



Regulating Vehicle Access
for improved Livability

City of London UVARs

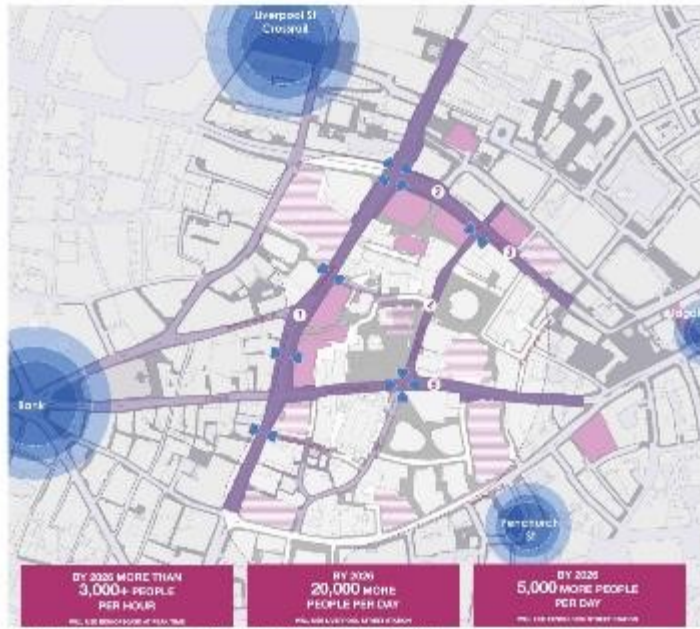
Samantha Tharme – June 2021



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 815069



Road transport is responsible for 26% of NO_x emissions and 60% of PM_{2.5} emissions in the Square Mile. Monitoring for NO₂ on our busiest streets has found concentrations are often twice the safe limit

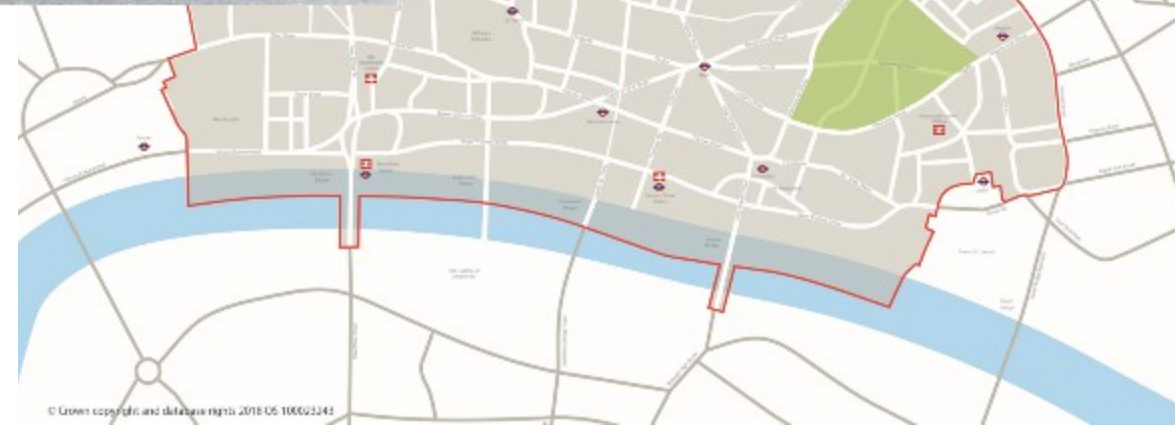
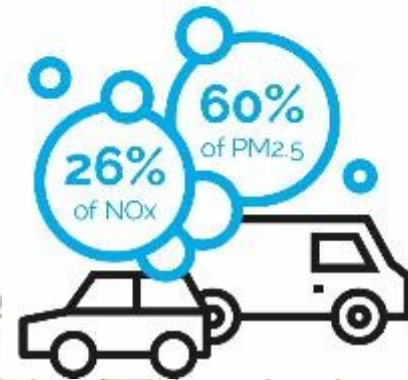


