



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 7 APRIL 2014

Time: 11.30am

Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Jeremy Simons (Chairman) Michael Hudson
Marianne Fredericks (Deputy Chairman) Oliver Lodge
Randall Anderson Sylvia Moys
Dennis Cotgrove Barbara Newman, Open Spaces and City Gardens (Ex-Officio Member)
Alderman Alison Gowman, Police Committee (Ex-Officio Member) Deputy John Owen-Ward
Deputy Michael Welbank
Brian Harris, Finance Committee (Ex-Officio Member)

Enquiries: Katie Odling
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Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 10 March 2014.

For Decision
(Pages 1 - 6)

4. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

a) Outcome Report - Cannon Street Station – Combined Security Enhancement and Highway Works Scheme

For Decision
(Pages 7 - 26)

b) Museum of London Gyrotory

For Decision
(Pages 27 - 34)

c) Riverside Walk Enhancement Strategy – Pre-consultation report

For Decision
(Pages 35 - 48)

d) Mayor's Vision for Cycling - Central London Grid

For Information
(Pages 49 - 86)

5. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

6. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

7. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

8. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on 10 March 2014.

For Decision
(Pages 87 - 88)

9. **DRAFT PLANS FOR THE CYCLE SUPERHIGHWAY**
To receive a presentation from the Assistant Director (Local Transportation).
10. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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Agenda Item 3

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 10 March 2014

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 10 March 2014 at 1.45 pm

Present -

Members:

Jeremy Simons (Chairman)
Marianne Fredericks (Deputy Chairman)
Randall Anderson
Dennis Cotgrove
Alderman Alison Gowman (Ex-Officio Member)
Brian Harris (Ex-Officio Member)
Michael Hudson
Oliver Lodge
Sylvia Moys
Barbara Newman (Ex-Officio Member)
Deputy Michael Welbank

Officers:

Katie Odling	- Town Clerk's Department
Anna Simpson	- Comptrollers and City Solicitor's Department
Olumayowa Obisesan	- Chamberlain's Department
Steve Presland	- Department of the Built Environment
Victor Callister	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Rob Oakley	- Department of the Built Environment
Patrick Hegarty	- Open Spaces Department
Alan Rickwood	- City Police

1. APOLOGIES FOR ABSENCE

An apology was received from Deputy John Owen-Ward.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

There were no declarations of interest.

3. MINUTES

RESOLVED – That the Minutes of the last meeting be approved.

MATTERS ARISING-

BT Openreach - It was noted that BT Openreach had agreed to join the Considerate Contractor Scheme.

Cycling in the City – Members were informed that a report on the Mayor’s Vision for Cycling would be considered by the Grand Committee on 18 March and afterwards by the Policy and Resources Committee on 20 March. It was agreed that the Road Safety Report would be submitted to this Sub Committee for information.

Gateway 3 – Outline Options Appraisal – Beech Street – Members noted that concern had been expressed at the last Planning and Transportation Committee by the Chairman of the Health and Well Being Board around pollution. The Transport and Public Realm Director advised the Sub Committee that monitors had been installed at Beech Street to identify the level of pollution passing through the covered roadway. In respect of the Cultural Hub, this project was ongoing along with the various enhancement strategies. A report on the time frame for the project would be submitted to the next meeting.

Skateboarding – Further to the concern raised at the last meeting regarding skateboarding, the Comptroller and City Solicitor advised that, depending on specific circumstances, it may be possible to consider making byelaws to restrict skateboarding, using the power contained in section 39(1) of the City of London (Various Powers) Act 1961. However, new legislation expected to be brought into force later this year will provide for Local Authorities to prohibit activities which have a detrimental effect on public spaces by way of Public Spaces Protection Orders.-

Members were informed that an Issues report was being prepared regarding the use and damage caused by skateboards at the public space by St Paul’s including any legal options that may be applicable.

Special Events on the Highway – Concern had been raised at the Grand Committee about disturbance to parishioners at St James Garlickhythe from events on Sundays. This would be considered in the report on Event Guidelines to be considered at the April meeting of the Sub Committee.

Ludgate Hill – Members were informed that the Ludgate Hill Crossing trial was due to commence in September 2014 and the outcome of this trial would determine whether or not the signalised crossing would be made permanent.

4. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-

4.1 Outcome Report - Cheapside Area Strategy Improvements

An outcome report of the Director of the Built Environment was considered regarding the Cheapside Area Strategy Improvements.

A discussion took place regarding Table 3 on page 11 of the report which showed a comparison of the injuries sustained amongst the different user groups and the Sub Committee noted that the project had been effective at reducing injuries to pedal cyclists and to motor cyclists.

With regard to the planting of the proposed 23 large specimen trees in the Sunken Garden, Members were informed that during the delivery stage it was only possible to plant 19 of the trees. The Sub Committee agreed that the balance of £0.47m from the Section 106 funds should be released back to the pooled funding for Transport improvements at or in the vicinity of Bank Station but as an alternative it could be used for enhancement works to the Sunken Garden.

RESOLVED – That,

- a) Stage 1 - 4 of the project be closed; and
- b) The balance of £0.47M from the Section 106 funds be released back to the pooled funding for Transport improvements at or in the vicinity of Bank Station or alternatively for enhancement to the Sunken Garden.

4.2 Eastern City Cluster - Public Art (Year 3 & 4) – Gateway 6 update report

A report of the Director of the Built Environment was considered which provided an update to Members on Year 3 of the Sculpture in the City project.

Members noted that the issue with the Mark Titchener piece around its size and scale had been discussed with the City Arts Initiative and a planning application would need to be submitted by Hiscocks for the piece to be mounted on their building.

RESOLVED -

- i) Note the contents of this update report and agree the shortlist of artworks considered for Year 4, attached in *Appendix C*.
- ii) Approve the additional contribution of £40k (total City contribution £90k) for the implementation of this Year's project, funded from the interest accrued on the S106 obligation connected to the Pinnacle development.
- iii) Approve an increase of £4,000 on the budget of Year 3, to cover additional staff costs incurred in the delivery of last year's project.
- iv) Approve the appointment of Lacuna PR Ltd as a consultant for Year 4 at a cost of £50,000 to be funded from the overall project budget.
- v) Approve a contribution of £90k from the interest accrued on the S106 obligation connected to the Pinnacle development, for the implementation of the project in Year 5 (2014-2015).
- vi) Delegated authority be given to the Director of Transportation and Public Realm and Head of Finance to adjust the project budget between staff costs, fees and works providing the overall budget is not exceeded.

4.3 Queen Street Pilot Project Gateway 7 (Outcome Report)

A report of the Director of the Built Environment was considered regarding the Queen Street Pilot Project (outcome report).

RESOLVED – That,

- a) the outcome report be received and actions noted, and the Queen Street Pilot project inclusive of all project elements be formally closed down; and
- b) £29,000 of the remaining funds from the Queen Street Pilot project (On-Street Parking Reserve) be utilised to complete some minor outstanding actions (which include signage and paving alterations) that have yet to be implemented as part of the original St Pancras Church Garden project scope.

4.4 Globe View Walkway Consultation Report

A report of the Director of the Built Environment was considered which provided an update on the public consultation on the Globe View Walkway project.

The Sub Committee were keen to ensure that residents were kept informed at all stages of the project.

RESOLVED – That,

- a) the results of the public consultation be noted; and

- b) a budget increase of £28,500 be approved, funded from Transport for London LIP funds for 2013/14 (£8,500) and the Watermark Place Section106 obligation (£20,000).

5. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY POWERS**

The Sub Committee received a report of the Town Clerk which provided details of a decision taken under delegated authority regarding Silk Street – Authority to start works.

RESOLVED – That the decision taken under delegated authority be noted.

6. **PRINCE CONSORT STATUE RESTORATION - HOLBORN CIRCUS HIGHWAY WORKS**

The Sub-Committee viewed a video clip regarding the Prince Consort Statue Restoration (Holborn Circus Highways Works).

7. **CITY OF LONDON (VARIOUS POWERS) ACT 2013 LONDON LOCAL AUTHORITIES AND TRANSPORT FOR LONDON (NO.2) ACT 2013**

A report of the Remembrancer was received which set out the main changes made to the City's street trading regime and its powers in relation to City Walkways following the passing of the City of London (Various Powers) Act 2013.

The Sub Committee expressed thanks to Mark Field, MP who sponsored the Bill in the House of Commons and in the House of Lords by Lord Brooke of Sutton Mandeville.

RESOLVED – That the report be noted.

8. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

Further to a question raised regarding safety issues with two way cycling on former one way streets, it was agreed to submit an outcome/update report to the Sub Committee at the next meeting.

9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

There was one item of urgent business –

Major Junctions Initiative – The Sub Committee were informed that Officers had met with key partners to understand the funding that would be made available for this project and an issues report would be submitted to this Committee in due course which would include details on Aldersgate Street and London Wall. The report would also identify how mechanisms for funding could be utilised.

10. **EXCLUSION OF THE PUBLIC**

RESOLVED: That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

11. **ENVIRONMENTAL ENHANCEMENT PROJECTS CONSOLIDATED OUTCOME REPORT - GATEWAY 7**

An outcome report of the Director of the Built Environment was considered and approved relative to the Environmental Enhancement projects.

12. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

There were no questions.

13. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED

There were no items of urgent business

The meeting ended at 15.45

Chairman

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Agenda Item 4a

Committee(s):	Date(s):
Streets & Walkways Sub-Committee Projects Sub-Committee	7 April 2014 7 May 2014
Subject: Outcome Report - Cannon Street Station – Combined Security Enhancement and Highway Works Scheme	Public
Report of: Director of the Department for the Built Environment	For Decision

Summary

Dashboard

- Project Status - Green
- Project Stage - Gateway 7 – Outcome Report
- Total Funding Identified S106/278- £3,195,650
- Approved Budget - £3,176,138
- Estimated Final Cost - £ 2,458,420
- Overall project risk - Green

Brief description of project

The Cannon Street Station project was a complex and high profile project with national significance given its importance as a major transport hub within the City and its importance to the 2012 London Olympics travel plan. The project consisted of Security and Environmental Enhancements at both the Cannon Street Network Rail and London Underground Stations. Not only did the City deliver the requirements of the Station & 78 Cannon Street development on programme (Dec 2011-March 2013) but also delivered a complex communications strategy and innovative engineering solutions to deal with issues such as a very shallow bridge deck underneath the carriageway, security bollards, and numerous utilities diversions. Coupled with the successful delivery of the project was the City's ability to undertake highway works whilst still maintaining a live Station which handles approximately 90,000 passengers per day and over 20.5million passengers per year.

The project was implemented using a combination of Section 106 and Section 278 monies agreed with the 78 Cannon Street Partnership (Hines & Network Rail Infrastructure Ltd).

The Security Enhancement element of the proposals involved the installation of security infrastructure around areas of the Station complex.

The City and its contractors successfully achieved the deadline for installation of the security infrastructure with the majority of the highway works also being

completed before the Olympic works embargo.

Once the Olympic embargo on highways works around key train and tube stations had been lifted the City was able to re-engage with local stakeholders to outline the remaining works programme. All City works were completed to programme by March 2013.

Potential funding was sourced externally by way of a Section 278 agreement under the Highways Act 1980 - £2,823,250 and a Section 106 agreement - £372,400 with the developers of 78 Cannon Street. The total potential funding of £3,195,650 was based on “worst case” estimates provided by the City’s term contractor in order to mitigate the financial risk to the City.

Following detailed design, the cost of the project was estimated to cost £3,176,138 (i.e. less than the potential funding available). This was approved by Members in July 2011. As agreed with the project board the project estimate included a significant contingency budget which was not expected to be utilised.

Recommendations

Outcome Report recommendation

That Members:

1. Approve the closure of this project; and
2. Subject to the completion of the final accounts, return any unspent funds to NRIL as per the conditions of the Cannon Street Station S.278 agreement.

Overview

1. Evidence of Need	<p>NRIL and LUL, in conjunction with the British Transport Police, determined that a need existed to provide enhanced security protection to Cannon Street station to afford the maximum possible protection.</p> <p>The Security and Environmental Enhancements Works would provide protection to a key item of national infrastructure and provide public benefits through improved functionality of the adjacent highway and public realm.</p>
2. Project Scope and Exclusions	<p>There are no notable exclusions.</p>
3. Link to Strategic Aims	<p>This project seeks to deliver against the following Strategic Aim:</p>

	<ul style="list-style-type: none"> To support and promote 'The City' as the world leader in international finance and business services. <p>This will be delivered by ensuring that the needs of the local business community are met fully.</p>
4. Within which category does the project fit	(4) Substantially reimbursable (fully funded by the developer)
5. What is the priority of the project?	A. Essential
6. Resources Expended	<p>£2,458,419.67 is the anticipated final spend for the practical completion of the project.</p> <p>The final account for this project is in the process of being verified.</p> <p>See paragraph 9 and appendix A for further financial details.</p>

Outturn Assessment

7. Assessment of project against Success Criteria	<ol style="list-style-type: none"> The success of this project was measured against the need for it to be largely delivered prior to the Olympic Games and completion of works to the Station. <p>This was achieved.</p> <ol style="list-style-type: none"> The Security and Environmental Enhancements improvements were considered to provide benefit for a key item of national infrastructure and to the public through improved functionality of the adjacent highway and public realm. <p>The above objective was achieved with the City taking a landmark decision to install its own bespoke security bollards. The implementation of the City bollards was an innovative approach to mitigate problems such as a lack of carriageway and footway depth above the station bridge deck and utilities congestion issues. The security infrastructure and widening of the adjacent footways were both completed on programme and to a high standard.</p> <ol style="list-style-type: none"> The effectiveness of the communications strategy. <p>The aim of having a communications officer and strategy for this project was to present information consistently, be a single point of contact for general queries and to manage</p>
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the message that was being sent out. This did not mean that other members of the team were not involved, but it did mean that it reduced the need of the construction team to deal with lots of repetitive queries giving them the time needed to focus on keeping to programme. Via the establishment of a communications strategy tasks were identified that would be vital to the success of the project. The tasks established within the project proved so successful that they now form part of the City's standard communications strategy for all projects.

4. Management of construction and its impact with users of Cannon Street Station.

Cannon Street Station handles approximately 90,000 users per day. The ability of the delivery team to react to problems swiftly and decisively ensured that the station could operate at full capacity during the works and allowed for the works to be completed to programme. In addition to the exceptional site management and working practises of the City's term contractor a "City first" was achieved whereby audio updates within Cannon Street Station were provided to inform passengers of localised works and when times of disruption would be likely.

5. Proactive use of risk management tools to foresee key risks to the project programme and deliverability of the scheme.

This was achieved by setting up well defined roles within the delivery team who fed into the Project Board's decision making processes.

The use of cutting edge technology i.e. Radar Surveys also allowed the delivery team to identify and present to the project board key construction risks prior to implementation.

6. Reducing accidents in line with the City's Road Danger Reduction Plan.

Table 1:

Accident Analysis 2009 to 2013 (Cannon St between Abchurch Lane-Dowgate Hill)

CANNON ST ACCIDENTS			
	Fatal	Serious	Slight
2009	0	2	4
2010	0	0	0
2011	0	1	1
2012	0	0	0
2013	0	0	2

	Totals	0	3	7
<p>8. Programme</p>	<p>From Table 1 above it can be seen that as whole, serious and slight accidents have reduced since the commencement of the project in 2012 and subsequent completion in March 2013. No discernable accident patterns were noted for this reduction. As such it can be concluded that this project is accident neutral.</p> <p>The key programme constraint for this project related to the implementation of the Security Enhancement Scheme prior to the 2012 London Olympics and to a lesser extent the 2012 London Marathon.</p> <p>The above constraints were able to be mitigated by the City taking a decision to install security bollards. The implementation of the shallow foundation bollards was an innovative approach to mitigate problems such as a lack of carriageway and footway depth above the station bridge deck and utilities congestion issues.</p> <p>The use of cutting edge technology i.e. Radar Surveys also allowed the delivery team to identify key construction risks prior to implementation and design around them,</p> <p>It was agreed via the Project Board decision making process that the remaining Highways Enhancement works i.e. western side of Dowgate Hill, could be completed post Olympics. This deadline date was also consistent with the programmed completion date of the London Underground Station concourse and the completion of the main 'fit out' phase of the 78 Cannon Street office building above the Station complex in late June 2012.</p> <p>Once the embargo had been lifted post Olympics, the City was able to re-engage with local stakeholders, resume works, and complete the last element of work to programme by March 2013.</p> <p>This also allowed for the project to undertake the smooth transition from the City's incumbent (FM Conway) to their successor (JB Riney).</p>			
<p>9. Budget</p>	<p>The agreed budget at evaluation approval stage in 2011 for the combined scheme was £3,180,000.</p> <p>The budget and estimated final spend is summarised as:</p> <p>Table 2:</p>			

Description	Budget (£)	Spend (£)	Variance (£)
Security Works	2,287,138	1,668,888	(618,250)
Highways Works	880,000	787,124	(92,876)
Revenue	9,000	2,408	(6,592)
Total	3,176,138	2,458,420	(717,718)

*Please see Appendix A for detailed breakdown

The underspend is principally due to management of the following risks:

- £717,718 cost savings largely due to the estimates being provided in advance of the detailed design being carried out. By estimating the scope of the civil engineering works for a worst-case scenario and by securing substantial contingency deposits (50%) over and above the predicted costs it enabled the project to be completed prior to the 2012 London Olympics and to a lesser extent the London Marathon 2012. This was further mitigated for by establishing robust engineering and working practices to drive down costs where possible over the course of the project;
- As the Cannon Street project had an immovable deadline, there was a high risk of spiralling costs, and a serious reputational risk to the City, the only possible mitigation available was through allocation of significant contingency funds;
- The City's term contract, rates, and estimates provided for the scheme were audited by an independent quantity surveyor (QS) who was working for the external funding partners. The rates and estimates were deemed to be accurate by the QS and external funders and were shown to represent value for money, given the risks identified due to the lack of time afforded to the City by TRANSEC who belatedly introduced security requirements into the scheme.
- On completion of the detailed design the provisional estimates were reassessed through value engineering such as undertaking radar surveys, efficient working practices, through communications with utilities and local stakeholders, inclusive of financial risk management.

