Traffic Order Review – Stage 2 Methodology

Introduction

The City of London Traffic Order Review project consists of three stages:

- 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 and Destination City.
- Stage 3 – Implementation of any modifications identified.

Stage 1 has been completed. The paper sets out the methodology for Stage 2.

.

Stage 2 – Summary methodology

	2a Desktop review	2b Site surveys and detailed reviews	2c Recommendations report
Process	- Identify TMOs in agreed categories to be excluded from further review - Develop scoring system for alignment to CoL strategies and initiatives - All remaining measures reviewed against relevant strategies, data and engagement to identify TMOs to requiring detailed review. - Desktop review of TLRN measures and TMOs.	Carry out site surveys and detailed reviews.	- Draft recommendations for changes to individual sites and also general changes which could be applied City-wide. - Propose process for making required updates to TMOs efficiently.
Outputs	- List of TMOs/measures excluded from the review with reasons - Map and list of measures requiring detailed review. - Map and list of measures on TLRN that will be recommended to TfL further review.	- Detailed site assessment reports. - Schedule of TMO corrections required due to errors. - Edited version of GIS mapping showing all measures accurately.	Technical report with recommendations for individual surveyed sites; general city-wide recommendations and TMO updates process.

Detailed Methodology

Stage 2a: Desktop Review

The following process will be carried out identify measures and TMOs that require detailed review during Stage 2b. A list and map will be produced highlighting locations for further review. This will be shared with CoL officers in advance of site surveys beginning.

Categories of TMO measures to be excluded from further review

It is proposed that the following categories of traffic orders and associated traffic management measures are excluded from any further review:

- Experimental orders: Several experimental traffic orders are currently in place. As these orders approach the end of the 18 month (maximum) experimental period there will be a statutory obligation to review the success of the schemes. Reviewing these orders as part of the wider TMO review would therefore be a doubling of effort.
- Doctor's and diplomatic bays: There are a small number of parking measures which are implemented at the request of specific users. These include doctor's and diplomatic bays. There are set criteria for how and when these should be installed. Doctor's bays are also applied for and assessed on an annual basis.
- Disabled bays: Disabled parking bays are being reviewed separately as part of the kerbside review to ensure adequate provision of on-street bays in the right locations.
- Restrictions associated with the creation of public spaces: There are a number of restrictions associated with creating traffic free spaces for people, such as Aldgate Square and Walbrook. There would have been extensive consideration of the impacts when these schemes were implemented and changing these now would be costly and likely to go against City Corporation policies and strategies.
- Streets with only double yellow line restrictions: Due to the character of the City there are many narrow streets with no space for any parking provision. In this case the entire length is restricted with double yellow lines. It is unlikely that any changes would be possible or desirable or, due to the simplicity of the traffic order drafting, that any errors would be identified.

Develop scoring system for alignment to City Corporation strategies and initiatives

The City Corporation has been implementing parking and traffic management schemes, along with their associated traffic orders for many decades. Over time the transport policy objectives often change, and the schemes may no longer provide the same level of benefit as they once did.

WSP will review the Transport Strategy, Climate Action Plan, draft Road Danger Reduction Action Plan and the Destination City initiative. From these a list of key objectives will be extracted which traffic and parking measures should be contributing towards. Depending on the number identified it may be necessary to simplify these into 5 – 10 summary objectives if required. The results will be developed and then discussed with CoL officers to ensure their suitability.

For example, one objective of the Transport Strategy and Climate Action Strategy, which could be applicable would be to 'prioritise the needs of people walking'.

During desktop assessments, measures will be scored on how well they meet each objective, to create a metric for the quality of the scheme. Low scoring schemes may no longer be aligned with the City Corporation objectives and, following detailed review, alternative measures will be recommended.

Further details on the policy documents which will be used and their relevance to this review are provided below:

- **City of London Transport Strategy:** The Transport Strategy, adopted in May 2019, sets out how the City Corporation will design and manage the City's streets to ensure the Square Mile remains a great place to live, work, study and visit. It is the overarching policy document which informs all parking and traffic projects carried out by CoL. Its key aims include prioritising people walking, reducing motor traffic, eliminating road casualties, enabling more people to choose to cycle and improving air quality.

- **City of London Climate Action Strategy:** The Climate Action Plan outlines how the CoL will achieve net zero. Minimising the emissions from road transport on the CoL street network and facilitating the shift to active and sustainable modes such as walking and cycling will be essential. Parking and traffic schemes can be used to meet these goals.

