



## Streets and Walkways Sub (Planning and Transportation) Committee

**Date:** MONDAY, 22 SEPTEMBER 2014

**Time:** 11.30 am

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

**Members:** Marianne Fredericks (Chairman) Alderman Alison Gowman, Police Committee (Ex-Officio Member)  
Jeremy Simons, Open Spaces and City Gardens (Deputy Chairman) Brian Harris  
Randall Anderson Oliver Lodge  
Alex Bain-Stewart Sylvia Moys  
Deputy John Barker, Finance Committee (Ex-Officio Member) Graham Packham  
Revd Dr Martin Dudley Deputy Michael Welbank

**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 9 July 2014.  

**For Decision**  
(Pages 1 - 6)
4. **REPORT ON ACTION TAKEN**  
Report of the Town Clerk.  

**For Information**  
(Pages 7 - 10)
5. **MARK LANE ENVIRONMENTAL ENHANCEMENTS**  
Report of the Director of the Built Environment.  

**For Decision**  
(Pages 11 - 22)
6. **ISSUES REPORT - MIDDLESEX STREET ESTATE - REMOVAL OF CAR PARK RAMPS**  
Report of the Director of the Built Environment.  

**For Decision**  
(Pages 23 - 26)
7. **LIMEBURNER LANE S.278**  
Report of the Director of the Built Environment.  

**For Decision**  
(Pages 27 - 34)
8. **CYCLE REVOLUTION UPDATE REPORT**  
Report of the Director of the Built Environment.  

**For Information**  
(Pages 35 - 48)
9. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

11. **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.

**Part 2 - Non-public Agenda**

12. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on 9 July 2014.

**For Decision**  
(Pages 49 - 50)

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

14. **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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## **STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Wednesday, 9 July 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 Wednesday, 9 July 2014 at 11.00 am

### **Present**

#### **Members:**

Marianne Fredericks (Chairman)  
Jeremy Simons (Deputy Chairman)  
Randall Anderson  
Deputy John Barker (Ex-Officio Member)  
Revd Dr Martin Dudley  
Alderman Alison Gowman (Ex-Officio Member)  
Sylvia Moys  
Graham Packham

#### **Officers:**

Katie Odling	Town Clerk'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
Norma Collicott	City Police

#### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Jeremy Simons, Alex Bain-Stewart, Brian Harris, Oliver Lodge and Deputy Michael Welbank.

#### **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 meeting held on 9 June, 2014 be approved.

#### **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.

4. **CYCLE SUPERHIGHWAY**

The Sub Committee received a presentation from representatives from Transport for London in respect of the proposals for the East-West and North-South Cycle Routes.

**PUBLIC**

RESOLVED – That the public be invited back into the meeting.

5. **RIVERSIDE WALK ENHANCEMENT STRATEGY | MILLENNIUM BRIDGE AREA**

The Assistant Director, Environmental Enhancement informed the Sub Committee of a slight change in scope to adjust the design and construction of the drainage/irrigation on the Riverside Walk (Millennium Bridge) site as result of ground contamination.

The Assistant Highways Director informed the Sub Committee that work on the Millennium Bridge Area would commence in July 2014 once the School had closed for the summer.

RERSOLVED – That the change to the scope of the project be noted.

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

6.1 **Cheapside & Guildhall Area Enhancement Strategy - boundary change request and pre-consultation report**

A report of the Director of the Built Environment was considered which set out a proposed change to the Cheapside and Guildhall Area Enhancement Strategy boundary and outlined the planned public consultation exercise on its review.

In response to a question, the Assistant Director, Environmental Enhancement provided assurance the consultation for this project would be coordinated with that of the Barbican Area Strategy. It was noted that clear branding would be thought up to differentiate between the two consultations.

Page 17 of the report showed a plan of key public realm enhancement opportunities and it was agreed that an update would be provided to the next meeting in relation to courtesy crossings on Gresham Street.

RESOLVED – That,

- a) the scope of the Cheapside Area Enhancement Strategy to include the Guildhall area be extended;
- b) additional resources of £20,761 be approved to carry out the consultation and finalise the strategy document £11,000 (fees) and £9,761 (staff costs) to be funded from the Section 106 agreement connected to the redevelopment of 100 Cheapside;

- c) the public consultation on the Cheapside and Guildhall Area Enhancement Strategy be agreed to take place over autumn 2014;
- d) authority be delegated to the Director of the Built Environment to finalise the details of the relevant consultation materials in liaison with the Chairman and Deputy Chairman of the Streets and Walkways Sub-Committee.

