

Committee(s): Streets and Walkways Sub Committee – For Decision	Dated: 08/11/22
Subject: Traffic Order Review - Phase 2 Detailed Scoring System	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1, 2, 9, 11, 12
Does this proposal require extra revenue and/or capital spending?	Y
If so, how much?	£500,000
What is the source of Funding?	On Street Parking Reserve
Has this Funding Source been agreed with the Chamberlain’s Department?	Y
Report of: Juliemma McLoughlin, Executive Director Environment	For Decision
Report author: Giacomo Vecia, Environment Department	

Summary

In line with Member’s approval, the Traffic Order Review is proceeding in three stages.

- Stage 1 – Compile an index 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

In September and October 2022 the Planning and Transportation Committee & the Court of Common Council agreed the broad methodology and process to be followed for Stage 2 of the Review. Members also agreed to extend the deadline to complete the TMO review from December 2022 to March 2023, with a final report to Court in April 2022. This was to allow more time for officers to complete the review, given the size of the task involved, and to give Members the opportunity to scrutinise the review process, including the scoring system.

A draft scoring system which scores the TMOs against the seven Transport Strategy Outcomes as well as other essential metrics is proposed. Consideration of the delivery of the Climate Action Strategy and Destination City initiative within the scoring system is captured within the Transport Strategy outcomes. Member and stakeholder feedback will also be obtained and used in scoring. The proposed scoring system will ensure a thorough, methodical and consistent approach to reviewing the TMOs across the City.

Recommendation(s)

Streets & Walkways Sub Committee is asked to agree to the Stage 2 Scoring System as outlined in this report.

Main Report

Background

1. In May 2022, following a motion passed by the Court of Common Council in April, officers were tasked by the Planning & Transportation Committee with reviewing all Traffic Management Orders (TMOs) in the City. The review follows the approved three stage approach.
 - Stage 1 – Compile an index 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
2. In September and October 2022, the Planning and Transportation Committee & Court of Common Council agreed the broad methodology process to be used for Stage 2 including to develop a scoring system (see Appendix 1). Members also agreed the following categories of TMOs would be excluded from the review:
 - Experimental Orders
 - Disabled, Doctor's, and Diplomatic parking bays
 - streets with double yellow line restrictions
 - TMOs which enable the creation of traffic free public spaces
3. Members also agreed to extend the deadline to complete the TMO review from December 2022 to March 2023, with a final report to Court in April 2022. This was to allow more time for officers to complete the review, given the size of the task involved, and to give Members the opportunity to scrutinise the review process, including the proposed scoring system.
4. Stage 2 will consist of two linked scoring and review phases. The first (Stage 2a) will involve a desktop review of all non-excluded Orders and Measures against a set scoring criteria. The second phase (Stage 2b) will involve site visits and further interrogation of those Orders that scored poorly in Stage 2a.

Proposed scoring system

5. The proposed scoring system for Stage 2a is set out below. This will produce a list of Orders or Measures that require further analysis and potentially a site visit because they:
 - are least in alignment with or do not support delivery of relevant Transport Strategy outcomes, which also align with the Climate Action Strategy and Destination City initiative

- may have a negative impact on the efficiency or accessibility of the street network
- are on streets or form part of a junction with higher rates of collisions or road danger
- are on streets that have been flagged as an issue our public and Member engagement activities

Alignment with Transport Strategy outcomes

6. Measures and Orders will be assessed against the following seven (of ten) Transport Strategy outcomes:
- The Square Mile's streets are great places to walk and spend time
 - Street space is used more efficiently and effectively
 - The Square Mile is accessible to all
 - People using our streets and public spaces are safe and feel safe
 - More people choose to cycle
 - The Square Mile's air and streets are cleaner and quieter
 - Delivery and servicing are more efficient, and impacts are minimised

Potential negative impact on the efficiency or accessibility of the street network

