

Advisory Committee on the Environment (ACE) comments on The London Plan

Section 2 ACTIVE TRANSPORTATION

Barriers to more citizens using active transportation include the lack of safe, convenient facilities recognizing increases in growth and population place stress on existing transportation systems. For vehicle drivers, traffic problems can increase travel time with traffic delays, vehicle operation costs and most importantly, impact air pollution recognizing vehicles are a large source of smog-forming emissions within the London area.

ACE recognizes greater mobility choices can help to reduce pollution and make it easier to walk, cycle or take the bus locally. Accommodating active transportation has also been shown to increase property values and enhance public health.

Recommendations:

Public transit carries approximately 12% of Londoners and active transportation (walking and cycling) represents a further 9% at this time. The potential is there for more. ACE recommends an emphasis on improvements such as segregated bike lanes to make trips more enjoyable and safer and a Complete Streets policy design approach to slow down traffic and improve our air. These approaches are not prominently referenced in The London Plan. **No change - complete streets policy to be completed in near future.**

ACE asks that a Complete Streets policy be put into place in the near future.
No change - complete streets project to be completed in near future

ACE cannot overly emphasize the value of a coordinated approach to street design standards to support pedestrian, cycling and transit priorities within neighbourhoods as highlighted on p57, policy 144_8 and p67, policy 172 which emphasizes mobility options. **No change - indicates support for the Plan.**

Integrate these mobility actions throughout the document. For example, in the Our City chapter, page 5, policy 11 – add data on cycling and pedestrian use, not just transit data. **Modified - revised mobility policies to reflect comment**

Reference mobility options in the same order throughout The London Plan. Change p68, policy 177_3, p70, policy 192 and p352, policy 1293 which have a different order. Use the order of pedestrian, cycling and transit to emphasize walkability and to align with numerous other references in the document. Reword p35, policy 69 on the city's street network mobility corridors to emphasize pedestrians first also recognizing the importance of flow of goods and services. **No change - order does not indicate priority.**

Add transportation choices increase road safety by reducing traffic congestion in Our Strategy chapter, p23, **Direction 6**. Add to **Direction 7** the potential of increased retail sales in pedestrian friendly areas and cycling destinations.

No change - already integrated into strategic directions

Amend the City's Structure Plan chapter, p 30 policy 60 to include the city's cycling route network under networks that shape how London operates – see page 81 map 2 mobility network. **No change - Map 2 the Mobility Network map serves this purpose**

ACE supports that pollution is referenced in the Growth Management chapter p45, policy 101 and that the city p192, policy 814 plans to establish a full fleet of city cars and efficient medium and heavy duty vehicles to reduce the city's carbon footprint and p220, policy 867 is not permitting drive-throughs in the design of proposed rapid transit corridors. Rapid transit and urban corridors p215, policy 856/7 envision walkable streetscapes and intensification corridors involving more pedestrians, thus, the importance of air quality in these areas.

No change - indicates support for the Plan

Add on p47, growth policy 102 that the city looks to achieve infrastructure that recognizes population increases to London include many young professionals who do not own vehicles and want pedestrian friendly communities. **No change - Policy 9 under Our City includes a reference that the Millennial demographic is known for being less automobile focused**

P357, policy 1300 states that Official Plan policies are designed to protect public health and safety. Safe cycling though is referenced minimally in this document. Observed examples include p24, **Direction 7_6** safe cycling infrastructure, p41, policy 91 safe on-street cycling routes, p57, policy 144 traffic calming, p70, policy 192 grade separations safe for cycling and pedestrian movement, p147, policy 521 public facility design layout for pedestrian and cycling safety, p231 policy 898_6 wide sidewalks for safer access through parking lots, p239 policy 917 site layout, building location, and design reinforcing comfort and safety. There should be more reference to safe pedestrian and bicycle oriented streetscapes visible in The London Plan, particularly on cycling. **No change - statement of authority for producing the Plan**

ACE supports the city's Building Policies chapter incorporating walking and biking under categories of what 'we are trying to achieve' and language such as found on p51, policy 131 regarding secondary plans that make reference to placemaking, multi-modal transportation network, and active transportation.

No change - indicates support for the plan

P83 policy 243, add cycling parking to other transportation infrastructures.

No change - can be considered "other related infrastructure"

P137 policy 487 references running which should be incorporated into other sections of the document assuming running is not purely for recreation or leisure. **No change - reference to running intended to convey an activity/idea**

The City Design chapter, p53 policy 140 notes young professionals seek walkable communities. Add London recognizes the need to attract and retain this talent through demographic effectiveness assessment of their needs. **No change - addressed under Our City**

P72 figure 1 street design zones – add bike lanes to graphic to align with p71 policy 200 that references pedestrians, cyclist and transit in figure 1. **Modified - bicycles shown in the vehicle zone section**

P79, policy 207 under the Mobility chapter, add the city's transportation mode share targets, noting telecommuting is a viable option to reduce traffic congestion. This is not referenced in The London Plan. **No change - policies achieve intent of plan**

P79 policies 208 and 209 add bicycle parking as an option to park and ride facilities for transit. **No change - issue addressed in policy 214**

P80 policy 211 shows active transportation as walking and biking, whereas, p55 policy 144 lists active transportation as cycling, walking, blading, boarding, and transit (the only reference in the document). **No change - walking and cycling is a "key focus", not exclusive**

ACE strongly supports p80 policy 218 that all street reconstruction/widening include cycling lanes. **No change - indicates support for the plan**

P138 policy 491 specific to parks and recreation, add cycling routes to content. **Modified - revised to address comment**

P200, policy 835_5, include bicycle parking, carshare, bikeshare under public parking plan for downtown. **Modified - revised to address comment**

P223, policy 871 note neighborhood is spelled differently to other references throughout the document. **Modified - revised to address comment**

Under the Neighbourhoods chapter, p242, policy 924_7, add cycling mobility as well as pedestrian mobility in reference to street network design. **Modified - revised to address comment**