- **City of London Road Danger Reduction Action Plan:** Reducing deaths and serious injuries on the City's streets is a key priority of the Transport Strategy. Parking and traffic schemes can contribute towards reducing road danger for all street users and reducing the number of people killed or injured while travelling in the Square Mile.

Identify measures and TMOs requiring detailed reviews

All traffic orders which do not fall into one of the categories for exclusion, will be assessed to see if they require site surveys and detailed reviews. An assessment will be carried out using the datasets listed below and the strategic review detailed above. This will identify any traffic order measures which may have significant impact on the street network, or which may not be aligned with wider policy objectives.

Parking and traffic measures will be assessed against the following questions.

Are they located in areas with:
- high levels of traffic or pedestrian flow?
- a significant proportion of local or through traffic?
- high or low traffic speeds compared to average network speeds?
- high volumes of PCNs being issued?
- high risk for road casualties / collisions occurring?

Are the measures:
- In broad alignment with the public's sentiments towards transport and public realm in the City. As collected via stakeholder engagement?
- In broad alignment with the transport policy aims and objectives, as outlined in the council's strategy documents. In particular the 'City of London Transport Strategy'?

The datasets to be used and their relevance to this review are summarised below:

- **Traffic flow data:** Traffic flow data can be used to understand how vehicles move through the City, where the highest volumes of traffic occur and where there is network capacity. By understanding these patterns, it is possible to deduce the impact of measures on network performance.

- **Historic and current network performance data:** Historic and current network performance data, including journey times and speeds for different segments of the network, can provide additional local context and compare conditions between locations across the City.

- **Historic and current origin and destination data:** Historic and current traffic origin and destination data can provide further context on traffic flows through the City and improve our understanding of the function of different parts of the network (local versus through traffic for instance).

- **Road traffic casualty data:** Casualty data can highlight where road danger hotspots occur and areas of high risk. These indicate where parking and traffic measures may have potential to significantly impact on casualty risk.

- **PCN (Penalty Charge Notices) and enforcement data:** PCN data can be mapped to identify hotspots where high levels of tickets are issued. These hotspots of enforcement activity should be reviewed to understand their causes and whether the existing measures are a contributing factor.

- **Parking and kerbside management data:** GIS mapping can be used to understand the types of parking measures in use and how they are distributed across the City. The correct mix of measures is required to meet the competing demands for kerb spaces, and they need to be located where needed most.

- **Stakeholder engagement data:** As part of this review the City Corporation is undertaking a series of engagement activities with stakeholders, including focus groups and a public sentiment survey. The data and feedback collected will be used understand if measures are broadly aligned with public sentiments towards transport and public realm in the City.

Transport for London traffic orders

Transport for London (TfL) are the highways authority for the Transport for London Road Network (TLRN) running through the City. This is run independently and managed based on London wide as well as local priorities. To account for this only a desktop assessment will be carried out on TLRN measures and TMOs. The City Corporation cannot make changes to orders on the TLRN, but can make recommendations to TfL if necessary.

WSP

2b. Detailed reviews and site surveys

All measures and TMOS identified in Stage 2a as requiring more detailed review will be visited by suitably experienced traffic and parking engineers. The engineers will carry out the following assessments on site, using the pro-forma shown below. This will be supplemented by additional desktop assessments to develop the site results into detailed reports and recommendations. A senior engineer will also QA this work.

- **Identify discrepancies between the reality observed on street and the TMOs/GIS mapping:** For each site the relevant TMOs and GIS mapping will be identified and compared to the reality on site. Any discrepancies will be recorded, so that they can be flagged for correction.

- **Identify maintenance issues:** The lines and signs which make up the traffic and parking measures can develop maintenance issues over time. These can include missing, damaged, faded or obstructed signs, faded or missing line markings. Where identified they will be recorded, so that City's Highways team can implement repairs.

- **Enforceability issues:** The primary importance of traffic orders is to allow parking and traffic measures on street to be enforced by CEOs and cameras. Without the deterrent effect of enforcement there would be negative impacts on safety and traffic flow throughout the City. If traffic orders are not correctly drafted, maintained and stored then it is possible that PCN fines will be overturned on appeal.

- Engineers will check that all signs and lines adhere to the TSRGD 2016 regulations, as amended. Any non-regulation signs and lines will be flagged and the suitable alternative suggested.

- **Alignment with City Corporation strategies and initiatives:** The approach outlined above will be reassessed during the site surveys.

