

# City of London Draft Transport Strategy

## Introduction

Living Streets is the UK charity for everyday walking. We want a nation where walking is the natural choice for everyday local journeys. Our mission is to achieve a better walking environment and inspire people to walk more.

The City of London is renowned throughout the world as the financial, historical and physical centre of the capital. With 480,000 of people entering the City everyday it is the densest part of London in terms of pedestrian movements, with the vast majority of trips in the City already being made by foot but with pedestrians often having the least the amount of space on the City's streets. This combined with future forecasts of increases in the number of visitors, rising numbers of transport connections in the City and plans for future building development, the demand for space on the streets is only going to increase.

With these future plans there is a need for a forward thinking pedestrian led Transport Strategy to ensure that the City of London remains the thriving economic heart of London and the most walking friendly place in London and the world.

As a key partner and stakeholder, with a current Service Level Agreement with the City of London, Living Streets very much looks forward to working with the City on the delivery of the Strategy into the future and welcomes future discussions to ensure that the square mile is a great place for people and to walk.

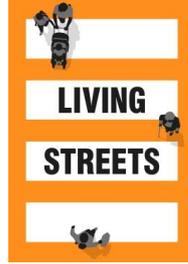
## Summary of Living Streets' response

As the UK charity for everyday walking, Living Streets fully supports and welcomes the City's innovative Transport Strategy, which throughout its proposals strongly focuses on the needs of people and walking in the square mile.

We think that the draft strategy is exemplary in this way and we would like to see more authorities creating similar strategies across London and taking leadership promoting the needs of pedestrians.

We really like the emphasis that the strategy places on the prioritisation of people walking in the City and making the city a great place to walk and spend time by improving pedestrian comfort levels, making it safer, more accessible, easier and more enjoyable to walk in the city and cross its streets. We also really like the targeting of proactively reducing motor vehicle space and use on the City's streets and plans to reallocate space to pedestrians; using innovative methods to redesign the City's streets around people rather than vehicles and the use of temporary measures to create a culture and acceptance of future less vehicle focused streets.

We fully welcome how the strategy also proactively takes leadership on influencing legislation, promoting best practice and plans on being a sway of change across London for people focused street design and strategy.



In some parts, we feel that the strategy could go a bit further to ensure that the needs of people walking are kept a priority in the square mile. Where new infrastructure is being created we would like to see that the absolute best street design and public realm is delivered for people walking, this could for example include aiming for +A pedestrian comfort levels for new infrastructure. In addition, throughout the strategy where targets have been set, we recommend that a mechanism is put in place that evaluates each target as part of the yearly review and where targets are found too easy to meet that they are made more challenging. This will make sure that the strategy is delivered to the world class standard that the square mile aspires to.

## Living Streets' response to the draft Transport Strategy based on the 12 outcomes

### Embedding the Healthy Streets Approach

Living Streets fully supports the City's embedding of the Healthy Streets approach in all aspects of the delivery of the strategy.

- We would like to see the City expand the proposal to ensure that either the Healthy Streets Check for Designers or the Healthy Streets survey is used to assess the impact of new developments in the City of all size or perceived impact on the streets.
- We also recommend that to embed the Healthy Streets Approach further the Transport team works closely with the Public Health team and any other relevant teams to ensure it is truly embedded in the culture of future street development.

### The Square Mile's streets are great places to walk and spend time

Living Streets fully welcomes the overarching prioritisation of the needs of people walking by the City and recognising that pedestrians are the majority users of the City's streets, currently with the least amount of space and are the most vulnerable Street users. Proposal number 2 is our key proposal in the strategy.

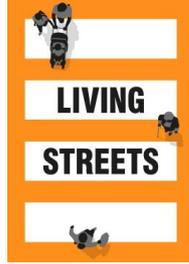
We welcome the aim to by 2044 make half the streets are pedestrian priority.

- In addition, we would welcome a target for the number of streets that the City proposes to fully pedestrianise, with a list of potential streets, as well as those that it is making pedestrian priority. As this reflects the need for pedestrian only space as well as shared space in the City with so many pedestrians.

We welcome the proposals to ensure that the pedestrian priority streets are designed with safety in mind with appropriate signage and infrastructure targeted at motorists and cyclists.

