



CITY PROPERTY ASSOCIATION

TRANSPORT UPDATE – JULY 2023

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

Streets & Walkways Sub Committee

The Streets & Walkways Sub Committee met on 23rd May. Below are items of interest from the agenda/minutes:

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. In February 2023, feasibility modelling indicated there was a significant detrimental impact when reintroducing general traffic through Bank at all times. As a result, it was agreed no further work would be undertaken on this option. Feasibility assessments would continue for the remaining scenarios, as listed below:

- Taxis with buses and cycles (taxis with same access as buses)
- Powered two wheelers with buses and cycles (powered two wheelers with same access as buses)
- Taxis and powered two wheelers with buses and cycles (taxis and powered two wheelers with same access as buses)
- Taxis with buses and cycles (taxis same access as buses but not given access to northbound Princes Street)
- Taxis with buses and cycles (taxis have access to Cornhill and Poultry in an east/west direction only and assumed the bus gate on Cheapside remains in situ without access to taxis)
- Taxis with buses and cycles (taxis have access to Cornhill and Poultry in an east/west direction only and assumed the bus gate on Cheapside remains in situ with access to taxis)

To date, analysis of the use of the junction by people walking and cycling, casualty data, air quality monitoring and interim equalities analyses has not identified a clear need for change to the restrictions at Bank on transport grounds. The most likely potential driver for change is whether changing the mix of traffic addresses the equality concern around accessibility for people who rely on taxis. The balance of potential benefits and disbenefits is not yet clear and requires further exploration.

The traffic modelling undertaken so far has shown that there may be options that could be explored to relax the restrictions, however there is significant difficulty in being able to predict how attractive the route through Bank may be, and whether journey times would be significantly impacted as a result of additional traffic. The current level of uncertainty means the model outputs are not robust enough to accurately predict impacts.

Officers have recommended that further work on the traffic modelling exercise is paused while the need and evidence for change is identified, and how this can best be addressed. Further work to understand the potential latent demand is also recommended. Subject to the outcome, this would then form the basis of resumed modelling, in advance of public consultation and the final decision as to whether to make a permanent or experimental change to the scheme.

Transport Strategy Review

The Transport Strategy review is entering its final stages following a programme of stakeholder engagement between November and July.

A number of proposed changes to the Transport Strategy have been outlined. This includes providing a summary of the principles and approach to managing traffic movement and access in the City within the Transport Strategy. It is hoped that by setting out the approach for different modes, it will be easier to understand how Transport Strategy proposals will affect the allocation of street space and access. The draft approach can be [found here](#). An approach to managing the kerbside is also being developed.

Other changes to proposals that were identified as requiring a major update or change include a new overarching proposal related to embedding an inclusive approach into transport planning and delivery. 'Outcome 5: More people choose to cycle in the City' will be expanded to include scooters, electric scooters and other forms of micromobility. The outcome will be linked to three new proposals to:

- Improve the experience of riding cycles and scooters in the City
- Increase the amount, variety and quality of cycle and scooter parking in the City
- Support and celebrate micromobility in the City

All the proposed key changes can be [found here](#).

The public engagement phase for the 'City Plan 2040' and the 'Transport Strategy' has recently launched. There are a number of engagement workshops planned and responses can be provided on the [Commonplace page](#).

Finalisation of the Transport Strategy is planned for September – February 2024.

Pedestrian Priority Streets Programme

The Pedestrian Priority Streets Programme seeks to enhance comfort, safety and accessibility for people walking across the Square Mile. In February, traffic measures at Old Jewry, King Street and King William Street were agreed to be made permanent. The Committee has now approved to make the traffic changes at Cheapside and Old Broad Street/Threadneedle Street permanent.

The Chancery Lane scheme is still within its six-month statutory consultation period.

St Paul's Gyratory Transformation

This project seeks to transform the streets and public realm between the old Museum of London site and St. Paul's Underground station. Phase 1 covers the project area to the south of the rotunda roundabout, while Phase 2 focuses on highway changes on the roundabout and is awaiting the outcome of the Museum of London/Bastion House redevelopment.