#### **6.2 Update Report - Road Danger Reduction in the Shoe Lane Area – Stonecutter Street & Little New Street**

A report of the Director of the Built Environment was considered which provided an update in relation to the Road Danger Reduction in the Shoe Lane area (Stonecutter Street and Little New Street).<sup>9</sup>

RESOLVED – That,

- a) lessons learnt be noted from the previous report (Appendix C) and the project be closed; and
- b) the unspent balance be returned to the developer as per the conditions of the Section 278 agreement.

#### **6.3 Outline Options Appraisal (Gateway 3) – Fleet Buildings & Plumtree Court Highway Improvements**

A report of the Director of the Built Environment was considered regarding the Fleet Buildings and Plumtree Court Highway Improvements.

The Sub Committee commented on the importance of ensuring that consideration is given to maintenance costs and ensuring the materials used for the highway provide top level safety.

RESOLVED –That,

- a) Option 1 at a cost of £250,000 be approved as outlined in the report and progression to the detailed design stage (Gateway 4) subject to the S106 contribution from the Fleet Buildings & Plumtree Court development being received (£1,636,475);
- b) the merging of the approved S106 Highways option with the S278 Security & Public Realm proposals be approved and both elements of the project be reported back to Members as a single project via a Gateway 4 report; and
- c) Delegated authority be given to the Director of the Built Environment and Head of Finance to adjust the budget between the elements listed in the fees, staff costs, and between the two (as indicated above), once more robust estimates have been established over the course of the detailed design stage.

#### **6.4 Bart's Close public realm enhancements**

A report of the Director of the Built Environment was considered in relation to the Barts Close public realm enhancements.

RESOLVED – That,

- a) The detailed options be developed in line with the project objectives set out in Appendix 1, at an estimated cost of £75,000 (staff costs), subject to prior receipt of written confirmation by the developer of Bart's Close

- that such costs will be met through early payment of the Section 106 contribution in respect of the further Public Realm Works sum; and
- b) the Comptroller & City Solicitor be authorised to enter in to any necessary arrangements and/or agreements to secure the early payment (if required).

#### **6.5 Liverpool Street: Crossrail Urban Integration Gateway 3 report**

A report of the Director of the Built Environment was considered regarding the Crossrail Integration at Liverpool Street.

RESOLVED – That approval be given for,

- a) £115,000 to allow for design proposals to be progressed in line with the project funding estimates as set out in Table 1; and
- b) decision making authority over the Gateway 4 (stage 1) report to be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman of the Streets and Walkways Sub-committee.

#### **6.6 2-6 Cannon Street (Offsite Works) Gateway 3 report**

A report of the Director of the Built Environment was considered regarding the off-site works at 2 – 6 Cannon Street.

RESOLVED – That approval be given to the project continuing to the next gateway, subject to receipt of funding from the developer.

#### **EXTENSION OF THE MEETING**

At this point, the time limit for Committee meetings as set out in Standing Order No 40 had been reached, but there being a two-thirds majority of the Committee present who voted in favour of an extension, the Committee agreed to continue the meeting.

#### **6.7 125 Wood Street - S278 Work**

A report of the Director of the Built Environment was considered regarding S278 works at 125 Wood Street.

RESOLVED – That,

- a) the footway paving material surrounding the 125 Wood Street building be upgraded to York stone;
- b) Officers be authorised to negotiate the necessary legal agreements in order for the developer to pay the full costs of this upgrade, with the highways works being undertaken by the City's Term Contractor; and
- c) Officers be authorised to seek funding to upgrade with York stone the remaining section of Wood Street that is currently finished in mastic asphalt. When a suitable funding source has been identified, the decision to proceed with these works should be delegated to the Director of the Department of the Built Environment.



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

Storage Cabins on St Mary's Axe – Further to a question, the Assistant Highways Director advised that the storage cabins were part of the work to complete the Bury Court Scheme and for site welfare to work on Leadenhall Street. The cabins were due to be removed to a safer location.

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

Bank By-Pass Walking Routes project

The Assistant Director, Environmental Enhancement informed the Sub Committee that Officers were currently developing detailed design options and are at Gateway 4 of the Project Approval Procedure for the Bank By-Pass. The Transport for London (TfL) funding for the project was time-bound and must be spent by 31 March. In addition, the consultation on the design with local occupiers has just been completed and the Gateway 4 report was now being prepared.