Appendix A (Tables 3-4) show the financial information for this project in greater detail including all areas of expenditure and the amounts to be returned to the developer.

Under the terms of the S278 agreement, unspent funds are to be returned to the developer including any interest that

	has accrued.
10.Risk	Low
11.Communications	<p>Given the importance of this nationally significant project it was decided that a project board and communications strategy would be established early on in the project to manage risk, define roles within the project, and enable high level decisions to be made with the agreement of all parties allowing for the project to be delivered efficiently and to programme. Regular communication with TfL, NRIL and the developer were an important component in planning this project. This in turn allowed for quick turnaround of approvals from TfL and the signing of legal agreements with the developer which all stemmed from the success of the project board and communications strategy.</p> <p>Building on the experiences from the Cheapside Communications Strategy, a detailed Cannon Street Communications Strategy and key tasks were devised.</p> <p>Communications Strategy and Key Tasks:</p> <ul style="list-style-type: none"> • Appoint a dedicated communications officer (Gillian Howard); • Pre-construction and construction engagement meetings with Members/Ward Members/Key Stakeholders; • Area wide mail drops throughout the project providing key information; • Site Boards displaying information for each works phase; • Articles and information pieces were also written and distributed to City Resident Magazine, the London Service Permit Bulletins for bus and coach operators as well as the Confederation of passenger transport, and taxi magazine Our website was updated to have the relevant information on as well as contact details for further information; • Weekly update email bulletins; • Audio updates within Cannon Street Station to inform passengers of localised works and when times of disruption would be likely; and • One to one meetings with shop frontages, businesses, and local stakeholders. <p>The overriding feedback from Stakeholders and senior Officers was that the Communications Strategy was</p>

	<p>instrumental in the smooth delivery and overall success of the Project as a whole.</p> <p>The tasks established within the project proved so successful that they now form part of the City's standard communications strategy for all projects within the City's Transport & Public Realm Division.</p> <p>Though the communications strategy proved to be highly successful it must be noted that the key tasks outlined above required significantly more staff time and effort/cost than originally anticipated and that future communications strategies should account for similar uplifts in time and effort/cost from the outset.</p> <p>Statutory traffic order consultation also took place as part of this project.</p>
12. Benefits achieved to date	<ul style="list-style-type: none"> • The Security Enhancement affords the maximum possible protection to the Network Rail and London Underground Stations; • Effective use of the local streets for local needs, without detrimental impact on local stakeholders and the operation of the surrounding highway network; and • Changes to the Cannon Street / Dowgate Hill junction have delivered decreased vehicular waiting times at the pedestrian crossing adjacent to Cannon Street Station. This fits with the City and TfL's network management duty for the expeditious movement of traffic on the Strategic Road Network (SRN) of which Cannon Street is currently designated .It must be noted however, that the current signal timing arrangement has resulted in an increased delay to pedestrians. TfL are currently reviewing this situation in the hope that improvements can be made in the future.
13. Strategy for continued achievement of benefits	<p>The City will continue to maintain the streets around the site for which we are the Highway Authority.</p>
14. Outstanding actions	<p>Return any unspent funds to the developer and close the project.</p>

Review of Team Performance

<p>15. Governance arrangements</p>	<p>Following Committee approval to commence the evaluation process a Project Board was set up to provide high level direction and governance for the project. The Project Board was made up of representatives from the organisations listed below and allowed a far higher degree of transparency in the design process than would otherwise be possible.</p> <ol style="list-style-type: none"> 1. City of London Transport & Public Realm Division; 2. City of London Town Clerk's Department; 3. City of London Police; 4. City of London Security (Corporate); 5. Network Rail Infrastructure Ltd; 6. 78 Cannon Street Partnership (Hines); 7. London Underground Ltd; 8. Transport for London; 9. TRANSEC (DfT); 10. Alderman for the Ward (as an observer); and 11. British Transport Police. <p>Note: The Responsible Officer in attendance from each Organisation was to be Director level or higher. Decisions and discussions were subsequently fed to the project delivery team to ensure communication lines were maintained and clear at all stages.</p> <p>The Board generally met at two monthly intervals. All important decisions were debated by the Project Board to ensure transparency in all areas of the project and all decisions were by unanimous agreement.</p> <p>The Project Board met for the 13th and final time on 23 July 2012.</p>
<p>16. Key strengths</p>	<ul style="list-style-type: none"> • Project Board • Clear Project Leadership • Communications Strategy • Ability to manage the project during transition in term contractor from FM Conway to JB Riney • Ability to manage external bodies • Coordination with utility companies • Negotiation • Design and delivery team (CoL/Contractor) • The management of risk during the design and

	<p>construction phase of the project</p> <ul style="list-style-type: none"> The strength of the City's term contract. By having the City's term contract and rates audited by independent QS who was working for the external funding partners and subsequent approval by Network Rail and Hines it shows that the City is achieving value for money. <p>Note: Due to the successful delivery of the project in exceptional circumstances both Hines and Network Rail have formally written to the City to commend officers for their hard work and diligence over the course of the project.</p>
<p>17. Areas for improvement</p>	<ul style="list-style-type: none"> The ability for time constrained (5 year) commuted sums for maintenance to be held in a designated account in perpetuity to cover defect periods for long life materials and infrastructure i.e. bollards, kerbs, carriageways, and trees. As such consideration should be given to extending the period to either 20 years or for a capped sum to be paid to the City to be used for maintenance when the need arises around the development.
<p>18. Special recognition</p>	<p>City officers that deserve special recognition for supporting the delivery of this project within a technically difficult project with an extremely tight programme are:</p> <p>Iain Simmons – Project Director</p> <p>Ben Buttimore (No longer works for the City)</p> <p>Graham Beattie (No longer works for the City)</p> <p>Jonathan Russell - Highways</p> <p>Gillian Howard – Communications Officer</p> <p>FM Conway Management and Operatives</p> <p>JB Riney Management and Operatives</p>

Lessons Learnt

<p>19. Key lessons and how they will be used and applied</p>	<ol style="list-style-type: none"> The Project Boards decision to combine both the Security and Environmental Enhancement elements of the project at an early stage meant that the City was able to achieve greater value from the Section 106 'Highway Works' allocation than would otherwise have been possible. Early public engagement and a robust communications strategy led to efficiencies in dealing with queries during the project and
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	<p>enabled issues to be resolved at the first point of contact. Communications tasks such as those outlined in section 11 of this report now form part of the City's standard communications strategy processes for projects within the Transport & Public Realm Division.</p> <p>3. That when undertaking works around rail or underground stations a crowd management plan should be created to specifically deal with crowd safety and the impacts that the works could have on the stations operation and surrounding highway network, and resources within the team made available to review performance of the plan until it has settled in.</p>
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Appendices

Appendix A	Detailed Finance Breakdown
Appendix B	General Arrangement Drawing
Appendix C	Before & After Photographs

Contact

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APPENDIX A – DETAILED FINANCE BREAKDOWN

Table 3 - DETAILED PROJECT SPEND			
Description	Budget (£)	Spend (£)	Variance (£)
Pre-evaluation	180,383	160,514	19,869
Security Works	2,106,755	1,508,374	598,381
Highways Works	880,000	787,124	92,876
Revenue Expenditure	9,000	2,408	6,592
Total Spend	3,176,138	2,458,420	717,718
Revenue Maintenance	72,500	72,500	-
Total	3,248,638	2,530,920	717,718

*EXCLUDES INTEREST

Table 4 - UNSPENT MONIES	
Description	(£)
s106 Received	(372,400)
s278 received	(2,823,250)
Total Received	(3,195,650)
s106 Expenditure	356,823
s278 Expenditure	2,101,597
Total Expenditure	2,458,420
Less - sums to be retained	
Retention	72,500
Balance of s106 monies	15,577
Outturn costs	4,000
Bollard Impact Assessment	7,335
Total Sum Retained	99,412
Sum returned (December 2013)	515,377
Balance to return *	(122,441)

*EXCLUDES INTEREST

NOTES:

NEW 300MM X 200MM SILVER GREY FINE PICKED FLAT GRANITE KERB. TO BE LAID ON 150MM ST1 BED WITH 150MM HAUNCH.

EXISTING 300MM KERB TO BE TAKEN UP AND CARTED TO TIP.

NEW 300MM X 200MM YORK STONE DRAINAGE CHANNEL TO BE LAID ON 50MM SAND / CEMENT BED.

75MM YORK STONE PAVING, 600MM WIDE, VARYING LENGTHS. TO BE LAID PERPENDICULAR TO ADJACENT KERB. EXISTING FOOTWAY AND BASE TO BE EXCAVATED. REPLACE 100MM BASE IF REQUIRED. BEDDING LAYER OF 50MM SAND / CEMENT BED.

EXISTING 75MM YORK STONE PAVING TO BE TAKEN UP AND RE-LAID TO MATCH NEW LEVELS AS INSTRUCTED BY SITE ENGINEER. EXISTING SLABS TO BE TAKEN UP, BEDDING REMOVED, AND BASE TO BE BROKEN OUT TO EXISTING FINISH. RAISE TO FINAL LEVEL WITH COMPACTED TYPE 1.

NEW 150X350MM FINE PICKED GRANITE SETTS TO BE LAID ON 200MM CONCRETE SLAB AT JUNCTION TABLES. COLOUR MIX OF 70:30 SILVER GREY TO MID-GREY WITH STEINTEC BED AND JOINTING.

EXISTING CARRIAGEWAY SURFACE TO BE PLAINED OFF BY 50MM. DEFECTIVE CONCRETE TO BE REPAIRED. REGULATE TO NEW LEVELS IN 1.4MM HDM AND SURFACED IN 50MM HRA.

NEW ASPHALT RAISED TABLE. SEE CONSTRUCTION DETAIL 16800014/CD2

25MM MASTIC SURFACE LAID ON 100MM CONCRETE TO BE USED TO FORMATION LEVEL ON TYPE 1 MATERIAL.

PROPOSED ANTI-SKID SURFACING TREATMENT. COLOUR - GUYANAN GREY

YORK STONE TACTILE PAVING TO BE LAID ON 50MM 1:3 SAND CEMENT MIX. TO BE LAID AS SHOWN.

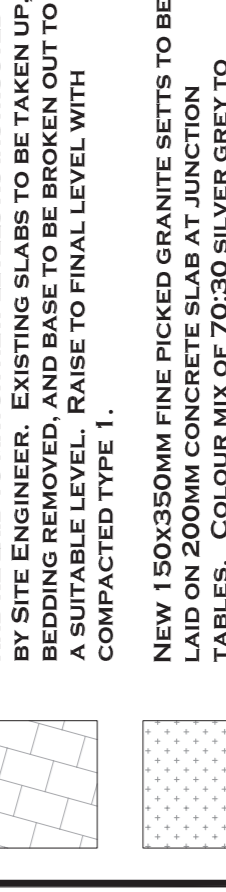
TREE PIT TO BE EXCAVATED TO 1M³. PIT TO HAVE OPEN SIDES AND BASE. INSET TO BE FILLED WITH CEDEC.

C3 BOLLARD TO CITY OF LONDON SPECIFICATION AT 3M CENTRES UNLESS OTHERWISE INDICATED

C3 SECURITY RATED BOLLARD TO CITY OF LONDON SPECIFICATION.

NEW TRAFFIC SIGNAL TO BE PLACED IN NAL DEMOUNTABLE SIGNAL SOCKET.

NOTE: IF CELLARS ARE EXPOSED, 1.2M MASTIC ASPHALT TO REPLACE YORKSTONE PAVING.



REV NO.	DATE	DESCRIPTION	BY
REVISION			

TITLE
CANNON STREET STATION
HIGHWAY WORKS SCHEME
FINAL ARRANGEMENT

CLIENT:
HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY OF LONDON
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030

SHEET: SHEET 1 OF 1
DATE: FEB 2014
DESIGNED BY: JR
CHECKED BY: JR

SCALE & DRAWING SIZE: 1:250 @ A1
REVISION: 16100242/ASBUILT

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Agenda Item 4b

Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub-Committee	07/04/2014 07/05/2014	
Subject: Museum of London Gyrotory	Issue Report	Public
Report of: Director of the Built Environment		For Decision

Summary

Project Status	Project Stage	Total Estimated Cost	Spend to Date	Overall project risk
AMBER	Options Appraisal	£17M	£45,000	AMBER

The Museum of London Gyrotory Project Proposal (Gateway 2) report was approved by the Planning & Transportation Committee on 26th November 2013 and the Projects Sub Committee on the 5th December 2013.

A scoping study to identify options (for further evaluation) to introduce two way traffic and improve the streets between St. Paul's Cathedral and the Museum of London has been undertaken with funding from the 2013/14 Local Implementation Plan.

Since the Gateway 2 Report a clearer picture has emerged of the aspirations for the development of the Museum of London Master Plan and Barbican 'cultural hub'. It is proposed that; the Museum of London Gyrotory project objectives be widened to include "highway and public realm enhancements required to improve access to the Barbican cultural hub"; and therefore that the scope of the project be expanded to include Aldersgate Street and London Wall (as shown in Appendix 1 and 2).

Expanding the project scope will also allow the significant number of emerging projects in the wider area to be coordinated as part of an integrated and phased programme of works (over several years) to deliver the objectives of the Museum of London Gyrotory project.

One of these emerging projects relates to the London Wall Place development which is a distinct Section 278 project that is currently at Options Appraisal stage (Gateway 3). The highway changes on London Wall required by the development will be closely coordinated with the Museum of London Gyrotory project and may be merged in future gateway reports.

The increased size of the study area will increase the amount of public highway to be improved with a commensurate increase in cost.

Members should note that the City did not receive Transport for London (TfL) Major Project funding for this project in 2014/15, but officers have been advised that funding may be available through the recently announced TfL Better Junctions programme. It is therefore proposed that funding to progress the project be sought through the TfL Better Junctions programme and that S106 funding be used should sufficient TfL funding not be made available in a timely fashion.

Recommendations

It is recommended that Members approve:

1. The scope of the project be expanded to the north and east to include the Aldersgate Street and London Wall areas and note that the estimated funding required to deliver the project would therefore increase;
2. That delegated authority be granted to the Director of the Built Environment, in consultation with the Chamberlain and Comptroller and City Solicitor to:
 - submit bids to TfL to seek funding to develop the project to Gateway 3;
 - identify suitable S106 funding to develop the project to Gateway 3 (in the event that sufficient TfL funding is not made available).

It is recommended that Members note:

3. Proposals for highway changes to part of London Wall to accommodate the London Wall Place development are progressing in parallel with the gyratory project and the two may be merged at later project gateways if this is deemed expedient.

Main Report

1. Issue description	<p>1. The Museum of London Gyratory Gateway 2 report noted a number of project objectives and expected positive outcomes from removing the gyratory and introducing two-way traffic. Since this report a more detailed picture has emerged of the aspirations for both the Museum of London Master Plan and the Barbican cultural hub. It is therefore recommended that the objectives of the gyratory project be widened to include an objective to deliver the highway and public realm enhancements required to improve access to the Barbican cultural hub. To achieve this objective it is considered necessary to expand the scope of the gyratory project to include London Wall between Moorgate and the Museum, and Aldersgate Street between the Museum and Carthusian Street (see Appendix 1 and 2).</p> <p>Through comprehensive pedestrian modelling for the Barbican area it has been determined that pedestrians predominantly flow around the Barbican Estate at</p>
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ground level rather than through it, by using London Wall, Aldersgate Street and Beech Street. This confirms that London Wall, Aldersgate Street and Beech Street are the main pedestrian routes to access the Museum and Barbican. Each route is likely to have an important role in supporting high quality and convenient pedestrian movement for access to a notional cultural hub. Please note it is not proposed at this stage for Beech Street to be included within the gyratory project as this is already a separate City project.

In the Gateway 2 report it was estimated the budget required would be £8M-£12M. The increased scope is estimated to require a further £5M, so the project has been re-estimated to require £13M-£17M.

Projects currently in development within the Barbican area and on London Wall include the London Wall Place Section 278 Highway Works, Beech Street, the Crossrail Urban Integration programme and the TfL funded Central London Cycling Grid and Better Junctions Programmes. It is recognised that projects such as these in the area should be considered holistically so that a view can be taken of any impacts and opportunities that highway changes in the area will create for the Museum and the emerging Barbican cultural hub. It is therefore proposed that the delivery of these projects and programmes is coordinated with a phased programme of delivering the gyratory project over several years. A proposal for the phased delivery of all of these projects will be reported at the Museum of London Gyratory Gateway 3 report, when more information regarding timelines for the Museum Master Plan, the cultural hub and other projects will be known.