7. The potential negative impact on the efficiency or accessibility of the street network will be assessed using the following criteria:
- Disproportionately high local traffic flow levels in comparison to similar streets as defined by our street network hierarchy
 - Proportions of local and through traffic on the street the Order or Measure is on that do not match proportions expected for that street type as defined by our street hierarchy
 - Disproportionately high or low local average speeds in comparison to City-wide average speeds
 - High numbers of local air quality limit exceedances in nitrous oxides (NOx) and particulate matter (PM2.5 and PM10)
 - Disproportionately high levels of local stationary or moving traffic violations in comparison to similar streets as defined by our street network hierarchy
8. Local traffic flow levels will be scored as poor if flows are significantly higher than on comparable streets (potentially indicating rat-running or a mismatch between strategic and actual street type and function among other issues).
9. Proportions of local and through traffic will be scored as poor if the proportions of local and through traffic do not match that street's type on the street hierarchy (potentially indicating displaced demand or a mismatch between strategic and actual street type and function among other issues).
10. Local average speeds will be scored as poor if a street's average speed is significantly lower or higher than the average for that street type (potentially indicating network performance issues in that location or sub-optimal street design).

11. Local air quality limit exceedances will be scored as poor if exceedances have been recorded or modelled at or near the Order or Measure.
12. Levels of local stationary or moving traffic violations will be scored as poor if the number of PCNs issued at or near the Order or Measure are significantly higher in that location than the average for that street type.

Scoring

13. For each of the above outcomes and criteria it is proposed to score them using the following red/amber/green (RAG) statuses:
 - A Green score indicates support for a policy outcome or a very low potential negative impact on the efficiency or accessibility of the street network
 - An Amber score indicates only partial support or disagreement with a policy outcome or a moderate potential negative impact on the efficiency or accessibility of the street network
 - A Red score indicates disagreement with a policy outcome or a high potential negative impact on the efficiency or accessibility of the street network
14. To enable orders to be ranked and prioritised for further review each score will have a value attributed to it.
 - Red: +5
 - Amber: +2
 - Green: 0
15. In some cases a Grey score may be attributed against certain criteria. This score indicates that criteria is not applicable to a particular Order or Measure or that data is not available to evidence a particular score. Similar to a Green score, it is proposed a Grey score has a value of 0.

Additional assessment criteria

16. Two additional criteria based on collision data and feedback from engagement will also be used to identify Orders or Measures that should be reviewed further.
17. Collision data will be used to assign the following RAG statuses to each Order or Measure:
 - Red (+5) when there has been a recorded fatal or at least three recorded serious casualties in the last 5 years within 200m of an Order or Measure on the street or an adjoining junction
 - Amber (+2) when there has been 1 or 2 recorded serious or 10 or more recorded slight casualties in the last 5 years within 200m of an Order or Measure on the street or adjoining junction
 - Green (0) in all other cases

18. The following RAG statuses will be applied to each Order or Measure on the basis of feedback received from our engagement on the TMO and Transport Strategy reviews:
- Red (+5) when there have been four or more individuals identifying an issue on a street or street segment where an Order or Measure is located
 - Amber (+2) when there has been between 1 and 3 individuals identifying an issue on a street or street segment where an Order or Measure is located
 - Green (0) in all other cases
19. The weighting (see below) of these additional scoring criteria will be applied in such a way that any Orders or Measures that do score Red or Amber on the two criteria listed immediately above will be highly likely to progress to Stage 2b.
20. The following weights are proposed for each of the criteria:

Table 1 – Proposed weighting against each criteria

	Proposed weighting	RAG Value
Transport Strategy outcome criteria		
The Square Mile's streets are great places to walk and spend time	x1 or 100%	Red: 5 Amber: 2 Green: 0
Street space is used more efficiently and effectively	x1 or 100%	Red: 5 Amber: 2 Green: 0
The Square Mile is accessible to all	x1 or 100%	Red: 5 Amber: 2 Green: 0
People using our streets and public spaces are safe and feel safe	x1 or 100%	Red: 5 Amber: 2 Green: 0
More people choose to cycle	x1 or 100%	Red: 5 Amber: 2 Green: 0

