

## PROPOSAL 2 Put the needs of people walking first when designing and managing our streets

### KEY PROPOSAL

We will ensure that the needs of people walking are prioritised in the Square Mile, accepting that delivering this may result in delays or reduced capacity for other street users. Measures to achieve this include:

- Improving the experience for people walking City-wide by widening pavements, making streets easier to cross and reducing the amount of time people wait at pedestrian crossings
- Creating new pedestrian priority streets, increasing the amount from 25 kilometres at present (mainly alleyways and high walks), to 35 kilometres by 2030 and at least 55 kilometres by 2044. This will be done by making streets either access only for motor vehicles, fully pedestrianised or closed to motor vehicles at certain times of the day

#### Key walking routes

We will prioritise improvements to junctions and routes that are busiest with people walking and where pavement width and pedestrian crossings are inadequate for current or forecast demand. Improvements to the following routes and junctions will be delivered by 2030 to make walking quicker, safer and more comfortable:

- The area around Moorgate and Liverpool Street Stations (including Moorgate/London Wall junction) and the routes between these stations and key destinations, including the City Cluster, Culture Mile and Bank
- Bank Junction and streets between the junction and the City Cluster
- To support Culture Mile and coincide with the opening of the new Museum for London and proposed Centre for Music:
  - The route from the Millennium Bridge to Culture Mile, including changes to St Paul's Gyatory
  - The route between the Barbican and the new Museum for London, including Beech Street and Long Lane
- Fleet Street, including potential further changes to Ludgate Circus (in partnership with TfL)
- The Bishopsgate corridor, including Monument junction (in partnership with TfL)
- The Globe View section of the Riverside Walkway

**LLS RESPONSE:** We support the key proposal, but believe that implementation should be quicker – with 35 km of pedestrian priority streets by 2025 and 55 km by 2030

We strongly support the introduction of key walking routes, but as far as possible improvements should be delivered by 2025. London Living Streets believes that the rate of improvements in the public realm and walking environment in other global cities and financial centres and the importance that large corporations are now putting on the quality of the environment means that the early delivery of these proposals will allow the City of London to gain a clear and significant competitive advantage over rival centres.

Regarding specific proposals.

- In relation to the Culture Mile Area
  - Through motor traffic should be removed from Beech St and Long Lane
  - The creation of the Centre for Music provides an opportunity to create a superb new public space near the existing city walls (to the east of the current Museum of London)
  - There need to be better links from the Cheapside/Guildhall area, enabling people to walk along Wood St and then to the Barbican via a low level bridge across the water
- Ludgate Circus: all east/west motor traffic except buses should be banned; this will create an opportunity for significant improvements for people on foot on Fleet St to complement the anticipated changes/pedestrianisation to the Strand/Aldwych to the west.
- Bishopsgate/Liverpool St: through motor traffic should be removed from Old Broad St

## **PROPOSAL 11 Take a proactive approach to reducing motor traffic**

### **KEY PROPOSAL**

We will proactively seek to reduce motor traffic to support the delivery of this Strategy, with the aim of achieving a 25% reduction by 2030. Measures to achieve this include:

- Encouraging the Mayor of London and TfL to accelerate the development of the next generation of road user charging for London
- Supporting TfL's efforts to reduce the number of Private Hire Vehicles (minicabs) operating in central London
- Working with the taxi industry to reduce empty running of taxis
- Not providing any additional on-street car and motorcycle parking and identifying opportunities to use parking reductions and restrictions to discourage private vehicle use

We support this proposal, but believe that on-street car parking should be reduced, particularly where there are large amounts, for example in City fringe areas such as Smithfield where there is a public car park and where the removal of parking spaces could produce significant public realm improvements.

We also wish to see the creation of Low traffic Neighbourhoods to ensure local roads cannot be used by through traffic

## **PROPOSAL 14 Make the best and most efficient use of the kerbside and car parks**

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### **KEY PROPOSAL**

We will review the use and management of the on-street parking and loading and City Corporation car parks at least every five years, with the first review completed and consulted on by 2022.

This review will consider:

- opportunities to reallocate space from on-street car and motorcycle parking to increase the space available for people walking, cycling and public space
- provision of short stay commercial parking, disabled bays, taxi ranks, loading bays and coach bays
- alternative uses for spare capacity in our car parks
- changes to the current operation of parking and loading, including introducing variable charging for motorcycles based on engine size and emissions, and restricting the use of on-street car parking bays for commercial vehicles only during the working day

We support this proposal, but would like to see on-street parking removed and turned into paving where it would improve the public realm, eg outside the cafes in West Smithfield and on narrow streets. Replace single yellow lines with double on narrow streets.

## **PROPOSAL 17 Keep pavements free of obstructions**

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### **KEY PROPOSAL**

We will ensure that pavements and streets are free of obstructions by:

- Not permitting A-boards on public land and encouraging owners and occupiers to not place A-boards on private land adjacent
- Only allowing outdoor seating where enough pavement space is maintained at the busiest times of day and working with owners and landlords to stop people drinking outside pubs blocking pavements and streets

- Ensuring that operators of dockless cycle hire schemes require users to leave bikes in designated parking locations within the Square Mile

We support this proposal but **note** that seating is essential for some pedestrians. Also tables by cafes do much to enliven the street scene, and where possible pavements should be widened to allow for this and pedestrian comfort. The introduction of parklets should also be explored.