Highway alterations on part of London Wall and at the Wood Street junction to accommodate the London Wall Place development are being progressed through the London Wall Place Section 278 project (currently at Gateway 3 Options Appraisal stage). Due to the developer's timelines (tenant occupation December 2016), approval of these highway changes need to be made in advance of detailed knowledge of the highway and public realm changes required by the Museum Master Plan and Barbican cultural hub. Officers progressing the London Wall Place project will ensure

that any highway changes on London Wall will not reduce its ability to provide sufficient network resilience in the event of strategic changes to City wide traffic flows. Examples of such strategic changes are the TfL Strategic Bus Review which may seek to re-route services along London Wall to Liverpool Street Bus Station, or significant highway changes to Bank junction requiring re-routing of traffic along London Wall.

2. In September 2013 the City submitted a £10.35M bid for funding from the TfL Major Schemes programme to develop the project beginning in 2014/15. In December the City was informed that it had not received funding in 2014/15. However there are opportunities to identify funding through other sources. The gyratory has been included on TfL's Better junctions programme (TfL refer to this as the St. Paul's Gyratory) and funding is likely to be available from this. Officers are in discussions with TfL to determine the likely funding and governance.

To allow the project to progress, it is proposed Members delegate authority to the Director of the Built Environment to bid for available TfL funding to develop the project to Gateway 3, estimated to be a further £600K. This figure has been revised since Gateway 2 due to the expanded project area proposal.

In the event that TfL funding is unavailable or insufficient to reach Gateway 3, it is proposed Members delegate authority to the Director of the Built Environment, in consultation with the Chamberlain and Comptroller and City Solicitor, to utilise suitable S106 funding.

Section 106 funds available to reach Gateway 3 have been identified, below.

<u>Development</u>	<u>Contribution</u>
London Wall Place	~£259K
1 Coleman Street	~£341K*
TOTAL	£600K
*Funding through the 1 Coleman Street S106 is pending project closeout which is currently being finalised.	

2. Last approved limit

The project was estimated at the previous Gateway 2 report as costing £8M-£12M.

<p>3. Options</p>	<p>Option 1 (not recommended): Do not increase the scope of the scheme and allow the Museum of London Gyrotory project to be developed based on the original area. Highway changes will support, as far as possible, any aspirations in the Museum of London Master Plan but the highway changes required on London Wall and Aldersgate Street to support the wider Barbican cultural hub would require another project to be initiated.</p> <p>Option 2 (recommended): Increase the scope of the project so that the implications of highway changes to the wider area can be considered in the context of both the Museum of London Master Plan and the emerging Barbican cultural hub.</p>
<p>4. Recommendation</p>	<p>It is recommended that Members approve:</p> <ol style="list-style-type: none"> 1. The scope of the project be expanded to the north and east to include the Aldersgate Street and London Wall areas and note that the estimated funding required to deliver the project would therefore increase; 2. That delegated authority be granted to the Director of the Built Environment, in consultation with the Chamberlain and Comptroller and City Solicitor to: <ul style="list-style-type: none"> • submit bids to TfL to seek funding to develop the project to Gateway 3; • identify suitable S106 funding to develop the project to Gateway 3 (in the event that sufficient TfL funding is not made available). <p>It is recommended that Members note:</p> <ol style="list-style-type: none"> 3. Proposals for highway changes to part of London Wall to accommodate the London Wall Place development are progressing in parallel with the gyrotory project and the two may be merged at later project gateways if this is deemed expedient.

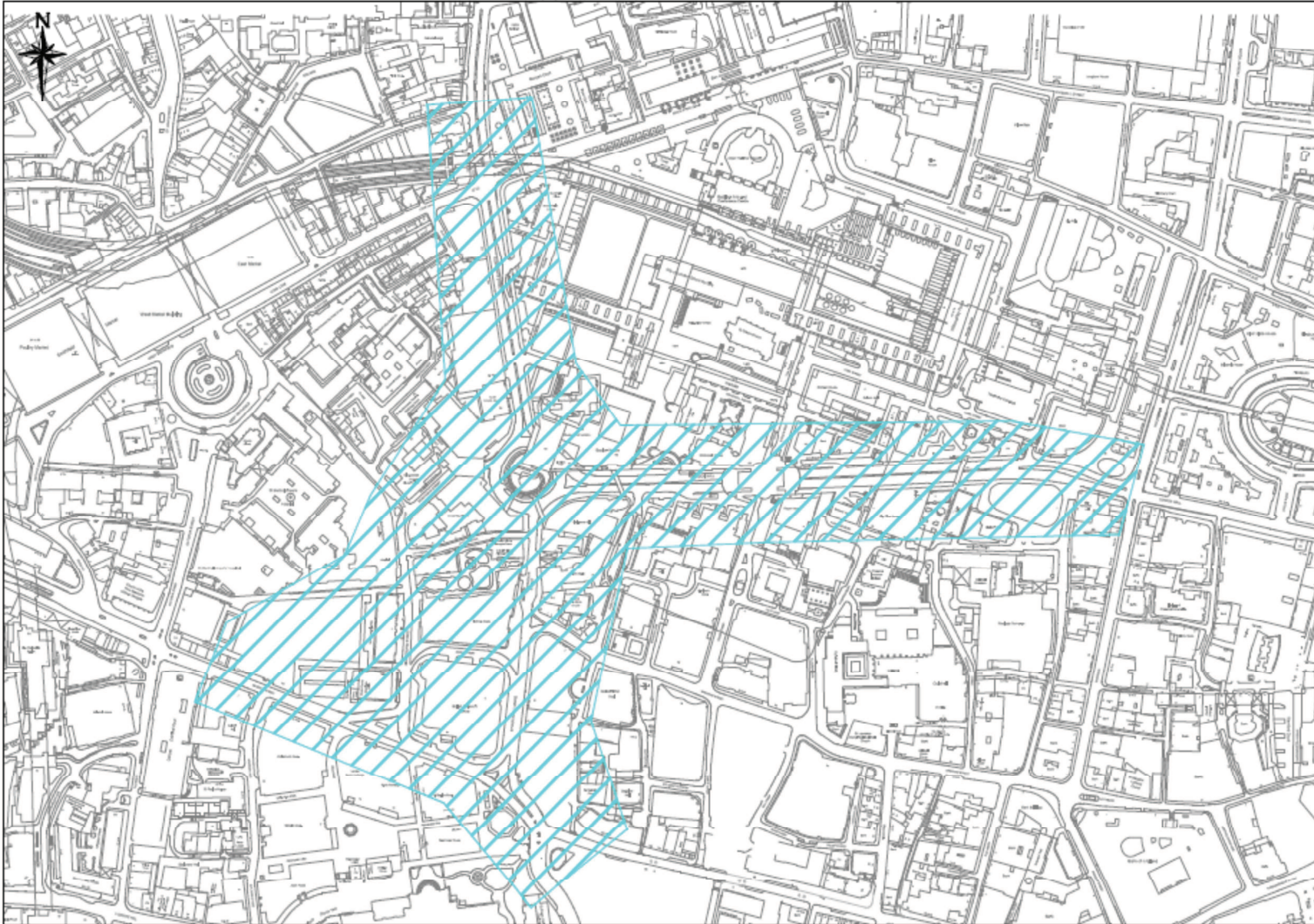
Appendices

<p>Appendix 1</p>	<p>Revised Project Area</p>
<p>Appendix 2</p>	<p>Original Project Area</p>
<p>Appendix 3</p>	<p>Museum of London Gyrotory Project Proposal (Gateway 2) report – AVAILABLE ON REQUEST</p>

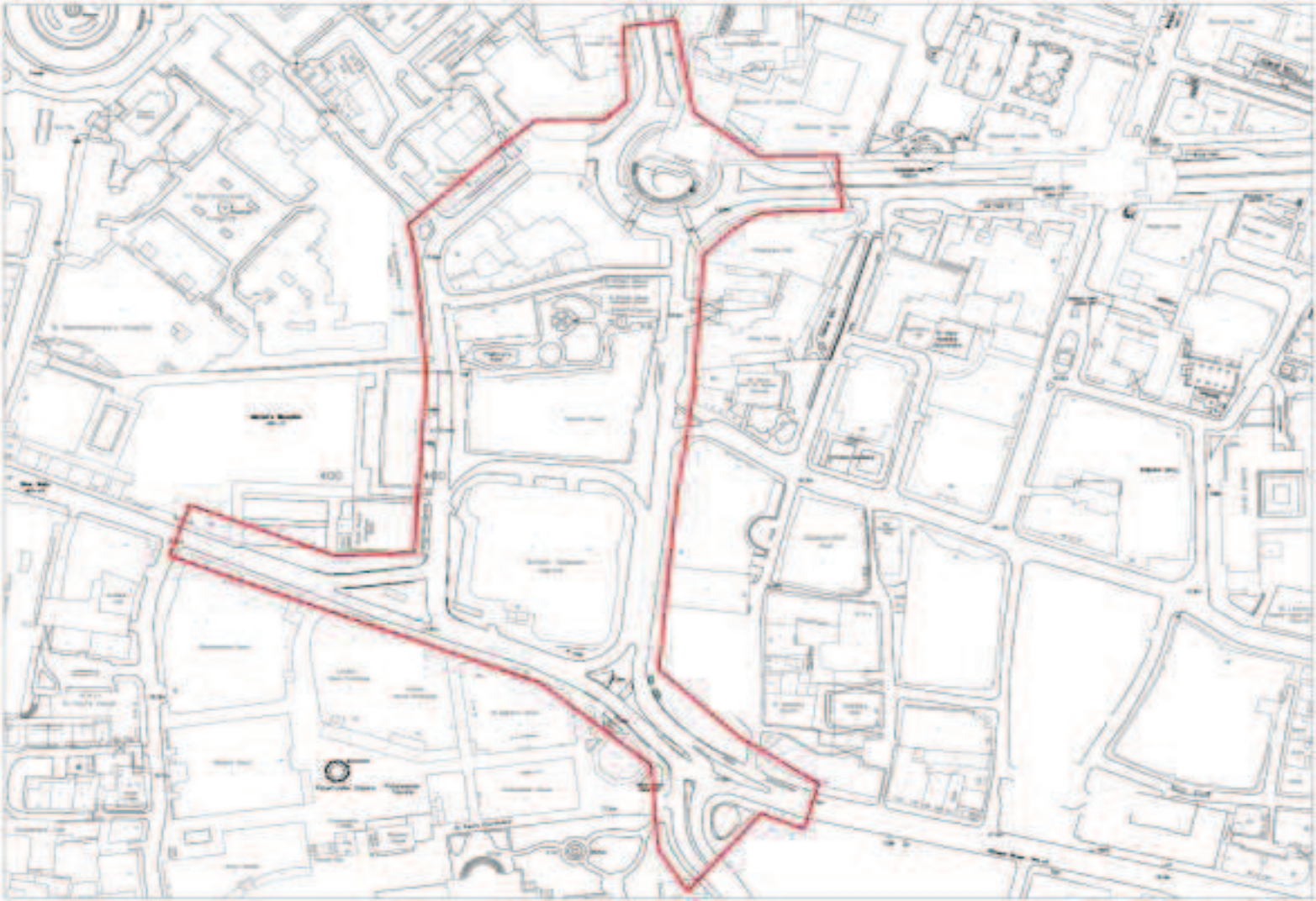
Contact

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<p>Telephone Number</p>	<p>020 7332 1745</p>

Appendix 1 – Revised Project Area



Appendix 2 – Original Project Area



Committee(s):	Date(s):
Street & Walkways Committee	7 April 2014
Subject: Riverside Walk Enhancement Strategy – Pre-consultation report	Public
Report of: The Director of the Built Environment	For Decision
<u>Summary</u>	
<p>This report sets out details of the planned public consultation exercise to aid the development of the Riverside Walk Enhancement Strategy. The original Strategy was adopted in 2005 and to date 16 projects have been implemented. The review and update of this strategy was agreed by the Streets and Walkways Sub Committee in November 2012. Much of the review work and text has been completed ‘in-house’ by officers with consultants employed to produce photomontage views and plans.</p> <p>The Draft Riverside Walk Enhancement Strategy analyses the public realm in the area within the context of improvements that have been implemented to date. It identifies current issues/pressures and sets out a framework for addressing these issues, together with the latest policies and best practice guidance. Copies of the draft strategy are available in the Member’s Reading Room.</p> <p>The revised strategy takes account of projects and developments in the area, in particular The Thames Tunnel, and establishes a revised set of objectives to ensure that the Riverside Walk is accessible, well connected, provides comfortable spaces for people to enjoy and has an appropriate level of vibrancy and interest to encourage people to use the walkway.</p> <p>The City has already adopted several Area Enhancement Strategies as mechanisms for prioritising the delivery of public realm improvements in areas of the City. The plan at Appendix A shows the individual areas. An important element in developing these area enhancement strategies has been extensive public consultation.</p> <p>As part of the initial development of the revised Area Enhancement Strategy key external and internal stakeholders have been consulted. The feedback gained from these initial consultations has been invaluable in establishing the issues and the priorities for improving the area.</p> <p>Members are asked to agree that the draft Riverside Walk Enhancement Strategy be made available for public consultation over spring/summer 2014. Subject to the outcome of this process, the area enhancement strategy would be presented for adoption in autumn 2014.</p> <p>Recommendations</p> <ul style="list-style-type: none"> • Members agree that public consultation on the Riverside Walk Enhancement Strategy takes place over spring/summer 2014. • Authority is delegated to the Director of the Built Environment to finalise the details of the relevant consultation material in liaison with the Chairman and Deputy Chairman of the Streets and Walkways Sub-Committee 	

Main Report

Background

1. The Riverside Walk Enhancement Strategy was adopted in 2005, following a public consultation exercise. A total of 16 projects have been implemented to date, with more in the pipeline (see Appendix C). Various update reports have been approved by committees over the years which include re-prioritising projects to include new projects such as the Millennium Bridge Area Enhancements. The improvements carried out so far have transformed the Riverside Walk into a more comfortable, accessible and pleasant space with more people using it both as a walking route and a place to rest and enjoy the Thames views. Since 2005, there have also been numerous developments on the Riverside Walk which have resulted in more local workers and residents and an enhanced and more vibrant townscape.
2. A report was approved by Streets and Walkways Sub-Committee in November 2012 that proposed to review the adopted Riverside Walk Enhancement Strategy. Since this time, much of the review work has been completed 'in-house' by officers, with landscape architects employed to produce photomontage views and colour plans funded from the TfL LIP grant 2013/14 as part of the Streets as Places Programme.
3. This report outlines the proposed public consultation on the draft Riverside Walk Enhancement Strategy. The coverage of the City by Area Enhancement Strategies is shown on the plan attached at Appendix A.
4. The strategy deals primarily with the enhancement of public realm under the City's stewardship, both Highway and City Walkway. However, due to the predominance of private land on the Riverside, the Strategy also sets out proposals to enhance these private areas, to create a consistently high quality environment.
5. The draft of the revised Strategy is available in the Members reading room.

Equality Impact Appraisal

6. An equality Impact Assessment has been carried out for the draft Riverside Walk Enhancement Strategy and is considered to have positive impacts upon the users of the area. Of particular note disabled people, older people, children and young people are the equality target groups expected to benefit the most from the proposals identified within the strategy.
7. The positive impacts are anticipated through improved accessibility and inclusivity of spaces and improved pedestrian movement. The strategy will improve lighting levels and introduce play spaces and resting spaces which are comfortable and attractive and provide accessible seating.

Current Position

8. Through the Core Strategy and the emerging Local Plan, the City Corporation plans for future growth in order to ensure that the City can continue to function successfully and provide a sustainable environment for residents, workers and visitors. The Riverside Walk Enhancement Strategy will provide an important framework for the future development and improvement of the public realm, based on clear evidence of need and requirements for sustainable growth.

9. The public consultation is proposed at this stage of the Strategy development to ensure a responsive approach and enable proposals to be focused and prioritised. The consultation will be targeted at different stakeholder groups including pedestrians, key local occupiers, residents and developers to ensure that a full picture is achieved and will be undertaken in accordance with the requirements of the City's Statement of Community Involvement.
10. It is proposed that the draft Riverside Walk Enhancement Strategy will be the subject of consultation exercises for an eight-ten week period during spring/summer 2014. Following the end of the consultation period, the Riverside Walk Enhancement Strategy will be amended as appropriate and brought back to members for formal adoption, which is anticipated for autumn 2014.

The Riverside Walk Enhancement Strategy

11. Since the original Strategy was adopted in 2005, 16 projects have been implemented allowing the Riverside Walk to become more attractive with increasing numbers of local workers, residents and visitors making use of the riverside, not only as a walking route but as a quiet place to relax. A variety of people use the walkway including visitors, families and weekend users.
12. There are also several projects that have been approved but not implemented yet, including:

- **Staircase from London Bridge to the Riverside Walk**

A new staircase to connect London Bridge to the Riverside Walk is a core project of the Strategy. This staircase will replace the existing enclosed staircase within the bridge structure which has a very poor environment and associated problems of anti-social behaviour and crime. It is to be constructed on the east side of the Bridge and cantilevered over the river where it will be clearly visible to pedestrians. The work will commence in August 2014.

- **Enhancements to the Millennium Bridge Area**

The high volumes of people using this area mean that it has become one of the most important gateways to the City and the local environment needs to reflect the best image of the City for these millions of visitors. A scheme is currently developed to create an improved gateway space at the Millennium Bridge approach and an enhanced green space on the Riverside Walk at Paul's Walk. The scheme will start on site in July 2014.

- **Globe View Walkway**

The walkway under Globe View was gated shut in 2003 due to problems of rough sleeping and fire lighting. These problems were a result of the poor layout and disconnected nature of the walkway.