The Square Mile's air and streets are cleaner and quieter	x1 or 100%	Red: 5 Amber: 2 Green: 0
Delivery and servicing are more efficient, and impacts are minimised	x1 or 100%	Red: 5 Amber: 2 Green: 0
Efficiency or accessibility of the street network criteria		
Disproportionately high local traffic flow levels in comparison to similar streets as defined by our street network hierarchy	x1 or 100%	Red: 5 Amber: 2 Green: 0
Proportions of local and through traffic on the street the Order or Measure is on that do not match proportions expected for that street type as defined by our street hierarchy	x1 or 100%	Red: 5 Amber: 2 Green: 0
Disproportionately high or low local average speeds in comparison to City-wide average speeds	x2 or 200%	Red: 10 Amber: 4 Green: 0
High numbers of local air quality limit exceedances in nitrous oxides (NOx) and particulate matter (PM2.5 and PM10)	x1 or 100%	Red: 5 Amber: 2 Green: 0
Disproportionately high levels of local stationary or moving traffic violations in comparison to similar streets as defined by our street network hierarchy	x1 or 100%	Red: 5 Amber: 2 Green: 0
Additional heavily weighted criteria		
Nearby serious or fatal collisions within 200m of an Order or Measure on the street or adjoining junction the Order or Measure is located in the last 5 years	x10 or 1000%	Red: 50 Amber: 20 Green: 0
Members of the public or Members identify an issue on a street or street segment an Order or Measure is on	x5 or 500%	Red: 25 Amber: 10 Green: 0
Total possible score	n/a	140

21. A set of sample scorings and weightings is provided below:

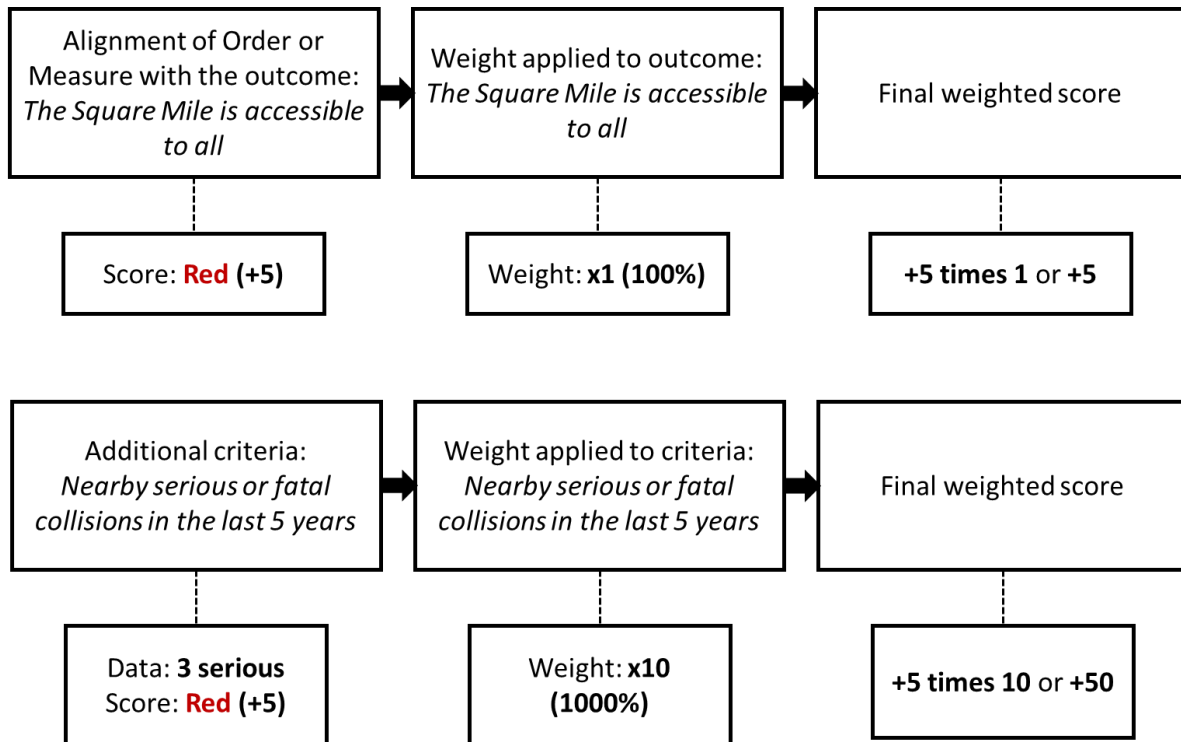


Figure 1 – sample scoring and weighting

22. A final overall score for each Order or Measure will be calculated by summing the weighted scores. This final overall score will be used to rank every order from “worst” (highest numerical score) to “best” (lowest numerical score) performing. Orders or Measures that rank highest will be prioritised for site visit review in Stage 2b.