Three concept designs have continued to progress in relation to Phase 1. Traffic modelling has been undertaken with TfL and indicates that all three options are forecast to have an acceptable impact on traffic. A public engagement exercise during December and January showed strong support for the proposed public space on King Edward Street and for measures to improve the walking and cycling environment.

Option 1 has therefore been approved for further progression since it delivers a larger amount of public space and attracts a significant external funding contribution. Option 1 introduces two-way traffic on Newgate Street and St Martin Le Grand to its junction with Angel Street, and closes the southern section of King Edward Street and the Newgate Street slip road to all vehicles to enable the creation of a new public space (over 3,00sqm). There is also Option 1A, which is the same as Option 1 except it introduces two-way traffic on Montague Street between its junction with the rotunda and Little Britain north. This option was developed as analysis of traffic movements suggests there is likely to be an increase in traffic using Little Britain south if the gyratory system is modified – which the project seeks to avoid.

Further public consultation is planned for early autumn 2023 on the preferred highway layout and concept designs for the new public space.



Liverpool Street Area Healthy Streets Plan

As proposed by the Transport Strategy, a number of Healthy Streets Plans are being developed to create an integrated approach to public realm improvements and traffic management for different areas of the City. A draft Healthy Streets Plan (HSP) for the Liverpool Street area has been developed following engagement with local stakeholders. The draft HSP includes transport and public realm analysis and identifies areas for improvement. It outlines proposals to improve the connectivity, safety and pedestrian experience in the area, including opportunities arising from upcoming developments.

Public consultation on the draft HSP is planned for June and July 2023 with the responses informing the final HSP which will go to Committees in autumn 2023. The final HSP will include an outline of the proposed projects and an indicative programme for implementation, informed by upcoming developments and potential funding sources.

The Crossrail Liverpool Street Urban Integration (Phase 2) project, which looked to improve the pedestrian environment due to anticipated uplift from Crossrail, will now become incorporated into the wider HSP programme.

Planning and Transportation Committee

The Planning and Transportation Committee met on 11th May. Below are items of interest from the agenda.

Local Implementation Plan funded schemes 2023/24

City of London has received the below from TfL's Local Implementation Plan (LIP) funding:

- Corridors and Neighbourhoods: £400,000
- Borough Cycling (Cycle Network Development): £60,000
- Cycle Training: £30,000
- Cycle Parking: £66,000

The LIP funding for Corridors and Neighbourhoods will largely fund the Healthy Streets minor schemes programme (£325,000), with the remaining allocation for the Strategic Transport programme and Vision Zero behaviour change activities. For cycle network development, projects include preliminary design refinement of the Aldgate to Blackfriars Cycleway, as well as feasibility designs to deliver protected cycle lanes on Moorgate (south of London Wall) and Houndsditch.

OTHER UPDATES

Fleet Street Area Healthy Streets Plan

The City of London and the Fleet Street Quarter Business Improvement District (BID) are developing a programme of improvements to the streets and public realm in the neighbourhoods around Fleet Street and Ludgate Hill. An initial consultation is underway on the draft Fleet Street Area Healthy Streets Plan and the proposed changes to each neighbourhood. The Commonplace page can be found [here](#), with consultation closing on 20th June 2023. Further engagement and consultation is planned as the schemes develop.

Road traffic casualties in London 2022

TfL has published its report on road traffic casualties during 2022. While the number of people killed on London's roads is one of the lowest years on record (excluding 2020 and 2021), the capital has seen a return to near pre-pandemic levels of the number of people killed and seriously injured on London's roads.

However, there has been progress with a 38% overall reduction in the number of people killed and seriously injured compared to the 2005-09 baseline, and the number of children killed and seriously

injured (KSIs) 63% lower. People walking, cycling and motorcycling continue to be most at risk, making up 80% of all KSIs in 2022. The number of people killed while cycling has fallen by 58%, but the number of cyclists seriously injured has increased by 42% against the 2005-09 baseline. Over this time period, cycling journeys have increased by 88%, suggesting that cycling trips have become safer overall. However, there is still a need to continue to provide safe cycling infrastructure, lower speeds and other measures to deliver the Mayor's Vision Zero goal of eliminating death and serious injury from London's transport network.

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