## **PROPOSAL 20 Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero**

### **KEY PROPOSAL**

We will deliver Vision Zero to reduce the number of people killed and injured on the City's streets. Our aim is to eliminate death and serious injuries by 2040. Measures to deliver Vision Zero and reduce road danger will be delivered across for themes:

- Safer streets, we will redesign our streets to reduce the likelihood and severity of collisions
- Safer speeds, encouraging people driving and riding through the City to travel at appropriate speeds, including adopting and enforcing a 15mph speed limit by 2022
- Safer vehicles, including working with partners to increase the scope of the Fleet Operator Recognition Scheme (FORS) to include vans and ensure that construction projects are CityMark approved and use FORS accredited operators
- Safer behaviours, encouraging all the users of our streets to travel safely through targeted engagement, education and enforcement

We strongly support, but add that a priority should be improving Queen Victoria St near its junction with New Bridge St. We strongly support the introduction of a 15mph speed limit. We suggest that consideration is given for a 10mph limit at key locations such as the entrances to tube/railways stations (and most especially Liverpool St crossing of Bishopsgate). Compliance levels will be improved by the proliferation of buses in these location and the adoption of ibus2 and mandatory ISA by 2022.

## **PROPOSAL 24 Apply a minimum cycling level of service to all streets**

### **KEY PROPOSAL**

To make the City a safe, attractive, and accessible place to cycle we will create a cycle network made up of streets that either have low levels of motor traffic or protected cycle lanes. We will deliver the first parts of this network by 2030 and the full network by 2044 (full details available in the map below). We will also:

- Review all shared pedestrian/cycle spaces and contraflow cycle lanes, such as Queen Street, and where necessary deliver measures to improve interactions between people walking, cycling and driving
- Support cycling logistics and the use of cycles as mobility aids by ensuring that all parts of our network are designed to be accessible to non-standard cycles, such as cargo cycles or adapted cycles

We support.

## **PROPOSAL 29 Support and champion a central London Zero Emission Zone**

### **KEY PROPOSAL**

We will support and champion the introduction of a Zero Emission Zone (ZEZ) covering central London within the next Mayoral term. We will seek a phased introduction of ZEZ restrictions with the aim of ensuring that 90% of motor vehicles entering the Square Mile are zero emission capable by 2030.

While the Central London ZEZ is being developed we will introduce local ZEZs covering the Barbican and Golden Lane estates and the City Cluster by 2022. Proposals will be developed in consultation with residents and businesses and will reflect the availability of zero emission capable vehicles.

We support

## **PROPOSAL 38 Reduce the number of freight vehicles in the Square Mile**

### **KEY PROPOSAL**

We will work with businesses, suppliers, the freight industry and other stakeholders to reduce the number of motorised freight vehicles in the Square Mile by 15% by 2030 and by 30% by 2044. Measures to achieve this will include:

- Exploring the potential for area and City-wide timed access and loading restrictions for motorised freight vehicles. Our aim is to reduce the number of these vehicles on our streets in the peak periods by 50% by 2030 and by 90% by 2044, while ensuring businesses and residents can still receive essential deliveries.
- Establishing a consolidation service by 2022. Freight consolidation involves routing deliveries to a business, building or area via a warehouse where they are grouped together prior to final delivery.

- Establish last mile logistics hubs to enable more deliveries within the Square Mile to be made by cargo cycles, on foot and by small electric vehicles; and maximising the potential to use the River Thames for the movement of freight

We support

## **PROPOSAL 41 Reduce the impact of construction and streetworks**

### **KEY PROPOSAL**

We will work with utility companies, contractors and developers to minimise the impact of construction and streetworks and prioritise maintaining access for people walking and cycling. Measures to reduce the impact of streetworks will include:

- Encouraging collaborative working and coordinating street works
- Reducing the duration of works by allowing extended and night-time working where noise considerations allow
- Improving communication through better engagement with businesses and residents for longer duration works

We support the proposal, and in particular the proposal to minimise the impact of construction and street works on people walking and cycling, but would like more information about how to enforce the hierarchy. All too often the key aim of utilities etc seems to be maintain the flow of general motor traffic.

## **PROPOSAL 43 Establish a Future Transport Programme**

### **KEY PROPOSAL**

We will establish a Future Transport Programme to work with developers of transport innovations. This programme will engage with industry, academia and other partners to deliver trials and supporting the uptake of appropriate and beneficial transport technologies and other innovations. The programme will apply a test of appropriateness to help identify the most positive and beneficial innovations. This test includes considering how innovations:

- Support priority for people walking and efforts to enable more people to choose to walk and cycle, and avoid shifting people from sustainable travel modes to unsustainable travel modes
- Contribute to efforts to reduce motor vehicle volumes and mileage and not increase motor traffic volumes
- Help make our streets safer and reduce road danger, collision rates, collision severity and terrorism risk

We support. London Living Streets would like to be involved in future discussions on this topic.