Options have been developed that include improving the internal walkway design and/or adding a new section of external walkway in this location and further consultation with residents will be undertaken in 2014. Works are expected to be completed to coincide with the opening of the walkway under the hotel development at Queenhithe in 2016-2017.

- **Fishmongers' Hall Wharf ramp**

The current 'step-free' diversion route takes users on a long diversion away from the Riverside Walk via Swan Lane and Lower Thames Street and only re-joins further east at Dark House Walk. This diversion route is long and unpleasant and Lower Thames Street is very heavily trafficked, noisy and polluted.

The option of making this stepped section of the Riverside Walk accessible for all users is being explored. The preferred solution would be to replace the steps with a gentle ramp, paved in York stone to match surrounding paving. The target date for implementation is 2015.

13. The implementation of the strategy has made the riverside greener, more comfortable, more popular and better connected to the rest of the City. However, the strategy is now over nine years old. There are still issues and pressures for change that need to be addressed as well as opportunities for further enhancements to be realised. New developments in particular provide opportunities for creating new public spaces, together with widened and direct sections of Riverside Walk and should be encouraged to add entrances and active frontages on the Riverside and not turn their backs on the River. The riverside walk is protected from river flooding by the Thames barrier and local flood defence walls however parts of the Riverside Walk are also at risk from surface water flooding and proposals for mitigation measures and also Climate Change adaptation form part of the new Strategy.

Riverside Walk Enhancement Strategy Objectives

14. The objectives of the Riverside Walk Enhancement Strategy align with, and further develop, the Core Strategy strategic objectives, in order to address the challenges that are specific for the Riverside Walk. The key objectives for are as follows:
 - The creation of universally accessible connections between the riverside and the rest of the City. The Riverside Walk should be made fully accessible as well as providing a direct route along the riverside.
 - The creation of new and the redesigning of existing green spaces for people to stop and enjoy the Thames, as well as to enhance the biodiversity of the City riverside and to mitigate flood risk.
 - The improvement of the cohesion and vibrancy of the riverside by encouraging new developments to provide a spacious, accessible and better connected Riverside Walk with appropriate active frontages.

15. Key projects have been identified in the draft strategy, summarised as follows:

- **Access Improvements and connecting spaces**

The Riverside Walk is in-part a series of disparate spaces that could be better connected through the use of consistent materials, lighting and street furniture. The City of London is also committed to creating an environment suitable for everyone and every opportunity should be taken to improve accessibility. This should include improving the current provision of lighting and signage, treating footway surfaces in materials that are sympathetic to access and providing ramps to replace steps where possible.

- **Thames Tideway Tunnel**

The Thames Tideway Tunnel proposal has been designated as a Nationally Significant Infrastructure Project. It is a major new sewer that will tackle the problem

of overflows from the capital's Victorian sewers and will protect the River Thames from increasing pollution for at least the next 100 years. A new foreshore structure will be built where the existing Blackfriars Pier is located and to provide a significant new public space.

- **St Magnus House / St Magnus The Martyr Church**

The St Magnus House and St Magnus the Martyr Church area is private land. Little is made of the lawn between the Riverside Walk and the Church of St Magnus the Martyr, which is privately owned. Re-landscaping of the garden, as well as the creation of a ramp to improve the access to this area will significantly enhance the Riverside Walk, and produce a coherent public space.

- **Montague House And Dark House Walk**

The green space in front of Montague House is maintained as a public amenity by the City Corporation and therefore accessible for public use. The space is set back from the main walking route along the edge of the river. It is already a very well used seating area, which illustrates how a garden approach to spaces on the Riverside Walk is popular with the public. However, the enclosed nature of the space means that there is little relationship with the Thames and views of the river are cut off by the high planters that define the edges. The planters also disguise the access ramp at the western end of the space, which is the only way to avoid the steps that connect the two sections of Riverside Walk in front of Magnus House and Montague House. Opening up the garden along the southern edge, would allow views of the Thames from the seating area, whilst retaining the green character established by the existing garden.

- **Custom House**

The confined nature of this section of the walkway creates an unpleasant, often crowded environment for all users and there are only limited glimpses available of the impressive Grade I listed Custom House. Through discussions with current or future owners, the opportunity should be explored to bring the private forecourt entirely or in part (retaining some access for servicing) into public use, thus creating a continuous string of spaces for public use from Montague House to Sugar Quay that would have a considerable impact on the riverside.

- **Arts Strategy/Lighting Strategy**

The Riverside Walk Art Strategy was developed in 2010 to support the Riverside Walk Enhancement Strategy in improving and uplifting the public realm along the walkway and creating spaces for people to stop and enjoy the Thames.

Additionally, a lighting strategy for the Riverside Walk would be particularly helpful in ensuring that a consistent approach to lighting is achieved with the redevelopment of buildings on the riverside helping to co-ordinate the lighting of the public and privately owned areas.

Consultation Approach

16. As part of the development of the area enhancement strategy there have been discussions and workshops held with key internal stakeholders and Ward Members have also been briefed. The feedback gained from these sessions has been invaluable in establishing the direction of the strategy and the priorities within the area.
17. The principles underpinning the Area Enhancement Strategy have been established through the Core Strategy, but it is important to seek views on how these proposals will be implemented in detail. In going out to wider public consultation the intention is to take a responsive approach to the development of the Strategy, utilising the public consultation input and to draw together a fuller picture of the existing problems and

local vision for the area. This will enable detailed implementation proposals arising from the strategy to be focused on solving existing and often long standing problems, whilst planning for the future in a prioritised manner.

18. The consultation will be carried out to ensure that the views of all relevant stakeholders are gathered. Views will be sought using a variety of methods that will be adjusted to suit the target group. The following groups and methods of consultation will be utilised:
 - Local residents will be consulted via leaflets and an article in the City Resident magazine. Posters in the foyer of the residential blocks will also be considered, together with meetings as required;
 - Local businesses and occupiers will be consulted through emails, leaflets and meetings;
 - Visitors will be consulted through surveys and on-street publicity;
 - Key stakeholders such as TfL and the GLA will be consulted via email and meetings;
 - All consultees will also be directed to the City's website where the full strategy document will be available to view.
19. Although consultation on the draft Riverside Walk Enhancement Strategy will be undertaken in accordance with the requirements in the City Corporation's Statement of Community Involvement, the nature of the detailed projects for public realm improvements means that a wider consultation exercise is more appropriate. This should enable a thorough understanding of the issues to be established and will directly feed into the development of the area strategy proposals.
20. If Members are minded to approve this report, it is recommended that authority be delegated to the Director of the Built Environment to finalise the details of the relevant consultation material in liaison with the Chairman/Deputy Chairman of the Streets and Walkways Sub-Committee.

Financial Implications

21. The Strategy has been primarily developed 'in-house' by officers using local risk funding. Furthermore, £10,000 from TfL 2013/14 LIP allocation has been spent on producing photomontages, plans and maps that forms part of the finalised document.
22. It is estimated that the cost of the public consultation and printing of leaflets will be £20,000 (inclusive of printed material, fees and staff costs). These will be funded from the Department of the Built Environment Local risk.

Table 5: Breakdown of Consultation Costs

Task	Public Consultation (£'s)
Fees and printing	5,000
Staff costs	15,000
Total	£20,000

23. Funding for the implementation of the projects would be provided from future Section 106s and Section 278s agreements associated with local developments, Community Infrastructure Levy (CIL) payments and Transport for London. Any future allocation of resources will be subject to further approval of the prioritisation of the various proposals, value for money considerations, and the identification and availability of funding sources.

Policy Context

24. The Riverside Walk Enhancement Strategy document has many strategic implications and will meet strategic aims contained within the London Plan, the City's Corporate Plan, Local Development Framework Core Strategy, Community Strategy, Open Space Strategy, Climate Change Mitigation Strategy and the Department of the Built Environment Business Plan.
25. The Supplementary Planning Document for the Thames Policy Area which includes the Riverside Walk is being developed currently and is not part of the present report.
26. Of particular reference are the following:

- **The London Plan**

Objective 1: To accommodate London's growth within its boundaries without encroaching on open spaces

Objective 2: To make London a better city for people to live in

Objective 3: To make London a more prosperous city with strong and diverse economic growth

Objective 5: To improve London's accessibility

Objective 6: To make London a more attractive, well-designed and green city

- **CoL Corporate Plan**

'To support and promote the City as the world leader in international finance and business services'

'To provide modern, efficient and high quality local services and policing within the square mile for workers, residents and visitors whilst delivering sustainable outcomes'

In relation to sustainability, the Corporate Plan states that:

“...we will continue to implement and encourage sustainable practices both internally and throughout the Square Mile, providing our communities with a sustainable place to live and do business.”

- **City of London Core Strategy Policies**

CS2 – *Utilities*

CS9 – *Thames and the Riverside*

CS10 – *Design*

CS12 – *Historic Environment*

CS13 – *Protected Views*

CS15 – *Sustainable Development and Climate Change*

CS16 – *Public Transport Streets and Walkways*

CS17 – *Waste*

CS18 – *Flood Risk*

CS19 – *Open Spaces and Recreation*

- **The City’s Visitor Strategy 2013/17: Strategic Aim 3 (SA3)**

To deliver enhancements to the City’s physical environment that are of mutual benefit to all of our communities so ensuring harmony, and to develop the City’s welcome for visitor audience groups, be they tourists, business travellers, or workers and residents in pursuit of leisure

- **Other documents:**

- The Thames Estuary 2100 Plan – The Environment Agency’s plan for flood protection up to 2100.
- Port of London Authority Strategy – The Port of London Authority’s plan for a vibrant safe and sustainable river Thames
- River Action Plan – Transport for London’s plan to improve river transport services.
- Safeguarded Wharves review – Mayor of London’s review of the safeguarded Thames wharves including Walbrook Wharf
- City of London Riverside Appraisal of the Thames Policy Area in the City of London 2002
- City of London Tree Strategy
- City of London Protected Views Supplementary Planning Document 2012
- Tidal Thames Habitat Action Plan
- Community Strategy
- Department of the Built Environment Business Plan (2012-15)

Conclusion

27. In order to aid the development of the strategy and ensure that the proposals meet the needs of the City community, a public consultation exercise is planned to be undertaken this spring/summer before reporting back to Committees with the final Riverside Walk Enhancement Strategy for adoption in autumn 2014.
28. Members are asked to agree the draft Riverside Walk Enhancement Strategy for public consultation over spring/summer 2014.

Appendices

Appendix A: CoL Area Enhancement Strategies Map

Appendix B: Riverside Walk Enhancement Strategy Plan

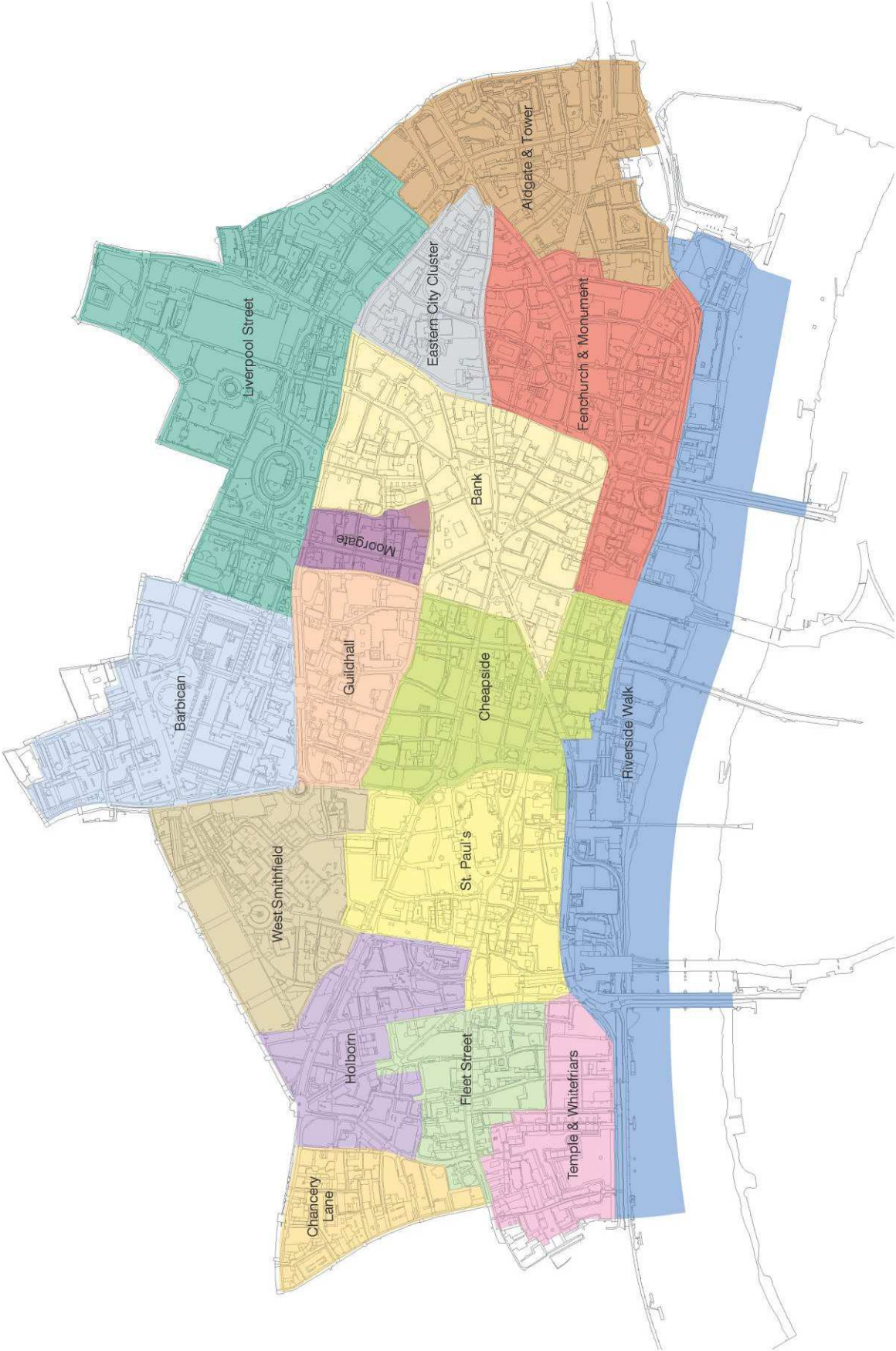
Background Reports

- Riverside Walk Enhancement Strategy – report on progress and proposed review – November 2012

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Appendix A: CoL Area Enhancement Strategies Map



Appendix B: Plan of Riverside Walk Projects

RIVERSIDE WALK DEVELOPMENTS & PROJECTS

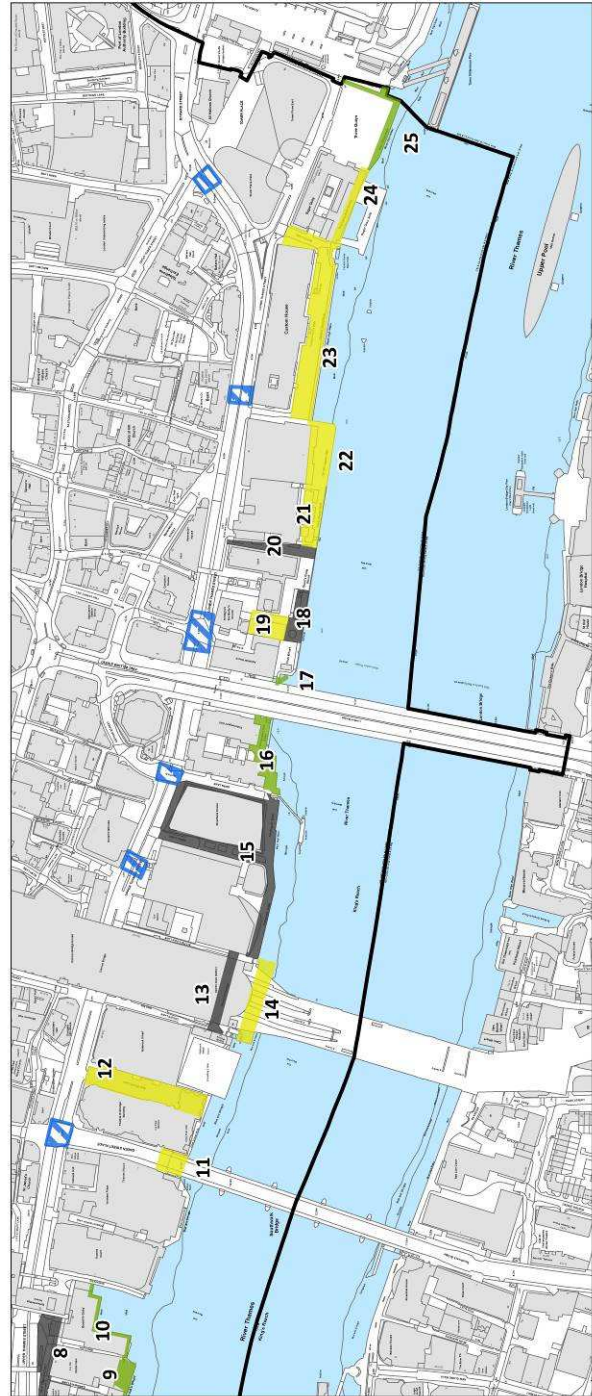
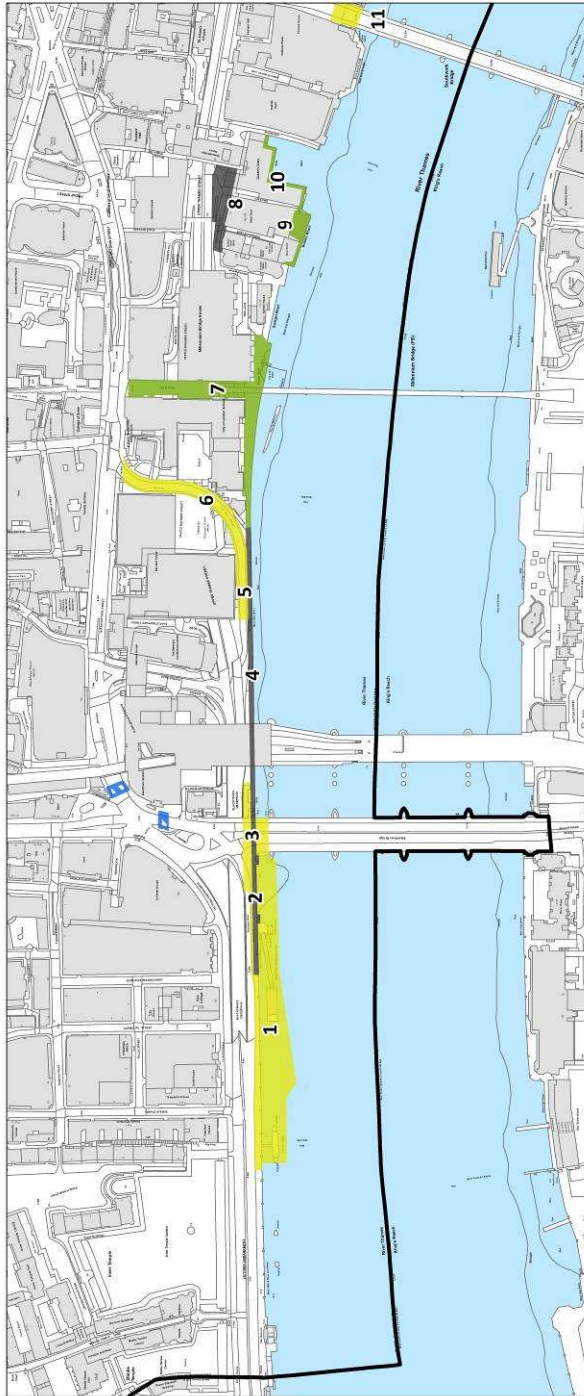
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KEY

