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| Committee: | Dated: |
| Planning and Transportation Committee | 27 October 2020 |
| Subject: | Public |
| Transport Strategy Kerbside Review – Action Plan | |
| Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly? | 9 & 10 |
| Does this proposal require extra revenue and/or capital spending? | N |
| What is the source of Funding? | Local Implementation Plan /City Transportation's monitoring budgets |
| Has this Funding Source been agreed with the Chamberlain's Department? | Y |
| Report of: | For Information |
| Director of the Built Environment | |
| Report author: | |
| Averil Pittaway | |

Summary

One of the outcomes in the City of London's Transport Strategy focuses on street space being used more efficiently and effectively. The kerbside, in particular, is identified as an element of the street that could be made more efficient. Under proposal 14 it is set out that the use and management of the kerbside and City Corporation car parks will be kept under frequent review. The first review is to be completed by 2022 and will consider a number of changes to the way the kerbside is currently used.

To initiate this first review, a comprehensive data collection exercise consisting of a number of surveys on the use of the Square Mile's kerbside and the City Corporation public car parks was carried out in Autumn 2019. This report summarises the findings of this data collection exercise and details an Action Plan that sets out the next steps that will complete the review.

Recommendation

Members are asked to:

- Note the report.

Main Report

Background

1. The City of London Corporation is responsible for managing the kerbside on all streets within the Square Mile, except for the Transport for London Road Network. The kerbside is a key use of public space within the Square Mile that provides a variety of infrastructure and allows a number of activities to take place.

2. The City of London's Transport Strategy sets out how the City's streets will be designed and managed over the next 25 years to ensure the Square Mile remains a great place to live, walk, study and visit.
3. One of the Strategy's ten outcomes focuses on street space being used more efficiently and effectively. The kerbside is identified as an element of the street that could be made more efficient. Proposal 14 sets out that the use and management of the kerbside and City Corporation car parks will be kept under frequent review.
4. The first kerbside review is to be completed by 2022 and will consider a number of changes to the way the kerbside is currently used.

Current Position

5. A comprehensive data collection exercise consisting of a number of surveys on the use of the Square Mile's kerbside and the City Corporation public car parks was carried out in Autumn 2019.
6. The data has been analysed to understand how the Square Mile's kerbside is used and managed and to identify issues or inefficiencies of its current use.
7. An Action Plan has been prepared based on the findings of the data collection exercise. This sets out the next steps to be undertaken for the kerbside review.
8. This report provides a summary of the current use of the kerbside (Appendix 1) and the Action Plan (Appendix 2).
9. To note, all data was collected pre COVID-19 and the Action Plan does not consider any short-term changes in the use of the kerbside and car parks as a response to the pandemic. Short term temporary changes to the kerbside as part of the City's transport response to COVID-19 recovery are addressed separately to this report and will be monitored accordingly. Progression of the kerbside review will however take in to account any changes to kerbside use (demand) or infrastructure (supply) in response to the pandemic that are likely to continue into the medium- or long-term.

Existing Kerbside Use

10. The City of London is a Controlled Parking Zone (CPZ), meaning parking is controlled by hours and is only permitted in designated parking bays during these times (Mon to Fri 7am – 7pm, Sat 7am – 11am). The rest of the kerbside space is subject to yellow line restrictions.
11. In total, there are nearly 1,000 dedicated bays for motor vehicles on-street in the Square Mile. The vast majority are payment parking bays (623 bays), disabled bays (178 bays) and motorcycle bays (63 bays that provide approximately 1,000 motorcycle spaces). There are also taxi rest bays (31 bays), loading bays (25

bays), coach bays (18 bays). In addition to parking bays, there are also 33 taxi ranks.

12. Parking is prohibited at all times on double yellow lines, and on single yellow lines during the CPZ controlled hours. Loading is permitted at any time on a double yellow line and during displayed times where there are single kerb markings. Loading is not permitted at any time where there are double kerb markings.

13. The key findings of the kerbside surveys include:

- Overall, on-street bays are well used at most times during the day Monday to Friday. The peak time for the use of all bays is 11am on a weekday, when 72% of all dedicated bay space is occupied.
- Payment parking is highly used at all times; occupancy never drops below 50% at any time of the week. Motorcycle parking, disabled bay parking and loading bays are used far less during the evenings and weekends compared to during a weekday.
- Loading bays experience the highest turnover of parked vehicles as they have a maximum loading duration of 40minutes. 40% of vehicles parked in payment parking bays however park for longer than 3 hours. Motorcycle parking has the lowest turnover of parked vehicles; the vast majority of motorcycle parking is used for commuting purposes and therefore are parked for the duration of the working day.
- At the overall peak occupancy time in the five City Corporation car parks (12pm on a weekday), only half of the 1,400 parking spaces are occupied.
- There are five different types of loading restriction timings on-street. Loading and unloading can take place for a maximum of 40minutes at permitted times in permitted locations. The majority of loading outside of loading bays occurs in less than 20minutes.
- Signs, lines and enforcement does not discourage all drivers from illegal parking, waiting or loading at the kerbside. Most loading restrictions are in place to avoid obstruction or congestion to moving vehicles. This illegal parking and loading (as well as some legal activity) is most likely to contribute to the City having the lowest bus speeds in London (4.9mph in the morning peak).
- Half of all passenger pick ups at taxi ranks in the City occur at Liverpool Street Station and Fenchurch Street Station. Seven taxi ranks see less than ten passengers being picked up each day.

Summary of Action Plan

14. The Action Plan sets out the next steps for the kerbside review to identify what changes are recommended to the use of the kerbside.

15. Within proposal 14 of the Transport Strategy, there is a list of potential changes to the kerbside to consider as part of the first kerbside review. The Action Plan addresses each change in turn and what tasks need to be completed to make a decision on the consideration.

16. In summary, the Action Plan seeks to:

- gain further data and information where there are gaps in our knowledge on the use of the kerbside. For example, engage with Disabled Badge Holders on their use of parking bays (both disabled bays and payment parking bays) and taxi drivers on their use of taxi ranks
- explore options and measures on how a number of the suggested changes could be implemented
- engage with neighbouring Boroughs and London Councils on suggested changes where there is a cross-boundary/London-wide impact
- align kerbside provision (i.e. loading restrictions) to the new City street hierarchy that has been adopted as part of the City of London Transport Strategy

17. All actions have individual completion dates, but all are proposed to be completed by mid-2022, in line with the Transport Strategy delivery target. Actions where the outcomes require a member decision will be brought to committee when completed. Any approved changes will then be subject to public consultation.

18. Once all actions within the plan have been completed, an overall final report of the completed review will also be brought to committee, by the end of 2022 at the latest.

Corporate & Strategic Implications

19. The Kerbside Review Action Plan supports the following corporate objectives set out in the Corporate Plan:

- We are digitally and physically well-connected and responsive
- We inspire enterprise, excellence, creativity and collaboration

20. The Kerbside Review is a direct deliverable of Proposal 14 of the City's Transport Strategy – Make the best and most efficient use of the kerbside and City Corporation car parks.

Financial Implications

21. The financial implications of the Action Plan consist of a proportion of staff time and possibly some costs associated with completing further parking surveys and data gathering. Costs of £50,000 will be met from Local Implementation Plan budget and City Transportation local risk budget.

22. The financial implications of any changes to the operation of parking, such as loss as parking income, will be considered as part of the review.

Appendices

- Appendix 1 – Data Collection Summary Report
- Appendix 2 – Kerbside Review Action Plan

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