

## **City Streets: Transport for a changing Square Mile Workshop**

The City Centre, 6 March 2018

### **Key Discussion Points**

#### **Challenges**

- Need more space for people walking and cycling - overcrowded pavements, especially at peak times. Data needs to be shown to support this. People do not feel prioritised when moving around on foot.
- More people expected in the City in the future. Space needs to be more accessible. Bank trial is a good example of how space can change.
- Space allocation is not proportionate – pedestrians are crammed onto narrow pavements. Need wider pavements.
- Some participants felt that greater separation of modes was required – particularly dedicated space for cycling and buses. Others noted that protected cycle lanes are not always well used for much of the day and that a more flexible/balanced use of space is required – most people use multiple modes of transport.
- Traffic signals hold up buses – wasting transport resource.
- Street clutter impacting on pedestrians, kerbside loading obstructs traffic and people on bikes. Enforcement officers not enough.
- Lack of information on safe quiet cycle routes meaning people assume main roads are the only option.
- Poor behaviour by some cyclists is intimidating, especially for older residents.
- Lack of secure motorcycle parking. Acknowledge that walking/cycling is a local solution, but not necessarily suitable for longer distances. Motorcycles have a role to play.
- Large amount of car parking on City fringes that is not needed. Van and taxi parking at Smithfield detracts from what could be a great public space.
- Volume of traffic is a worsening problem for users of all modes, especially Liverpool St/Monument – motorcycles forced to weave. High and uncontrolled numbers of Private Hire Vehicles (PHV), but these can be beneficial for older people. Taxis, freight and PHV dominate the traffic mix. Traffic speeds can be too high – fast driving encourages others to speed. Could a 10mph speed limit in pedestrian areas be appropriate? Eg St Thomas St, Southwark.
- Increase in electric vehicles may cause more pedestrian collisions – vehicles are very quiet.
- All street users must take some responsibility.

#### **Opportunities**

- Reallocation of space - parking space at Smithfield for public space. Reallocate as much space as possible to pedestrians and cyclists while still allowing the City to function. Also mention of flexible use of streets to avoid under-used space.
- Use the opportunity of reduced traffic to make streets more pleasant. One participant questioned the emphasis on streets as places, noting that that the primary function should be for movement
- Use of modal filters to make streets access only – create and promote safe quiet cycle routes.
- Promote the City as a weekend or 24/7 destination – more activities to encourage visitors outside business hours.

- Target the right vehicles to reduce traffic – private car, taxi, PHV. Some participants suggested more could be done to facilitate private car journeys, for example car parking in new buildings.
- Make streets welcoming with improved frontages.
- Deliveries can be re-timed; different uses of streets prioritised at different times. Look at last mile logistics.
- Create pleasant spaces – encourage people to get out of their offices. Include seating and trees. Use the churchyards.
- An appropriate Congestion Charge – different rates at different times. Include Private Hire Vehicles.
- Dial a ride for older people.
- Move to electric vehicles, including buses.

### **What does success look like? What might City streets look like in 5, 15, 25 years' time?**

- 50% reduction in vans and PHVs.
- Two corridors for traffic – East-West and North-South. Other streets access only with improved public spaces.
- Not too much reliance on Automated Vehicles or Electric Vehicles – limited help for Healthy Streets.
- Timeslots for deliveries – consolidation of freight. Use the river, opportunities from drones.
- Increased use of technology and geo-fencing to reduce pollution and limit the number of vehicles, as well as wayfinding.
- Safer streets – fewer KSIs, improved public health
- People still need to have choice over how they travel – the right mode for the journey. Personal transport is necessary for the City to compete globally.
- More greenery everywhere

### **Short term:**

- Declutter pavements (remove advertising boards) and introduce dropped kerbs, but provide cycle parking at stations, and marked space for dockless bikes. Signage of cycle parking in car parks from oversubscribed on-street stands. More seating.
- Bus lanes (24/7 with cycle access) serving multi-door buses. More bus priority.
- Remove on-street parking
- Improved promotion of quietways (mapping/signage) and walking (Legible London) including natural wayfinding.
- Flexible use of parking spaces

### **Longer term:**

- Implement Vision Zero – address vehicle speeds, volumes, street design, enforcement.
- Reallocate space;
  - Bank, Smithfield, Ludgate Circus (bus/cycle only), Beech St (no traffic), King William St (segregated cycle lanes).
- Improve Bishopsgate/Gracechurch St
- Reduce severance caused by London Wall. Improve Gracechurch St. Pedestrian walking route on north bank of river.

- Road pricing for essential vehicles. A street hierarchy – through traffic on some routes, and local traffic/access only/essential vehicles on the rest of the network
- Improved pedestrian access through Barbican and over the bridges – with through routes into the City (eg Millennium Bridge). Expand the high walk network.
- Improvements to bus journey times.
- Reduced the need to travel – more home working – demand on streets may decrease/change.
- Have an open mind to new technology, and be prepared for the impacts.