

# City of London Transport Strategy Response

## Introduction

Salix Finance is based in the City of London and has 50 employees. Salix are an environmental finance company and so have a genuine interest in the City of London’s Transport Strategy. Salix have been working with the public sector since 2004 to reduce energy consumption through 100% interest-free finance for energy efficiency projects. To date, 17,000 Salix financed projects have been installed across the public and higher education sectors, valued at over £742 million. These projects are estimated to save over £164 million and 788,000 tCO<sub>2</sub>e annually, and over £2.6 billion across the lifetime of the technologies<sup>[1]</sup>. More information on Salix Finance can be found at: [www.salixfinance.co.uk](http://www.salixfinance.co.uk).

Overall, Salix found elements of the below proposals encouraging but currently aspirational. It will need targets, timescales and actions to be publicised in order to deliver this strategy and focus engagement with the businesses and residents of the City. Salix would encourage greater collaboration with the London Boroughs, TfL and the Mayor of London to collectively align and shape this vision over the next few 25 years. This strategy is a significant opportunity for the City to lead and influence national good practice.

Salix have organised this response consistent with the proposal formatting used within the Transport Strategy.

## Contents

<b>Walking</b> .....	2
Proposal 2: Put the needs of people walking first when designing and managing our streets.....	2
Proposal 6: Promote and celebrate walking.....	2
Proposal 7: Provide more public space and deliver world-class public realm.....	2
Proposal 8: Incorporate more greenery into the City’s streets and public space .....	2
<b>Street Lighting</b> .....	2
Proposal 23: Improve the quality and functionality of street lighting.....	2
<b>Cycling</b> .....	3
Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero .....	3
Proposal 24: Apply a minimum cycling level of service to all streets .....	3
Proposal 25: Increase the amount of cycle parking in the city.....	3
Proposal 27: Promote & Celebrate Cycling .....	3
<b>Electric Vehicles</b> .....	4
Proposal 29: Support and champion a central London Zero Emission Zone .....	4
Proposal 30: Install additional electric vehicle charging infrastructure .....	4
Proposal 31: Request an accelerated roll out of zero emission capable buses.....	4
Proposal 36: Encourage innovation in air quality improvements and noise reduction .....	4
Proposal 38: Reduce the number of freight vehicles in the Square Mile .....	4
<b>Wider Strategy</b> .....	5
Proposal 54: Support change across London that is aligned with this Strategy .....	5

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<sup>[1]</sup> Calculated using emissions factors published by government in 2018 for carbon.

## Walking

### **Proposal 2: Put the needs of people walking first when designing and managing our streets**

Salix commend this approach to put the needs and safety of pedestrians first. Often vehicles or cyclists use the road in ways which are unsafe to pedestrians, and the narrow and overcrowded pathways can also force pedestrians into the road.

There are some areas not mentioned in the proposal which may require attention.

**Support Proposal 2**

### **Proposal 6: Promote and celebrate walking**

Salix agrees that promoting walking would be beneficial and potentially reduce traffic. However, the crowded and uncomfortable walking levels in some areas would need to be addressed to have a large impact on walking numbers.

**Somewhat support Proposal 6**

### **Proposal 7: Provide more public space and deliver world-class public realm**

Salix agrees that public space is at a premium in the City and so further space is welcome away from the busy transport routes. This would have the most benefit to pedestrians and can incorporate greenery. This strategy should identify where this space is and that it will be reflected in the City of London planning policy.

**Support Proposal 7**

### **Proposal 8: Incorporate more greenery into the City's streets and public space**

Salix is an environmentally conscious company, and so more greenery will be welcome to our employees. Salix sees an opportunity to incorporate both green spaces with valuable walking space to benefit the wider community.

**Support Proposal 8**

## Street Lighting

### **Proposal 23: Improve the quality and functionality of street lighting**

LED street lights offer the opportunity to deliver financial savings from reduced energy consumption and maintenance in addition to potential improved lighting quality and safety to the streets. It also has significant potential benefit to visitors and residents of the city and an upgrade would have the added benefit of working towards meeting Proposal's 21, 22 and 23 of this consultation.