We welcome key and essential targets around making streets easier to cross. This is a key campaign and issue for Living Streets and our supporters, with improvements to time to cross being essential:

- We would recommend a future target of reducing the pedestrian wait time at crossings to a minimum of 45 seconds across the City to reduce the likelihood of informal crossing.



We fully support the proposal giving people more time to cross by using a walking speed of 0.8 metres per second to determine crossing times, this will ensure that the City's crossings are more accessible for all pedestrians.

We support the installation of formal diagonal crossings at crossings, amendments so crossings meet desire lines, the uptake and installation of Pedestrian SCOOT and Green Man Authority crossings in the City.

- We would welcome a timeline and target attached to the rolling out of these two proposals.

We welcome improvements to giving people walking greater priority and make streets easier and safer to cross through the use of continuous footways and courtesy crossings.

- We would like to work with the City to develop policies and best practice in this area further and ensure that it focuses on pedestrian priority and safety.

We welcome the target of improving the pedestrian comfort level of the City's Streets to all have a minimum of +B, as the width of the City's pavements is a key area for concern for pedestrians in the City.

- We would also welcome an aspiration for all new public realm and infrastructure, key major walking routes, junctions and streets in the City to achieve a minimum +A rating to ensure that the City continues to lead on creating the most walking friendly streets.

We support and commend the use of temporary measures, traffic orders and signage in appropriate, safe and creative ways ahead of permanent changes to ensure that changes can be made based on the testing and that the rolling out of pedestrian focused infrastructure changes can be accelerated and create support across the City's population for pedestrian street improvements.

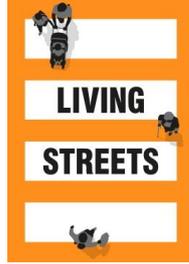
- We recommend that the City develops a best practice guide for new developers to follow to ensure that the improvements to the walking experience from developers are to the same standard and the safety, experience and comfort of pedestrians is protected.

We support the expansion of Legible London across the whole of the Square mile by 2022, the improvement of wayfinding using the City's existing pedestrian walking routes such as alleyways and gardens and proposals to celebrate walking in the city.

- We would like to support and partner with the City on the development of the proposed Annual City Walking Festival and the continuation and expansion of the led walk programme to cover all City users; and for the walks to support and promote the transport strategies proposals and changes as the strategy develops.

We support the improvement of public realm in the City and subsequently aiming to improve the experience of spending time in the City; as improving the pedestrian environment is a key factor when encouraging people to walk more.

- Specifically, we commend the City for ensuring that any new seating takes into consideration the walking experience and does not reduce pavement width.
- We also support the reallocation of carriageway to pavement to increase the public realm.



We support the proposal to provide more greenery and SUDs to improve the look and feel of the City's streets and to enhance and facilitate pedestrian priority streets.

## **Street space is used more efficiently and effectively**

Living Streets fully supports the City's aim to take a proactive approach to reducing motor traffic since in order to give more space to pedestrians there has to be a corresponding reduction in the number of vehicles. We also support the City's stance on championing and update on road user charging.

We support the use of Healthy Street Plans to implement the street hierarchy to design and manage motor traffic on the City's streets as this will help classify the use and future movement and place potential of City streets.

Living Streets supports the use of timed and temporary street closures to make the streets safer and more attractive places to walk. We encourage this flexible approach to road space, as it creates a culture and acceptance of future less vehicle focused street use.

This also reflects our support for the City reallocating of kerb space from parking and motor vehicle space use to increase the space available for pedestrians and public realm enhancement.

We support the turning the corner campaign and proposed changes to the highway code to improve the safety and accessibility of junctions for pedestrians.

- We would welcome further collaborative discussions with the City on the campaign.

## **The Square Mile is accessible to all**

We welcome the development of the City of London Street Accessibility Standard (COLSAS) and welcome consultation with Living Streets as an interested party with the development of the standard.

Obstruction free pavements are an essential element of making streets pedestrian friendly and has been a key campaign issue for Living Streets. Therefore, we commend the City for focusing on ensuring that the pavements are kept free of obstructions and ensuring they are accessible for all.

