## Appendix 1 – Approach to managing traffic movement and access

### City of London Transport Strategy Review

### Approach for Managing traffic movement and access

### Draft for discussion

*This paper is for discussion to inform the review of the City of London's Transport Strategy. It does not represent City of London Corporation policy*

### Purpose of the Approach for managing traffic movement and access

This approach sets out the principles for managing traffic and access around the city.

We are proposing to include a summary of how we will manage traffic movement and access to enable delivery of the Transport Strategy (under Outcome 2: Street spaces is used more efficiently and effectively). By clearly setting out the approach for different modes of travel we aim to make it easy for people to see how the application of Transport Strategy proposals will affect the allocation of street space and access.

As well as reflecting the Transport Strategy outcomes and proposals, including the street hierarchy, the proposed approach takes account of what we can legally and practically 'control' in terms of purpose and movement of specific vehicles on our streets. For example, for legal purposes private hire vehicles have to be considered as part of general traffic and separately to taxis.

The approach will sit alongside our definition of essential traffic: walking, cycling, buses, freight and servicing trips with a destination in the City and private and shared vehicles used by people with particular access needs.

### Managing traffic movement and access

Street space is a finite resource, and the Transport Strategy recognises the trade-offs between competing demands for that space. These trades offs are weighted towards improvements for people walking (including people using wheelchairs and mobility scooters), and to a lesser extent people cycling, and to enhancing the public realm.

As is noted under Proposal2: Put the needs of people walking first when designing and managing our streets: *"[We accept] that delivering priority for people walking may result in delays or reduced capacity for other street users, (while seeking to minimise the impact on essential traffic through general traffic reduction)"*

In a constrained environment like the City, it is only possible to give more space or priority on a street to people walking by reallocating space from or changing access for other street users. Where traffic changes are required, access for motor vehicles

will be retained to ensure people who need to use a taxi, private hire vehicle or their own vehicle to travel to and within the City can reach their destination. Access is also required for deliveries and servicing. However, some increases in journey lengths will be unavoidable.

Decisions on reallocating space or changing access will be informed by a street's classification in the City Street Hierarchy. The street hierarchy, illustrated in the map below, sets out how each street should function in terms of vehicular movement. Its application and the phasing and coordination of project delivery (where streets are temporarily closed) ensures traffic can move around the City and access parking, loading space and properties.

The following statements set out our approach for managing the allocation of space and allowing access for the different types of traffic on the City's streets**.** All decisions will include an assessment of impacts on access and movement around the city through a project's Equalities Impact Assessments (EqIAs).

**Walking**

Walking, which includes people using wheelchairs and mobility scooters and people walking to and from public transport, is the main way that people travel around the City and will be prioritised accordingly by:

- Creating pedestrian priority streets where traffic access is limited for all or part of the day.
- Giving greater priority at junctions and side streets and making streets easier to cross.
- Reallocating street space to widen pavements and enable public realm improvements.

Where improvements for people walking are required, including to make streets more accessible, then these will take precedence over the use of the streets by other traffic, particularly motor traffic.

**Cycling**

Pedal cycles include electrically assisted pedal cycles, adapted cycles, cycles used as mobility aids and cargo bikes. They may have more than two wheels.

Where it does not conflict with the need to prioritise people walking, we will seek to maximise the choice of safe and convenient routes for people cycling. This includes allowing people cycling through the City on longer journeys to use local access and City access streets. This reflects the fact that cycles are a space efficient, zero emission, affordable and healthy form of transport that can be used independently by children and adults, as well as for deliveries and servicing. The number of people cycling on the City's streets has grown significantly over the last two decades and people cycling make up our single largest vehicle proportion.

We will allow cycling on most streets, including maintaining two-way cycling on streets that are otherwise one-way for motor vehicles and an assumption that people will be allowed to cycle though bus only restrictions. In some instances, the primary

reason for seeking to restrict or limit motor traffic on a street will be to create safe and inclusive conditions for cycling.

Cycle access on streets or sections of streets that are entirely closed to motor vehicles will be considered on a case-by-case basis and streets designed accordingly, taking account of the availability of other safe routes and the potential for interactions between people walking and cycling.

**Scooters/Escooters**

Scooters and e-scooters have the potential to provide a space efficient and low emission transport options that is likely to appeal to people who may not otherwise choose to cycle and potentially provide a non-car link for public transport journeys. Subject to the final classification of e-scooters in any future legislation, e-scooters will be treated in the same way as cycles in terms of street space and access. For e-scooters this currently only applies to e-scooters hired through the London-wide trial. Private e-scooters are not permitted to use public highway.

**Buses**

There are unlikely to be opportunities to improve bus journey times by reallocating space to bus lanes or other bus priority measures. In some instances, it may also be necessary to use space currently allocated to bus lanes for pavement widening. Maintaining and where possible improving bus journey times will instead need to be achieved through traffic reduction, both in general terms and, on local access streets, by restricting other traffic. We will seek to minimise any changes to bus routes, but this may be necessary in some instances.

**Taxis**

Taxi access where motor vehicles are otherwise restricted will be considered on a case-by-case basis, separately to other vehicles, including private hire vehicles, and against the objectives of the specific project. The impacts on access and of potentially longer journeys for passengers who need to use a taxi will be assessed through a project's Equalities Impact Assessments (EqIAs). There is no assumption that taxis will be permitted through bus gates or other bus only restrictions.