- Completed Riverside projects
- Current Riverside projects
- Future Riverside projects
- Improved pedestrian crossing

- 1 Thames Tunnel - Blackfriars Foreshore
- 2 Blackfriars ramp and hoarding
- 3 Blackfriars bridges retail space
- 4 Paul's Walk west
- 5 Paul's Walk east
- 6 White Lion Hill
- 7 Millennium Bridge area
- 8 High Timber Street planting and paving
- 9 Globe view Walkway
- 10 Riverside Walk completion
- 11 Southwark bridge area
- 12 Bell Wharf Lane
- 13 Steelyard Passage
- 14 Cannon Street Under Bridge link
- 15 Angel Lane
- 16 Fishmongers' Hall Wharf
- 17 London Bridge staircase
- 18 St Magnus Garden
- 19 Grant's Quay
- 20 Dark House Walk passage
- 21 Montague House
- 22 Old Billingsgate Walk
- 23 Custom House
- 24 Sugar Quay Walk
- 25 Three Quays Walk

CITY OF LONDON
 DEPARTMENT OF THE BUILT ENVIRONMENT
 Philip Evered
 BSc, Eng, MICE
 Director of the Built Environment



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Appendix C: Completed Riverside projects to date (west to east)

Project	Description
Blackfriars ramp extension and associated enhancements	The existing narrow ramp was extended and widened with feature lighting and curved mirrors installed on the soffit above the walkway to create an enhanced environment Completed March 2009
Blackfriars ramp hoarding	A new hoarding has been installed to enclose the spaces under the bridges. Completed April 2010
Blackfriars ramp hoarding extension	The hoarding was extended to cover an adjacent caged area and lighting was installed. Completed autumn 2011 The space behind the hoarding is now used regularly for art installations funded by art galleries and consultants at no cost to the City.
Paul's Walk West re-landscaping	Removal of the steps and replacement of the planters by new robust granite together with the enhancement of seating and lighting. Completed in May 2013
Pauls Walk East re-landscaping	Old timber planters and benches have been replaced with new more robust granite ones, together with enhanced planting, an irrigation system and lighting. Completed March 2010
High Timber Street enhancement	Paving and access improvements to this section of the Riverside Walk where the walkway diverts away from the River. Completed April 2007
High Timber Street tree planting	The planting of six trees and associated footway widening. Completed March 2012
Steelyard Passage enhancement Phase 1	Installation of lighting and paving enhancements. Completed April 2007
Steelyard Passage enhancement Phase 2	Installation of paved raised tables as enhanced gateways to the archway, further lighting improvements, a bin enclosure and a sound installation. Completed November 2012
Angel Lane: New public space and re-paving around Riverbank House	A linear public space has been created from redundant carriageway, incorporating significant planting and seating. The space also includes a vehicle drop-off point at the northern end. York stone paving has also been laid around Riverbank House. Angel Lane: Completed April 2011 Riverbank House paving: Completed July 2011
Grants Quay ramp and landscaping	A ramp was installed to replace steps and significant landscaping and seating introduced to provide an enhanced public space on both the upper and lower terraces. Completed May 2009 A sculptural stone bench (funded by the stone supplier) was installed at Grants Quay as part of an architectural student competition. Completed December 2009
Dark House Walk, re-planting (Open Spaces project)	The existing planters at Dark House Wharf were re-planted by the Open Spaces Department as part of a five year replacement planters scheme funded through the on street parking reserve. Completed March 2008

Old Billingsgate bollards	Installation of granite blocks to prevent illegal vehicle access to Riverside Walk associated with the unauthorised use of the office building at Old Billingsgate Market as an events space. Completed June 2007
Sugar Quay Ramp alterations	The existing steep ramp was adjusted to make it more shallow and create a more accessible connection Completed March 2009
Connecting Spaces Year 1	A series of paving, lighting and street furniture improvements with a particular focus on Dark House Walk Passage where sports equipment has also been installed. Completed March 2012
Connecting Spaces Year 2	A series of signage, paving, lighting and street furniture improvements with a particular focus on the area around Southbank Bridge and Cannon Street Bridge (Walbrook Wharf, Cousin Lane, All Hallow Lane Steps) Completed March 2013

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Committee(s):	Date(s):
Planning and Transportation (For Decision) Streets and Walkways Sub Committee (For Information)	18 March 2014 7 April 2014
Subject: Mayor's Vision for Cycling – Central London Grid	Public
Report of: Director of the Built Environment	For Information
Summary	
<p>This report sets out the Mayor of London's Vision for Cycling in Central London and seeks approval 'in principle' for the Central London Grid.</p> <p>The main component of this Vision for Central London is a new network of routes for a new kind of cyclist; routes for people who want to cycle slowly, in their ordinary clothes, away from most of the traffic. The network of routes is being called the 'Central London Grid'.</p> <p>The Central London Grid will consist of 'Superhighways' on main roads and 'Quietways'. Within the City of London, the vast majority of the Superhighways will be on Transport for London's Roads and cyclists will be segregated from other traffic. 'Quietways' will use quieter side streets within the City of London.</p> <p>The Central London Grid accords fully with the City Together Strategy and the Corporate Plan. The reduction in motor vehicles (approximately 25%) will also deliver major components of the Air Quality Strategy, the Climate Change Mitigation Strategy, the Health and Wellbeing Strategy and the Noise Strategy. The Grid will have little impact on the ability of the City of London to deliver local services but the concentration of Quietway routes in the Smithfield area will need very careful consideration to ensure that the operation of the market fits well with greater numbers of cyclists.</p>	
Recommendation(s)	
Members are asked to:	
Agree 'in principle' the Superhighways shown in Annex 1	
<ul style="list-style-type: none"> • Agree 'in principle' that some of Queen Victoria Street, all of Puddle Dock and all of Castle Baynard Street become part of the Superhighway network. • Agree 'in principle' to a network of Quietways within the City; subject to a post consultation network being approved by the Planning and Transportation Committee. 	

Main Report

Background

1. The Mayor's Vision for Cycling was launched in March 2013. This vision set out four key outcomes:
 - A tube network for the bike
 - Safer streets for the bike
 - More people travelling by bike
 - Better places for everyone
2. One aspect of the tube network for the bike is a new network of cycle routes in central London. To help deliver this network of routes, City Hall, Transport for London, the seven central London Boroughs, the City of London, the Royal Parks and the Canal & River Trust are working together to oversee a programme of activity. This joint working started in May 2013.
3. Politicians and senior officers have been kept informed of progress with the Cycling Vision via events at City Hall in November 2013 and March 2014. In addition, the Mayor of London, the Deputy Mayor for Transport and the Mayor's Cycling Commissioner have engaged with the City of London at politician and officer level.
4. Formal consultation on the proposed cycle routes in central London took place from 18th December 2013 until 14th February 2014. The routes within the City are the best that meet the technical criteria for Quietways, being the least trafficked, and were agreed by officers at a joint meeting in December. However, it is clear that many of the Quietway routes within the City of London do not adhere to Transport for London's intended level of service; which is to be 'as direct as possible, minimising dog-legs and diversions from cyclist desire lines'.
5. The network of routes was to be agreed in August 2013. However, this proved impossible to achieve due to the processes adopted by Transport for London. By December it became imperative for the consultation with the public to begin. The Mayor's office needed the consultation to take place and the central London Boroughs needed to consult on the routes prior to their local elections. For this reason, Members at the City of London and Councillors at many of the Boroughs did not have the opportunity to agree the route network that was to be consulted upon. The network of routes shown to the public was basically the product of bilateral discussions that took place between the Mayor's Cycling Commissioner and politicians and/or officers in each authority. This report highlights the consultation comments received and also contains the high level implications for the City of introducing the Central London Grid.

Current Position

6. The purpose of this report is to seek approval 'in principle' for the Central London Grid.
7. The Central London Grid will consist of 'Superhighways' on main roads. Most of these routes will be separated physically from the traffic. Within the City of London, the vast majority of the Superhighways will be on Transport for London's Roads. There is a Mayoral aspiration to deliver the Superhighways within central London by December 2015. This time scale is extremely ambitious and requires Transport for London to manage the design and procurement process most effectively. In order to avoid abortive work and minimise risk to the project, Transport for London are seeking approval 'in principle' from the City of London and the other authorities. This will allow them to proceed with some confidence from their feasibility stage towards outline design. Their ambition is to have sufficient confidence in the designs to then conduct formal consultation with the public in June 2014. All construction of the Superhighways will be undertaken by Transport for London and is planned for early 2015.
8. Most of the Central London Grid will consist of 'Quietways'. These routes will use quieter side streets within the City of London. It will be for the City of London to decide on the final network of routes within the City. It will also be for the City of London to design and construct the Quietways. A budget of £54M has been allocated to deliver the Quietways within central London. The Mayoral ambition is that more than half of the network will be constructed by May 2016.
9. The purpose and detail of the proposed Superhighways within central London are easy to understand and are supported by the cycling community. The situation over the purpose of the Quietways and the best possible routes is much less clear.
10. In December 2013, Members approved that a project be initiated to deliver the City of London components of the Mayor's Vision for Cycling. The City is already in receipt of approval from Transport for London to charge for officer time and conduct feasibility work. At present, officers are gathering data to inform the design process.

Options

11. The delivery of the Mayor's Vision for Cycling will be at no financial cost to the City of London. It will however require a significant effort from officers to help Transport for London meet the timescales. It will also require timely reports to, and decisions from, the spending Committee, Streets and Walkways, and the Projects Sub-Committee.
12. A course of action has been set by the Mayor of London to deliver his Vision for Cycling, backed by a budget of nearly £1Bn. This will also require the City of London to exercise its highway and traffic powers.
13. The most realistic course of action will be to ensure that the designs for the cycling infrastructure achieve the very best outcome for the local place and local movement functions. In other words, changes to streets within the City of London should deliver the 'better places for everyone' that the Mayor states in

his Vision for Cycling and which is also contained in the Mayor's Vision for Roads and Streets in London (Roads Task Force 2013).

Proposals

14. The Central London Grid consultation document and associated videos were circulated to all members of the Court on the 18th December 2013. The complete document is attached as Annex 1.
15. Approximately 600 comments were received by Transport for London. Of this total, approximately 60 related to the City of London. The weight of opinion is that the Quietway routes need to be modified substantially, as they are not direct. Many of the comments were identical and came from existing cyclists. The points made are encapsulated in the response by the London Cycling Campaign; which is attached as Annex 2.
16. The basic concept of the Superhighways is to provide a two-way track for cyclists which is separated physically from other traffic. The track will be four metres in width and will be sufficiently wide to allow cyclists to overtake in both directions. Illustrations of both routes are contained in Annex 1.
17. The E/W outline proposal generally keeps the cycle track on the land side of Lower and Upper Thames Streets. Part of Upper Thames Street is in tunnel. This presents a major problem for the route, as it is not deemed safe to have two-way traffic operating in a single tunnel bore. However, this problem can be overcome by using Castle Baynard Street. The proposals so far allow most existing traffic movements to be maintained. They also maintain or enhance facilities for pedestrians. A document giving an overview of the design concept and both routes is available in the Member's Reading Room.
18. The N/S outline proposal places the cycle track on the western side of the bridge and Farringdon Street. Transport for London are working hard to make their proposals more acceptable for local traffic movement but also to improve the urban realm. This is a work in progress. However, further illustrations may be available to share at Committee.
19. The Quietways will have little impact on the movement of motor traffic but in some streets, where pedestrians already predominate, greater pedestrian/cyclist conflict may occur unless the Quietways are properly designed and managed. A wayfinding system will need to be introduced on all Quietways. No decision has yet been made on the form of the wayfinding system. However, an indicative system is contained in Annex 1. Improved junctions (approximately 20) will be needed to help cyclists cross over more major streets. Some streets will require physical change but this is expected to be the exception, rather than the norm.
20. The density of routes within the City is broadly similar with the rest of central London. However, the streets with the lowest volumes of motor traffic tend to be more historic, less direct and generally narrower. This has the impact of directing cyclists into areas that are often full with pedestrians.

Corporate & Strategic Implications

21. The Central London Grid accords fully with the City's strategic and corporate policy objectives. The reduction in motor vehicles (approximately 25% of all motor traffic within the City of London) will deliver components of the Air Quality Strategy, the Climate Change Mitigation Strategy, the Health and Wellbeing Strategy and the Noise Strategy
22. The Grid also conforms with the City of London Local Implementation Plan 2011; where there was a commitment to 'provide continuous high-quality conditions for cycling on several routes through the City....' (The LIP is a statutory document which was approved by the Mayor of London)

Implications

23. The Mayor of London is now pushing his agenda to promote and improve cycling very strongly. The major political consideration for the City is whether the local stakeholders are willing to support the quantum and speed of change.
24. Overall, there will be little impact on Service delivery. Open spaces occupy a depot off Castle Baynard Street. There should be no impact on their operation but there will be many more cyclists in the area. Cleansing and other City departments occupy Walbrook Wharf. At the moment, there appears to be little impact on their ability to access and egress from Walbrook Wharf. Three of the Quietway routes converge at Smithfield. It is not yet clear how much impact that this will have on the operation of the Central market at Smithfield. All of the streets around the market, including Grand Avenue, are public highway. For many parts of the day, these streets are ideal for cycling. However, cyclists do not mix well with activity associated with the operational market.
25. There will be implications for City of London owned property. Most notably, the structures; including Blackfriars Bridgehead and Castle Baynard Street.
26. There will need to be legal agreements with Transport for London to allow them to construct and then maintain infrastructure on the City's highways. These agreements already exist for the existing Superhighway on Southwark Bridge.
27. It has been obvious from the early engagement with Transport for London that the City will have to encourage Transport for London to reach for the best quality design. This includes the requirement to not use blue surfacing, except in extreme circumstances.

Conclusion

28. The proposed Cycle Superhighways within the City will bring about a dramatic change to movement and an even greater change to the environment. It will

be necessary to work closely with Transport for London to maintain good local access and also that the proposals also 'ensure better places for everyone.'

29. The Central London Grid accords fully with the City's strategic and corporate policy objectives. The reduction in motor vehicles (approximately 25%) will deliver components of the Air Quality Strategy, the Climate Change Mitigation Strategy, the Health and Wellbeing Strategy and the Noise Strategy. The Grid of Superhighways and Quietways will have little impact on the ability of the City of London to deliver local services but the concentration of Quietway routes in the Smithfield area will need very careful consideration

Appendices

- Annex 1 – Central London Grid Consultation document
- Annex 2 – Consultation response from London Cycling campaign

Background Papers:

Department of the Built Environment Projects Programme Report to the Planning and Transportation Committee on 26 November 2013 and the Projects Sub-Committee on the 5 December 2013

Transport for London: East – West and North – South Cycle Routes, City of London Briefing Material, February 2014

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Central London Grid: Changing the culture of cycling in London

Proposed cycle routes in central London for local engagement

December 2013

In partnership with:

Canal & River Trust
City of London
City of Westminster
London Borough of Camden
London Borough of Hackney
London Borough of Islington
London Borough of Lambeth
London Borough of Southwark
Royal Borough of Kensington and Chelsea
The Royal Parks
Transport for London

Foreword by Boris Johnson



In surveys, huge numbers of people tell us they would love to cycle but are put off by the prospect of having to do it on busy roads, and by what they see as the rather impatient nature of some London cyclists.