In order to maintain the programme, Gateway 4 approvals need to be sought by September 2014. Members noted that Officers intended to submit the Gateway 4 report to Projects Sub Committee at their 2<sup>nd</sup> September meeting and this was by way of a request for agreement to delegate authority to the Town Clerk in consultation with the Chairman and Deputy Chairman of the Sub Committee the to approve the Gateway 4 report.

RESOLVED – That delegated authority be given to the Town Clerk in consultation with the Chairman and Deputy Chairman of the Sub Committer to approve the Gateway 4 report in relation to the Bank By-Pass Walking Routes project.

9. **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.

10. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 9 June 2014 be approved.

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

There were no questions.

12. **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 1.15 pm**

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Chairman

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<b>Committee:</b> Streets and Walkways Sub Committee	<b>Date:</b> 22 September 2014
<b>Subject:</b> Decisions taken under delegated authority or urgency powers	<b>Public</b>
<b>Report of:</b> Town Clerk	<b>For Information</b>
<b><u>Summary</u></b>	
1. This report advises Members of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman since the last meeting of the Committee, in accordance with Standing Order Nos. 41(a) and 41(b).	
<b>Recommendation</b>	
2. To note the action taken since the last meeting of the Committee.	

## **Main Report**

3. The following action has been taken under delegated authority Standing Order No. 41(b), since the last meeting of the Committee:-

4. **Bank By-Pass Walking Routes**

Your Sub Committee delegated authority to the Town Clerk in consultation with the Chairman and Deputy Chairman of the Sub Committee at its meeting on 9 July 2014 to approve the Gateway 4 report in relation to the Bank By-Pass Walking Routes project.

Approval has therefore been given for the Town Clerk to

- a) approve the change request for the inclusion of Abchurch Lane south as a later phase and the change in scope for Nicholas Lane
- b) approve recommended options for Phase 1 and 2 as detailed in the report (subject to the making of the necessary traffic orders); and
- c) delegate the Gateway 5 approval for Phases 1 and 2 to the Director of the Built Environment.

5. The following action has been taken under the urgency procedures, Standing Order No. 41(a), since the last meeting of the Committee:-

6. **Environmental Enhancement projects to be delivered in 2014/15 using additional Transport for London (TfL) funding**

In August 2014, TfL offered the City additional funding from the major scheme fund to progress and deliver a range of transportation and environmental enhancement projects and strategic work, which must be spent by 31 March 2015.

Officers reviewed the City's Area Strategies and identified the Fleet Street Area Strategy, as well as six environmental enhancement projects within other Area Strategies as being appropriate for the funding available and deliverable within the time scale. Each of the projects is considered to be low risk to complete in the time scale as they are not particularly challenging to complete technically. However, construction needs to commence on all projects in January 2015 to allow completion by 31 March 2015.

**Reason for urgency** - Approval was therefore given for these works under urgency procedures due to the lead-in time for ordering of essential materials (12 to 16 weeks). Although it was reasonable to delay these orders until the Projects Sub-Committee could approve these works at their meeting on 2<sup>nd</sup> September, the further three week delay until your Streets & Walkways Committee meeting would significantly increase the risk of the projects not being completed by 31 March 2015, which would then leave the City Corporation liable to fund the projects.

The total funding offered by TfL for the projects is £890,000. The City Corporation currently only has £184,440 of funding allocated for the projects, so a delay to the commencement of the projects would increase the risk that the City Corporation would become liable to fund the projects.

#### 7. **Crossrail Moorgate Urban Integration**

Approval was given by the Streets and Walkways Sub Committee to approve funding of £115,000 as set out below to allow the project to progress to Gateway 4 (stage 1) and the agreement of design proposals by the end of December 2014.

<b>Table 1 : Summary of estimated costs to reach Gateway 4 (stage 1)</b>	
<i>Item description:</i>	<i>Estimated cost (£)</i>
Estimated consultants fees	£ 70,000
Estimated staff costs	£ 45,000
<b>Total</b>	<b>£ 115,000</b>

**Reason for Urgency** - the timescale for the delivery of the next Gateway stage of this project is extremely tight. This is due to Crossrail imposed deadlines and the need for the City to have agreed a detailed design for the Moorgate Crossrail area by December 2014. The report cannot wait an extra 3 weeks to be heard at the next Committee meeting as this time is urgently required to tender for a landscape architect consultancy and make this appoint, so the project can be progressed with the significant internal and external stakeholders. Officers will need to report back to Members at Gateway 4 in November to meet Crossrail's December deadline.

