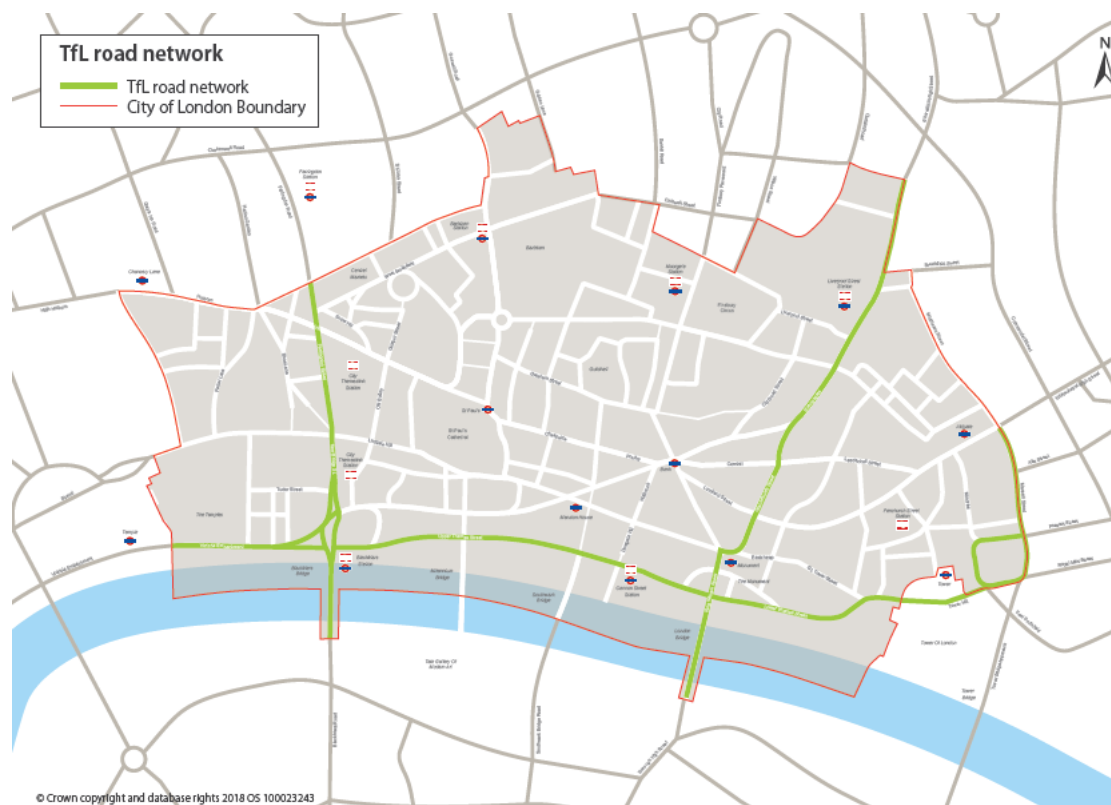


## Appendix 1 - Data Collection Summary Report

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.

Figure 1. Transport for London Road Network



The City of London's Transport Strategy, adopted in May 2019, 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.

One of the Strategy's ten outcomes focuses on the 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, and 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.

This report sets out the findings of a comprehensive data collection exercise on how the Square Mile's kerbside is used and managed, and an action plan for work to be undertaken on the review.

To note, all of the data in this report was collected pre Covid-19 and the action plan does not consider any 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.

## Data Collection Results

### Kerbside Provision

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, with the rest of the kerbside space subject to yellow line restrictions. The CPZ hours are 7am - 7pm Monday to Friday, and 7am - 11am on Saturdays.

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.

Dedicated bays are provided on street for:

- Payment Parking (623 bays)
- Motorcycle Parking (64 bays providing approximately 1,000 spaces)
- Disabled Parking (178 bays)
- Coach Parking (18 bays)
- Loading (25 bays)
- Taxi Rest bays (31 spaces)
- Taxi Ranks (33 ranks providing space for 118 taxis)

In total, there are nearly 1,000 dedicated bays<sup>1</sup> (and taxi ranks) for motor vehicles on street in the Square Mile. Overall, the peak time for the use of the kerbside's dedicated bays is 11am on a weekday, when 72% of all dedicated bay space is occupied.

