

<b>Committee(s):</b> Planning and Transportation	<b>Dated:</b> 17/05/2022
<b>Subject:</b> Traffic Order Review – Process and Next Steps	<b>Public</b>
<b>Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?</b>	1,9
<b>Does this proposal require extra revenue and/or capital spending?</b>	Y
<b>If so, how much?</b>	£500,000
<b>What is the source of Funding?</b>	On-Street Parking Reserve
<b>Has this Funding Source been agreed with the Chamberlain’s Department?</b>	Y
<b>Report of:</b> Executive Director Environment	<b>For information</b>
<b>Report author:</b> Bruce McVean, Environment Department	

### Summary

In April, the Court of Common Council passed a motion relating to traffic orders and Bank Junction. The resolution instructs this Committee to review all traffic orders currently in effect on the City’s streets and to immediately begin the planned review of the traffic mix and timing of restrictions at Bank Junction.

This report provides details of the two main workstreams for the traffic order review – data collection and analysis and the review of the orders themselves.

We are in the process of commissioning or acquiring a range of data sets and aim to complete the data gathering exercise by mid-July. Stakeholder engagement will also be undertaken as part of this workstream.

We are also in the process of appointing consultants to undertake the review of traffic orders. While the detailed methodology will be developed with the consultants, it will broadly follow the staged approach below:

- Stage 1 – compile a list of all experimental and permanent traffic orders
- Stage 2 – review orders using the outputs from the data collection exercise and against the objectives of the Transport Strategy, Climate Action Strategy, Destination City, and the Corporate Plan.
- Stage 3 – implementation of any modifications identified.

Initial data analysis, together with the outcome of stage 1 of the traffic order review, will be reported to this Committee in September and to the Court of Common Council in October. Further analysis and the outcome of stage 2 of the traffic order review will be reported in December.

### Recommendation(s)

Members are asked to note report.

## **Main Report**

### **Background**

1. In April, the Court of Common Council passed a motion relating to traffic orders and Bank Junction. The full text of the motion is provided in Appendix 1.
2. In summary, the resolution instructs this Committee to do two reviews. The first, is a review of all traffic orders currently in effect on the City's streets. The second, that the planned review of the traffic mix and timing of restrictions at Bank Junction should begin immediately.
3. Both these reviews should take account of the Transport Strategy, Climate Action Strategy and Corporate Plan.
4. This report provides details of the process and next steps for the traffic order review. The first report of the outcomes of the traffic order review is scheduled to come to this Committee in September.
5. The Bank Junction review is being overseen by the Streets & Walkways Sub-Committee. When necessary, reports will also be brought to this Committee, including the final recommendations for decision before being presented to the Court of Common Council.

### **Current Position**

6. There are two main workstreams for the traffic order review – data collection and analysis and the review of the orders themselves. The process for each of these workstreams is detailed below.

#### Data collection and analysis

7. The motion tasks officers with undertaking a “detailed survey of current traffic flows and other relevant metrics of public highway usage in the City with a view to creating a body of evidence...”
8. To build this body of evidence we are in the process of commissioning or acquiring a range of data sets, including:
  - a. Historic and current journey time data for locations and routes across the City for motor vehicles, public transport users and people walking and cycling.
  - b. Historic and current motor vehicle origin-destination trip data for journeys to or through the City.
  - c. Video surveys of all traffic, including people walking, at over 30 sites, allowing us to compare with data collected since 1999.
  - d. Automatic traffic counts of motor traffic at additional sites across the City, to compare against pre-COVID data last collected in 2019.
  - e. Other transport-related datasets, such as the proportion of zero emission capable vehicles.

9. We will also draw on existing data sets, for example air quality and the recently completed Casualty Data Analysis Dashboard.
10. We aim to complete the data gathering exercise by mid-July. Analysis of such a large set of data will take time, but we expect to be able to include initial findings in the September report.
11. In addition to data collection, we will undertake targeted engagement, including:
  - a. Focus groups to engage City workers, residents, and other stakeholders.
  - b. Engaging business groups, with support from Innovation and Growth, including BIDs.
  - c. Engaging groups representing the needs and interests of protected characteristics.
12. We are also aiming to rerun the City Streets survey before the summer, working with a survey company to ensure a representative sample. This survey was originally run in 2018, as part of the evidence gathering for preparing the Transport Strategy. It gathered feedback from over 2,000 people on their perceptions of the City's streets.

