



CITY PROPERTY ASSOCIATION

TRANSPORT UPDATE – APRIL 2023

This transport note sets out the key transport issues relevant to the City of London since January 2023.

Streets & Walkways Sub Committee

The Streets & Walkways Sub Committee met on 17th January, 14th February and 7th March. Below are items of interest from the agenda/minutes:

Dockless Cycles Policy and Legal Powers Update

Since 2020, over half a million dockless bike trips have been undertaken by City residents, workers, and visitors; with demand continuing to grow. A number of complaints were received from Members, businesses and members of the public regarding dockless bike schemes in the City in 2022. These largely concerned inappropriate parking, obstructions to pavements, fire escapes and loading bays, and anti-social riding behaviours.

In autumn 2022, the City undertook a review of Lime and HumanForest's operations which included parking audits, operator meetings and data requests, and internal consultation with impacted divisions within the City. It was found that dockless cycle hire parking compliance was lower than those observed in the pan-London e-scooter trial (90-95%), highlighting operational differences between cycle and e-scooter schemes and the impact of regulatory powers for e-scooters. The data also indicates that thousands of dockless cycles are being parked outside of bays each month, due to oversaturation of existing parking places and increased demand for dockless cycle hire services across Central London.

A summary of the challenges and opportunities associated with dockless cycle hire within the City were outlined. Dockless bikes causing obstructions were noted as a very frequent and high impact challenge with proposed mitigations including user education, operators promptly removing bikes and improving the visibility of parking areas. Other mitigations suggested included operators patrolling parking areas to rebalance and tidy bays and potentially dockless cycle parking stands, as well as asking operators for financial contributions. It was noted that dockless cycles have supported an increase in cycling rates in the City and provide additional network capacity during disruption.

As part of the review, operators have agreed to explore several improvements, such as temporary stencils in non-compliance hotspots, additional behavioural campaigns and dynamic parking bay statuses to prevent users ending their trips in bays at capacity.

The Committee approved to continue to approve dockless cycle hire operators in the City, renewing HumanForest's status and extending the review period on Lime's approval status until May 2023. Lime will be asked to develop a plan for ongoing operational improvements and provide monthly compliance data updates. It is proposed that HumanForest and Lime will both be asked to make voluntary financial contributions.

The Government has not yet released a timetable for the legislation on e-scooters and micromobility.

Fleet Street Area Healthy Streets Plan

The Fleet Street Area Healthy Streets Plan (HSP) will provide a framework for improvements to streets and public realm in the area in support of the City of London's Transport Strategy. The Committee approved the draft HSP for public consultation, which will start in February 2023. A final plan will be prepared in July 2023 following consultation and some pedestrian and traffic modelling.

The draft HSP can be [found online here](#).

Vision Zero Plan 2023 – 2028

The City of London Corporation made a commitment that by 2040, all transport related deaths and serious injuries will be eliminated from the streets of the Square Mile by 2040. This commitment is included within the City's Transport Strategy and a number of road danger reduction measures have been delivered. However, the City is not currently on track to achieve this target and as a result, a new Vision Zero Plan has been devised. This includes additional measures to reduce road risk structured around the Safe Systems themes of Safe Speeds, Safe Streets, Safe Vehicles, Safe Behaviours and Post Collision Response. New interim targets have also been set for 2026 and 2030 to support the overall 2040 commitment. If approved, the Vision Zero Plan will be a joint document with the City of London Police, and TfL would be anticipated as a co-signatory. The draft plan has been progressed to the Police Authority Board and to the Planning & Transportation Committee.

The draft Vision Zero Plan 2023-2028 can be [found here](#).

Traffic Order Review – Phase Two Update

Following a Court of Common Council motion in April 2022, all Traffic Management Orders (TMOs) in the City are under review. All experimental and permanent traffic orders have been indexed, with Stage 2 now underway. This has consisted of a desktop review of all non-excluded TMOs (1299) and assessment against an agreed scoring criteria. High scores indicate a disagreement with a policy outcome or a potential negative impact on the street network. The highest scoring TMOs are now being further analysed and site visits undertaken. This will identify TMOs that may require amending, revoking or further review which will be reported to the Planning & Transportation Committee this March and the Court of Common Council in April 2023.

Bank Junction Improvements (All Change at Bank) Traffic Mix and Timing Review Update

Following the Court of Common Council motion in April 2022, the 'All Change at Bank' project was asked to review the traffic and timing mix of the restrictions at Bank. Initial feasibility modelling indicates that it would be significantly detrimental to reintroduce general traffic through Bank at all times. It would have significant implications on journey times for buses and general traffic travelling on London Wall, particularly westbound in peak times. As a result, no further work will be undertaken on the option of reintroducing general traffic through Bank during restricted hours.