### Kerbside Parking Bays

#### Current Conditions

Payment parking bays are subject to charging during CPZ hours (with the first hour 7am-8am being free). During CPZ hours, the maximum parking duration is 4 hours. Payment parking is highly used at all times. The total supply of bays is nearly at full capacity during the day on a weekday. At 10am, 94% of payment parking bays are occupied. At other times, including overnight and weekends, at least half of all bays are in use. Half of vehicles parked in payment parking bays at peak times during the week are vans, and nearly half of all vans pay for more than three hours parking. There is no charge for evening or weekend use of payment parking, and occupancy levels on a Saturday evening are higher than on a weekday evening.

Motorcycle bays are used most during the working day, directly correlating with commuter travel. The peak occupancy level is 63% occupancy at 11am (however this is an approximation of space used, and is expected to be higher than this number in reality). The maximum parking duration for motorcycle parking is 24 hours, the longest maximum parking duration of all types of parking bays. During the week, the vast majority of motorcycles park for more than six hours. There is a varied split between distance travelled by motorcyclists who park on-street. Over 55% travel less than 15km, while 21% travel more than 30km.

Disabled bays can be used by Red Badge and Blue Badge holders free of charge. Red Badge holders can also use Payment Parking bays free of charge, while Blue Badge holders are

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<sup>1</sup> A number of bays/ranks provide space or parking for more than one vehicle. For example, the 33 taxi ranks provide space for 118 taxis in total

required to pay but are given an additional hour free of charge. Disabled bays have a relatively low level of use, and much lower occupancy levels than payment parking and motorcycle parking. The peak occupancy of disabled bays on a weekday is 38% at 12pm. A large proportion of disabled bays have a 0% average occupancy rate across a weekday. Some disabled spaces however are highly occupied, but as there is no maximum duration parking period the level of turnover is not known.

Coach parking is relatively well used during the week and at weekends. On a weekday, occupancy levels are highest at 4pm and 5pm, when 80% of bays are occupied.

### Identified Issues

The high occupancy rate of payment parking bays (peak occupancy of 94%) can make it difficult for those vehicles that need to park on-street to find a space (i.e. certain servicing vehicles or disabled drivers). This high occupancy level can also mean drivers are driving around the City in search of an available space, contributing to congestion and pollution. The optimal occupancy of parking spaces is 85%, so that the use of space is efficient but avoids the need for drivers to keep travelling around to find a space.

Parking for longer periods in payment parking bays and motorcycle bays reduces the turnover of spaces and is an inefficient use of valuable on-street space.

Free parking in payment parking bays during the evenings and for the majority of the weekend provides no disincentive to travel into the City by private car at these times. Likewise, providing free, long-stay on-street motorcycle spaces does not provide any disincentive to park on-street, rather than use free long-stay parking is also provided in City car parks. It also does not incentivise travel by alternative modes (walking, public transport or cycle).

It is unknown whether the low level of occupancy of disabled bays is due to there being a surplus of bays or whether they are not in the right locations. It is also unknown how many Red or Blue Badge Holders use payment parking bays. More investigation is needed by engaging with Red Badge Holders or more detailed parking surveys.

The majority of coach bay provision is located around St Paul's for tourist coaches, however most coaches do not use these to drop off or pick up passengers and instead use them to park. The bays therefore may not be required to be in such close proximity to St Pauls and it is unknown where drivers drop off and pick up their passengers.

### Other Kerbside Provision

#### Current Conditions

Taxi rest bays are relatively well used during peak hours on a weekday. 74% of rest bays spaces are occupied at lunchtime and 65% during the early evening.

Over 2,100 taxis pick up nearly 3,000 taxi passengers at City taxi ranks on a weekday. The majority (over 50%) of passenger pick-ups by taxis at taxi ranks are made at Liverpool Street Station and Fenchurch Street station. Some taxi ranks are poorly used by taxi passengers and taxis, with seven ranks having less than ten passengers picked up across 24 hours.