## Background Documents

1. Report of the Director of the Built Environment – Bank By-Pass Walking Routes.
2. Report of the Director of the Built Environment - Environmental Enhancement projects to be delivered in 2014/15 using additional Transport for London funding
3. Report of the Director of the Built Environment – Crossrail Moorgate Urban Integration

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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub	22/09/2014 08/10/2014	
<b>Subject:</b> Mark Lane Environmental Enhancements	<b>Gateway 3/4/5 Outline Options Appraisal &amp; Authority to Start Work (Phase 1)</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>
<b><u>Summary</u></b>		
<p><b>Dashboard</b>            Project Status – Green            Total Estimated Cost – £509,914            Spend to Date – £50,740            Overall project risk – Low</p> <p><b>Summary</b></p> <p>The development at 64-74 Mark Lane provided a section 106 contribution for local environmental funding of £509,914 (Appendix 1). Burns and Nice landscape architects were appointed in 2012 to produce options for improvements in Mark Lane and the surrounding area. The development at 64-74 Mark Lane is expected to be completed and occupied in the fourth quarter of 2014. Officers have therefore been working to that date for the re-instatement of the Traffic and Environment Zone closure in Mark lane (removed to service the construction of the development) and re-landscaping of the street to provide an enhancement that ties through to the recently completed scheme at the adjacent Fenchurch Place. However, a planning application for a development at 51-54 Fenchurch Street was approved on 30th July 2014, which would also require servicing via Mark Lane, with the continued removal of the Traffic and Environment Zone closure (Appendix 2). Officers are therefore minded to recommend a two phase approach to the works in Mark Lane:</p> <ol style="list-style-type: none"> <li>1. Provide footways around the 64-74 Mark Lane development in the first instance that are of suitable quality, and include reparation works paid separately by the developer for highway damage and changes caused by the development process (shown in appendix 2). It is this phase for which authority to commence works is sought through this report.</li> <li>2. Implement the full scheme on completion of 51-54 Fenchurch Street or, if the development is not likely to be implemented in the foreseeable future to proceed with the reinstatement of the Traffic and Environment Zone closure and wider enhancements. This second phase will be the subject of a further Gateway 3/4 report.</li> </ol> <p><b>Progress to Date</b>            Following the payment of the initial 10% (£50, 814) of the Local Community Facilities and Environmental Improvements Contribution in accordance with the</p>		

Section 106 agreement dated 04 August 2008 for the development at 64-74 Mark Lane, the City initiated a street scene enhancement project to explore options for public realm enhancement works surrounding the development site.

Burns + Nice landscape architects were commissioned to undertake concept designs for the area, which were incorporated into the Fenchurch and Monument Area Enhancement Strategy (2013). Mark Lane is identified as a medium priority project within the strategy as it will contribute to delivering one of the key objectives of the Strategy; to facilitate and enhance north-south pedestrian movement across the area.

Although initial design options have been produced for the area surrounding the 64-74 Mark Lane development, there is a need to progress the design including further analysis of the parking requirements on Mark Lane and consultation with key stakeholders.

### **Overview of Options**

It is considered that there is only one option that will secure the most desirable outcome for all parties and that is to phase the works in order to secure enhanced footways in time for the completion of 64-74 Mark Lane and progress the detailed design, including a parking analysis and consultation as a second phase.

The alternative to this approach would be to delay all public realm improvement works until the nearby development at 51-54 Fenchurch Street has been completed, with footways surrounding 64-74 Mark Lane finished in asphalt. This would not be well received by the developer of the 64-74 Mark Lane and would not reflect the aspirations for improving the area as set out in the Fenchurch & Monument Area Strategy. A further implication of this is that upgrading the footways to York stone at a later date would require the works to be fully funded through Section 106 contributions, rather than using the developers reparations payment to contribute to the works in an earlier phase.

### **Proposed Way Forward**

It is recommended that the works are divided into two phases to allow completion of paving improvements to the footways immediately adjoining the 64-74 Mark Lane development and progress the evaluation and delivery of wider area improvements as a second phase. This would provide the building with the best possible street scene for its launch with the difference in cost between the developer funded reparations and a full upgrade being funded from the Local Community Facilities and Environmental Improvements contribution from the Section 106 agreement.

Authority to commence the phase one works is sought through this report, with the phase two works being the subject of a further Gateway 3/4 report to follow further design development and consultation on the wider public realm works.

### **Procurement Approach**

This project will be managed by officers from the Department of the Built Environment and implemented under the term contract by JB Riney who were



appointed via a competitive tender and who have a track record of delivering work of a high standard. Should any specialist contractors be required, the Department of the Built Environment will consult with the City of London Procurement Service to identify the most appropriate route to market.

