

Appendix 1 - Scoring of TMO categories against Transport Strategy Outcomes

TMO category	Transport Strategy outcome							Total	Comments
	1. The Square Mile's streets are great places to walk and spend time	2. Street space is used more efficiently and effectively	3. The Square Mile is accessible to all	4. People using streets and public spaces are safe and feel safe	5. More people choose to cycle	6. The Square Mile's air and streets are cleaner and quieter	7. Delivery and servicing are more efficient, and impacts are minimised		
Waiting and Loading Restriction	2	0	2	2	2	2	0	10	Loading restrictions support the efficient use of the kerbside and help reduce the negative impacts of deliveries on other street users. By enabling the regulation of loading and parking activity, they partially support measures to improve walking, accessibility, cycling and reduce road danger. They can also help address local air quality issues.
One Way Streets	2	0	2	2	2	0	0	8	One-way street help ensure efficient movement of motor vehicles. In some instances the introduction of one-way streets can enable the reallocation of space to walking and cycling, this can partially support improving accessibility and reducing road danger. One-way streets may result in longer journeys for people who must travel by vehicles, including some disabled people, and can therefore have a partial negative impact on accessibility.
Loading Bays	2	0	2	2	2	0	0	8	Loading bays support the efficient use of the kerbside and help reduce the negative impacts of deliveries on other street users. By enabling the regulation of loading activity they partially support measures to improve walking, accessibility, cycling and reduce road danger.
London Cycle Hire Scheme Parking Places	2	0	0	2	0	2	0	6	The provision of London Cycle Hire docking stations enables more people to choose to cycle and supports mode shift from motor vehicles for short journeys which contributes to improving air quality and partially supports reducing road danger and making the City a better place to walk.

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Parking Places	0	0	2	0	0	2	2	6	Designated parking places help ensure efficient use of the kerbside. They make a partial contribution towards ensuring the City is accessible to all by enabling people who need to use a vehicle due to limited mobility, including red and blue badge holders, to park near to their destination. They also partially support the management of loading and servicing. By enabling vehicle journeys, including trips that could be made by alternative modes, parking provision can have a partial negative impact on air quality.
Free Parking Places, Motorcycles	0	0	2	2	0	2	0	6	Designated parking places for motorcycles helps ensure efficient use of the kerbside. They make a partial contribution towards ensuring the City is accessible to all as some people with limited mobility may travel by motorcycle. By encouraging travel by motorcycle, including trips that could be made by alternative modes, free parking provision can have a partial negative impact on air quality and road danger reduction.
Taxi Ranks	0	0	2	2	0	2	0	6	Taxi ranks help reduce the need for taxis to travel empty while plying for hire and help ensure efficient use of the kerbside. By supporting the operation of taxis they also make a partial contribution to making the City's transport system accessible to all. The availability of taxis, particularly at night, makes a partial contribution to ensuring people are safe and feel safe travelling in the City, particularly at night.
Restriction of Engine Idling	2	0	2	0	2	0	0	6	Requiring people in stationary vehicles to turn off their engines helps reduce emissions and improve air quality, which in turn can partially support improving the experience of walking, cycling and reduce health impacts.

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Prescribed Routes	2	0	2	0	2	0	0	6	By regulating certain traffic movements these measures help the street network function efficiently and can reduce road danger by limiting the risk of collisions. These restrictions can also partially support ease of crossing for people walking. Restricting movements can have a partial negative impact of people cycling and disabled people who need to use a motor vehicle by restricting route choice which may make some journeys longer.
Prohibited and Compulsory Movements	2	0	2	0	2	0	0	6	By prohibiting or compelling certain traffic movements these measures help the street network function efficiently and can reduce road danger by limiting the risk of collisions. These restrictions can also partially support ease of crossing for people walking. Regulating these movements can have a partial negative impact of people cycling and disabled people who need to use a motor vehicle by restricting route choice which may make some journeys longer.
Cycle Priority	2	0	2	0	0	2	0	6	Providing space for cycling and allowing access for people cycling on streets that are otherwise restricted, such as access through closures, enables more people to choose to cycle, including those who use adapted cycles and cycles as mobility aids. This also supports mode shift from motor vehicles for short journeys which contributes to improving air quality and partially supports reducing road danger and improving the experience of walking.
Free Parking Places, Taxi	0	0	2	2	0	0	0	4	Designated parking areas for taxis help ensure efficient use of the kerbside. By supporting the operation of taxis they also make a partial contribution to making the City's transport system accessible to all. The availability of taxis, particularly at night, makes a partial contribution to ensuring people are safe and feel safe travelling in the City, particularly at night.
Bus Stop Clearways	0	0	2	0	0	2	0	4	Bus stop clearways help reduce bus journey times and support a sustainable and space efficient public transport. By supporting the bus operations they make a partial contribution to making the City's transport system accessible to all and to improving air quality.

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Bus Priority	0	0	2	0	2	2	0	6	Bus priority helps reduce bus journey times and supports a sustainable and space efficient public transport. By supporting the bus operations they make a partial contribution to making the City's transport system accessible to all and to improving air quality. Bus lanes partially support enabling people to cycle by providing carriageway space that is used by fewer vehicles
Electric scooter and Pedal Cycle Parking Places	0	0	0	2	0	2	0	4	The provision of parking for dockless vehicles and pedal cycles on the carriageway, enables more people to choose to cycle and reduces obstructions on the pavement thereby improving the experience of walking and accessibility. The reallocation of kerbside space to cycle parking supports the efficient use of street space outcome. By enabling more people to choose to cycle also supports mode shift from motor vehicles for short journeys which contributes to improving air quality and partially supports reducing road danger.
Road Closure	0	0	2	0	0	2	0	4	Road closures, including timed closures, support the application of the City of London Street Hierarchy, the prioritisation of people walking and create a safer environment for walking and cycling. Closures can improve accessibility for some people but also make some vehicle journeys longer.
20 mph Speed limit	0	2	0	0	0	2	0	4	The 20mph speed limit reduces the likelihood and severity of collisions; by reducing road danger it improves the safety and accessibility of walking and cycling, in turn this can partially support mode shift to reduce traffic and improve air quality.
Width, Weight or Length Restriction	2	0	2	0	0	0	0	4	Controlling the size of vehicles using certain streets reduces the impact of delivery vehicles, reduces road danger and in particular risk to people cycle and riding motorcycles. Restrictions partially support making streets safer and more accessible places to walk

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Free Parking Places, Police	0	0	0	2	0	0	0	2	Designated parking areas for the police help ensure efficient use of the kerbside, and partially contributes to making streets safe by enabling rapid response by the police to incidents. The limited amount and specialist nature of this type of parking provision means that it either has limited impact or makes no contribution towards other any other outcomes
Commercial Vehicles Waiting Restriction	0	0	0	0	0	0	0	0	A City-wide ban on HGVs parking overnight supports the efficient use of the kerbside and minimises the impacts of deliveries and servicing.
Free Parking Places, Ambulances	0	0	0	0	0	0	0	0	Designated parking areas for ambulances help ensure efficient use of the kerbside. The limited amount and specialist nature of this type of parking provision means that it either has no impact or makes no contribution towards any other outcomes
Anti Terrorism Protective Measures	0	0	0	0	0	0	0	0	The order is only applied on a time limited and in special circumstances as required by the City of London Police. As such it has no impact or makes no contribution to the delivery of Transport Strategy outcomes, other than ensuring people are safe on the City's streets.