#### Traffic order review

13. We are in the process of appointing consultants to undertake the review of traffic orders. While the detailed methodology will be developed with the consultants, it will broadly follow the staged approach as set out below.
14. Transport for London are the Highway Authority for several streets in the City, including Bishopsgate, Gracechurch Street, Farringdon Street, New Bridge Street, Upper Thames Street and Lower Thames Street. A map of the Transport for London Road Network (TLRN) is provided in Appendix 2.
15. While this review will consider TfL's traffic orders and the operation of the TLRN, the City Corporation has no powers to implement or make changes to traffic orders on the TLRN or to direct TfL to do so.
16. Stage 1 of the review will compile a list of all experimental and permanent traffic orders made by the City of London Corporation and TfL that are currently in effect and the measures those orders implement. This will include the reasons for the order being introduced. At this stage we will also work with the consultants to develop a detailed methodology for stage 2 of the review.
17. Stage 2 will review orders using the outputs from the data collection exercise and against the objectives of the Transport Strategy, Climate Action Strategy, Destination City, and the Corporate Plan. It will identify those orders/restrictions requiring a modification or further detailed investigation. This will include recommendations to TfL on any of their orders that we believe need to be reviewed.
18. Stage 3 will be the implementation of any modifications identified. Depending on the extent of change required this may involve further data collection, modelling and consultation or establishing separate projects before a final change is proposed. Additional funding will be required at this stage to cover the costs of

developing proposals, making a new order, or amending the existing order, and for any associated infrastructure.

### **Corporate & Strategic Implications**

19. Strategic implications – The traffic order review will take account of the Corporate Plan, Transport Strategy and Climate Action Strategy as well as other relevant strategies and initiatives including Destination City and the Recovery Taskforce.
20. The results of the data collection and analysis and engagement will be used to inform the ongoing reviews of the Transport Strategy and City Plan.
21. Resource implications – Resources for managing the review process can be accommodated within the Transport Strategy and Network Performance teams. Some prioritisation of existing activity may be required but we do not expect a significant impact on delivery of Transport Strategy and Climate Action Strategy projects and initiatives. Consultancy support will be required to conduct the review and potentially support data analysis. We are in the process of appointing consultants using the Transport and Public Realm Framework.
22. Legal implications – There are no legal implications during stages 1 and 2 of the review. Any changes proposed to be promoted during stage 3 will be subject to the usual statutory due process for authorising, making and consulting on traffic orders and considering of any objections. Legal review of large numbers of orders may require additional legal resource.
23. Risk implications – There are no significant risks for stages 1 and 2 of the review. The process of making a traffic order is open to legal challenge, including via judicial review. The risks of legal challenge will be considered during stage 3.
24. The review will consider the effect of traffic orders on measures to mitigate the following Corporate and Departmental risks:
  - CR30 – Climate Cation
  - CR21 – Air Quality
  - ENV-CO-TR 001 – Road Safety
25. Equalities implications – equalities implications will be considered throughout the review process. Stages 1 and 2 are not expected to require an Equalities Impact Assessment. Any changes delivered during stage 3 will be subject to Equalities Impact Assessments.
26. Climate implications - The traffic order review will take account of the Climate Action Strategy and may identify opportunities to further support delivery of the transport elements of the strategy.
27. Security implications – Some traffic orders have been made to enable the delivery of security measures. Any security implications identified in the review process will be set out in report as non-public appendices.

## **Financial Implications**

28. Potential costs of up to £500,000 have been estimated to cover the costs of data collection and analysis, engagement, and consultancy support required. Revenue funding from the On-Street Parking Reserve has been agreed with the Chamberlain to support this review.
29. Future additional funding may be required to deliver any changes to traffic orders or new orders (stage 3 of the review). Depending upon the changes required, this may require a request for funding through the “Annual Capital Bid” process and will need to be progressed as a separate capital project or projects.

## **Conclusion**

30. Work is underway on both workstreams to deliver the traffic order review.
31. We expect to complete the procurement of consultants and commissioning of data collection by mid-June. Data collection and the acquisition of third-party data will be completed by mid-July.
32. Initial data analysis will be completed over the summer. The results, together with the outcome of stage 1 of the traffic order review (including the detailed methodology for stage 2), will be reported to this Committee in September and to the Court of Common Council in October.
33. Further analysis and the outcome of stage 2 of the traffic order review will be reported in December.

## **Appendices**

- Appendix 1 – Motion passed by Court of Common Council, 21 April 2022
- Appendix 2 – Transport for London Road network in the City of London

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