## **Financial Implications**

### Staff Costs to date

£50,814 was approved in 2009 for Pre-Evaluation works as the initial 10% payment from the Section 106 Agreement of 64-74 Mark Lane. The majority of funding approved for staff costs has now been spent and additional funds will be necessary to cover an estimated cost of £10,000 for staff costs between July-October 2014 as set out in Table 1. The additional staff costs are necessary to ensure that the project progresses, enabling phase 1 enhancements to be delivered in time for the completion of 64-74 Mark Lane. The division of the scheme into two phases is not anticipated to increase the overall cost of the project, but simply to bring one element forward at an earlier stage.

Table 1. Funding required to cover shortfall in approved funds

Total approved P&T Staff costs	£16, 292
Total P&T staff costs spent (to June 2014)	£16,186
Total remaining P&T budget for staff costs	£106
Total estimated P&T staff costs prior to next approval (July – October 2014)	£10,000
<b>Total Additional monies required to cover shortfall in approved funds</b>	<b>£10,000</b>

### Phase 1 costs

The total estimated cost of paving the footways in York stone (Appendix 3) rather than mastic asphalt is £112, 251. The funding for Phase 1 of the project will be provided from a combination of the developer's reparation payment and the utilisation of S106 funding as per Table 2.

The developer is required under the terms of the Section 106 agreement to pay for the cost of reparations to return the public highway to a state comparable to when construction began, which was mastic asphalt footways/vehicle crossovers and granite kerbs. The cost of full reconstruction of the footways to mastic asphalt with new granite kerbs is currently estimated at £80,000. This is however subject to a full site condition survey, which has not yet been undertaken due to difficulty accessing the construction site. The current estimate could be significantly reduced following the site condition survey (and therefore increase the funds required from the Section 106 payment), depending on the extent of the damage

caused to the existing footways.

Because the exact cost of the reparations payment is not yet known, it is recommended that the cost difference between what the developer must pay under reparations and the cost of enhanced footway works will be met from the Section 106 - Local Community and Environmental Improvement Works (LCEIW) contribution for the 64-74 Mark Lane redevelopment. This cost difference can clearly be accommodated with the LCEIW contribution which equates to £509,914.06 and has been received in full from the developer.

The estimated staff costs associated with phase 1 will cover the day-to-day project management of the works, including liaison with the developer, the Citys Highways Division, designers and site contractors.

Table 2. Estimated Phase 1 Costs

<b>Item</b>	<b>Cost</b>	<b>Funding Source</b>
Enhanced Footway Works (York stone)	£112,251	Developer reparation payment + 64-74 Mark Lane S106 – LCEIW
Topographical Survey	£2,000	64-74 Mark Lane S106 – LCEIW contribution
Estimated P&T Staff Costs	£10,000	64-74 Mark Lane S106 – LCEIW contribution
Phase 1 Works total	£124,251	Developer reparation payment + 64-74 Mark Lane S106 – LCEIW

### Phase 2 costs

The funding required for Phase 2 (set out in Table 3) will be utilised to cover the staff costs and professional fees arising from the transport and parking assessment and the subsequent design work necessary to progress phase 2 of the project to Gateway 3/4. The development at 51-54 Fenchurch Street has no material impact on the final outcome of the design, other than the timing of its delivery.

The transport and parking assessment costs will include appointment of the relevant consultants, undertaking the analysis work and drawing key conclusions to inform the public realm design. This study is anticipated to take 3-6 months and will be carried out following the reinstatement of parking spaces following the phase 1 reparations.

Following the transport and parking assessment a design for the space will be progressed and all the necessary internal and external stakeholders will be consulted.

Table 3. Estimated Funding Required for Phase 2

<b>Works</b>	<b>Cost</b>
Transport & Parking Assessment Traffic Orders	£3,500
Transport & Parking Assessment Staff Costs	£2,880
Transport & Parking Assessment Professional Fees	£1,750
Design Development Staff Costs	£11,520
Design Development Professional Fees	£6,000
<b>Total Estimated Funds Required for Phase 2</b>	<b>£25,650</b>

### **Recommendations**

It is recommended that Members:

- Authorise the commencement of phase one enhancement works and the release of funds from the 64-74 Mark Lane Section 106 Agreement subject to the costs of reparations being finalised and received from the developer
- To authorise the release of £12,000 from the 64-74 Mark Lane Section 106 Agreement to cover the staff costs and fees associated with delivering the phase one works.
- To authorise the release of £25,650 from the 64-74 Mark Lane Section 106 Agreement to fund the phase two design development, including transport analysis, detailed design and consultation with key stakeholders.
- Authorise the release of £10,000 from the 64-74 Mark Lane Section 106 Agreement to cover the additional costs incurred on the scheme.