Feasibility and viability assessments will continue for the remaining scenarios, as listed below:

- Taxis with buses and cycles
- Powered two wheelers with buses and cycles
- Taxis and powered two wheelers with buses and cycles

Pedestrian Priority Streets Programme

The Pedestrian Priority Streets Programme is a three-year programme seeking to improve the comfort, safety and accessibility of people walking across the Square Mile. Following the experimental traffic order's statutory and public consultation exercise, Members have approved permanent traffic changes (subject to TfL approval) at:

- King Street (one-way northbound with contraflow cycle lane)
- Old Jewry (closed to motor vehicles from Poultry to Fredericks Place, with remainder two-way)
- King William Street (traffic restrictions at certain times, except for loading, access and pick up/drop off)

The Cheapside scheme, the Old Broad Street/Threadneedle Street scheme and the Chancery Lane scheme will be reported on in May 2023 following the completion of the six-month statutory period.



Annual On-Street Parking Accounts 2021/22

In 2021/2022 £10.699m was surplus arising from on-street parking activities, with a total of £6.172m applied in 2021/22 to fund approved projects. The surplus from the On-Street Parking Reserve was £51.652m, which will be wholly allocated to funding various highway improvements and other projects over the medium term.

Moorgate Crossrail Station Links Update

The Moorgate Crossrail Stations Links (MCSL) project seeks to improve public realm in the Moorgate area for people walking and cycling. It focuses on:

- Improvements to the Moorgate corridor between London Wall and Ropemaker Street, with improvements to pedestrian crossings at key junctions.
- Public realm enhancements on the northern section of Moorfields and on the western arm of Finsbury Circus.

The project has progressed slowly with delays on the Finsbury Circus western arm and Ropemaker Street junction. In relation to the Moorgate/London Wall junction, the concept designs propose to remove the central Islands on Moorgate and London Wall west of the junction to create more space for pedestrians and cyclists. A signalised pedestrian crossing close to the Finsbury Circus junction would help to divert some pedestrians away from the two main junctions to the north and south. Designs are still being developed and modelled, and will also be informed by future vehicular access arrangements on Bishopsgate and Beech Street.

Planning and Transportation Committee

The Planning and Transportation Committee met on 7th March. Below are items of interest from the agenda.

Traffic Order Review

As discussed above, following the Court of Common Council motion in April 2022, a review of current Traffic Management Orders (TMO) has been underway. The 78 highest-ranking orders from an initial assessment underwent detailed review by consultants with site visits to identify issues and potential modifications to orders. The consultants identified 36 orders with potential for improvements, the majority of which were waiting and loading restrictions. City Officers identified an additional 32 orders that could be amended to better support the delivery of the Transport Strategy. A new programme will be set up to assess the recommendations (from both the consultant and City Officers) and to deliver any necessary changes to orders.

Traffic survey data was included within the review from 23rd November 2022. This indicates that all-day motor vehicle volumes in the City of London are at approximately 80% of pre-pandemic levels (2019), all-day cycle at 102% of pre-pandemic levels, and all-day pedestrian levels at 63% of pre-pandemic levels. Furthermore, cycles now make up the largest category of daytime vehicular traffic on City Streets (27% of all traffic), compared to 2019 where cars and private hire vehicles were the largest category at 27%. Cycles are also over 40% of vehicular traffic during the morning and evening peak hours.

OTHER UPDATES

Bank Station Upgrade Complete

Bank Station's new ticket hall provides improved access with a new entrance on Cannon Street, six new escalators to the Northern Line and DLR, and two new lifts which provide step-free access to the

Northern Line for the first time. The ticket hall marks the completion of the Bank Station upgrade, which now has 40% greater capacity.

Proposals to Make Lorries Safer

Transport for London is currently consulting on proposals to improve the existing HGV safety permit scheme to reduce the risk to vulnerable road users. The proposals include incorporating new technology, such as Camera Monitoring Systems (CMS) to eliminate blind spots on the passenger side and Moving Off Information Systems (MOIS) to prevent collisions at the frontal blind zone. The consultation closes on 3rd April and can be [found here](#).

Elizabeth Line Ridership

At the start of February, the Elizabeth Line reached more than one hundred million journeys since it opened in May 2022. Ridership is currently above expected levels with around 600,000 journeys daily, making it one of the busiest railways in the UK. It also performs above the average industry performance rating and achieves the highest customer satisfaction score across all TfL services.

On 21st May, the final version of the timetable will be introduced which will remove significant dwell times for trains between Paddington and Action Main Line. At peak times, there will be 24 trains per hour between Paddington and Whitechapel in each direction, with 16 trains per hour off-peak.

TfL's Annual Budget for 2023/24

TfL's £9.1bn revenue over the next financial year will cover the operational running and costs of TfL services. It is expected that TfL will achieve an overall operating surplus of £79m, which will be reinvested directly into transport network enhancements as part of TfL's wider £2bn capital programme.

TfL has a current funding agreement with the Government until March 2024. TfL is awaiting confirmation from the Government on its £475m funding for 2024/25 that is required to support the delivery of the committed contracts in relation to the Piccadilly line and DLR.

TfL ridership continues to grow, with TfL's latest assessment assuming, that by the end of 2023/24, ridership on TfL services will be a further 7% higher than current levels.

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