Loading bays are relatively well used. At peak occupancy at 11am, nearly 70% of space in loading bays is occupied. The majority of goods vehicles unload in less than 20 minutes. This high turnover and the fact that occupied bays do not obstruct moving traffic makes it an efficient use of street space.

## Identified Issues

The low use of a number of taxi ranks in the City may mean they are located in the wrong place for passengers. Hailing circulating taxis rather than using taxi ranks will be contributing to congestion as taxi drivers drive around seeking fares, and the use of taxi ranks needs to be encouraged over hailing taxis.

While loading bays are an efficient use of street space, the provision of loading bays is much lower than many other types of bays, and it is likely there are limited opportunities to identify space for more loading bays on the remaining kerbside space.

## City Corporation Car Parks

### Current Conditions

There are five car parks owned and managed by the City of London Corporation that in total provide 1400 spaces for cars/vans, approximately 500 spaces for motorcycles and 400 spaces for cycles. The overall parking occupancy across all car parks of car/van spaces is relatively low. The peak occupancy occurs at 12pm when 51% (714 spaces) are occupied. At this time, there are 700 parking spaces available at City car parks in the Square Mile.

During the summer, the Tower Hill Coach park, that provides 16 coach spaces, is at full capacity. Occupancy levels are lower throughout winter.

### Identified Issues

More vehicles park on street in payment parking bays and motorcycle bays than they do in City car parks at peak times. The majority of the cars, vans and motorcycles that park on-street could be accommodated within the car parks spare capacity.

It is likely many on-street parkers are not aware of the City's car parks. For example, half of motorcyclists parking on-street were not aware of free motorcycle parking in City Car Parks.

## Yellow Line Activity

### Current Conditions

Where there are no dedicated parking bays (or taxi ranks), there are yellow lines and yellow markings to manage where parking and loading can take place. There are five different timings for on-street loading restrictions, which are mainly associated with how a street is defined in the City's street hierarchy.

Loading and unloading can take place for a maximum of 40minutes on single and yellow lines where there are no yellow markings (blips). The majority of loading/unloading is undertaken in less than 20 minutes in permitted loading areas on yellow lines. Where vehicles are parking in non-permitted areas, the vast majority of vehicles are vans and are likely to be loading or unloading.

### Identified Issues

Since the five loading restriction timings were implemented in 2015, the City of London Transport Strategy has updated the street hierarchy for City streets. It may be that some of the loading timings now do not align the updated street type of some of the City's streets. Timings may also need to be reviewed to ensure alignment with other Transport Strategy proposals.

## Obstruction and Congestion

## Current Conditions

The majority of the City's streets are still based on the City's medieval historic street pattern with many narrow streets and lanes. There are 30 different bus routes that travel through the Square Mile, and the average bus speed in the morning peak period is 4.9 miles per hour. There are also a mixture of advisory and mandatory cycle lanes on a small number of streets in the City.

## Identified Issues

Signs, lines and enforcement does not discourage all drivers from illegally parking, waiting or loading. To an extent at certain times this makes the loading restrictions redundant when trying to alleviate obstructions and congestion.

Bus speeds in the City are the lowest across the whole of London and limited space on-street means there is a low provision of bus lanes/bus priority. The size of buses and the large number of routes through the City means obstruction from both permitted and non-permitted loading activity is highly likely.

Parking in advisory cycle lanes cannot be enforced and therefore there are currently limited opportunities to ensure cycle lanes are free of obstructions. It is also not an issue only confined to cycle lanes, as cycles use all streets in the City and vehicles park and load/unload on the majority of streets in the City.

