

## Appendix 3 – draft policies on Walking, Cycling and Healthy Streets

### Context

The Mayor of London, through the Mayor's Transport Strategy, has set out to significantly change the function of London's streets to reduce the dominance and negative impacts of motor traffic and enable walking, cycling and social interaction. The Healthy Streets Approach focuses on human health and uses evidence-based indicators to assess the street environment. These include ensuring people feel safe and creating street environments that enable people to choose walking, cycling and public transport instead of using the car. Good performance against each indicator demonstrates that individual streets are appealing places to walk, cycle and spend time.

The demands on the City's streets are increasing due to significant growth, fast-moving technological development and changing travel habits. In light of these factors, the City of London is developing a long-term Transport Strategy which will set priorities for how streets are used. The Healthy Streets Approach provides the framework for the City's Transport Strategy.



Figure XX: Indicators of Healthy Streets (source: Lucy Saunders)

## **Core Strategic Policy XX: Walking, Cycling and Healthy Streets**

The City Corporation will work with partners to improve the quality and permeability of the City's streets and spaces to prioritise walking and cycling, improve accessibility and encourage more active modes of travel to, from and within the City by:

- Improving conditions for safe, convenient, comfortable and accessible walking and cycling, incorporating climate change adaptation;
- Expanding the cycle network across the City with the aim of ensuring that all properties are within 250m of the network;
- Increasing the number of pedestrian priority streets as part of the delivery of the 'superblock' approach set out in the City's Transport Strategy;
- Improving access routes and the public realm around stations, and between the stations and key destinations; and
- Implementing enhancements to the safety and appearance of streets and public realm in conjunction with restrictions to vehicular access, taking account of the needs of people with disabilities;

### Reason for the policy

Cycling in the City increased by almost 300% between 1999 and 2017, although the rate of growth has slowed markedly since 2012. Pedestrian numbers have also risen in recent years as the City's workforce has grown. Over 400,000 pedestrians were counted on the City's streets during a survey in November 2017.

Improvements to conditions for safe, convenient and comfortable walking and cycling are required to improve the experience of people who already walk and cycle and encourage more people to use active modes of travel. Provision of necessary infrastructure is particularly challenging due to the City's historic street pattern and the significant demands for space on streets from the high volume of pedestrians, cyclists and servicing and other essential vehicles.

The Mayor's Transport Strategy seeks to enable more people to walk and cycle and reduce the use of and reliance on cars. Prioritisation of walking and cycling through reallocation of highway space is advocated where appropriate to reduce conflict between different modes of transport, and to create an environment where people choose to walk and cycle.

Through the City's draft Transport Strategy, the design and management of streets will reflect their position in the street hierarchy, as well as their function as places. The City will be divided into 'Superblocks', within which the streets will be designed and managed to limit motor traffic while maintaining access. Pedestrian priority streets will be introduced as part of the Superblock approach, with vehicles expected to give way to people walking. Traffic management and Healthy Streets plans for Superblocks will be rolled out on a phased basis.

An experimental safety scheme was introduced at Bank Junction in May 2017, which restricted traffic to buses and cycles only on weekdays between 7am and 7pm. Monitoring shows that the experimental scheme has achieved a significant reduction in casualties at this junction, while also reducing NO<sub>2</sub> emissions in the area. A decision on whether to make the experimental traffic orders permanent will be taken in September 2018. If confirmed, a wider series of highways and public realm enhancements, known as All Change at Bank, will be implemented during the Plan period to transform the look and feel of this key junction at the heart of the City.

Adaptation to the anticipated climate change in the City should include pollution reduction and mitigation. The Mayor's Healthy Streets Approach and the City's draft Transport Strategy seek to deliver improvements in air quality and reductions in emissions and noise from transport. The City Corporation is working with partners to ensure that the City's streets and the public transport system are resilient to the long-term impacts of severe weather and climate change.

### **Policy DM X: Pedestrian Movement**

1. Developers should facilitate pedestrian movement by provision of suitable routes through and around new developments. The City Corporation will work with developers and owners to maintain pedestrian routes at ground level and the upper level walkway network around the Barbican and London Wall.
2. Development proposals should maintain, and wherever feasible provide for an increase in pavement widths to ensure that pavements are safe, comfortable and convenient for pedestrians.
3. The loss of a pedestrian route will only be permitted where an alternative public pedestrian route of at least equivalent standard is provided having regard to:
  - a. The extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
  - b. The shortest practicable routes between relevant points.
4. Routes of historic importance will be safeguarded and where appropriate reinstated as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
5. The replacement of a route over which pedestrians have rights with one to which the public have access only with permission will not be acceptable unless exceptional circumstances can be demonstrated.

6. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary, and it is clear to the public that access is allowed.
7. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration the existing pattern of pedestrian routes and movement and connections to neighbouring areas and boroughs where relevant.

### Reason for this policy

The City's workforce is expected to increase significantly over the course of the Plan period to 2036, while visitor numbers are also anticipated to rise. Most journeys in the City are on foot, resulting in significant and increasing pressure on the pavements and the public realm at peak times in the morning, lunchtime and early evening. Figure XX illustrates forecast pedestrian flows across the City in 2026 during the am peak.

### 2026 Baseline scenario Morning peak (07:00 – 10:00)

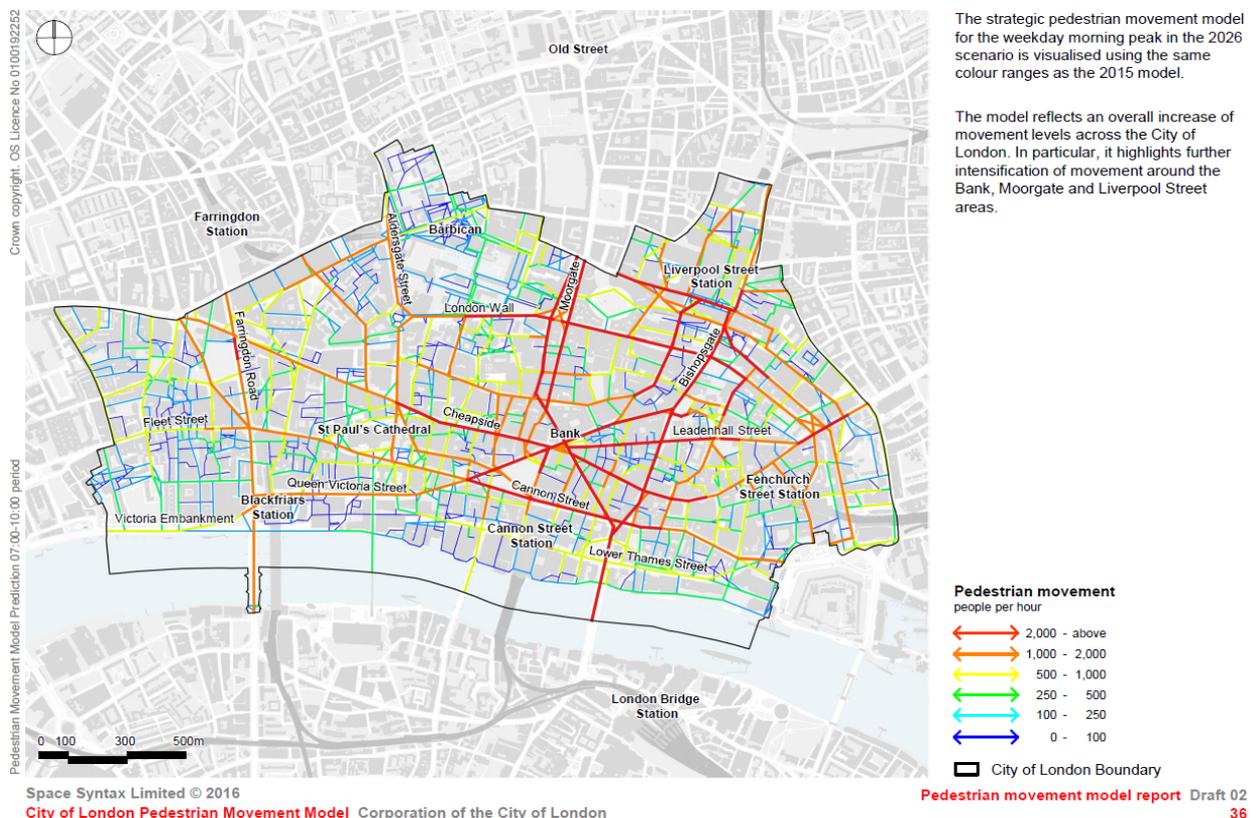


Figure XX: Forecast pedestrian flows in the City of London in the am peak in 2026

In light of the current and predicted demands on the City's streets and public realm, permeability and legibility are vital in order to accommodate pedestrians and enable efficient movement of people on foot and by cycle. Redevelopment schemes may provide opportunities to improve pedestrian safety and comfort, for instance by creating new routes or areas of open space, widening pavements and removing pinch points, or securing enhanced public access to private spaces and routes.