90%

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



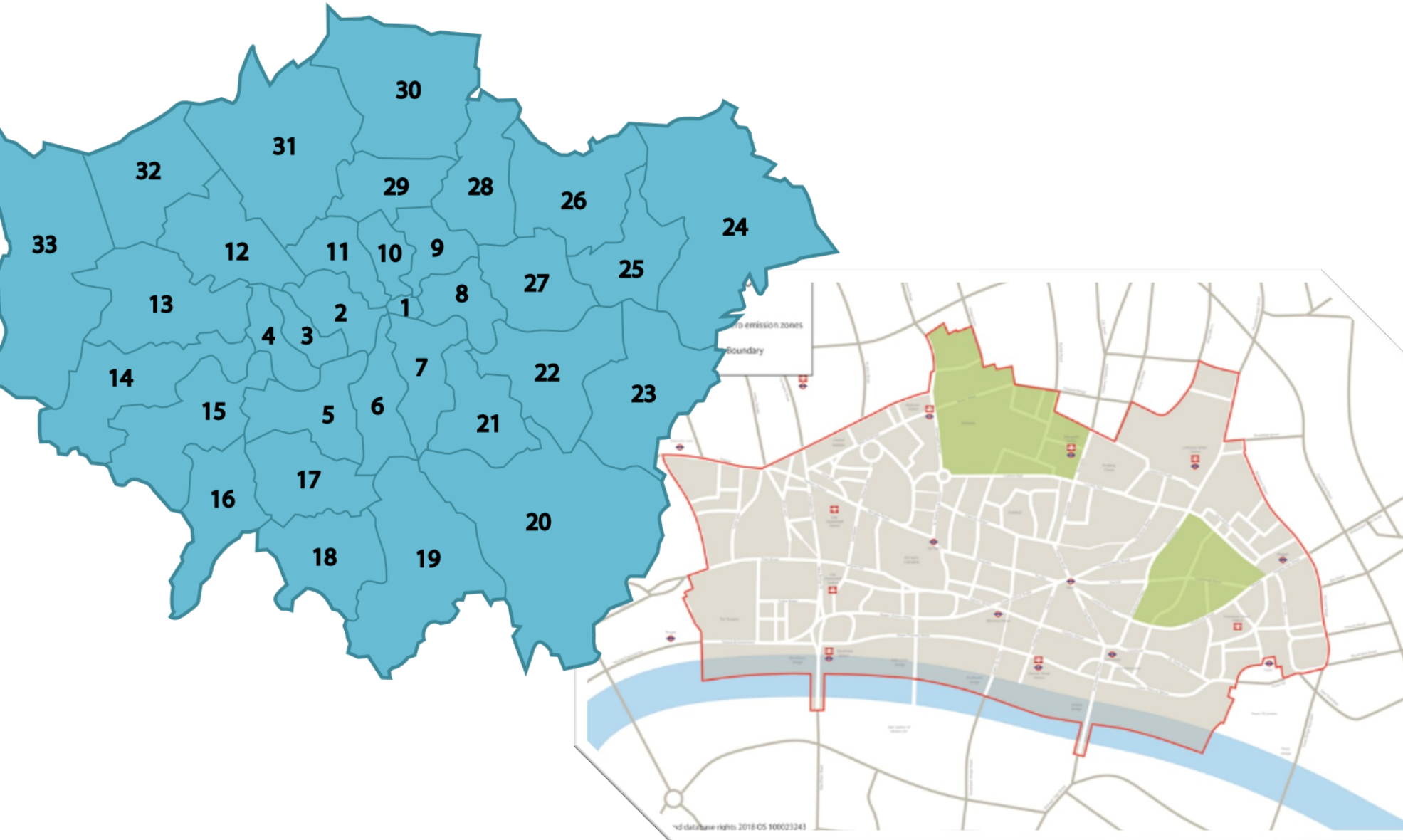
Current area of London covered by Ultra Low Emission Zone

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



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

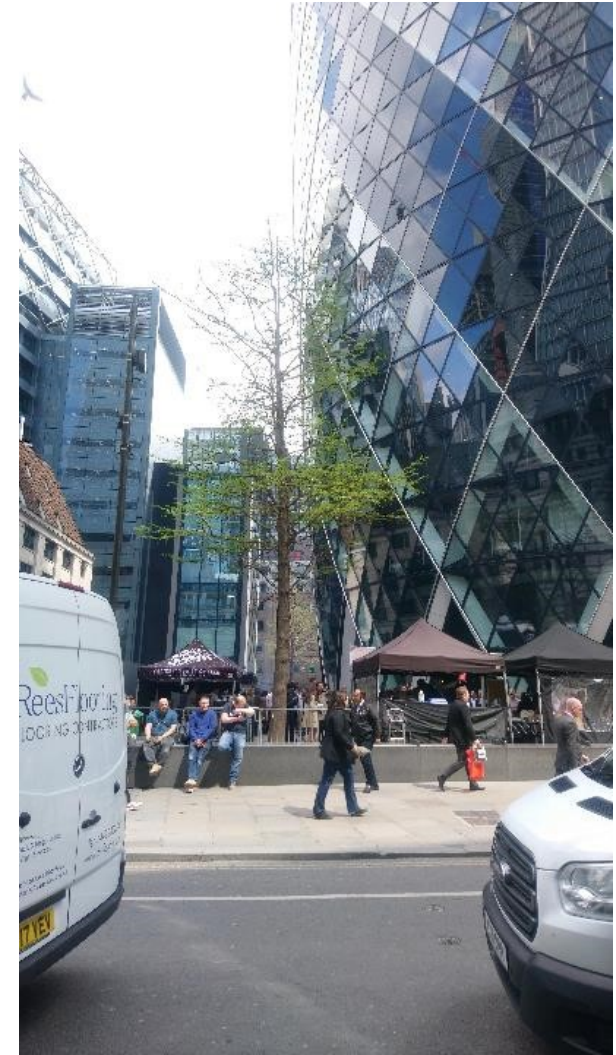
- Restrict motor vehicle access
- Supporting measures

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



Accessorize

accessorize

Calvin Klein



**ROAD CLOSED
EXCEPT
CYCLES**





Mon - Fri
7 am - 7 pm
except access
to off-street
premises

CORNHILL

HISPANIA

ONE
WAY

LOMBARD STREET



Max
speed 15



A photograph of a street in the City of London, likely near a tunnel entrance. The street is lined with buildings, and a large sign above the tunnel entrance reads "CITY OF LONDON". On the left, a yellow sign with a red circle and a black car icon indicates a restriction, with text below: "Except zero emission vehicles & for access to off-street premises". A blue sign with a white bicycle icon is also visible. On the right, a similar yellow sign with a red circle and a black car icon is present, with text below: "Except zero emission vehicles & for access to off-street premises". A black car is parked on the right side of the street. A cyclist in a bright green jacket is riding on the right. In the foreground, a yellow sign on the left reads "ACCESS FOR DELIVERIES AVAILABLE" and a yellow sign on the right reads "ACCESS FOR" with a blue arrow pointing down. The text "Street consultation extended due to COVID-19" is overlaid on the left side of the image.

Street consultation extended due to COVID-19

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



Thank you for your attention

Samantha Tharme – City of London



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