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| Committee: | Date: |
| Local Plans Sub (Planning and Transportation) Committee | 22/02/18 |
| Subject: Traffic in the City 2018 | Public |
| Report of: Carolyn Dwyer, Director of the Built Environment | For Information |
| <p>Summary</p> <p>This report considers the traffic data gathered in 2017 and examines longer term trends in the Traffic Composition Survey (TCS) dataset.</p> <p>The City of London TCS has been conducted on average every two years since 1999. They provide an overview of traffic volumes and composition across the City and are used to identify historical trends in the number and types of vehicles using streets in the Square Mile.</p> <p>In 2017 an additional TCS was undertaken to provide more data to support the development of the City of London Transport Strategy. The new 2017 TCS found that traffic volumes, after dropping significantly from 2014 to 2016, have remained relatively unchanged since.</p> <p>This year was the first year that pedestrian counts were also conducted at all sites. Over 413,000 pedestrian movements were counted, representing almost two-thirds of all counted movements. Thirteen of the fifteen sites surveyed saw more pedestrian traffic than all other traffic modes combined. Over 59,000 pedestrian movements were recorded 'at night' (between 19:00 and 07:00).</p> <p>Recommendations</p> <p>Members are asked to note the report.</p> | |

Main Report

Background

1. This report provides an overview of the findings from the City of London Traffic Composition Surveys (TCS). These surveys – conducted every two years since 1999 – provide details of the number and types of vehicles using the City's streets.
2. In 2017 an additional TCS was undertaken. For the first time this included pedestrian counts, further enhancing the dataset ahead of the development of the City of London Transport Strategy.

3. Vehicular and pedestrian traffic flows were recorded for a 24-hour period on November 16th, 2017 at the following sites:

| Site ID | Approximate Site Location |
|---------|---|
| CC1 | New Bridge Street at Tudor Street |
| CC2 | New Change at Festival Gardens |
| CC3 | Queen Street south of Cheapside |
| CC4 | Queen Victoria Street west of Bucklersbury |
| CC5 | King William Street at Abchurch Lane |
| CC6 | Gracechurch Street north of Lombard Street |
| CC7 | Beech Street at Whitecross Street |
| CC8 | London Wall at Bassishaw Highwalk |
| CC9 | Gresham Street east of Basinghall Street |
| CC10 | Poultry west of Grocers' Hall Court |
| CC11 | Cannon Street/Wallbrook at Dowgate Hill |
| CC12 | Upper Thames east of Queen Street Place |
| CC13 | Mark Lane south of Hart Street |
| CC14 | Old Broad Street at Great Winchester Street |
| CC15 | Long Lane east of Lindsey Street |

4. This report considers the data gathered in the 2017 survey and examines longer term trends in the TCS dataset. More detailed analysis is provided in Appendix 1.

Key Findings

5. Traffic volumes have continued to trend downwards since the TCS counts began in 1999. However, the 2017 counts did not record a significant change in vehicle volumes when compared to the recently-undertaken 2016 counts.
6. More pedestrians were counted in 2017 than all vehicles combined, representing almost two-thirds of all traffic on City streets. Over 59,000 pedestrian movements were recorded 'at night' (between 19:00 and 07:00), making walking the most common mode of travel during this period.
7. Cycling volumes in the City are the only counted mode to have seen growth since 1999, increasing by nearly 300%. However, recent cycling counts suggest that cycling growth has stagnated.
8. Despite peak hour traffic volumes decreasing since at least 2007, the peak periods are getting 'peakier', likely due to an increase in cycling.
9. Morning and evening peak hour traffic composition is considerably different, with more goods and services vehicles on City streets in the morning and more cars, private hire vehicles and taxis in the evening.
10. Cycle, motorcycle, and pedestrian 24-hour time profiles indicated that these modes are predominantly driven by commuting traffic. All other modes did not show peak-time variation, suggesting their role in facilitating commuting trips was not as significant.

11. Cars and private hire vehicles use the most space on City streets while potentially moving fewer people than buses. Pedestrian traffic constitutes the majority of people movement on City streets as more people were estimated to have moved through the City on foot than by all other modes combined.

Conclusions

12. City of London Traffic Composition Survey (TCS) data indicates that street traffic volumes have been declining since 1999, albeit at a slower rate in recent years. The 2017 TCS was the first year that pedestrian data was also collected, improving our understanding of pedestrian travel across the City. Overall, the TCS data will support the evidence-led development of the upcoming City of London Transport Strategy.

Appendices

Appendix 1 – Traffic in the City 2018 (please see digital copy or pdf).

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