So we are creating a new network of routes for a new kind of cyclist; routes for people who want to cycle slowly, in their ordinary clothes, away from most of the traffic.

In this document City Hall, Transport for London (TfL), the seven Zone 1 boroughs and the City of London, along with The Royal Parks and the Canal & River Trust, set out our plans for central London, the busiest cycling area. We're calling it the 'Central London Grid'.

Some of the routes will be 'Superhighways' on main roads. Most of these routes will be physically separated from the traffic and cyclists will be given their own protected space on the road. This will also happen on other main road routes, where possible.

But most of the routes will be 'Quietways', using London's matchless network of quieter side streets – along with routes through parks and on canal towpaths, which they will share with pedestrians. Quietways will be your secret cycling passages through London. They will take you everywhere you need to go, directly and easily, but using routes you might never know existed until we showed you.

Many of our routes will run in rough parallel with Tube and bus routes, so you know where you're going. They'll be properly-signposted, so you can follow them easily. And unlike some cycle routes in the past, they won't give up at the difficult places.

I want to 'de-Lycrafy' the bicycle. This new network and its users will gradually, I hope, change the very culture of cycling in London. I want to reduce the testosterone levels; reduce conflict between other vehicles and cyclists; and move towards a continental-style cycling culture, where cycling is normal, not something you have to gird up for. I want more women and older people cycling.

And even if you have no intention of cycling – even if you hate cyclists (there are, I hear, one or two of you around) – the Central London Grid will help you as well. More people cycling means less traffic, less pollution, more seats on the Tube and the bus.

It means more trees, new vitality and lower crime on underused streets. It will create a better London for everyone.

This document is a first draft, not a final answer. The routes on the map are not fixed and unchangeable. They are the product of discussions with each individual borough, and several probably will change. Following the publication of this document, the individual Quietway routes, together with any changes to the road layouts required to make them happen, will be consulted on by the boroughs whose roads they are. Superhighway routes will be consulted on in detail by TfL.

For now, though, we would like to know your answers to broader questions: Do you agree with the concept of the Central London Grid? Are the routes in the right places? Are there any we've missed?

And because the Central London Grid will not just benefit cyclists, we don't just want to hear from cyclists. We want to hear from pedestrians, businesses and residents, whether or not you cycle.

Please let us know your thoughts by emailing grid@tfl.gov.uk.

A handwritten signature in black ink, appearing to read 'Boris Johnson', with a long horizontal flourish extending to the right.

Boris Johnson
Mayor of London

Cycling in central London has grown and we have to cater for it

Just under a quarter of all rush-hour traffic in central London is now bicycles — almost two-thirds on some main roads. In the morning rush hour, no fewer than 38,000 people enter the centre by bike, but there is also growing concern about cycle safety. The Mayor and the boroughs have promised to improve routes and make cyclists safer.

Cycle commuting into the City and West End has grown by 210 per cent in 10 years. At the same time, and surely not unconnected to it, the amount of motor traffic in central London has fallen sharply — by more than 30 per cent on some roads.

In central London, the bicycle is now a mass mode of transport and an indispensable one. Life for everyone else would be more difficult if all those 38,000 people were driving cars or crammed into the Tube.

The central section of the Regent's Canal towpath has seen huge growth in cycling journeys. The Central London Grid includes a route along part of it, but also an alternative route to relieve pressure on another part of it, though cyclists will still be able to use the towpath as they do now.

More cycling is better for everyone

Even if you never cycle, and have no intention of getting on a bike, more people cycling will benefit you through reduced traffic congestion, reduced crowding on public transport, less noise and less pollution.

In June 2012, a report for the Central London Air Quality Cluster group of local authorities found that if just 14 per cent of journeys in central London were cycled — an achievable target — emissions of the greatest vehicle pollutant, oxides of nitrogen (NO_x), would fall by 30 per cent, or 453 tonnes a year. Emissions of the other main pollutant, particulate matter, would fall by 24 per cent, or 33.8 tonnes a year.

According to the Massachusetts Institute of Technology, air pollution from vehicles prematurely kills 2,200 Londoners each year, many of them in central and inner London. Increased bicycle use could therefore, over the years ahead, save literally hundreds, or even thousands, of lives.

What is the Central London Cycling Grid?

It is a connected, safe set of routes taking cyclists across central London. It consists of our proposed cycle routes in an area that roughly (not exactly) corresponds to the Tube's Zone 1. This area includes the whole of the City of London and the City of Westminster, most of Kensington & Chelsea and parts of five other boroughs — Lambeth, Southwark, Hackney, Islington and Camden. It also includes routes through five of the Royal Parks and a section of canal towpath managed by the Canal & River Trust.

The Central London Grid consists of two kinds of routes. Approximately 20 miles (25 per cent) of the Grid will be higher-intervention Superhighways, largely segregated and on main roads. Approximately 60 miles (75 per cent) will be lower-intervention Quietways, mainly on back streets.

The routes run largely on roads owned and controlled by the seven London boroughs, the City of London and the Royal Parks, not TfL. The routes in this document are the product of discussions by a Board chaired by a borough officer and comprising representatives of the Mayor, TfL, each borough, the City, the Royal Parks and the Canal & River Trust. The boroughs will deliver them, using TfL funding (except for the Superhighways, which will be delivered mostly by TfL directly). In some places, alternative routes are given, denoted by a broken line, so people can say which they prefer.

The routes in this document are not fixed and unchangeable. Part of the purpose of this document is to find out what people from all groups, not just cyclists, want from the Grid network. These routes are our suggestions, and several may change. Following the publication of these maps, the individual Quietway routes, together with any changes to the road layouts required to make them happen, will be consulted on by the boroughs whose roads they are. Superhighway routes will be consulted on in detail by TfL.

Superhighways

There will be eight, largely segregated or traffic-free Superhighways running through central London. In the Grid area they will total 20 miles or 25 per cent of the Grid. On most, but not all, of the Superhighway routes, the cycle track will be physically separated from traffic. Where the route travels on quieter streets, segregation will not be necessary. Each route is shown on the map.



Visualisation of North-South Cycle Route (Blackfriars Road)



Visualisation of East-West Cycle Route (Victoria Embankment)

Further Superhighway routes beyond the eight, such as the current Superhighways 2 and 3, will start on the edge of the Central London Grid area or run in the suburbs, so are not part of the Grid. Full details of all the Superhighways throughout Greater London will be announced in the New Year.

Quietways

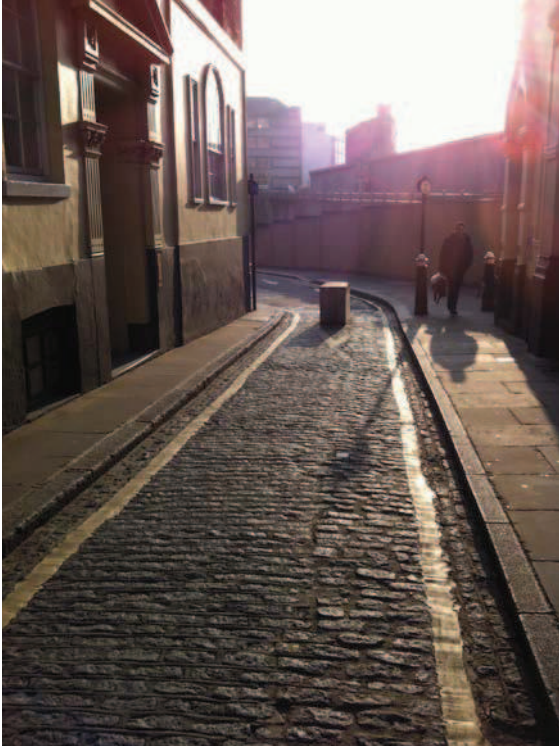
There will be over 60 miles of lower-traffic Quietways in central London (75 per cent of the Grid). These will be on quieter side streets, through parks and along a section of the Regent's Canal towpath.

Many of these routes already exist – it is often just a matter of guiding cyclists to them. For instance, cycling between Tower Bridge and Liverpool Street is far more pleasant and safer if you use backstreets and cycle along Hammett Street, America Square, Vine Street and Jewry Street than if you use the series of intimidating and busy one-way systems at Minories, Mansell Street and Aldgate High Street. But few people know the backstreet route is there.



Goldsmiths Row, Hackney

In other places, relatively small tweaks – such as allowing two-way cycling on a one-way street, or blocking it to through-traffic – can create a highly usable cycling route, such as at Black Friars Lane (pictured over the page), which runs parallel to busy New Bridge Street. Again, few people know this exists. Along towpaths and in parks, improvements will be made to support safe, shared-use cycling.



Black Friars Lane, City of London



Proposed Cycle Routes in Central London for local engagement

Key

- Proposed Quietway routes, including main roads where interventions will be considered
- - - Alternative Quietway routes
- *** Route under discussion
- Existing and proposed Cycle Superhighways

Correct as at 18.12.2013

Page 64



- A** Routes in Soho are subject to further discussion with Westminster and Camden, in light of Crossrail construction timetable.
- B** Routes subject to further discussion with Camden.
- C** A study of this area is proposed to consider whether there is scope to reduce or prevent some or all through traffic, apart from buses, along this route.
- D** The route of CS11 south of Marylebone Road is subject to discussion with Westminster City Council.
- E** Cycle route through park subject to discussion with Royal Parks.

This is a base map for initial engagement - routes may be subject to change, with additional routes being added and others not taken forward. Some existing and proposed routes are not shown. Where routes do not currently link, further options will be developed locally for integration with other schemes.

"Victoria Line"



"Circle Line"



Key

- Example alignment of Quietway Route "Circle Line"
- Example alignment of Quietway Route "Victoria Line"
- Example alignment of Quietway Route "Q7" or "Q38"
- Proposed Quietway routes, including main roads where interventions will be considered
- - - - - Alternative Quietway routes
- * * * Route under discussion
- Existing and proposed Cycle Superhighways

Correct as at 18.12.2013



Example alignments of potential Quietway Routes



This is a base map for initial engagement - routes may be subject to change, with additional routes being added and others not taken forward.

Some existing and proposed routes are not shown. Where routes do not currently link, further options will be developed locally for integration with other schemes.

Routes will run roughly parallel to several Tube lines and bus routes, to help people understand where they go. They will not parallel them precisely – they will not, for instance, run right past the entrance of every station – but they will run close. The maps on the previous page show some of the example routes.

Who will use these routes?

Quietway routes are slower than the main roads. They are not aimed at speedy commuter cyclists, who will almost certainly stick with the fast main roads. They are intended for people who want to avoid the main roads and want to take it more slowly and calmly – the new kind of cyclist we want to attract.



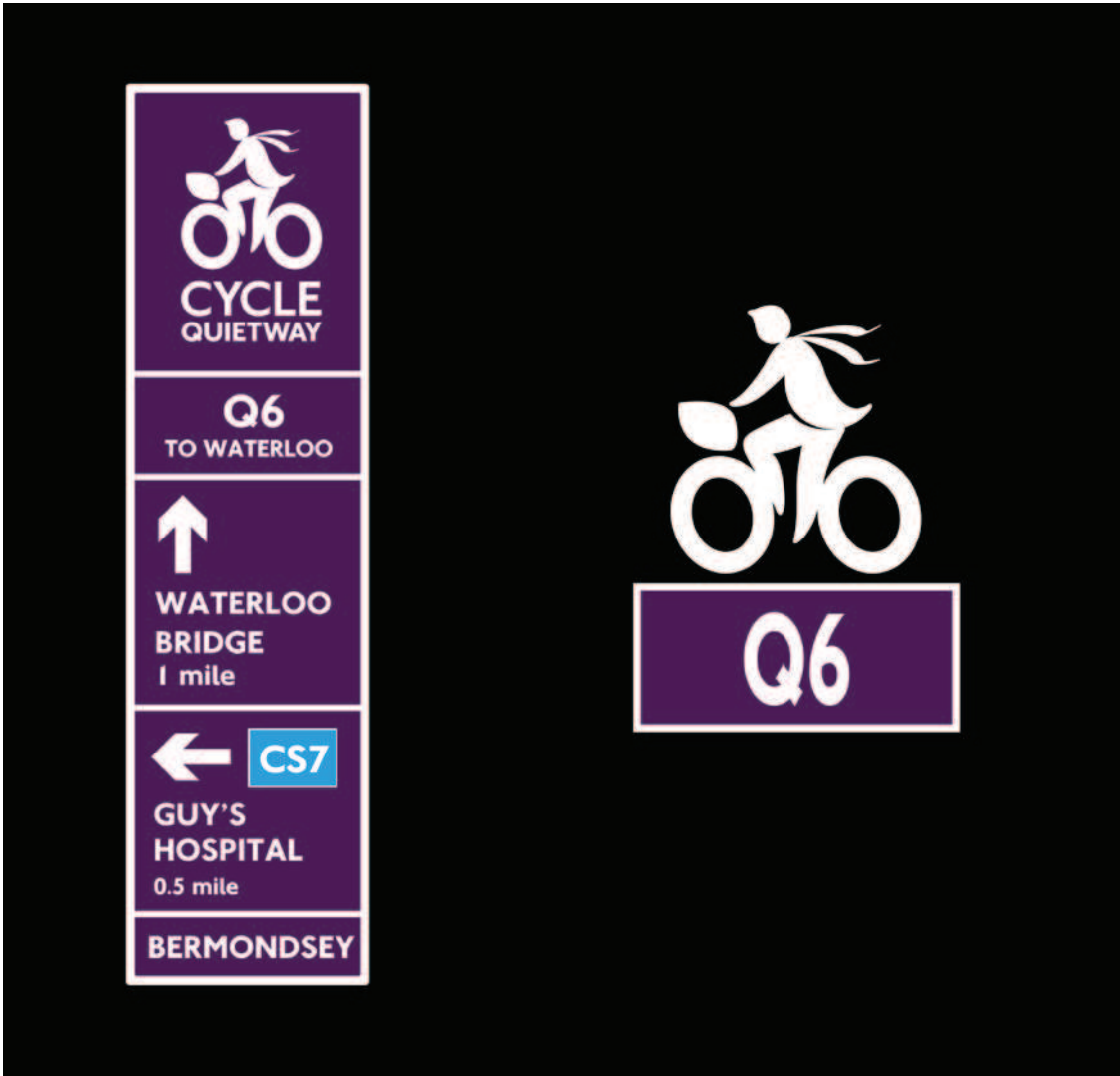
These are low-intervention routes.

Because traffic is lighter and travelling more slowly, and there are fewer or no heavy goods vehicles, segregation will not usually be necessary on Quietway routes.

The main change you will see along each route will be simple signs on the carriageway – known as ‘waymarking’ – to guide cyclists. Typically this will be a square symbol on the road surface at every decision point (junction or turning) to show cyclists where to go next, perhaps with one or two more in between to reassure them that they are on the right route. There will be no long strips of paint.

We will avoid signs on poles as far as possible, especially if it means installing new poles. In some places where there is too much information to convey on the road, we will have to use signs.

A new colour scheme will be used to distinguish the Quietways from other cycle routes. The colour and the look of the waymarking will not jar with historic or heritage streets. Before making any decision about the design of the signs and marking, we will consider the findings from focus groups and research that we commissioned



Potential examples of wayfinding signage (left) and carriageway markings (right)

Like the name suggests, Quietways will use the quietest roads possible while balancing the need for directness, usability and safety. In some busy parts of central London there are no absolutely quiet roads, but all will be significantly less busy than the alternatives, with fewer vehicles, travelling at lower speeds. Critically fewer or no heavy goods vehicles of the type which are hugely over-represented in cycling injuries and deaths.

Cycle contraflows

The Quietway network will use cycle contraflows, where cyclists are allowed to ride both ways down a quiet one-way street, to make the network more direct and less complicated. Motor traffic will continue to only travel one way on these streets.

Some of the contraflows will be new but many on the Quietway network have existed for years and are working well. Two-way cycling on one-way streets was pioneered in Kensington & Chelsea, which has more than 15 contraflows, nearly all on residential streets, and in the City, which has more than 40, nearly all on non-residential streets. In the Grid area in total, there are more than 100 contraflows already.

Again, the amount of physical intervention needed on contraflow streets is minimal. Kensington & Chelsea puts up signs as shown below. The City and some other authorities paint the entrance to their contraflow streets with arrows to show motorists that contraflow cycling is allowed.



Contraflow cycling facilities: Holland Street (left) and Long Acre (right)

The boroughs have extensively monitored and researched the safety of cyclist contraflows. Accidents on the existing contraflows, involving either cyclists or pedestrians, have not increased since they were introduced.

All the streets proposed for contraflows have been carefully assessed to ensure that the traffic levels are low enough and the street is wide enough for two-way cycling to be safe.

On a few streets where there is more traffic, a slightly higher level of intervention may be needed. This could be similar to what has been done on Hanover Street in the City of Westminster, pictured below, or Royal College Street in Camden, where parked cars have been moved out from the kerb, with no loss of parking, to separate the contraflow cycle lane from the traffic lane.



New crossings

Where a Quietway has to cross a main road, new or improved crossings may be provided for cyclists. This could mean moving an existing pelican/ toucan crossing by a few yards if one is near, or installing a new crossing if one does not already exist. Crossings will not be provided everywhere, only where the traffic is heavy enough to make it necessary.

At some junctions, kerblines may have to be changed to ensure a smooth transition. The new crossings and the kerblines changes will improve the experience for pedestrians as well as cyclists.