## Appendix 2 - Action Plan

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			
<p>Payment parking bays are highly used at all times. Total occupancy levels of the 623 bays are at 94% at peak times during the week and does not fall below 50% at any time, including overnight and at weekends. Motorcycle parking is well used during the working day with at least 63% of the approximate 1,000 spaces used at peak times, but spaces are used significantly less during the evening and weekends (less than 25% occupied). Nearly all motorcycles are parked for commuting purposes during the week rather than commercial use. At least half of payment parking spaces are used by commercial vehicles at peak times during the week.</p> <p>Optimal parking occupancy levels are 85%, so that space is used efficiently but drivers do not need to keep driving around an area to find an available space. Strategic opportunities to reallocate payment parking and motorcycle parking will be kept under review. As motor traffic levels reduce as a result of other measures and interventions, demand for on-street parking should also reduce potentially creating excess capacity. As demand reduces, parking bays will be reallocated to keep occupancy levels at an optimum overall peak occupancy of 85%.</p> <p>In standalone transport and public realm schemes, it may be necessary to reallocate car and motorcycle spaces to help deliver scheme objectives. This reallocation will count towards meeting overall peak occupancy levels of 85%. As a general principle, motorcycle spaces will be prioritised to be reallocated first over payment parking spaces, as motorcycle spaces are used for commuting purposes rather than parking provision for commercial vehicles and alternative provision is available in car parks.</p>			
Actions	Completion Date	Owner	Anticipated Costs
a. Monitor occupancy levels of payment parking, to recommend reallocations with an aim of peak occupancy levels of 85%	Repeat occupancy survey in 2021*	Strategic Transport	Surveys fees and staff time
b. Where necessary to deliver scheme objectives, reallocate car, van and motorcycle spaces as part of standalone transport and public realm projects, including reallocation as loading bays.	Ongoing (review by 2022)	All	N/A - part of specific projects

*\*exact date to be determined due to short- and medium-term impacts of COVID-19 on travel behaviour*

### **Ensure adequate on-street provision of short stay commercial parking, disabled bays, taxi ranks, loading bays and coach bays**

Short term commercial parking (payment parking) is highly used, with payment parking bays seeing a total 94% occupancy rate at peak times during the week. At least half of the bays during the working day are occupied by commercial vehicles. Loading bays are relatively well used. At peak occupancy at 11am, nearly 70% of space in loading bays is occupied. Coach bays are also well utilised.

Disabled bays have a low overall occupancy, and much lower occupancy levels than payment parking and motorcycle parking. The peak occupancy of 178 disabled bays is 38% during the week. Red Badge Holders can also use payment parking bays free of charge, however it is unknown how many Red Badge Holders use payment parking bays. It is also unknown whether the low level of occupancy of disabled bays is due to there being a surplus of bays or whether they are not in the right locations, and more investigation is needed.

20% of moving motor traffic in the City is made up of taxis, however many of the 33 taxi ranks are poorly used. Seven ranks have less than ten passengers being picked up across 24 hours. Half of all taxi passengers are picked up at two taxi ranks in the City (at Liverpool Street Station and Fenchurch Street Station). The low use of a number of taxi ranks in the City may mean they are located in the wrong place for passengers. Hailing taxis rather than those that pick-up passengers at taxi ranks will be contributing to congestion as taxi drivers drive around seeking for fares, and the use of taxi ranks needs to be encouraged over hailing taxis.

Actions	Completion Date	Owner	Anticipated Costs
c. Identify what level of provision is adequate for disabled bays, loading bays and coach bays and monitor the occupancy levels of all bays	August 2021	Strategic Transport	Survey Fees & Staff time
d. Engage with Red Badge Holders and City of London Access Team on the provision and location of on-street disabled bays, and the use of payment parking bays	August 2021	Strategic Transport	Staff time
e. Engage with the taxi industry on the location of taxi ranks and how to reduce empty running of taxis	August 2021	Strategic Transport	Staff time

### **Identify spare capacity in City Corporation car parks and explore alternative uses for this space**

Across all five of the City Corporation car parks, 50% of parking bays are unutilised at peak times. This equates to at least 700 parking spaces being available at all times. Opportunities are currently being explored and implemented to utilise spare capacity in City Corporation car parks for alternative vehicle use, including last mile logistic hubs, as part of the freight delivery programme. No further actions are therefore required as part of the Kerbside Review.



