

<b>Committee</b>	<b>Dated:</b>
Planning & Transportation	20/02/2018
<b>Subject:</b> International Comparative Study – Final Report	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Information</b>
<p><b>Summary</b></p> <p>At 30<sup>th</sup> November 2016 Committee, Members agreed the commissioning of a study to examine international best practice in traffic management as part of a programme of congestion related work. The study, which benchmarks the City of London Corporation's approach against 11 other cities, considered policies and programmes to:</p> <ul style="list-style-type: none"> <li>• Reduce congestion and the impact of traffic</li> <li>• Improve the efficiency of freight and servicing activities</li> <li>• Accommodate employment and residential growth</li> <li>• Improve the experience of walking, cycling and spending time on streets</li> </ul> <p>This report was originally taken to 29<sup>th</sup> January 2018 Committee to summarise the findings of the study. Members requested it was re-submitted with the consultant's report attached (Appendix 3).</p> <p>The study found that the City Corporation and Transport for London's approaches to traffic management and reduction are in line with international best practice. In some aspects, such as improving the experience of walking and cycling, congestion charging and public transport provision, the City and London are seen as global leaders. In others, such as reducing the impact of freight and logistics, comparison cities are ahead in terms of policy and delivery.</p> <p>The consultants (WSP) make a series of recommendations for future transport policies, projects and programmes. These will inform the development of the City of London Transport Strategy and Local Implementation Plan.</p> <p style="text-align: center;"><b>Recommendation</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• Note the report.</li> </ul>	

## Main Report

### Background

1. The City of London, and London as a whole, currently faces a number of transport challenges. Traffic congestion, limited street space, road danger and poor air quality are all issues that need to be addressed to ensure the Square Mile continues to be an attractive place to work, live, visit and invest. Employment and population growth will put further pressure on streets and transport services.
2. These challenges are common to most cities. Understanding how other cities around the world are addressing them will help ensure the City of London Corporation is doing all it can to reduce the impacts of traffic and improve the experience of walking, cycling and spending time on the City's streets.
3. In November 2016, the commissioning of an International Comparative Study of Traffic Management was agreed by Members as part of a programme of congestion related work. In the spring of 2017, WSP were commissioned to undertake a study to identify global best practice in managing traffic and benchmark this against the approaches being taken by the City Corporation, Transport for London and the Greater London Authority.
4. The study has now been completed and the findings are summarised below. As requested, the full consultant's report is now contained in Appendix 3.

### Best Practice Review

5. Eleven cities – Amsterdam, Barcelona, Brussels, Copenhagen, Gothenburg, Madrid, New York, Paris, Singapore, Stockholm and Sydney – were identified as being both global leaders in their approach to traffic management and sharing some characteristics with the City of London. Their approaches to traffic management were reviewed and compared with those of the City Corporation. Greater London was also included for comparative purposes, allowing the review to incorporate Transport for London and Mayoral policies and programmes that impact the City.
6. Three of the cities – New York, Paris and Stockholm – were selected for study visits on the basis of particular comparability with the City of London. The visits included meetings with senior city officials and provided further valuable insights into how these cities are tackling transport challenges. Itineraries and key lessons are provided in Appendix 1.
7. The best practice review identified approaches to traffic management that were common to some or all of the cities:
  - **Integration of people, place and activity:** adopting hierarchical design principles priorities walking and cycling, adopting a human-led design ethos for residents and visitors alike 24 hours a day

- **Low-impact logistics:** adopting logistics solutions that allow businesses to thrive but minimise impact upon the street network, including consolidation, micro-consolidation, cargo bikes / e-bikes
- **Reallocating road space to pedestrians:** repurposing carriageway for public use, widening pavements, creating plazas and squares
- **Reducing congestion:** through the use of policy measures and innovative infrastructure design to rebalance supply and demand
- **Focusing on walking and cycling:** putting walking at the top of the travel agenda supported by cycling (and associated infrastructure), to reduce environmental impact, improve safety, health and well-being
- **Improving air quality and decarbonising transport:** rapidly moving away from diesel and petrol to improve air quality at point of use for public / shared transport and logistics
- **Sharing of assets and services:** encouraging access to rather than ownership of cars and providing bike share
- **Enabling modal shift:** encouraging modal shift through innovation away from traditional car / van / truck, including the use of river transport
- **Embracing technology:** considering the role and use of data, connected and autonomous vehicles and electronic payments to streamline access to and use of transportation assets and services
- **Vision Zero:** adopting an approach where no loss of life is acceptable as a result of the design and management of the transport system and street network

8. Appendix 2 provides an overview of the extent to which the City of London and comparison cities are delivering these approaches. It considers progress on policy and strategy, implementation and outcomes.