Junctions

The main interventions will be where a Quietway has to cross a handful of unavoidable major road junctions. Safe routes for cyclists will be provided through these junctions, separated physically or by traffic light phases from most motor traffic.



'Apex' junction, Shoreditch - example of a junction that will change

'Cycle streets' closed or restricted to through-traffic

Most of the Quietways are on streets where there is little or relatively little traffic. But we are suggesting some of the busier secondary streets, where there is heavy cycle demand, are closed or restricted to through-traffic to make them more cycle-friendly. Camden is currently investigating this for Tavistock Place and Torrington Place in Bloomsbury - already a very popular and overcrowded cycle route.

Holborn - Old Street roundabout corridor

'Wands' separating westbound cyclists from oncoming eastbound traffic will be installed by the London Borough of Camden early in the New Year along the contraflow bus lane in Vernon Place and Bloomsbury Way, allowing westbound cyclists to use it and to avoid the Holborn gyratory. Medium and longer-term solutions to this gyratory are being investigated.

East of here, the Theobald's Road - Clerkenwell Road - Old Street corridor from Holborn to Old Street roundabout is one of the most heavily-cycled routes in London (more than 50 per cent of the westbound traffic in the morning peak is bicycles, and 64 per cent at the western end). However, it is busy with other traffic and there is no quiet side-street to use as an alternative route. Fully-segregated cycle tracks will also be difficult here because of the narrowness of the road and the large numbers of bus stops along it.

The three councils responsible for the area – Camden, Islington and Hackney – and TfL will undertake a study into how cycle facilities can be safely implemented on this corridor and to address the impacts of traffic. No options have been ruled in or out.

Parking

What happens to parking along the routes will be the decision of each individual borough. Large-scale removal of parking will seldom be needed, though smaller amounts may be affected. Any changes to parking will be fully consulted on when individual routes are brought forward.

What happens outside the Central London Grid area?

The Superhighway and many of the proposed Quietway routes shown in this document will continue to inner London and the suburbs. Borough officers are in close discussion with each other, and with their suburban counterparts, to ensure a continuous network of routes for long-distance travel throughout London. Full details of the Superhighway network across Greater London will be published in the New Year. The first Quietway routes outside central London will also be announced in the New Year.

What happens next?

We are keen to hear your views on:

- The Central London Cycle Grid in general
- Specific routes in this document
- Any routes you think may be missing

Please email grid@tfl.gov.uk or contact the relevant borough.

Comments sent to TfL will also be shared with the borough whose road it is. If you could indicate the borough(s) to which you are referring, we will ensure that these comments are forwarded on.

The deadline for comments is 14 February 2014.

A response to this document, and any changes, will be published after this date. It is intended that the first few routes will open by the end of the year and at least half the Quietway network in the Grid area will be in place by 2016. All the Superhighways in this document will open by 2016.

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Central London Grid

Response to TfL Consultation

February 2014

LONDON
CYCLING
CAMPAIGN



Summary: Three Key Tests for the Central London Grid

London Cycling Campaign thanks the Mayor's Office and Transport for London for the opportunity to comment on plans for a new Central London Grid to promote cycling. Our detailed comments are provided in subsequent sections.

The Central London Grid (CLG) is a hugely important and exciting project. Originally conceived by the London Cycling Campaign in 2009, and now being backed and developed by Mayor Boris Johnson in partnership with central London boroughs, the CLG is both literally and figuratively at the heart of the Mayor's Vision for Cycling in London.

LCC congratulated the Mayor at the time of the Vision's publication for its ground-breaking ambition and its defined, funded, programmes to support cycling; we also praised him for starting to make good his promises to the tens of thousands of Londoners who supported LCC's *Love London, Go Dutch* campaign. In the same way as the Vision's 'Mini-Hollands' should prove the case that the immense potential for cycling in Outer London can be unlocked so too should the CLG be transformative in cementing London's position as a world class city in which to live, work, do business and spend leisure time.

Indeed, thanks to the Mayor London already has an iconic, world class Cycle Hire scheme; as LCC said at the time, what better than to also create a high quality environment for cycling within the centre for those who use it? A centre that can be safely and easily traversed by bike is also what increasing numbers of businesses in London want to see happen, for the benefit of their workers and to attract new international talent to the capital. The hire bikes have become a major selling point for London; so too can be the CLG.

A high quality CLG is also essential as central hub that will connect the Cycle Superhighways, and from which improved facilitation for cycling can be built outwards. Those who arrive in central London on the superhighways (which the Mayor has also promised will be upgraded to the highest standards) deserve not to be cast adrift in what is often a hostile and sometimes hazardous environment for cycling. It is only fair that instead they are able to continue their journeys safely, enjoyably and directly to their ultimate destinations. Done well, the CLG will enable this.

The key tests of TfL's current CLG proposals can be summarised as follows:

1. Convenience: does the CLG as currently envisaged provide a convenient network, such that any journey that a member of the public might wish to make within the centre can be made easily and directly by bike?
2. Quality: is the planned quality of provision suitable for cyclists of all ages and abilities, as it should be?
3. Capacity: does it provide enough capacity to not only better facilitate existing cycling levels but unlock cycling's potential to be the transport mode of choice in the centre (after walking)?

In examining TfL's CLG proposals LCC has come to the conclusion that whilst they have much to commend them, they also fall short in a number of ways, most notably in respect to: (a) the insufficient coverage, continuity and directness of the planned network; and (b) the lack of confirmation of quality and capacity standards. As a result LCC is still giving our backing to the Mayor for the CLG, but calling on him – *as well the boroughs involved* - to guarantee that:

1. **The pre-2016 phase of the CLG will provide a coherent (albeit initially coarse-grained) cycle network for central London. This will provide the basis for a subsequent and rapid increase in the density of routes during the early years of the next mayoralty to create a centre that is easily and safely navigable by bike throughout.**
2. **The highest quality of provision will be adopted as standard from the outset, with cyclists benefitting from physically separated lanes where motor traffic speeds are greater than 20 mph or volumes are higher than 2,000 PCU/day (as is the standard for urban spaces in the Netherlands).**
3. **The CLG will have sufficient capacity to enable cycling to become the prime means of typical journeys in central London (after walking). The pre-2016 CLG must have capacity that is consistent with this objective.**

Local politicians also have a vital role to play. Political will is the key ingredient to enabling Londoners to enjoy streets that are as “safe and inviting for cycling as they are in Holland” – as promised to LCC’s supporters by the Mayor - but displaying such will is not just the responsibility of him alone. It is an oft-cited fact that 95% of London’s roads are not with the City Hall/TfL’s control and it is therefore transparent that London’s Boroughs have an equal responsibility to make cycling safe and enjoyable for all. In the case of the CLG the boroughs involved will be held to account by Londoners in the same way as the Mayor for the level of political will and ambition they show.

It is therefore hugely encouraging that the boroughs are working in partnership with each other and City Hall to create the CLG; it hasn’t always been obvious in the past that such partnership would have been welcomed by many parties and this a very good start. But it is clear that there is much more that some boroughs can and should do (and in this regard it is very disappointing that LB Tower Hamlets is not present at the table).

The concerns – at times objections - of local residents must of course be taken seriously, but at the same time no progress is ever challenge-free. Those boroughs which are currently withholding approval for CLG plans at critical locations must look to the bigger and wider picture, engage their residents, and if necessary take some political risks in support of the project – after all, the CLG will ultimately be hugely good for the quality of life for everyone in central London.

To this we can add the Royal Parks whose co-operation will be essential if the CLG is not to be blighted by major discontinuities within an otherwise high quality network. The Royal Parks appear to be similarly withholding consent at certain locations, apparently because of unfounded concerns about pedestrian safety and comfort.

LCC therefore calls on all the boroughs concerned and the Royal Parks to ensure that they do not block progress at key nodes and links within the CLG. The same leadership qualities are expected of them as of City Hall, and large numbers of Londoners will similarly back them too when they make hard choices to support cycling.

In summary, it is vitally important that by the time Mayor Boris Johnson comes to the end of his current term of office in 2016, the unprecedented funding allocated in his Vision for Cycling for flagship programmes such as the CLG is spent, and spent well. The CLG must by that time offer high quality infrastructure and facilitation for cycling that is being used and valued by the swelling number of Londoners and visitors to our city who cycle in central London, as well as the many more who wish to do so but are deterred by the dangers they face. The Mayor will undoubtedly want to be remembered not just for having a Vision for Cycling, but for delivering it. Improving the current CLG plans as LCC has described will be a quintessential part of this delivery. The boroughs and Royal Parks must also recognise the public support that exists for a high quality CLG, and do more to play their full role in achieving it.

Ashok Sinha
Chief Executive

1. Comments on the Overall Vision

1.1 Guiding Principles

LCC welcomes the principle of a network of cycle friendly streets in central London, and we welcome the fact the central London boroughs, together with the Canals and Rivers Trust and the Royal Parks are, at long last, around a table and discussing how to implement such a network

However, while we welcome the aim of a cycle – friendly route network we consider the proposal submitted for consultation needs significant revision and strengthening to meet the needs of London’s present and future cyclists. It is vital that all boroughs and authorities rally behind the common purpose of making London a better city through this programme and that the network has no incomplete sections or barriers to completion.

In particular we want a basic (coarse grained) but coherent, direct, safe and legible network in place by 2015 with the capacity and structure to build into a more comprehensive network shortly thereafter. Conditional on political will from both the Mayor and Borough leaders, we believe this to be a realistic and achievable goal especially given the recent reductions in motor traffic in central London, and the continued growth in demand for sustainable transport by London’s rising population.

We share the Mayor’s view that ‘More cycling is better for everyone’ with the obvious benefits of reduced pollution and better health as cited in the consultation document. The Grid, as a concept originally developed by LCC, sought to provide routes that would enhance urban liveability for all Londoners by reducing the dominance of motor traffic. We want the guiding principles used by LCC of creating comfortable, attractive, cross-borough, universally accessible and well linked routes, where through motor-traffic is eliminated, minimised or separated, to underpin the Grid programme.

1.2 LCC’s Vision

LCC’s vision of the central Grid, developed, in 2009 was a response to the Mayoral commitment to the Cycle Hire Scheme in zone one and the series of Cycle Superhighways which, in large part, ended at the borders of zone one. The many new and existing cyclists entering, or using, zone one need safe and convenient passage across the inner ring road and through some of the most densely trafficked zones in the capital.

As an initial step LCC identified a significant number of filtered permeability, and other, measures in zone one which, if addressed, could quickly and affordably contribute to improving conditions. Following further research LCC members developed a network, or Grid, of cycle and pedestrian friendly routes in central London.

Our aim is to create a network that is coherent, legible, convenient and quick to implement. We also seek to take advantage of the many attractive routes in central London that pass green squares and parks. Such green routes are undoubtedly favoured by cyclists and are also attractive to pedestrians when through motor traffic can be diverted away from them.

At the heart of our vision is a complete, high quality and easily navigable network that makes full use of low cost permeability measures, serving all cyclists and pedestrians and making best use of green spaces. The routes chosen are two-way which helps navigation and clarity and also are designed to provide safe crossings of the inner ring road.

We believe the same principles must underpin the Mayor’s proposals. While a significant number of the routes in the Mayor’s proposal coincide with those suggested by LCC they do not build into the coherent and attractive network that we propose.

1.3 A ‘Coarse Grained’ Network by 2015

LCC wants to see rapid completion of a coarse grained Grid network. Our proposed network has been designed with rapid delivery, and practicality, in mind, as well as integration with routes beyond zones one and the potential for a finer network. While our network aims for a density of 300-400 metres between routes we note the Dutch aim for a network that is 250 meters in density. We are proposing a Grid of 6x7 minimum and 9x9 maximum at this stage. We believe such a Grid can be delivered in 12 months and that supporting links, including Quietways, should be delivered in 2 years. See accompanying map of LCC proposed coarse network routes. [LCC Grid Proposal 2014.jpg]



We believe that the “network benefit” of a well-designed, coarse-grained Grid, delivered as a priority far outweighs any alternative benefits from a piecemeal approach. Indeed it was the piecemeal implementation of links and poor connectivity that previous failed projects such as the London Cycle Network+.

LCC recognises that adjustments to our original proposals were required in the light of changes since 2010, notably the commitment to a segregated cycle route along the embankment and along the Elephant and Castle to King’s Cross axis, as well as changes in traffic movements in the West End.

We also recognise that some very popular existing cycling routes must be upgraded to make them safe and inviting for all users.

1.4 High volume Priority Cycle Routes

We note and welcome TfL’s proposal for a filtered cycle priority route along Old St- Clerkenwell Road – Theobalds Road. As the data shows this route is already dominated by cycle users at peak times. It is not the only such route in London: Shoreditch – Bishopsgate-Borough and The Strand-Aldwych are other examples of routes that attract very high cycling numbers, despite inhospitable conditions, because there are no viable alternatives.

These routes are unavoidable for cyclists in Central London, yet cannot be considered ‘Quietways’. They must be addressed by TfL and the Mayor with a dedicated funding stream. They will require greater intervention to meet continental standards. Old St-Clerkenwell, Theobalds Road, which helps to fill a gap in the Grid, should serve as a pilot programme for other such routes.

1.5 Standards

Standards to be adopted on the Grid routes have not been specified by TfL. Indeed the consultation document suggests that little intervention will be needed – such an approach may have deterred boroughs from choosing the most appropriate routes. Selecting routes on the grounds that minimal intervention is preferred, will not deliver the network that is required.

The standards adopted for the Grid must be consistent and offer both high quality and universal access.

LCC wants our general principles for cycle route design to be incorporated in the design of all the Grid routes that will serve the many thousands of cyclists who travel in central London. These principles, which we want to see included in the forthcoming edition of the London Cycle Design Standards (LCDS), are:

- Where motor traffic volumes exceed 2000 passenger car units (pcus) per day, or 85th percentile speed limits exceed 20 mph, there should either be a commensurate reduction in motor traffic speeds and traffic volumes or provision of protected space for cycling (e.g. segregated cycle lanes).
- Cycle facilities must be designed to be universal, that is: to cater for both fast and slow cyclists as well as those who are younger or older.
- Lane widths and filters such as bollards should allow sufficient space for adapted cycles (used by people with disabilities) or cargo bikes.

More specifically we want the Grid to include:

- Filtered permeability (see below). Most links/routes on the Grid need modal filtering, allowing motor vehicle access to every address while removing through motor traffic.
- Safe crossings on main roads; minor and major crossroads need to be considered differently. Crossings must be both safe and convenient.
- Priority and Protection; crossings must not disadvantage cycle users. Grid routes must instead give both time advantage and priority to cycle users. Intersections between green, off-road, routes and on-road filtered cycle routes can include removal of signals (where this does not delay implementation).

1.6 Restrictions on Through Motor Traffic (Filtered Permeability)

We welcome the statement in the consultation document that “we are suggesting that some of the busier secondary roads, where there is heavy cycle demand, are closed or restricted to through traffic to make them more cycle friendly” (p 14). Such measures are exactly what the Grid should incorporate for the benefit of both cyclists and pedestrians.

So called ‘filtered permeability’ has been used successfully in many parts of London and been associated with significantly increased cycle flows. LCC’s proposals for the Grid prioritise filtering measures as a way of creating routes that are attractive and can serve high volumes of cycle users without expensive infrastructure measures. We note that contraflows, without associated modal filters or traffic management schemes, do not achieve the same benefits as full permeability measures. Filtered permeability schemes have limited, if any impact on residents parking – De Beauvoir Town in Hackney is an example where residents actively lobbied for a filtered permeability scheme.

The essence of the LCC Central London Grid vision is a coherent network of such filtered routes where cyclists are not competing with through motor traffic but where access is maintained for services, deliveries and parking.

1.7 Capacity

The consultation does not refer to cycling volumes along the routes but we note the Mayor’s target of a 400% increase in cycle use from 2001 to 2026. The numbers released by TfL show that London is currently on target to meet that figure. It is important therefore that the proposed network can handle the growth in cycling numbers with appropriate design of both junctions and links.

As the Mayor will surely be aware, junctions on popular cycle routes, such as the back street route through Islington that crosses City Road, can reach volumes in excess of 1500 cyclists per hour – high even by Dutch standards. Failure to make routes scalable or ‘adaptable’, to use the TfL term, can lead to hazardous junctions and conflicts with cars, cyclists and pedestrians.

Adopting a network with extensive filtered permeability measures, as suggested by LCC, offers greater potential for scalability.

1.8 Signage

We note the proposal to use bus route numbers or tube lines to define routes. While this may seem attractive in PR terms it may simply confuse. Bus numbers are not recognisable to people from other areas and the tube map is schematic rather than geographic. The proposed routes do not directly follow either bus routes or tube lines.

One of the functions of a Grid network is to facilitate trips not supported by the existing tube and bus network. In addition it could provide attractive routes linking to and from the main line stations. Integrated cycle-rail journeys are growing as fast if not faster than other cycle use. The network and signage should facilitate this trend.

A more traditional designation by number or letter would likely be easier to navigate possibly complemented by colour. We note that Dutch use a node system (knoop-punten) for their out of town routes.

We welcome high quality signage and use of on- road markings but note that all signage must be vandal proof, as it is in the Netherlands, and regularly maintained. We note the unfortunate case of the Olympic Cycling and Walking Routes, where poorly designed, but costly, signs were vandalised within days despite ample advice from stakeholders suggesting cheaper but less vulnerable signage. We also note that road markings on many LCN+ cycle routes have been worn away and, in boroughs like Tower Hamlets, the green cycle lane surfacing has turned into a pot-holed hazard. Such developments must be avoided by long-term formal borough commitments to maintain routes and signage.