Actions	Completion Date	Owner	Anticipated Costs
Action completed in review of car parks for freight hub proposals.	-	-	-

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			
<p>Payment parking bays can be parked in for up to 4 hours during payment times, and nearly half of all vans pay for more than three hours parking. Reducing the maximum parking time for cars and vans would allow for a higher turnover of vehicles in the parking spaces, making them more efficient. Longer stay parking can be accommodated within City car parks, and any measures that can be implemented to help encourage the use of car parks over on-street spaces needs to be explored.</p> <p>As the vast majority of motorcycles parking on-street are for commuting purposes, nearly all motorcycle parking during the week is long stay with a duration of 6 hours or more. Introducing a short-stay maximum on-street parking time for motorcycles (4 hours or less) would restrict most weekday motorcycle parking. Long-stay motorcycles would need to park off street in City car parks or other facilities, or parkers would need to move the motorcycles throughout the day. 50% of on-street motorcycle parkers were not aware of free motorcycle parking in City car parks. As an initial measure, promoting the car parks as long-term parking may encourage their use.</p>			
Actions	Completion Date	Owner	Anticipated Costs
f. Implement a three-year pricing strategy of annual changes (approved Oct 2020) to both the car park and on-street parking tariffs, with a structure that encourages longer stay parking in car parks over on-street bays.	2021 - 2023 (annual changes in Jan of each year)	Parking Services	Set-up fees
g. Explore options for reducing the maximum stay of on-street car/van parking spaces*	March 2022	Strategic Transport with Parking Enforcement	Staff time
h. Explore options for a maximum stay period for motorcyclists (and/or a charge)	August 2021	Strategic Transport	Staff time
i. Install information signs at motorcycle bays promoting free parking at City Corporation Car Parks	January 2021	Network Performance/ Parking Services	Fees & Staff time



j. Explore further measures to support the use of car parks over on-street payment parking and motorcycle bays (i.e. additional facilities in car parks to help with moving tools and materials or locker storage)	August 2021	Strategic Transport with Parking Services	Staff time
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<b>Introduce variable charging for motorcycle parking based on motorcycle size and emissions</b>			
<p>Introducing charging could be a tool to disincentivise commuter motorcycle parking, encourage mode shift to other modes and encourage motorcycles to park in City car parks rather than on-street. A variable charge based on emissions would align with the charging procedures for payment parking.</p> <p>The parking policies and strategies of neighbouring Boroughs are dynamic and continuing to evolve. Westminster and Waltham Forest currently charge for motorcycle parking, Hackney are currently consulting on proposals to introduce parking charges and Camden are in the early stages of assessing the impact of motorcycle use and whether it is appropriate to implement a parking charge. It would be beneficial to have a co-ordinated approach across the Central Activity Zone to ensure changing motorcycle parking policies does not cause displacement to other Boroughs or into the City.</p>			
Actions	Completion Date	Owner	Anticipated Costs
k. Engage with local neighbouring boroughs on policy for on-street motorcycle parking to understand if policies can be co-ordinated to avoid parking displacement	August 2021	Strategic Transport	Staff time

<b>Extend the charging period for on-street parking bays to include evenings and weekends for non-commercial vehicles</b>			
<p>Payment parking bays are free of charge during evening and weekends across the City, with no maximum parking duration. Occupancy levels remain high at this time, and overall the occupancy levels do not fall below 50%. Saturday evening occupancy levels are in fact higher than evening occupancy levels during the week.</p> <p>The recent implementation of emission-based charging for payment parking bays supports the City's measures to reduce air pollution and support mode shift to more sustainable travel modes. An extended charging period in to evenings and weekends would further support these measures, especially as the City continues to improve its evening and weekend offer with more bars and restaurants opening at these times, as well as improved public transport services with the introduction of the night tube on Friday and Saturday nights.</p> <p>The City Corporation however wants to encourage commercial vehicles to operate in the City out of peak times by retiming to overnight and the weekend. By retaining free parking for these vehicles at evenings and weekends, retiming can still be encouraged. It would need to be explored how commercial vehicles can park free of charge at this time while other vehicles would pay, including how commercial vehicles could be</p>			

identified. There would also need to be an extension of enforcement into evenings and weekends. Consideration is also needed for people visiting City residents during evenings and weekends, and these visitors could be allowed to park for free or at reduced rates.