The City Corporation is promoting strategic measures to facilitate improved pedestrian movement, including timed closures and pedestrian priority where appropriate. The focus will be on the streets and routes that are busiest with people walking and where pavement width and pedestrian crossings are inadequate for current or forecast demand (see Figure XX). Additional detail is set out in the City of London's Transport Strategy.

*[Map of proposed walking improvements to be inserted from the draft Transport Strategy]*

The City's narrow streets and alleyways pose additional opportunities and challenges in terms of accessibility, way-finding and safety. Many of these are valuable amenity spaces and are of historic importance. Sensitive solutions will be sought where development would have an impact on these spaces to protect their setting and create high quality, accessible areas for all the City's users.

In considering proposals for new pedestrian routes, the City Corporation will ensure that routes are of adequate width, step-free and follow best practice in street design. Further details are set out in the City Public Realm SPD and accompanying Technical Manual.

Where new pedestrian routes are created or existing routes improved, the City Corporation will work with organisations such as the Active City Network and the Cheapside Business Alliance to provide information about routes to City workers, residents and visitors.

### **Policy DMX: Active Travel including Cycling**

All major development must promote and encourage active travel through making appropriate provision for pedestrians and cyclists by:

- ensuring suitable access between the development site and pedestrian and cycle routes;
- incorporating sufficient shower and changing facilities, and lockers/storage to support walking and cycling.

#### Reason for this policy

Most of the City's employees journey into work via public transport, completing their journeys on foot. Pedestrians make up the majority of the road users in the City and

as such, provision needs to be made to facilitate safe and pleasant pedestrian movements and active travel.

A growing number of people are choosing to cycle through and around the Square Mile. Increased access to the East-West and North-South Cycle Superhighways enables cyclists to cross the City on safer strategic routes. This will be supplemented by a Citywide cycle network providing safe and attractive routes around the Square Mile and linking into cycling networks in neighbouring boroughs (see Figure XX). The provision of Quietways will offer continuous cycling routes linking key destinations via less heavily trafficked back streets. Additional cycling infrastructure should see an increase in the uptake of cycling as a way of travelling around as well as commuting into the City and help to achieve the aims of both City of London's Transport Strategy, and that of the Mayor of London.

*[Map of proposed City cycle network to be inserted from the draft Transport Strategy]*

New developments should provide shower and storage/locker facilities to encourage employees to engage in active travel modes. The City of London's Active City Network actively encourages employers to promote and support safer commuting. The provision of personalised travel planning by employers for their staff can be an effective way of helping to achieve this.

Developers will be required to contribute towards the enhancement of the public realm to encourage pedestrian and cycle travel, and towards the expansion of the City's cycle network if the development is likely to benefit from the provision of a nearby route. Contributions may be secured through s106 planning obligations and s278 highways agreements where such provision is necessary to mitigate the impacts of the development.

### **Policy DM X: Cycle Parking**

1. Developments must provide on-site cycle parking, complying with London Plan standards.
2. All on site cycle parking must be secure, undercover and preferably enclosed.
3. Developments that include ground floor retail and take-away food outlets should provide appropriate off-street storage for cargo bikes and hand carts.

#### Reason for this policy

To encourage more people to cycle into the City and adopt active travel initiatives, developments are required to provide sufficient cycle parking to meet potential demand, including provision for non-standard cycles, as appropriate. A robust justification for failure to comply with London Plan standards will be required. This will be considered on a case by case basis as part of pre-application discussions.

Short-stay visitor cycle parking should be provided on-site alongside long-stay employee parking. If this is not possible because of the layout and configuration of the site, then on-street cycle parking nearby will be encouraged providing this does not obstruct pedestrian movement.

In order to facilitate last-mile deliveries by sustainable modes of travel, premises that include retail and take-away food outlets will be encouraged to provide storage space for cargo bikes and hand carts.

The Mayor's Transport Strategy seeks to ensure that on-street cycle facilities cater for the wide range of cycles used by disabled people.

This policy applies to the cycle parking provided within new developments. The City Corporation's Transport Strategy addresses public cycle parking and indicates that a Cycle Parking Delivery Plan will be published by 2020. This will review the availability and distribution of public cycle parking on and off-street to ensure it is sufficient to meet forecast demand.