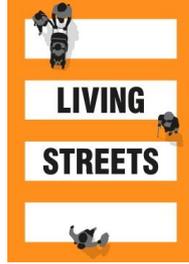
- We would like to see the City lead the way and develop an obstruction free standard document that can be used to enforce and keep pavements free of obstructions with landlords and all relevant stakeholders; with the inclusion of electric charging points in this document.

We fully support the City's proposals to keep pedestrian crossings clear of vehicles and developments to ensure that it can be treated as an offence more easily.

We support the City's commitment to review the role of pavement obstructions in incidences of trips, falls and claims against the City Corporation.

## **People using our streets and public spaces are safe and feel safe**

We fully support Vision zero as a method of reducing the number of people killed and injured on the City's streets and the City's aim to eliminate death and serious injuries by 2040. In addition, we



support the method of breaking road danger down to street design, speed, safer vehicles and behaviours. We support the approach of trialling ideas, reducing slower speeds, and targeted behaviour change campaigns and engagement and enforcement. We also support the City's approach to safer speeds and aim to reduce the speed limit from 20mph to 15mph on certain roads.

## **More people choose to cycle in the City**

Living Streets supports the promotion of walking and cycling as part of the Walking and Cycling Alliance (WACA) and the need to improve the City's cycling routes, infrastructure and facilities to increase safety of vulnerable road users and promote active travel.

We support the City in the review of shared space areas such as Queen Street, to improve the pedestrian experience, safety and comfort levels. We would welcome the City aiming to reduce the amount of shared space cycle routes on the City's streets infrastructure.

- We recommend that segregated cycling infrastructure should be the default for any future cycling routes and not to look to introduce any more shared space.

We support measures to ensure that both dock less and dock based cycle hire in the City do not obstruct pavements or pedestrian crossings or pose a danger to street users; and work to develop a bylaw to ensure that local authorities in London have regulatory powers to effectively manage current and future cycle hire activities on the City's streets.

- We recommend that the regular and accessible spaces are provided for dock less bike parking and that the use of them is enforced.

## **The Square Mile's air and streets are cleaner and quieter**

Living Streets fully supports the development of and championing of a Central London Zero Emission zone and the City's transition to zero emission vehicles as essential ways to improve the air quality and experience of pedestrians and all road users in the City.

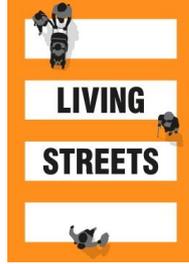
We fully support the City's use of the appropriate hierarchy of locations when looking to locate electric vehicle charging infrastructure; to ensure that charging points are not located on the pavement and therefore do not obstruct pedestrians and reduce accessibility and safety of the City's Streets. We commend the decision that no electric vehicle charging points will be installed on the pavement, with the only on street installation locations being in the carriageway.

The quality of the pedestrian environment is greatly impacted by the level of cleanliness. Therefore, we support the City's street cleansing proposals and to minimise the amount of waste left on the street.

## **Delivery and servicing needs are met more efficiently, and impacts are minimised**

We fully support the City's proposals to reduce the number of freight vehicles on the City's streets and proposals to consolidate and retime freight coming into the city.

## **Our street network is resilient to changing circumstances**



We support the City's proposal to reduce the impact of street construction and street works on pedestrians following the hierarchy of road users and the review of the City's Guidance Notes for Activities on the Public Highway.

We fully support the City's proposal to use medium and long-term street closures as opportunities to open streets to people, working with businesses and local stakeholders to improve the public realm and pedestrian infrastructure.

### **Emerging transport technologies benefit the square mile**

We support the City's proposal to ensure the priority for people walking and efforts to avoid shifting people from sustainable travel modes to unsustainable travel modes. We support the trialling of measures that are in accordance with the Healthy Streets approach.

### **Delivering the Strategy**

We fully support the use of use temporary and experimental interventions to accelerate the pace of delivery, to test ideas and fast track the benefits of the strategy for the City's pedestrians.

We also fully support the proposal to expand on existing data collection and monitoring, particularly around pedestrian counts and people focused data collection.

**Richard Lambert**  
**London Manager**  
**January 2019**