

### **Appendix 3 - Public Transport, Movement and Healthy Streets**

1. This paper summarises the potential policy approaches which could be taken in relation to movement and transport in the City.

#### Context

2. To maintain its role as the world's leading financial and business centre, the City needs to keep moving. The transport demand in the City is high as 90% of City employees use public transport or active modes of travel to commute, and the City's workforce is projected to increase further. The City has the highest density of public transport provision in Britain and is part of an extensive regional public transport network.
3. Transport and the public realm is vital to the City's connectivity so we need to maximise their potential in order to ensure a permeable and accessible City that is safe and easy to move around within.
4. The nature of movement and transport in the City is evolving; with a rapid increase in more sustainable travel patterns and modes of transport such as cycling. It is important to ensure transport systems can accommodate the demands of different types of movement and the overall volume of use safely.

#### Current policy position

5. The current Local Plan contains a range of policies that aim to further improve the sustainability and efficiency of travel in, to, from and through the City. The policies seek to enhance the environment for pedestrians, cyclists, public transport users and for essential motor vehicle users. Improving safety, accessibility and inclusivity are sought through the Local Plan policies and the development of area-based enhancement strategies.
6. The Local Plan currently safeguards land for Crossrail and the Bank Station/Northern Line upgrade. It also reflects the Mayor's safeguarding direction for use of Walbrook Wharf as a waste handling site and as a river wharf. It specifies that new developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards. The current Local Plan also includes some local cycle parking standards and sets out which developments will need to be supported by Transport Assessments and Travel Plans.
7. The City is preparing a Transport Strategy which will set out policies and proposals for managing all forms of transport in the City and complement the Mayor's Transport Strategy. This Strategy will be able to deal with a range of issues which are beyond the scope of the

Local Plan, but the Local Plan will need to provide a framework for dealing with the transport implications of new development, including matters such as freight and servicing and cycling provision.

### Public Transport

8. The Draft Mayor's Transport Strategy is currently out for consultation, with a final version due to be published in 2018. This strategy aims to change the way people choose to travel so that, by 2041, 80% (today 64%) of all Londoners' trips will be made on foot, by cycle or by public transport.
9. The London Plan sets out that London's Transport should have an efficient and effective transport system which actively encourages more walking and cycling and makes better use of the River Thames.
10. The completion of Elizabeth Line (Crossrail) Stations in 2018/19 will result in increased numbers of people on the City's streets. The Northern Line/Bank Station upgrade and completion of the Thameslink programme will also add capacity to the City's public transport network.

### Movement & Healthy Streets

11. There was clear support at the Issues and Options consultation for improving connectivity and sustainable transport, improving public transport, and encouraging both walking and cycling. There was also support for restrictions on vehicular movements in some areas and at certain times and public realm enhancements.
12. Air quality concerns within the City and across London are helping to drive a take up of alternative fuelled vehicles, including electric cars, buses and taxis. The Mayor will introduce an Ultra-Low Emissions Zone in London in 2020. From 2018 all new taxis will need to be zero emission capable and requirements for zero emission private hire vehicles will be introduced. Meeting the Mayor's ambitions will require the provision of new infrastructure, including off-street, and potentially on-street, electric vehicle charging points. Detailed policy considerations will be addressed in the emerging City Transport Strategy and the Mayor's Transport Strategy, but the Local Plan will also need to provide a framework for requiring the necessary infrastructure through new development.
13. **The Sub Committee is asked to comment on the extent to which the Local Plan should support the installation of electric vehicle charging points, both off-street and on-street, in the City?**
14. The City of London Freight & Servicing SPD was published for consultation between 7<sup>th</sup> August and 30<sup>th</sup> September 2017 and provides guidance that supports the policies in the current Local

Plan. Further development and intensification will increase demand for the movement of goods into and out of the City, and minimising the impact of delivery and servicing trips is therefore a significant challenge. The draft SPD proposes a number of changes to the way that deliveries and servicing are carried out, including the potential for re-timing deliveries so they do not impact on the working day. Changes to the Local Plan could facilitate further innovation in servicing and deliveries and provide the policy framework for requiring change from City developers.

15. **The Sub Committee is asked to indicate whether it wishes the new Local Plan to go further than the existing Plan in terms of requiring off-peak servicing and deliveries, including night-time deliveries outside the main residential areas.**
16. Further intensification of development in the City will result in increased numbers of workers coming into the City on a daily basis. The opening of Elizabeth Line stations will increase pedestrian footfall from these stations to other parts of the City. Investment in the City's cultural offer through Culture Mile and other initiatives will also attract greater number of visitors. The increased activity will result in increasing numbers of pedestrians on City streets and measures will be needed to provide safe and attractive walking routes. This could include a greater emphasis in the Local Plan on permeability in new buildings, requiring public access to the ground floor, creating new pedestrian routes through buildings and timed closures of the most congested streets.
17. **The Sub Committee is asked whether it would support stronger policies to promote and require permeability in new developments.**
18. The Bank on Safety scheme has highlighted the significant change that can be delivered through innovative transport measures. Timed closure of the junction has reduced traffic levels, increased the capacity for pedestrians, improved local air quality and reduced noise. Bank Junction has the potential to deliver a major new public space at the heart of the City. Similar approaches elsewhere in the City equally have the potential to deliver significant improvements whilst not adversely affecting the City's business function.
19. **The Sub Committee is asked to consider whether the Local Plan should promote further timed closures, where appropriate, of City streets.**
20. In recent years there has been a significant growth in cycling in the City, driven in part by the Mayor's policies to promote cycling, including through the creation of new Cycle Super Highways. City occupiers are demanding additional provision for cycle parking and associated facilities within new developments to meet the demands

of their workforce. More facilities are required to accommodate the rapid growth in cyclists within the City in order to enable safe and responsible cycling whilst retaining road capacity for other users. On-site cycle parking must be provided in all developments, including for visitors to developments. Further provision is likely to be required on-street, but there is potential for conflict with the aim of reducing street clutter to facilitate pedestrian movement.

- 21. The Sub Committee is asked whether the Local Plan should promote further provision of cycling facilities, such as requiring developers to submit a cycling plan detailing how they will meet needs within and around their buildings.**