Actions	Completion Date	Owner	Anticipated Costs
l. Explore mechanisms to implement and enforce 'commercial vehicle' only parking (also in action t)	August 2021	Strategic Transport with Parking Enforcement	Staff time
m. Review the costs and benefits of extending the charging period for on-street parking bays, including implications of extended provision of Civil Enforcement Officers and within context of off-street parking charges	June 2022	Strategic Transport with Parking Enforcement	Staff time

### **Identify opportunities to reduce obstructions caused by vehicles loading or waiting to pick up passengers, particularly at peak travel times**

Where there are no dedicated parking bays (or taxi ranks), there are yellow lines and yellow markings to manage where parking and loading can take place. There are five different timings for loading on-street, which are mainly associated with how a street is defined in the City's street hierarchy.

The majority of loading/unloading is undertaken in less than 20 minutes in permitted loading areas on yellow lines. Where vehicles are parking in non-permitted areas, the vast majority of vehicles are vans. Ensuring there is an adequate provision of loading bays will help to reduce obstructions and illegal loading and unloading.

Since the five loading restriction timings were implemented in 2015, the City of London Transport Strategy has updated the street hierarchy for City streets. It may be that some of the loading timings now do not align the street type of some streets.

Actions	Completion Date	Owner	Anticipated Costs
n. Continue to enforce CPZ restrictions to those illegally stopping or parking at the kerbside, keeping a log of any 'hotspot' areas	Ongoing (review by 2022)	Parking Enforcement	N/A
o. Review loading restrictions against streets that have been changed in the new adopted City street hierarchy	March 2022	Network Performance	Staff time

### **Ensure cycle and bus lanes are kept clear of obstructions from stationary or parked vehicles**

The majority of the City's streets are still based on the City's medieval historic street pattern and as such comprise of many narrow streets and lanes. There are 30 different bus routes that travel through the Square Mile, and the average bus speed in the morning peak period is 4.9 miles per hour.

There are a mixture of advisory and mandatory cycle lanes on a small number of streets in the City.

Signs, lines and enforcement do not discourage all drivers from parking, waiting or loading, and many drivers/businesses will take the risk of receiving a Penalty Charge Notice for illegal parking or loading/unloading. To an extent this makes the loading restrictions redundant when trying to alleviate obstructions and congestion. Bus speeds in the City are the lowest across the whole of London. Limited space on-street means there is a low provision of bus lanes/bus priority. The size of buses and the large number of routes through the City means obstruction from both permitted and non-permitted loading activity is highly likely.

Parking in advisory cycle lanes cannot be enforced and therefore there are currently limited opportunities to ensure cycle lanes are free of obstructions. It is also not an issue only confined to cycle lanes, as cycles use all streets in the City and vehicles park and load/unload on the majority of streets in the City.

Actions	Completion Date	Owner	Anticipated Costs
p. Review kerbside restrictions where cycle and bus lanes are present	March 2022	Network Performance	Fees & staff time
q. When new cycle and bus lanes are implemented, ensure their design restricts or discourages vehicles from stopping/parking within these lanes	Ongoing (review by 2022)	Network Performance	N/A - Part of specific projects
r. Offer to work with businesses and delivery companies to reduce the number of illegal loading activities and help support drivers undertake permitted loading and unloading	Ongoing (review by 2022)	Co-ordination manager (Highways) with Strategic Transport	Staff time

**Extend the Controlled Parking Zone hours to evenings and weekends**

The Controlled Parking Zone, covering the whole City, is in operation from 7am - 7pm on weekdays, and 7am - 11am on Saturdays. During this time, no parking is permitted on single yellow lines. By extending the hours of the Controlled Parking Zone, the yellow line parking restrictions would be enforced for longer and help reduce obstructions to moving traffic.

If the payment parking charging times were extended to evenings and weekends, the Controlled Parking Zones should be extended to match. Otherwise, cars and vans would seek to park on yellow lines during this time rather than pay at payment parking bays.