## Recommendations

9. The best practice review found that that the City of London and Greater London's policy approach, ongoing initiatives and recent successes are broadly in line with the other cities examined.
10. In some instances the City Corporation and London are leading the world. The Congestion Charge, an expanding and improving public transport network, and ambitious investment in cycling infrastructure are seen by other cities as global best practice. However, there are also areas where other cities are advancing more quickly, such as improving last mile deliveries while reducing their impact.
11. WSP has made a series of recommendations based on the best practice review. These will inform the development of the City of London Transport Strategy and Local Implementation Plan. Recommendations include:
  - Support walking as the preferred mode within the City and develop a mobility hierarchy for the City of London that prioritises walking, cycling, public transport and freight and servicing
  - Encourage developers to incorporate micro-consolidation within new developments to provide sustainable last mile delivery / pick up within the City

- Encourage the use of cargo bike / e-cargo bike solutions within the City by enabling bespoke drop off facilities at major developments
- Review the street network to identify opportunities to reallocate carriageway (full or part-time) to other uses including walking, cycling or for use as public space
- Undertake low-impact trials of road space re-allocation to test processes and effectiveness and deliver quick results
- Close 'rat runs' within the City to focus traffic onto primary corridors
- Work with TfL to examine options for more punitive restrictions on diesel / petrol vehicles within the more sensitive areas of the City.
- Examine the effectiveness of current Congestion Charging regime within the City with a view to developing City specific interventions if needs be
- Transition the City of London fleet to non-fossil fuels over the next cycle of renewals where possible
- Work with TfL to prioritise emission free public transport on routes within the City of London
- Examine the role of connected and autonomous technologies to improve mobility within the City but ensure that they are not at the detriment of walking and cycling, nor contributing to congestion.
- Adopt Vision Zero

## **Conclusion**

12. Benchmarking the City Corporation's approach to traffic management against global best practice shows that current policies and programmes are broadly in line with best practice. There are however lessons to be learnt from other cities and these will be applied in the development of the Transport Strategy and Local Implementation Plan.

13. A number of the consultant's recommendations will require us to work with partner organisations such as Transport for London, the Greater London Authority and transport operators, developers and other private companies. Stakeholder engagement to inform the development of the Transport Strategy provides an opportunity to build on established relationships and explore opportunities for joint working.

## **Appendices**

- Appendix 1: Study Visits – Key Lessons and Itineraries
- Appendix 2: Best Practice Review – Summary Table
- Appendix 3: 'International Comparative Study: Traffic Management' WSP consultant's report

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## **Appendix 1: Study Visits – Key Lessons and Itineraries**

### ***Key Lessons***

#### *New York*

- New York local government transport agencies look to London as a leader of best practice on transport issues (in particular the congestion charge scheme and the ability to administer traffic management schemes through cameras and automatic number plate recognition (ANPR) technology).
- Freight management is not solely an issue at the kerbside or last mile, strategic freight planning for the whole logistics chain is necessary to re-mode road freight and requires long term planning.
- Opportunities to implement temporary traffic reduction or public realm schemes (such as New York's Pop-up Plaza Program) should be maximised; it allows for projects to be trialled quickly with minimal infrastructure changes, and are reversible if necessary. Permanent designs can then be drawn up and modified based on the impact of the temporary scheme.

#### *Paris*

- Land for sustainable freight activities should be incorporated into land use planning and mixed-use developments at a range of scales. In the central city, this could be a requirement for small scale logistic spaces in new developments or under used car park. In the outer city there can be significant freight infrastructure alongside other land uses such as housing and offices (as seen at Chapelle International development).
- While the City of Paris does not have specific targets relating to traffic volume reduction, it is delivering ambitious schemes that re-allocate road space to pedestrians, cyclists and public realm improvements (for example proposals to transform seven Parisian squares that will see 50 per cent of road space reallocated to pedestrians).
- The City of Paris has an ambitious target to phase out diesel cars by 2024, and petrol cars by 2030 in the city. This is a standalone initiative that is in addition to the current Low Emission Zone that covers the greater Paris area.