- **Proposed changes or improvements:** For every site, the engineers will provide recommendations on changes which could be made to improve the overall quality of the traffic measures at the site, so that they better align with the City Corporation objectives and provide the best possible outcomes for the City. Simple examples include;
    - Altering the times of enforcement to better match the current peaks in traffic
    - Extending double yellow lines junction protections, where vehicle speeds are high and there is risk to vehicles passing through the junction.
    - Removing a parking bay / restriction which is no longer regularly used.

- **Photos:** Photos will be taken on street to provide additional information for CoL officers.

The following pro-forma will be employed during the site surveys, for engineers to record their findings.

Site No.	1	
Site Name.	Church Street	
Location	Between junctions with Long Road and Short Lane	
Relevant traffic orders	*List all traffic orders which are in effect in the area described above.*	2010/1 2012/5 2019/4
Discrepancies between TMO and reality identified	*Check dimensions, placement and restriction types*	Residents bay outside of no.5 too long in TMO See annotations on plan.
Discrepancies between GIS and reality identified	*Check dimensions and restriction types*	GIS accurate
Maintenance issues	*Missing, damaged, faded or obstructed signs.* *Faded or missing line markings.*	Disabled bay lines faded outside of no. 2 Sign missing opposite no. 3
Enforceability issues	*Do all lines and signs meet TSRGD standards*	Signs and lines enforceable as per TSRGD
Alignment with CoL Policy Objectives (Score 1 -5)	*Objection 1: [Policy objective TBC]*	3
	Objection 2: [Policy objective TBC]	4
	Objection 3: [Policy objective TBC]	5
	Objection 4: [Policy objective TBC]	1
	Objection 5: [Policy objective TBC]	2
Proposed changes or improvements	*Add or remove measures* *Change hours of enforcement*	Change: Extend hours of enforcement to 8pm. Reason: PM peak is now later than when scheme introduced. Traffic flow issues occurring. TMOs to be amended: 2012/3, 2014/7 and 2020/4.
Photos	*Photograph all maintenance issues and areas of proposed changes*	Photo no.s 1 - 10

The key outputs of stage 2b will be:

- **Detailed site assessments for each location visited, with any relevant photos:** The pro-forma shown below will be expanded upon to create a detailed assessment of each site visited by WSPs engineers. Where relevant site photos which illustrate important issues will be included.

- **Schedule of TMO corrections required:** Inaccuracies in the traffic orders, as identified during the site surveys, will all be provided in a single schedule. This will allow City Corporation officers to easily carry out the corrections in the future. For each issue a risk grading will be assigned. This is an important element as many TMOs may be identified as having minor errors or imperfections, but our expert TMO specialists will be able to consider and advise whether the errors are significant and the degree to which they should be prioritised for updating. Significant errors would be those which would result in tickets being overturned by the adjudicator during an appeal.

- **Edited GIS version of the TMOs:** The City Corporation maintains GIS mapping showing all of the current TMO measures, both moving and static. This data has been provided to WSP. Where discrepancies are identified between the mapping and the reality on site, as seen during the site surveys, then this data will be corrected. The corrected GIS files will then be provided to CoL for upload to their GIS system.

Stage 2c: Recommendations

The final stage of the project will be to produce a recommendations report. This will include the following:

- **Recommended changes to TMO measures:** The review will produce a list of recommended actions that will improve the currently implemented traffic measures to better suit the current street user experience and environmental conditions, taking into account the Transport Strategy, Climate Action Strategy, Road Danger Reduction Plan and Destination City and data analysis.

  These will include specific improvements for defined locations. In these cases the affected TMOs will be referenced. In addition, more general changes will be outlined which affect wider areas, or categories of measures.

- **Recommended TMO corrections process:** As part of the site surveys it is expected that a large volume of TMOs requiring corrections could be identified. For example, a parking bay is found to be longer on street than as described in the TMO. A process will be developed to show how best City Corporation officers can make the required updates to the traffic orders, in the timeliest and most cost-effective manner possible, without creating negative impacts on the day to day traffic orders work. The City Corporation's TMO process generally works scheme by scheme but due to the volume of likely changes required, the schemes would best be amalgamated into batches and advertised together.

- **Recommendations for how best to manage the TMO making process in the future:** Further recommendations will be provided on how best to manage the traffic order process in the future. CoL make multiple traffic orders each year, so it is important that is done efficiently to reduce officer time and cost whilst maintaining high standards of quality and accuracy.

  This will include how to make best use of and maintain the newly created TMO index.