saved from joined-up roadworks	City of London Highways Monitoring	---
<b><i>Emerging transport technologies benefit the Square Mile</i></b>		
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

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