Actions	Completion Date	Owner	Anticipated Costs
s. Review the costs and benefits of extending the CPZ hours, including implications of extended provision of Civil Enforcement Officers (as in action m)	June 2022	Strategic Transport with Parking Enforcement	Staff time

**Designate on-street car parking as 'service bays' during the working day (7am-7pm), with parking restricted for use by commercial vehicles**

At least half of vehicles parking in payment parking bays during the week at peak times are commercial vehicles. A lot of commercial workers require a personal vehicle to undertake their work to transport tools, equipment and parts. Comparatively, private vehicles should not be used to travel into the City, and do not require to park on-street unless the driver or passenger has an access requirement. As such, designating on-street car parking to commercial vehicles would discourage private car use and provide more parking supply for commercial vehicles. It needs to be explored however, how commercial vehicle only parking could be managed and enforced.

Actions	Completion Date	Owner	Anticipated Costs
t. Explore mechanisms to implement and enforce 'commercial vehicle' only parking. (as in action L).	August 2021	Strategic Transport with Parking enforcement	Staff time

<b>Introduce more dedicated loading bays and use technology to allow real-time management of loading activity</b>			
<p>Dedicated loading bays are the preferential location for loading and unloading to take place on-street, as it allows unloading activity to be undertaken without impacting traffic and congestion. There are 25 loading bays across the City, all of which are well used. More loading bays would reduce the amount of unloading that would need to take place on single and yellow lines.</p> <p>Real-time management of loading activity would allow the kerbside to have dynamic permissions and restrictions in accordance with parameters such as time of day. A number of new kerbside management systems have been formed over recent years, and a trial or number of trials could be an opportunity to identify what technology would work in the City context.</p>			
<b>Actions</b>	<b>Completion Date</b>	<b>Owner</b>	<b>Anticipated Costs</b>
u.Undertake an assessment to identify if any additional loading bays can be provided across the City of London, including reallocation of existing parking bays to loading bays.	March 2022	Network Performance	Fees & staff time
v. Alongside the Future City Programme, investigate methods to trial real-time management of loading activity	August 2021	Strategic Transport	Staff time
<b>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</b>			
<p>The way the kerbside is currently managed does not allow for using the space dynamically for different functions. Being more flexible with kerbside space could improve its efficiency and allow more space to be provided for other uses.</p> <p>A trial of multi-use spaces would allow this arrangement to be tested.</p>			
<b>Actions</b>	<b>Completion Date</b>	<b>Owner</b>	<b>Anticipated Costs</b>
w. Investigate methods of how multi use spaces could be trialled in the City	August 2021	Strategic Transport with Network Performance	Staff time
x. Ensure all new loading bays are incorporated into the footway (without reducing footway widths) so that they can be used as additional pavement space when not in use. Raise existing loading bays as part of future public realm schemes.	Ongoing (review by 2022)	Network Performance	N/A - part of specific projects
<b>Reduce the maximum loading period from the current 40 minutes when the City's Controlled Parking Zone restrictions apply</b>			

London's local authorities use a common protocol that allows commercial vehicles 40minutes to continuously load or unload on-street. This protocol was established by London Councils in 2007 to introduce a common approach to enforcement across the whole of London. There is a perception that vehicles loading and unloading contribute to congestion and that the 40 minute duration is too generous given today's traffic constraints and reduced network capacity. In the City, a sample of activity shows the majority of vehicles unloading at the kerbside during CPZ hours takes place in less than 20minutes. 85% take 20 minutes or less, 9% take between 20 and 40 minutes, and 5% take more than 40minutes.

Moving away from a 40minute period however would put the City out of step with the rest of London, which was the reason why the protocol was established. The protocol has now been in place for 13 years and therefore there is an opportunity to engage with local authorities and London Councils to whether Central or Greater London can continue to accommodate a 40minute delivery window. It would also be useful to collect more data on how delivery drivers use stops for multiple drop offs and whether reducing the maximum loading period would lead to more stops with less drop-offs, making delivery activity less efficient.

Actions	Completion Date	Owner	Anticipated Costs
y. Engage with neighbouring boroughs and London Councils on the current loadings timings and any aspirations to amend the maximum loading period	June 2021 (ongoing)	Strategic Transport	Staff time
z. Seek to collect data and information on how delivery drivers operate in terms of multiple drops	August 2021	Strategic Transport	Staff time