23. During the scoring and ranking process we will also look to identify opportunities where Orders and Measures could be amended to better support Transport Strategy outcomes irrespective of overall final scores (e.g. the timed access restriction on Bow Lane is likely to score well against the Transport Strategy outcomes but could potentially be improved by extending hours of operation).

Next Steps

24. Subject to Member approval, the scoring system set out in this report will be applied by WSP to identify Orders and Measures that need further assessment and/or a site visit (Stage 2b).

25. Members will be invited to review the list of Orders and Measures and provide feedback on any issues.

26. A series of focus groups are being held in November to gather additional feedback on our transport policies and related challenges and opportunities on

City streets. A representative public sentiment survey is also being conducted alongside the focus groups and will provide additional data for this review.

27. It is anticipated that Stage 2a will be completed by December and Stage 2b by February 2023. A report with the outputs of Stage 2a will be brought to Streets and Walkways Sub Committee in January 2023 and a final report with the list of Orders and Measures to be amended, revoked and/or requiring further review will be brought to the Planning & Transportation Committee in March 2023.

Corporate and Strategic Implications

Strategic implications

28. 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.
29. The results of data collection, analysis and engagement will also be used to inform the ongoing reviews of the Transport Strategy and City Plan.

Financial implications

30. Revenue funding from the On-Street Parking Reserve has been agreed with the Chamberlain to support this review. A budget of up to £500,000 has been allocated to cover the costs of data collection and analysis, engagement, and consultancy support required. £268,000 has been spent or committed so far.
31. Additional funding may be required at the end of this review process to deliver any changes to traffic orders or new orders (Stage 3 of the review) which will need to be progressed as separate projects. Depending upon the changes required, this may require a request for funding through the annual capital bid process.

Resource implications

32. 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. WSP will continue to conduct the review and support data analysis.

Legal implications

33. 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.

Risk implications

34. 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.
35. The review will consider the effect of traffic orders on measures to mitigate the following Corporate and Departmental risks:
 - CR30 – Climate Action
 - CR21 – Air Quality
 - ENV-CO-TR 001 – Road Safety

Equalities implications

36. Equalities implications will be considered throughout the review process. Stages 1 and 2 do not require an Equalities Impact Assessment, since there will be no actual changes made. Changes delivered during Stage 3 may be subject to Equalities Impact Screening and Assessments.

Climate implications

37. 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. Where applicable, any further climate implications will be reported at Stage 3.

Security implications

38. 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 reports as non-public appendices and if necessary, excluded from the review process.

Conclusion

39. A draft scoring system which scores the TMOs against the seven Transport Strategy Outcomes as well as other essential metrics is proposed. Delivery of the Climate Action Strategy and Destination City initiative is captured within the Transport Strategy outcomes. Member and stakeholder feedback will also be obtained.
40. The proposed scoring system will ensure a thorough, methodical, consistent and where possible evidence-based approach to reviewing the TMOs across the City is undertaken.

Appendices

- Appendix 1 – TMO Index and scoring criteria table

Background Papers

- [Report to the Court of Common Council, 13/10/22 agenda item 10](#)
- [Report to the Planning and Transportation Committee, 20/09/22 agenda item 5](#)
- [Report to the Planning and Transportation Committee, 17/05/2022, agenda Item 6](#)
- [Minute of Motion passed by the Court of Common Council \(page 20\), 21/04/2022](#)

Giacomo Vecia

Senior Strategic Transportation Officer, Environment Department

T: +44 (0)7542 228917

E: giacomo.vecia@cityoflondon.gov.uk