

Committee	Dated:
Health and Wellbeing Board	04.04.2016
Subject: Better Health for London Follow Up- Active Travel	Public
Report of: Director of Community and Children's Services	For Decision
Report Author: Tirza Keller	

Summary

The City of London Health and Wellbeing Board (HWB) selected a number of key recommendations from the London Health Commission's *Better Health for London* report for further exploration, including increasing the physical activity of Londoners, specifically by encouraging workers and residents to walk or cycle more. It was agreed that a proposal be brought before the board outlining how the HWB can promote and support active travel.

This report outlines initiatives currently underway to increase active travel amongst residents and workers in the City, which include redeveloping the built environment and activities to encourage and promote active travel, and makes recommendations of what further initiatives the Board can support.

Recommendations

The Health and Wellbeing Board is asked to:

- Influence the debate about whether the City of London Corporation should be actively attempting to limit the number of motor vehicles entering the Square Mile, and how this could be enforced
- Work with TfL to influence:
 - the way it manages cyclist and pedestrian flows around the east-west cycle superhighway
 - the way in which it manages its cycle hire scheme, to make it more effective for the City of London.
- Encourage all City Departments to provide pool bikes for their employees

The Health and Wellbeing Board is asked to discuss and advise Officers on the best way to implement the following recommendations

- Influence the City Surveyors Department to ensure that Guildhall facilities for cyclists can keep up with rising demand

- Ensure Housing provides bike racks for residents and visitors on all new City estates and encourage retrofitting of bike racks in existing estates where they do not already exist.
- Encourage the efforts of the City of London Police to further prevent bike theft, particularly through advising cyclists on bike security.

Main Report

Background

1. At the November 2014 meeting of the Health and Wellbeing Board, Members received a presentation from Dr Yvonne Doyle, London Regional Director for Public Health England, regarding the Better Health for London report from the London Health Commission. Members discussed the implications for the City of London and how the report could shape the work of the Health and Wellbeing Board.
2. It was agreed that the Board would support active travel and that a proposal outlining specific initiatives would be brought to the HWB.

Current Position

3. This report outlines current initiatives to encourage active travel and makes recommendations on how the board can further support and promote active travel in the City.

Built Environment

4. The City of London's streets pose a set of challenges for cyclists, pedestrians and motorists. The medieval street layouts, combined with the high tidal volumes of traffic from motor vehicles, pedal cyclists and pedestrians, means that there is high potential for clashes between different user groups.
5. The current road user model, which focuses on sharing space between pedestrians and cyclists, has resulted in clashes between pedestrians and cyclists. Therefore the potential to move towards a motorist and cyclist space sharing model should be explored. A key element of this should include assessing options to reduce the volume of motor vehicles within in the Square Mile.
6. There are a number of redevelopment programmes underway in the city to improve the environment for walking and cycling. :
 - The Aldgate redevelopment currently underway which will enhance safety for road users, improve cycling routes, improve pedestrian routes and connections, and introduce more greenery.

- There are also plans underway to redevelop the Bank junction and following this, plans will commence to redevelop the area around the Museum of London.
7. Cycle lanes- TfL are currently implementing an East to West cycle super highway which will go across Lower Thames Street in the City. This will likely improve the environment for cyclists; however it may negatively impact pedestrians by making the road more difficult to cross by foot.
 8. Quietways- The GLA is currently exploring the option of implementing cycling quietways. Quietways are cycling routes in quieter, less busy back streets of the City for those who do not feel comfortable cycling on busy, traffic filled roads. However, locating a sufficient number of appropriate roads in the City is proving a challenge.
 9. It should also be noted that Living Streets, a pedestrian advocate charity, critically reviews all new strategies and policies proposed by the Department of the Built Environment to determine their impact on pedestrians and make recommendations on how to ensure they are pedestrian friendly.

Specific Initiatives to encourage safe active travel

10. Living Streets provides “Walk Doctor” surgeries free of charge to City companies, to help employees incorporate walking into their daily journeys.
11. The City of London Corporation currently offers cycle training for both residents and City workers to improve their cycling skills and increase their confidence to cycle on the roads.
12. The City of London Corporation provides cycling training for all schools in the Square Mile
13. The Corporation runs “Dr Bike” sessions twice a month on major City thoroughfares which deliver minor bike repairs and give tips on bike maintenance
14. The City of London Police play a significant role in increasing the safety of cyclists and pedestrians in the City. Their activities include:
 - Responding to cycle crime and cycle enabled crime (phone snatches committed by persons on a pedal cycle). Pedal cycle theft has reduced by 27% against 2014/15 and is the focus of a crime prevention problem solving group.
 - Issuing tickets to cyclists who commit offences such as running a red light, cycling on the footway and ignoring road signs. A voucher is issued at the same time as the ticket giving the cyclist the opportunity to have the ticket rescinded if they attend a road safety workshop.
 - Crime prevention and cycle safety engagement within businesses.
 - Cycle Crime Week: a week of action against cycle crime, took place from the 7th of September 2015. A number of activities took place including bike marking events at various times and locations to reach out to as many members of our cycling community as possible. Bike marking can reduce

the likelihood of a bike theft and increase the chances of stolen cycle recovery. In addition, free cycle locks were given to cyclists who met the criteria, and high visibility patrols were conducted by cycle officers to identify those who were most in need of upgrading their cycle security and reinforce the message around keeping their bike safe.

- Enforcement, education and initial problems with the new cycle highway route, which opened in September, were policed by community team cycle officers.

15. The Corporation hosted a 'Women's Safer Cycling Day' in September 2015 to engage with female cyclists and promote safer cycling, as the City has a disproportionate number of female cyclist casualties. This event also aimed to promote the health benefits of cycling.
16. TfL bikes- There are currently many TfL cycle stands in the Square Mile; however, there is potential for TfL to improve its cycle rental scheme, as the infrastructure currently does not cope well with the "tidal effect" of commuting.

Internal activities

17. The focus of year 2 of the Corporation employee wellbeing programme, CityWell, will be Active Travel. As part of the CityWell, an evidence-based initiative, 'StepJockey', will be used to incentivise those who predominately take the lift to choose to take the stairs as an alternative. In addition, the in-house gym, studio and other outdoor benefits, such as the open spaces in the City will be promoted through internal communication channels. The aim is to increase the amount and variety of fitness classes in the studio and signpost staff who do not work at Guildhall to the close proximity of the services available.
18. The Corporation has a number of pool bikes which can be borrowed by City employees to use for short periods. However these bikes are in high demand and more are needed before they can be promoted more widely in the Corporation.
19. The City offers the government's assisted bicycle purchase scheme which enables employees to obtain an interest free loan to purchase a bike.
20. There is a Corporation employee cycling club which promotes cycling to employees and organises group rides.
21. The Guildhall complex provides bike racks, lockers and showers for cyclists; however, it should be noted that the increasing number of employees being moved into the Guildhall places increasing pressure on these limited facilities, and consideration should be given as to how capacity in these facilities can keep up with demand.

Residents:

22. There is currently bike parking on some of the estates in the City; however it is not available on all estates. There is currently no bike parking available for visitors.

Corporate & Strategic Implications

23. The recommendation to promote active travel for Corporation employees and City residents reflect the priorities set out in Joint Health and Wellbeing Strategy to encourage more people in the City to be physically active and to make City air healthier to breathe.

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