Street lighting is a key area of focus for local authorities to act locally on climate change and reduce associated CO<sub>2</sub> emissions from less efficient street lights. Salix have a wealth of experience in the energy efficiency sector, providing government-funded, interest-free finance, and as a source of impartial knowledge in support of these projects. Since the first street lighting application in 2008, Salix has supported 81 local authorities in England with over £190m towards street lighting upgrades. Salix is keen to support the City of London to upgrade its lanterns, signs and illuminated bollards to LED equivalents using interest-free loan funding. This could be used to accelerate the installation of upgrades so that benefits are received earlier than 2022.

**Support Proposal 23**

## Cycling

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

As a green company, specialising in financing energy efficiency within the public sector, it is part of our ethos to minimise our carbon footprint. Salix's Cycle to Work Scheme has been signed up to 24 times, with 12 employees currently commuting to work by bicycle, travelling as far as 14 miles each way. One of the most significant concerns for cyclists is the number of accidents that occur with other road users and pedestrians. Salix supports the view of encouraging safer behaviours by focussing on education of all road users to reduce collisions and ensure street users respect each other's presence on the road. Salix recognises the City's ambition to eliminate KSI incidents by 2040 and supports the introduction of interim targets to achieve Vision Zero.

**Support Proposal 20**

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

Whilst plans to make the City streets safer for cyclists are commendable, a more ambitious and detailed approach is needed. The City's medieval streets would not have been built with cyclists in mind and it is therefore important to facilitate the confidence in cyclist safety and ease of navigation. Whilst the proposal looks to offer choice, it should be considered that implementing both an increase in cycle lanes and fewer vehicles on the roads at peak times would make the City a more accommodating place for cyclists.

Salix would encourage further expansion on how exactly prioritising improvements to the cycle network can be achieved. Each street and junction would benefit from specific measures and appropriate signage that benefits all users. Connecting cycle highways and networks to those outside of the City parameters will ensure ease of navigation, whilst ensuring the same minimum level of service for cyclists is met. It would be interesting to learn how the City will use the experience of its cycling community to inform specific improvements to the network.

**Somewhat support Proposal 24**

### **Proposal 25: Increase the amount of cycle parking in the city**

Given that current provisions are limited, we support the decision to increase cycle parking facilities in the city. Upkeep and maintenance are needed to the existing spaces to ensure they are accessible and functional for all. Well-lit and secure facilities will ensure a safer experience for cyclists. City Corporation car parks offer cycle parking across 50% of their sites, indicating that there is opportunity to extend accessibility to other locations.

Increasing cycle parking in the city will contribute to improved air quality for all, strengthening the ambitions of Proposal 36 within this strategy document.

Salix would encourage linking cycling provisions/services throughout the City through the use of technology. The City's interactive map of free cycle parking locations could be combined with existing and proposed cycle networks through a smartphone app and be used to promote cycling events and training opportunities. The application could serve as a platform to create campaigns, communicate messages in line with behaviour change, and offer guidance on speed limits and weather safety alerts.

**Somewhat support Proposal 25**

### **Proposal 27: Promote & Celebrate Cycling**

Salix runs a scheme to promote cycling to work and help finance staff cycles. Encouraging the uptake of cycling is necessary if we are to meet UK carbon reduction targets and therefore, all actions to make the streets cleaner and greener and activities that will support this trend are welcomed. However, engaging businesses and planning policies will be required to ensure safe, secure storage areas and wash rooms are provided for cyclists. This action would additionally support Proposal 26 to ensure new developments contribute to improving the experience of cycling in the City, which Salix supports.

Whilst promoting better behaviours is extremely important, specific details are needed for how this objective is to be achieved. There needs to be more policing of streets with defined laws and regulations for cyclists to ensure safety for all road users through a holistic approach to change behaviours of to improve cyclist's safety.

