

# CYCLING ADVISORY COMMITTEE

## SECOND DRAFT LONDON PLAN REVIEW AND COMMENTS

### Committee Meeting October 22, 2015 City Hall

The Cycling Advisory Committee (CAC) has undertaken a review of the Second Draft of the London Plan dated June 2015. The purpose of the review is to:

- Identify changes to the London Plan resulting from recommendations of the Cycling Advisory Committee comments in July 2014;
- Identify changes to the Second Draft London Plan relating to cycling policies; and
- Submit cycling related recommendations to the Second Draft of the London Plan.

These comments have been discussed at the October 22, 2105 meeting of the Committee and forwarded to the following Civic Works Committee of Council. Municipal Planning staff are requested to consider the comments and recommendations to the Second Draft London Plan.

The comments are organized by Section London Plan Second Draft June 2015 with a focus on the Our City - Mobility and Parks and Recreation Sections. References to specific sections are noted in the comments.

### General Comments

The Cycling Advisory Committee supports the overall direction of the London Plan creating a greater emphasis on cycling as an important mode of transportation in the City of London. The Plan recognizes the potential to create cycling infrastructure and facilities that will improve the quality of life in the City. In combination with the Cycling Master Plan and decisions to implement these directions, the Committee foresees major investments and increasing public use of cycling as a mode of transportation. The Transportation Master Plan sets specific targets and standards for cycling transportation modes that are transferred into the London Plan. There is a greater emphasis on cycling as a mode of transportation with more than 100 specific references to cycling, biking, bikes, and related words which is four times as many as in the current Plan. Cycling can change the attractiveness of London as a place to invest and live. We need to recognize this feature as an important mode of mobility by integrating public transit and cycling; creating defined east-west and north-south routes to the City Centre; and adding this as a cultural attraction to the City. We are providing the following comments in support of the directions and policies which support cycling in the City of London.

### City Building Policies

#### Mobility p75

**Recommendation:** Keep the order of the transportation modes consistent throughout the Plan showing importance of each transportation mode, being walking, cycling and transit. **Some changes made to the 2015 Draft**

Policy 222\_10 the priority for pedestrian and cycling environment should not be limited to Primary Transit Area but include all Place Types in the Secondary Transit Area where cycling is part of the circulation system. **No change made to the 2015 Draft**

Policy 249 p80 explains the purpose of Tables 6 – 8 Street Classification in relation to pedestrian and vehicles. **Recommendations:** The policy should be amended to specifically reference cycling, consistent with the bicycle image added to Figure 21.

Figure 21 Street Design Zones p 81 **Change to Figure 1: Two cyclists shown to illustrate to Council, investors and the public. Support from CAC**

Policy 244 p80. Recommended a reduction in the Street Classification. Second Draft increased the number of streets from 9 to 10 by adding Rural Connectors.

Tables 6 Major Streets and Table 7 Minor Streets p 83\86 have Cycle Lanes (dedicated) and Cycle Lanes (On-Street) added to illustrate cycling infrastructure. The tables show symbols to permit\ conditionally permit\ encourage this infrastructure. This provides stronger support for cycling infrastructure and greater flexibility compared to previous tables. **Support from CAC**

Policy 256\_3 Urban Thoroughfare should add cycling to complement the pedestrian realm. Reviewing the Map 3 Streets Classification and the Figure 22 Active Mobility Network, there is a strong correlation between Urban Thoroughfare and Existing On-Street Bike Route locations. The Urban Thoroughfare should be consistent with this existing cycling infrastructure.

**Recommendation: Urban Thoroughfare be amended by adding “Move Medium cycling volumes”.**

Table 6 –Major Streets p83

- Rapid Transit Boulevard - Dedicated Lanes not permitted\ On-Street Lanes Conditionally permitted;
- Main Street - Dedicated and On-Street Lanes conditionally permitted;
- Urban Thoroughfare\Civic Boulevard – Dedicated Lanes Conditionally permitted; On-Street Lanes Permitted.

**Some changes made to increase cycling infrastructure. No recommended changes.**

Table 7 –Minor Streets p86 – amended to add Dedicated Lanes conditionally permitted; On-Street Lanes permitted.

## 9.0 Active Transportation p 91

The Committee strongly supports this section of the Plan as the foundation for cycling and active transportation in the City. Figure 22 Active Mobility Network is a critical reference to existing and direction to future infrastructure. To identify the importance of cycling as a growing form of mobility, it should be copied and moved forward as a component of the City Structure Plan, Active Transportation layer, to consistently reinforce the transportation shift to walking, cycling and transit.

**Recommendation: Move Figure 22 Active Mobility Network to Section 3.2 The Mobility Framework and named Active Mobility Figure 11 on p41. Alternatively, the existing Figure 9 Street Network can be amended by adding Bike Routes; Multi-use Pathways and Path Adjacent to the Street symbols from Figure 22 and renamed as Street and Mobility Network.**

Policies 267/268/269/270 p91 address the Cycling Master Plan which is now in progress. We support the inclusion and reference in the Plan. Actions by Council are discretionary with the use of “may” and must be directive with the replacement with the word “will”.

