ReVeAL

Regulating Vehicle Access for improved Livability

City of London UVARs

Samantha Tharme – June 2021

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90% of on-street journeys that start or finish in the City are entirely or partially walked, including walking to and from public transport.

Zero-emission zones

ReVeAL presentation

Road transport is responsible for 26% of NOx emissions and 60% of PM2.5 emissions in the Square Mile. Monitoring for NOx on our busiest streets has found concentrations are often twice the safe limit.
Current area of London covered by Ultra Low Emission Zone

April 2019 ULEZ launch – light vehicles £12.50 charge - £100 charge for heavier vehicles,

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- LEZ standards for heavy vehicles, due for Oct 2020 - delayed to 1 March 2021 due to the pandemic
- September introduction of a heavy vehicle scrappage extension to the van scrappage scheme, so you may want to include that
Areas for control
Actions in place so far
- Restrict motor vehicle access
- Supporting measures

Actions planned / considered to be phased in
- Those vehicles allowed in require ZEZ
- Geofencing

started out planning a ZEZ, decided first need to reduce the number of vehicles - to give more pedestrian etc space - then require those allowed to be Zero Emission
St Mary Axe – experimental scheme

What are we trying to control

• Traffic flows
• Emission standards
• Loading activity

At peak pedestrian/commuting times

Bigger picture – kerbside action plan – finding more solutions to make street closures easy

Scheme objectives

• More space and ease of movement for people walking
• Fewer vehicles.
• Better air quality
• Maintaining essential access to buildings
We have a high density of floorspace

53 goods vehicles per hour entering where the street morning peak

A total of 194 vehicles per hour

Aim to introduce limited period closures in first instance:
closure of St Mary Axe to motor vehicles
during the morning (08:00 – 09:30) and
evening (16:30 – 18:30) peak periods on weekdays.

These times have been chosen as they are the times when pedestrian numbers are at their highest, and to minimise disruption to businesses who require vehicle access from St Mary Axe.

Then in future require vehicles entering in these times to be Zero Emission
ROAD CLOSED EXCEPT CYCLES
City cluster context
What we use at the moment for local street network control
Signing
Anpr cameras - fixed
Anpr cameras - mobile
Supporting measures

- Logistic centres, last mile zero emission
- Zero emission waste collection fleet – City vehicles
- Electric Vehicle car clubs – residents/small business
- Electric cargo bikes
- EV charging infrastructure
Geo fencing

- for speed limit controls - voluntary to start with
- auto switching for ZEC vehicles - voluntary to start with

Currently powers do not enable us to enforce with geo fencing;
We are about to see how effective geo fencing is for escooters
Street hierarchy - template for how we are laying out and deciding measures and street closures

Geofencing potential

[Image of a proposed street hierarchy map]

- London Access - through traffic (previously Strategic/London Distributor)
- City Access (previously Borough/Local Distributor)
- City of London Boundary
- All other streets are local access
Thank you for your attention

Samantha Tharme – City of London