### **Summary of Preferred Approach**

See attached.

### **Appendices**

<b>Appendix 1</b>	Plan of S106 Boundary for Local Community & Environmental Improvement Works
<b>Appendix 2</b>	Plan of key development sites
<b>Appendix 3</b>	Plan of phase one upgrade works

### **Contact**

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## Summary of Preferred Approach

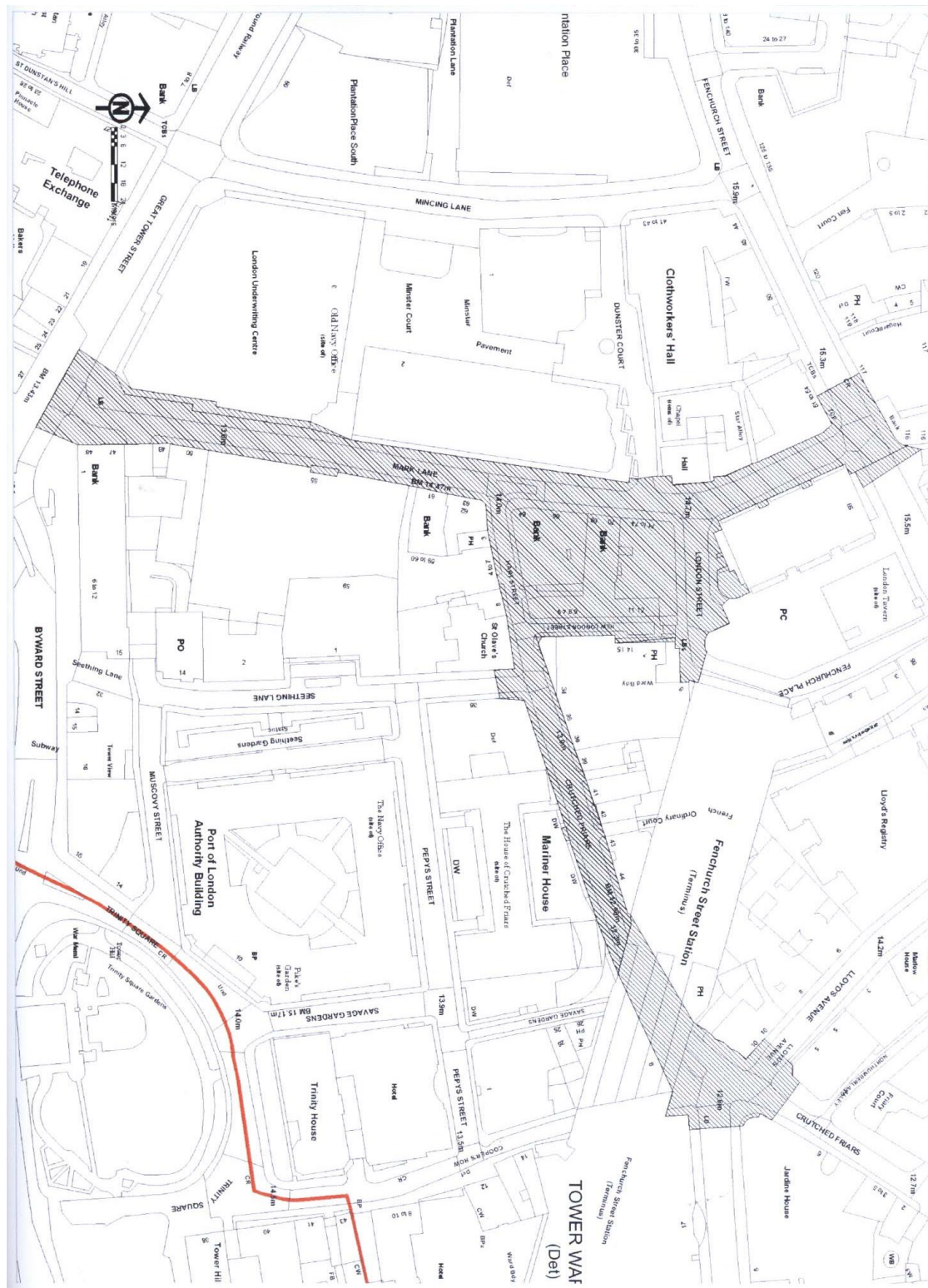
	<i>Preferred Option</i>
<b>1. Brief description</b>	Divide the works into two phases to allow completion of paving improvements to the footways immediately adjoining the 64-74 Mark Lane development and progress the evaluation and delivery of wider area improvements as a second phase
<b>2. Scope and exclusions</b>	<p>Scope:</p> <ul style="list-style-type: none"> <li>• Environmental enhancement works on Mark Lane between Hart Street and London Street</li> <li>• Raising carriageway and repaving works to New London Street.</li> <li>• Enhancement of paving around the perimeter of 64-74 Mark Lane</li> </ul> <p>Exclusions:</p> <ul style="list-style-type: none"> <li>• Wider enhancement works within the Section 106 boundary plan for Local Community &amp; Environmental Improvement Works</li> </ul>
<b><i>Project Planning</i></b>	
<b>3. Programme and key dates</b>	<ul style="list-style-type: none"> <li>• November-January 2014: Completion of 64-74 Mark Lane building works and upgrade of footways around the development to York Stone.</li> <li>• February-April 2015: Analysis of parking behaviour</li> <li>• May-July 2015: Design development of preferred option</li> <li>• August 2015-first quarter 2018: Implementation of wider public realm improvements (dependent on development progress at 51-54 Fenchurch Street)</li> </ul>
<b>4. Risk implications</b>	<p><b>Risk:</b> There is a risk of increased maintenance costs incurred to the City of London due to potential damage caused to upgraded footways surrounding 64-74 Mark Lane.</p> <p><b>Action:</b> Options to be explored to ensure that the developer of 51-54 Fenchurch Street closely</p>