Advertisement space around in The City should be utilised to promote and raise awareness of cycling safety and signage should be prominent and clear to follow. Salix would encourage education and training of all road users to be a key theme of the Transport Strategy.

**Somewhat support Proposal 27**

## Electric Vehicles

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

Salix supports accelerating the shift to low carbon transport will not only reduce reliance on fossil fuels but will provide our City with cleaner air due to the lower levels of pollutants from ultra-low and zero emissions vehicles. It would be interesting to see a more detailed strategy from the City on how it will achieve these ambitions, not only in relation to access restrictions and charging, but in using incentive-driven schemes to encourage a cleaner, greener City.

**Support Proposal 29**

### **Proposal 30: Install additional electric vehicle charging infrastructure**

Salix welcomes that thought has been given to increasing the number of rapid charge points within the Square Mile to help transition towards zero emission capable vehicles. A prerequisite for widespread adoption of EV's is regular and accessible distribution of charging points. It is important that consumers have the confidence that they will be able to conveniently charge their car. Whilst promoting the installation of rapid charge points is promising, further expansion is needed on how exactly this would be achieved and how it will impact the increased uptake of Electric Vehicles and overall carbon targets. The challenge with EV charge points is to develop a common strategy among all London boroughs and across the country. It would be interesting to hear if the City of London has worked in partnership with other London boroughs, planners and developers outside the Square Mile to make installation more ubiquitous to help make the benefits more widespread. What Salix would like to see is the City of London to commit to move its own fleet to electric as a clear targets and timescales to achieve this.

**Somewhat support Proposal 30**

### **Proposal 31: Request an accelerated roll out of zero emission capable buses**

Salix supports the City of London's plan to encourage TfL to prioritise zero emission capable buses on routes within the Square Mile to help lead the way in transitioning to zero emission capable vehicles ahead of current commitments. Any efforts made to improve London's air quality by reducing carbon emissions is to be strongly encouraged and the health benefits need to be more widely advertised.

**Support Proposal 31**

### **Proposal 36: Encourage innovation in air quality improvements and noise reduction**

Salix recognises that improving air quality in the City of London is vital, considering the continual breaches to London's annual air pollution limits. The intention to take a more proactive, rather than reactive approach is something we fully support; however, this proposal needs specific quantitative and qualitative targets to be set.

**Somewhat support Proposal 36**

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

Decreasing the number of freight vehicles and strategically timing deliveries within the Square Mile will greatly reduce overall CO<sub>2</sub> emission in the area. Additionally, encouraging delivery businesses to become more environmentally friendly by reducing their frequency of delivery trips and using alternative modes of transport is positively received.

Salix appreciates that the tone of this proposal is bold, with a great sense of urgency. Reducing the number of freight vehicles in the Square Mile during peak times especially, greatly benefits society, particularly in terms of air quality and safety. Any efforts made to improve London's air quality by reducing CO<sub>2</sub> emissions aligns with our values and is strongly encouraged.

**Support Proposal 38**

## Wider Strategy

### **Proposal 54: Support change across London that is aligned with this Strategy**

The proposals described within this consultation highlight a key opportunity for the Square Mile and the City of London to lead on a long-term strategy that positively impacts on transport across London.

Encouraging and collaborating with the London Boroughs, TfL and the Mayor of London, to collectively align and shape this vision over the next 25 years will support the wider benefits to the City's attractiveness as a place to live, work and visit. Working together with the London's Boroughs, TfL and the Mayor of London, key lessons and successes can be shared across Greater London to support changes to relevant policy and legislation.

The City of London is a leading global business hub and it will be crucial to maintain the City's aesthetics, appealing to people as an exciting place to live, work and visit through delivering a healthier, and more inclusive environment for the diverse range of users. It is also a significant opportunity to encourage and promote healthy, environmentally-aware and inclusive values within the organisations who work in the City of London, incorporating these into their wider practices and having a global impact.

**Somewhat support Proposal 54**