1.9 Integration and Delivery

The Grid must integrate with other programmes, namely the Superhighways and Quietways, which extend far beyond the Grid, but it must be recognised as a separate programme designed to rapidly deliver better conditions for cycling and walking in the heart of our city.

We note that the FAQ's for the consultation state that half the Grid will be delivered by 2016. LCC's original proposal in 2009 was for a Grid that could realistically be delivered in 12 months if commensurate political will is present at both City Hall and in the local borough's elected leadership. Given the potential for cycling growth as well as the greater ambition in the Mayor's 2012 Vision, and increased funding, we want to see a functioning Grid in place by 2015 and phase two complete a year later.

We note, with concern, that both the London Cycle Network (LCN) and the LCN+ were abandoned well before the networks were complete. Amongst the obstacles to the completion of the LCN+ were 140 'high-risk infrastructure barriers' as identified by the LCN+ project managers. The majority of the barriers were junctions and, of those, the majority were on TfL controlled roads. A repetition of this scenario with any of the Mayoral Vision programmes would be very unwelcome. Other infrastructure projects, such as Crossrail, are not left incomplete because everyone recognises that an incomplete rail or tube route will not function properly – the same is true of cycle networks which need to be followed through to completion even if there are two, coherent, stages to the process

We note that, already, TfL has stated that the cycle superhighways cannot be completed to the required standard unless an additional £50m is invested. The necessary funds must be allocated to complete this network, which will complement the Grid, to meet international best practice.

1.10 Junctions

We welcome the commitment to the provision of 'safe routes through junctions separated physically or by traffic light phases from most motor traffic.' This commitment must not be diluted.

As is well established, collisions occur most frequently at junctions. Even the finest segregated tracks or modally-filtered streets will let cyclists down if road danger is not reduced at junctions. LCC has already highlighted the road danger at junctions along Stratford High Street, on the recently opened CS2 Extension, which undermine the benefits of this newly created separate cycling facility.

Along Grid routes cyclists should be confident that they have priority and that this will include being given priority at junctions. At busy junctions cyclists must be separated in time or space from motor traffic and recently proposed measures to create separate left and straight on traffic movements need to be utilised to achieve this.

We welcome the commitment to provide protected facilities for cycle users on busy roads but, as noted above, we do not wish to see this accompanied by a lack of consideration for cyclists when crossing side streets or at junctions. Along designated Grid cycle routes priority must be given to cycle users.

1.11 Critique of TfL Proposals

At a basic level the routes selected for investment must be underpinned by a clear vision of a coherent, direct, safe, comfortable and attractive network accessible to all cyclists (universality). We note that these principles (considered essential in Holland) together with 'adaptability' (ability to cater for growing demand) are included in the Mayor's new draft London Plan.

Regrettably, the routes currently proposed do not appear to adhere consistently to such principles but instead seem to be an assembly of choices that boroughs favour, each on their own roads, in some cases apparently with only 'timid' cyclists in mind. This undermines the Mayor's Vision of a true network of cycle friendly streets that is needed in the centre of the capital to cater for existing and future demand. Such a network would cater to greater number of cyclists and offer better value for money.

Examination of the map of proposed routes shows that some boroughs have chosen many routes, others have selected few. Some routes are major 'desire' lines others have more local functions. Some routes duplicate the role of others and may be intended as alternatives but this is not clarified in the document. Cross-borough border links are not always present and there are evident gaps in the routes selected. Even where dense route coverage is indicated, gaps have sometimes been retained. The above inconsistencies create a problem with delivering a coherent, complete, easily legible and convenient network that TfL intends to sign prominently and present as a preferred choice for cycle users.

It is self-evident that cyclists do not choose routes based on borough borders - thus all routes, and their links to routes outside zone one, must be continuous and direct. This principle must include integration with park routes.

We note that the proposed Grid fails to address notable gaps in the cycle routes through Royal Parks. To quote Boris Johnson from his 2008 document Way to Go "I cannot understand the ban on cycling virtually everywhere in the Royal Parks." The Royal Parks are a resource for all Londoners and improved cycle access helps us to share the enjoyment of our green spaces with more people – the contribution of the Royal Parks to the Grid can be significant.

The apparent exclusion of Tower Hamlets from the Grid is unexplained and leaves an obvious gap in the network. The cycle hire scheme was extended to Tower Hamlets and the poor state of cycle routes in that borough is a long standing problem that needs to be confronted particularly in view of the rapid growth of new developments in Shoreditch and Whitechapel.

Completeness was part of LCC's brief for the Grid designed in 2009 and we made every effort to make sure all parts of central London were served by our proposed network. This is not yet the case with the newly proposed selection of routes.

2. The Central London Grid: Network and Routes

While the current consultation conflates all cycle provision in the Zone 1 area we believe it is imperative to understand the vision of the Grid as a network of coherent routes that do much more than provide sections of respite from the worst traffic.

We welcome the central London Superhighways as feeder routes bringing large volumes of commuter cyclists into the Central Area. Generally these are on large roads with significant volumes of motor traffic which require space for cyclists separated from the motor traffic and with high level junction design to maintain priority.

The rest of the routes, that TfL refer to as the Central London Quietways, must be selected and prioritised to deliver an effective network allowing safe and inviting ways to navigate across the central area. The London Cycling Campaign vision has focussed on routes that take cyclists across the inner ring road and across the river. The priority must be for a relatively coarse grid of such routes, initially 300-400 metres apart.

2.1 Quick Routes for Slow Cyclists

Done properly the Grid will deliver quick routes for slow cyclists as well as for experienced commuters.

2.2 Criteria for Route Selection.

Central London is a maze of narrow and medium width streets with a random pattern of connections. That adds to the difficulty of identifying suitable through routes. The important criteria for Grid Routes are:

- They must be on roads with very low levels of motor traffic, below 2000 PCU per day. Due to declining motor traffic in this area it is possible to achieve this by filtering out through motor traffic on a selection of routes allowing for two-way cycling on these streets.
- Routes must provide access across the borough boundary roads and the river. There must be cross borough routes delivered in partnership between the Boroughs, Royal Parks and TfL.
- There must be a common level of service in every borough.
- The routes must provide two way travel for cycling - thus avoiding a complex one-way network and reducing the number of junctions to be negotiated.
- There must be safe and efficient junctions throughout. Getting the junctions right must be the most important investment in the delivery programme. This is most important at crossings of the Ring Road, and other routes with high volumes of motor traffic, where there should be separate phasing for cycle traffic without undue delay.
- On many minor junctions it will be possible to remove automatic signalling, providing priority junctions. Cyclists should have priority where expected volumes of cyclists are higher than other modes.
- Filtering out through motor traffic is the most cost effective way of delivering high quality cycling routes on the type of streets in the central area. That creates minimum disruption to parking for deliveries, services, clinics and residents. On some streets removing through motor traffic could free up space for essential services while still providing high quality cycle routes.
- To minimise disruption and maximise attractiveness the Grid routes should run through parks and garden squares

2.3 Other Route Benefits

- The quietening and calming will be transformative for businesses and residents allowing for significant environmental gains.
- The routes must be designed to encourage pedestrian trips throughout the area on liveable streets

2.4 High Intensity Links

In addition to the Cycling Superhighways there are a number of high intensity links essential for a functioning grid that require a higher level of intervention to provide safe cycling. Typically these are on strong desire lines where there are not convenient quieter links nearby. Often these are also on street with significant bus flows.

- All bridges across the Thames: there are no alternative routes to the Thames bridges and none of the minor crossings (Millennium and Hungerford Bridges, proposed Garden Bridge) are open for cycling. We note, and welcome, the introduction of 20mph limits on London Bridge and Blackfriars bridges. In addition to the Cycle Superhighway routes all the other bridges require separate space for cycling. More importantly the junctions at each end must facilitate easy, stress-free access on and off the bridges.
- Theobalds road, Clerkenwell road, Old street: this link is the busiest cycle route into Central London with 64% of the vehicle traffic being cycles in the morning peak. It runs through three boroughs and has high frequency bus routes. We welcome the commitment to examine this route and call for a major redesign, removing through motor traffic. This will provide benefits for cyclists and bus users as well as help revive the street front economy in this area.
- Shoreditch High Street to London Bridge. This route has similar problems and high levels of casualties. It should become the second candidate route for a major re-design prioritising pedestrian, cycle and bus traffic. The partial removal of the Shoreditch gyratory system has demonstrated the huge economic gains that arise from de-prioritising private motor traffic.

3. Central London Grid Consultation Areas

The London Cycling Campaign has identified a coarse grained network of routes which can be delivered providing cross borough and cross London access for cyclists. The Mayor's consultation has been prepared with London boroughs but it provides a very varied mix of route densities with significant gaps.

3.1 The Royal Parks

While there are some existing routes through sections of the Central London Royal Parks they are over capacity and need other links to share the load. It is essential that the Royal Parks provide safe alternative routes for cycling. Currently cycle restrictions force cyclists onto some of the most hazardous roads in London and deter many people from cycling.

All the Central London Royal Parks should be open for cycling throughout the night while there is still high speed motor traffic on the alternate routes.

Regents Park needs a strong north south route on the Broad Walk and exiting through Brunswick Place to link straight across the ring road into Harley Street. The canal bridge at Charlbert Street is essential to link cyclists from the north west into the West End and City.

As well as facilitating the Cycling Super Highway East West route, Hyde Park and Kensington Gardens must support several east west and north south routes, crucially providing access to Kensington High Street and Bayswater / Notting Hill.

The Superhighway route through Green Park/St.James's needs north south linkages through the Spur Road gyratory and along the Queens Walk linking cross routes in Mayfair.

3.2 Lambeth

Lambeth have proposed every minor street in the sector as a Quietway. Without a clear plan to provide linked-up routes with Southwark, and crossing the river, the benefits from quickly achieving a functioning network will be lost.

The minor routes are still important but should be developed as Quietway links feeding to and from the Grid network and the Cycle Superhighways.

3.3 Southwark

The routes proposed for Southwark are close to those in the LCC network. The missing link in Union Street is inexplicable; we assume this was a drafting error and not a plot to disable the network in the vicinity of Transport for London offices.

The arbitrary closure of cycle network routes for the re-building of London Bridge station has caused chaos and must be remedied with a quiet link to Tower Bridge

3.4 City of London

The proposed network in the City of London provides many useful links on a tortuous network of lanes. It does not greatly contribute to the whole of the Grid where a set of effective through routes is needed to avoid forcing cyclists onto the busiest streets and hazardous junctions.

For example we propose a through route on Charterhouse Street on the north side of Smithfield Market with a link through Grand Avenue (outside night-time market hours). This would minimise the number of junctions that need to be crossed and reduce the conflict between cyclists and market traffic.

3.5 Tower Hamlets

There is nothing shown for Tower Hamlets. That is unacceptable and safe links are desperately needed across the ring road and to provide access to the City and Tower Bridge. Several routes linking South West Hackney with the rest of the borough require links through Tower Hamlets at the very least.

3.6 Hackney

The London Borough of Hackney is already developing networks of quiet routes in the city centre section of Hackney. The major problems are safe crossings of the ring road and Transport for London Road Network. Many junctions need improved priority for people on bikes. The lack of involvement of Tower Hamlets make this difficult in the Shoreditch High Street / Bishopsgate area. Hackney must work with Islington and Camden to develop a high quality solution for the Old Street, Clerkenwell Road route.

3.7 Islington

Islington needs to build on their existing cycling network to remove through motor traffic and increase capacity and priority at the crossings of the ring road and other major roads, particularly on the borough boundaries. Islington, along with Camden must be developing a high quality solution for the Old Street, Clerkenwell road routes.

3.8 Camden

Current proposals for removing through motor traffic on the Torrington Place route should be seen as the model for all the routes in the Central London Grid scheme. Camden needs to ensure that gaps are removed to deliver a fully functional network particularly on the north south alignment of Tottenham Court Road and Gower Street and also a two way continuous east west route through Covent Garden.

3.9 City of Westminster

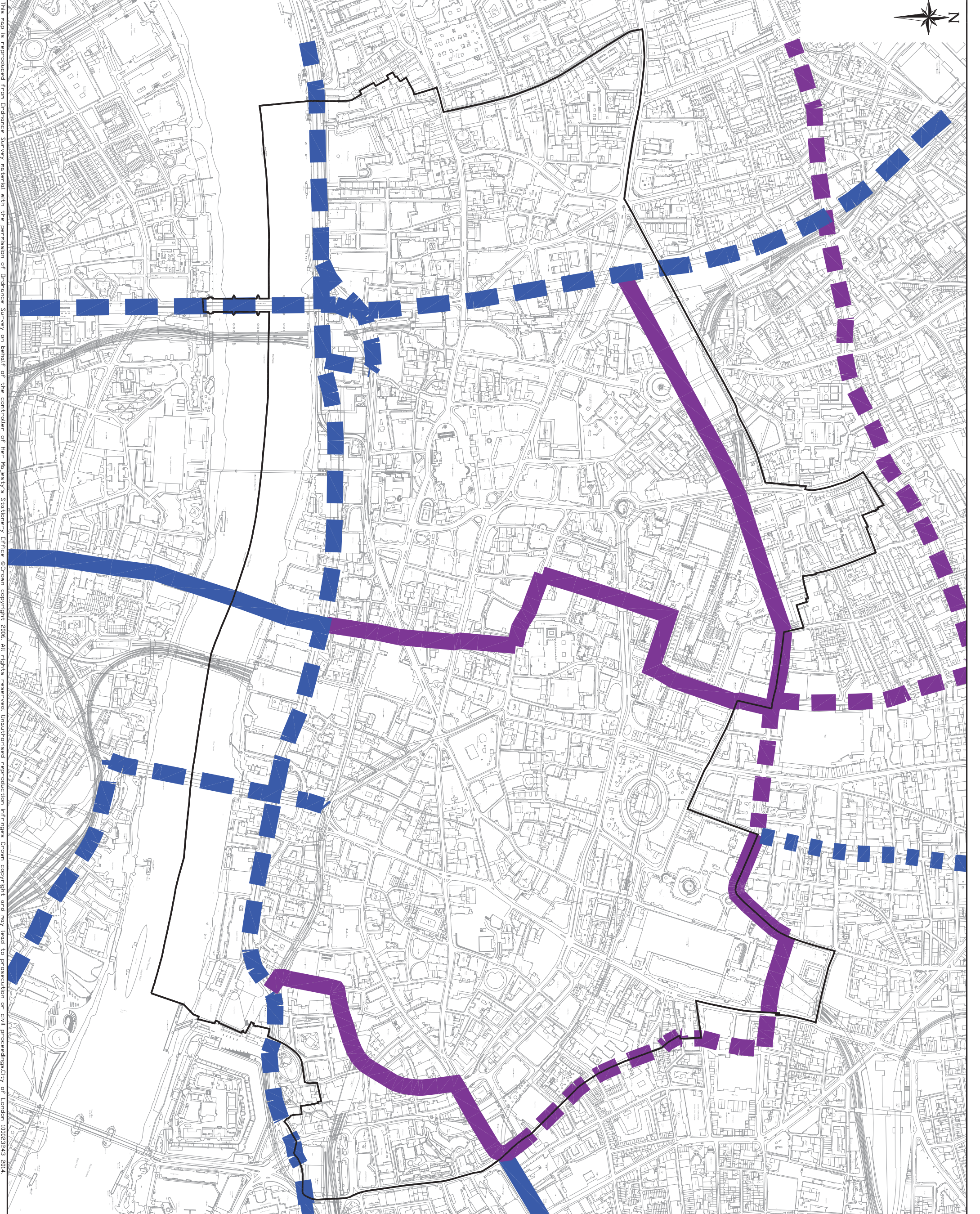
The Westminster section includes some very useful routes, but they are too complex and need to be worked out as simpler two-way cycle routes throughout. The alternate routes shown on the consultation map are closer to those proposed by London Cycling Campaign. Filtering out through motor traffic in Marylebone is far better than the complex contraflows proposed and has less impact on services and parking.

Priorities should be direct crossing of the ring road especially into Regent's and Hyde Park. There need to be continuous north south routes linking the Superhighways through Green Park and Mayfair as well as through Trafalgar Square, Soho to Camden.

3.10 Kensington and Chelsea

There are few if any satisfactory east west routes through Kensington and Chelsea and very poor connectivity between the ones shown. There is a poor casualty record on the east west main roads in the borough. Quietway routes should maximise the opportunities to cooperate with the Royal Parks and provide a route through Holland Park. The majority of the borough is outside the Central Area which London Cycle Campaign is prioritising for the Central Grid. As with all the boroughs we expect a consistent standard of cross borough Quietways linked to and supporting the Central Grid.

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Key

- Existing Cycle Superhighway
- Quietway Grid
- Planned Cycle Superhighway
- Proposed (TfL) Superhighway
- Quietway in neighbouring authority

E	12/01/14	End routes modified, following consultation	AC	SL	SL
D	31/11/13	London-wide corridor reviewed, additional	AC	SL	SL
C	12/06/13	Options established and consideration /	AC	SL	SL
B	22/05/13	18 TfL Superhighway corridors identified	AC	SL	SL
A	14/11/12	18 TfL Superhighway corridors identified, /	AC	SL	SL
Rev	Date	Revision detail	Drawn	Checked	Approved

Cycle Revolution

Drawing title
**Central Grid
Cycle Routes**

Scale	Original drawing size	Date
NTS	A3	Apr 2013
Drawn	Checked	Approved
AC		SL

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Agenda Item 8

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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