	<b><i>Preferred Option</i></b>
	<p>monitors construction vehicles and pays any necessary reparations.</p> <p><b>Risk:</b> Progress on the project is delayed due to lack of certainty surrounding 51-54 Fenchurch Street development.</p> <p><b>Action:</b> The project will be progressed through to Gateway 5 and will be implemented should the development stall indefinitely.</p>
<b>5. Benefits and disbenefits</b>	<p><u>Benefits</u></p> <ul style="list-style-type: none"> <li>• General improvements to the footways will create an enhanced pedestrian environment in the short term.</li> <li>• Progressing enhancements in phase one will develop a greater connection to enhancements at Fenchurch Place and creates a momentum of improvements in the area.</li> <li>• Developer reparations payment will be utilised to contribute to enhancements, thus increasing the scope of what can be achieved with the Section 106 funding.</li> </ul> <p><u>Disbenefits</u></p> <ul style="list-style-type: none"> <li>• Potential increased maintenance costs associated with enhanced footways.</li> </ul>
<b>6. Stakeholders and consultees</b>	Officers will provide detailed information and briefings to stakeholders throughout the design stages, including wider consultation with local businesses and residents.
<b><i>Resource Implications</i></b>	
<b>7. Total Estimated</b>	The total estimated cost of the scheme will be £589,914. This will be made up of £509,914 Section 106

	<b><i>Preferred Option</i></b>
<b>cost</b>	Local Community and Environmental Improvement Works payment from the development at 64-74 Mark Lane and an estimated £80,000 paid for by the developer to cover the cost of reparations (subject to the results of a site condition survey).
<b>8. Funding strategy</b>	The funding for phase one of the project will be provided from a combination of the developer's reparation payment and the utilisation of S106 funding.  Phase two works will be funded solely through the Section 106 Local Community and Environmental Improvement Works payment from the development at 64-74 Mark Lane.
<b>9. Ongoing revenue implications</b>	Any specific additional revenue costs will be identified and built into the project implementation budget. All efforts will be made to ensure that additional revenue costs are kept to a minimum.
<b>10. Affordability</b>	All costs for this project will be met through the Section 106 Local Community and Environmental Improvement Works payment of 64-74 Mark Lane.
<b>11. Procurement strategy</b>	This project will be managed by officers from the Department of the Built Environment and implemented under the term contract by JB Riney who were appointed via a competitive tender and who have a track record of delivering work of a high standard. Should any specialist contractors be required, the City will appoint these directly to avoid excessive charges and to be assured of the high working standards of these contractors.
<b>12. Legal implications</b>	Traffic Orders may be required for the relocation of parking. Traffic Orders are a separate statutory process which cannot be prejudiced.
<b>13. Traffic implications</b>	An assessment will be undertaken with regards to the retention or potential relocation of parking spaces on Mark Lane.
<b>14. Sustainability</b>	It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for