We are actively seeking an as yet undeveloped automated solution for identifying taxis carrying registered disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

**Freight and Servicing**

Freight and service vehicles provide a different service to other general traffic, however it is generally not possible to differentiate freight and servicing vehicles from general traffic when considering restrictions. Freight and servicing vehicles with a destination in the City are recognised as essential traffic. Access requirements for these purposes will be a specific consideration when any restrictions on access or movement are being considered.

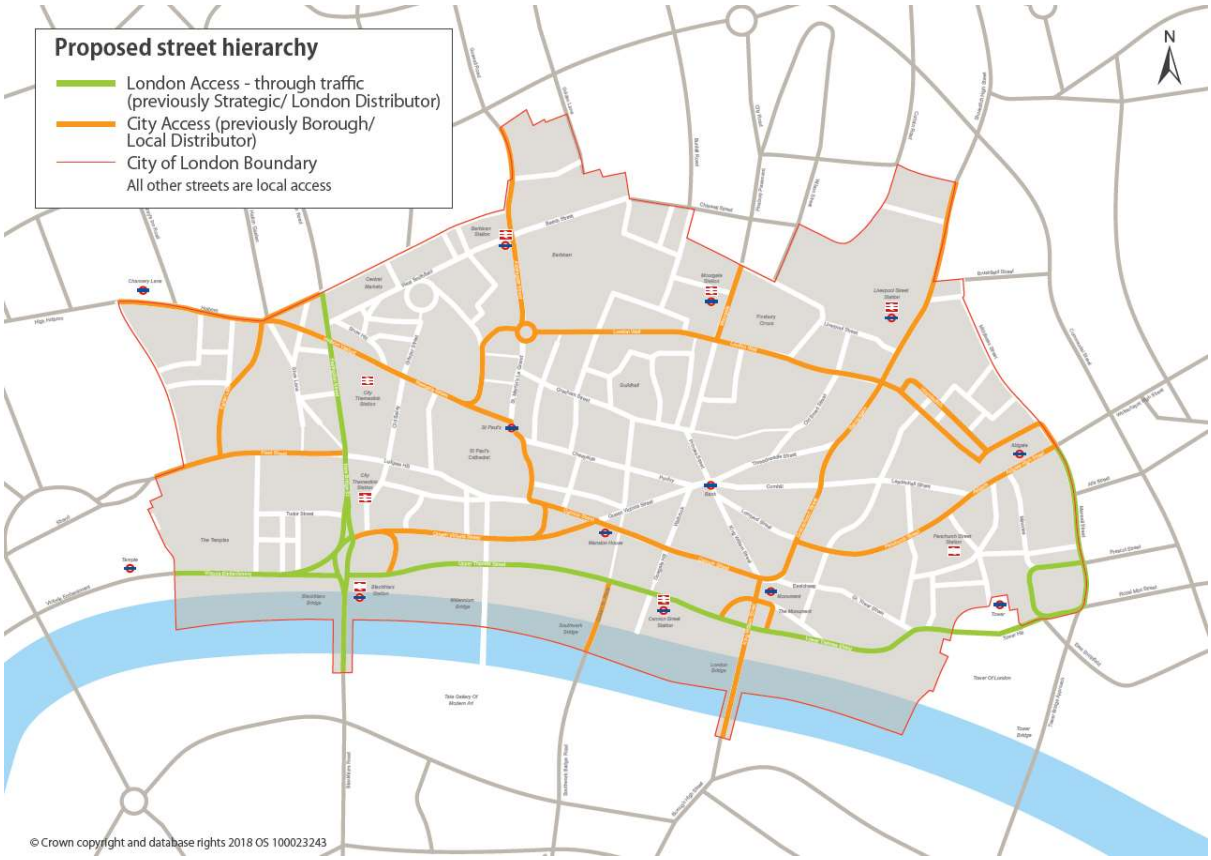
**General traffic**

In most instances any restrictions or constraints on the use of streets will apply equally to private hire vehicles, freight and servicing, motorcycles and mopeds (including electric bikes that are not classed as electrically assisted pedal cycles), and private cars.

All streets, except on sections that are pedestrianised or restricted to bus and/or cycles only, will continue to provide space for general traffic in accordance with access requirements accomodated in line with the street hierarchy. It may be necessary to convert some streets to one-way for motor traffic to enable the reallocation of space to pavement widening. The impacts of potentially longer journeys for drivers or passengers will be assessed through a project's Equalities Impact Assessments (EqIAs).

We are actively seeking an as yet undeveloped automated solution for identifying private hire vehicles carrying disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

*Street Hierarch as adopted in Transport Strategy 2019*




***Our street hierarchy sets out how each street should function in terms of vehicular movement. Its application and the phasing and coordination of project delivery ensures traffic can move around the City and access parking and properties.***

***London access streets:*** *Preferred streets for motor vehicles that do not have a destination in, or immediately adjacent to the Square Mile.*

***City access streets:*** *Preferred streets for motor vehicles travelling around the Square Mile or immediately adjacent destinations.*

***Local access streets:*** *Primarily used for the first or final part of a journey, providing access for vehicles*
*to properties.*

*Only 'essential traffic' should be using our City access and Local access streets.*

The approach will sit alongside our definition of essential traffic: walking, cycling, buses, freight and servicing trips with a destination in the City and private and shared vehicles used by people with particular access needs