#### *Stockholm*

- While Stockholm's solutions and end point for traffic management is radical, the city's approach seems careful, including experimentation and close working between the public and private sectors and a step-by-step transition.
- Developing sustainable logistic solutions that are commercially successful is challenging but possible (as achieved through their Urban Consolidation Centre), as long as there is stakeholder collaboration.
- Stockholm's long-term transport strategy and vision (Urban Mobility Plan for Vision 2030) is supported by short term delivery plans (such as the 2014-2017 Freight Plan)

## ***Itineraries***

### *New York*

<b>Organisation</b>	<b>Description</b>
Urban Land Institute	Attendance at Infrastructure Council Meeting. Presentation and discussion of the transportation/land use framework of the Great East Midtown Rezoning
New York City Department of Transportation (NYCDOT)	Working lunch with Commissioner Polly Trottenberg and senior officials from across the Department. Covering the topics of policy issues and initiatives, congestion, freight, clean fleets, alternative modes and safety
New York City Department of Transportation; Traffic Management Centre	A tour of the Traffic Management Centre and a presentation on New York City's Connected Vehicle Pilot
SL Green and Metropolitan Transport Authority (MTA)	Presentation and discussion on the development of the One Vanderbilt building, and how to facilitate public transport and public realm improvements with new developments
New York City Fleet	Meeting with Commissioner and Chief Fleet Officer Keith Kerman. Presentation and discussion on green fleets, vehicle sharing and safety
New York City Department of City Planning	Meeting with Director of Strategic Planning Howard Slatkin. Presentation and discussion on private owned public spaces and 'Shaping the Sidewalks' plans
Economic Development Corporation; Ports and Transportation Group	Meeting with Senior Vice President David Hopkins and Assistant Vice President Ryan White. Topics included transportation policy initiatives and re-moding of freight
New York and New Jersey Port Authority (NYNJPA); Planning Department	Meeting with General Manager Lou Venech and Regional Transport Planning Manager Todd Goldman. Presentation and discussion on their Goods Movement Action Plan and World Trade Centre Vehicular Security Centre

### *Site Visits*

<b>Location</b>
Grand Central Station and One Vanderbilt Development
Temporary and Permanent Plazas; Times Square, Herald Square and Broadway
World Trade Centre and Campus, connection to Transportation Hub

## Paris

Organisation	Description
Deputy Mayor for Transport	Meeting with Transportation Advisor to Deputy Mayor Herve Levifve. Presentation and discussion of Paris's transport challenges and initiatives
APUR (Urban Planning Agency)	Meeting with Urban Freight Manager Michele-Angelique Nicol and People Mobility Manager Florence Hanappe. Presentation and discussion on freight initiatives
Sogaris (mixed ownership urban logistics society)	Meeting with the director of the Chapelle International mixed land use development (including rail freight terminal and depot). Presentation and guided tour.

## Site Visits

Location
Place de la Republique (Public Square)
Rue De Rivoli (Key traffic route with segregated cycle route under construction)
Le Marais (Paris's Old Town, plans to remove all non-essential traffic)
Group Casino, Franprix and Monoprix River Freight Operation
Chronopost, Beaugrenelle Urban Logistic Space
Sogaris Hotel Logistic (Chapelle International)

## Stockholm

Organisation	Description
CLOSER (National Collaboration Forum)	Meeting with Magnus Blinge, Senior Project Manager. A presentation and discussion on the forum set-up and freight management and congestion projects
Stockholm Traffic Administration	Meeting with the Transport Director, Freight Manager and Environment Manager. Presentations on Stockholm's Vision for 2040, Stockholm's Freight Plan and traffic and street environment.
Royal Sea Port Development	Meeting with Project Manager of sustainable urban development. Presentation and guided tour

## Site Visits

Location
Alskade Stad Urban Consolidation Centre
Cargobike Depot
Royal Sea Port Construction Consolidation Centre

Appendix 2: Best Practice Review – Summary Table

Theme	Integration People, Place and Activity	Low Impact Logistics	Re-allocating Road Space to Pedestrians	Reducing Congestion	Focusing on Walking and Cycling	Improving Air Quality and De- carbonising Transport	Sharing of Assets and Services	Enabling Modal Shift	Embracing Technology	Vision Zero Focus
World city										
City of London	P - <span>M</span> I - <span>M</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>L</span>	P - <span>M</span> I - <span>M</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>
Greater London	P - <span>H</span> I - <span>M</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>
Amsterdam	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>H</span> O - <span>L</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>
Barcelona	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>
Brussels	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>
Copenhagen	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>
Gothenburg	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>M</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>
Madrid	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>L</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>
New York	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>M</span> I - <span>M</span> O - <span>L</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>
Paris	P - <span>L</span> I - <span>M</span> O - <span>H</span>	P - <span>M</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>M</span> I - <span>M</span> O - <span>L</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>L</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>
Singapore	P - <span>L</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>L</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>L</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>
Stockholm	P - <span>L</span> I - <span>M</span> O - <span>H</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>H</span>
Sydney	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>H</span> I - <span>H</span> O - <span>M</span>	P - <span>H</span> I - <span>M</span> O - <span>M</span>	P - <span>M</span> I - <span>M</span> O - <span>M</span>

Progress on **Policy & Strategy (P)**, success in **Implementation (I)** and **Achieving Outcomes (O)** assessed by;

- Low (L)
- Medium (M)
- High (H)