**Recommendation: Policies 267/268/269/270 replace “may” with “will” to ensure the outcomes of the Plan. In addition 267 should be amended to include “and adopted” to provide direction to staff and the public.**

Policy 268 references cycling facilities.

**Recommendation:** Change “cycling infrastructure” to “cycling facilities”.

Policy 267 to prepare the Bicycle Master Plan is strongly supported. The policy must clearly state a continuous network.

**Recommendation:** amend “a complete network” to “a complete and continuous network” to qualify the meaning of a complete network.

Policy 272 identifies key destinations for the mobility network. No changes were made to add education centres.

**Recommendation: Education centres including Western University, Fanshawe College and high schools should be added as key destination because these are destinations with a high concentration of cyclists.**

Policy 274 Adding a winter maintenance program is strongly supported by the Committee.

## 12.0 Acquisition and Protection of Lands for New street Alignments, Street Widening’s and Other Transportation Infrastructure

### 12.3 Other Transportation Infrastructure

Policy 299 is deleted clause regarding dedicated bicycle pathways. It is important to require the dedication of lands for cycling infrastructure the same as vehicles to support a shift in transportation modes. It is noted a reference is made in the Open Space policies 333\_6 but it is better referenced as Transportation Policy to emphasis its mode importance.

**Recommendation: Reinstate “Conditions may also be established to require such land be dedicated for pedestrian pathways, bicycle pathways and public transit rights-of-way.”**

### 13.0 High Speed Rail

Policy 302 References public parking which normally implies automobile parking. To be clear, reference should include bicycles and automobile parking.

**Recommendation: “Public parking for automobiles and bicycles...”**

## Parks and Recreation p105

Policy 333\_5 p108 does not include a reference to utility corridors as part of the continuous linked open space system. The city is including the gas utility corridor along the northern limit of the city into the cycling network and should be encouraged to add future utility corridors beyond hydro lands. This is consistent with Policy 711 p184 referencing linkages between green space areas including utility corridors.

**Recommendation: amend Policy 333\_5 as follows:** “and pursuing the potential use of **utility corridors** hydro corridors...as opportunities emerge.”

Policy 333\_6 Amended by adding dedication of cycling and pedestrian pathways. Supported by the CAC.

Policy 333\_9 demonstrates a strong linkage to the Bicycle Master Plan and is supported by the Committee.

## City-wide Place Types

### Green Space Place Type p181

No permitted uses identified; look to Natural Heritage p 349; No identified multi-use paths.

**Recommendation:** Amend policy 706 to include reference to multi-use paths including cycling.

## Urban Place Types

### Downtown Place Type p197

Planning Staff Report O-7938 regarding changes to the Second Draft June 2015 suggest Policy was added to emphasize the importance of bicycle parking (p15). No significant changes were made. Policy 746\_10 existed: car\bike share and bikeshare programs will be encouraged. CAC supports this initiative.

### Transit Village Place Type p205

Planning Staff Report O-7938 regarding changes to the Second Draft June 2015 suggest Policy was added to emphasize the importance of bicycle parking (p15). Policy 757 p209 adds change rooms and bike facilities. Minor change.

Policy 757\_9 describes the design of rapid transit stations to consider pedestrians in the station, public realm and adjacent developments. The movement of bikes to these destinations will also be important and should be amended to add cycling traffic.

**Recommendation: Amend Policy 757\_9 to include cycling traffic as follows:** “Pedestrian and cycling traffic associated with...”

### Neighbourhoods Place Type p245

Planning Staff Report O-7938 regarding changes to the Second Draft June 2015 suggest Policy was added to better recognize cycling (p16). Policy 847\_7 adds cycling as a form of neighbourhood mobility. Supported by CAC.

## Environmental Policies p345

No clear policy on multi-use trails; these should be identified to provide direction on pedestrian and cycling access to these areas.

## Our Tools p410

Section 4.2.1 Reports and Studies Transportation and Mobility

Policy 1490 amended to add "This may include an analysis of mobility infrastructure for pedestrians, bicycles, transit users and automobiles." Supported by the Committee.

Policy 1543 p418 Bonus Zoning Type 2 references cycling facilities of lockers and change rooms.

**Recommendation: change "cycling infrastructure" to "cycling facilities".**

## Our Strategy

Direction #3 p22, *Celebrate and support London as a culturally rich, creative and diverse city*, has been amended by adding #2. No change has been made to reference mobility and accessibility as a means to foster this direction although affordable housing is referenced. Affordable means of transportation being walking, cycling and public transit are very important similar to housing. The Committee believes strongly the investment in cycling infrastructure reduces barriers for the integration of newcomers as an efficient and cost effective alternative to car ownership.

**Recommendation: Add a policy related to mobility integration and the investment in cycling infrastructure to reduce barriers to access. "11. Develop a high quality mobility network for pedestrians and cyclists that encourages inclusiveness and attracts a diverse population to the city."**