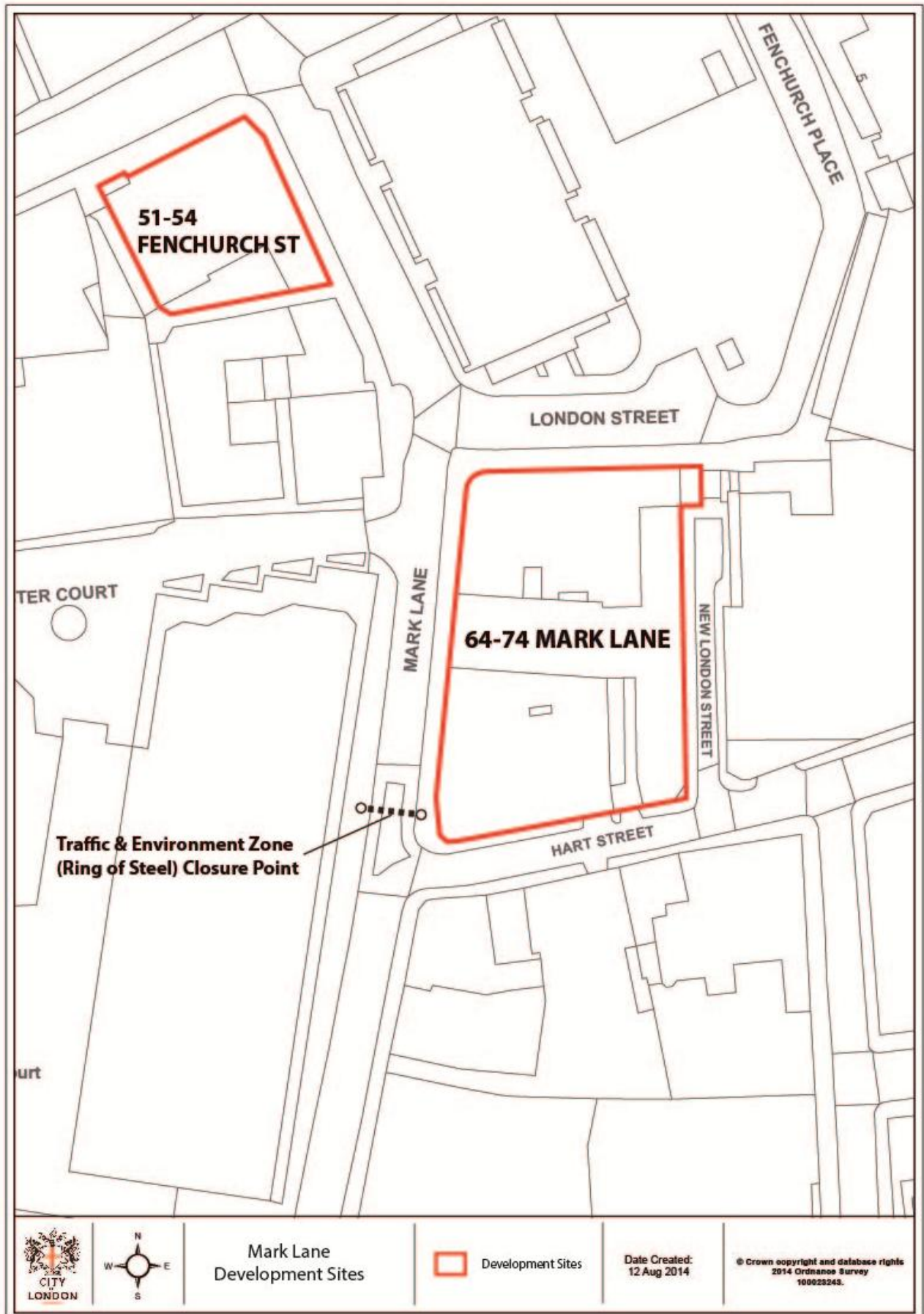
	<b><i>Preferred Option</i></b>
<b>and energy implications</b>	construction purposes. This will be confirmed as design options are refined.
<b>15. Equality Impact Assessment</b>	The proposed improvements are likely to have a positive impact on most user groups, particularly pedestrians.
<b>16. <u>Recommendation</u></b>	Recommended
<b>17. Next Gateway</b>	Gateway 3/4 Options Appraisal
<b>18. Resource requirements to reach next Gateway</b>	The total funding required from the 64-74 Mark Lane Section 106 Agreement to reach the next Gateway will be £47, 650 plus the difference between the cost of the reparations and the estimated £112,251 required to complete the enhancement works to footways surrounding 64-74 Mark Lane.

# Appendix 1: Plan of S106 Boundary for Local Community & Environmental Improvement Works

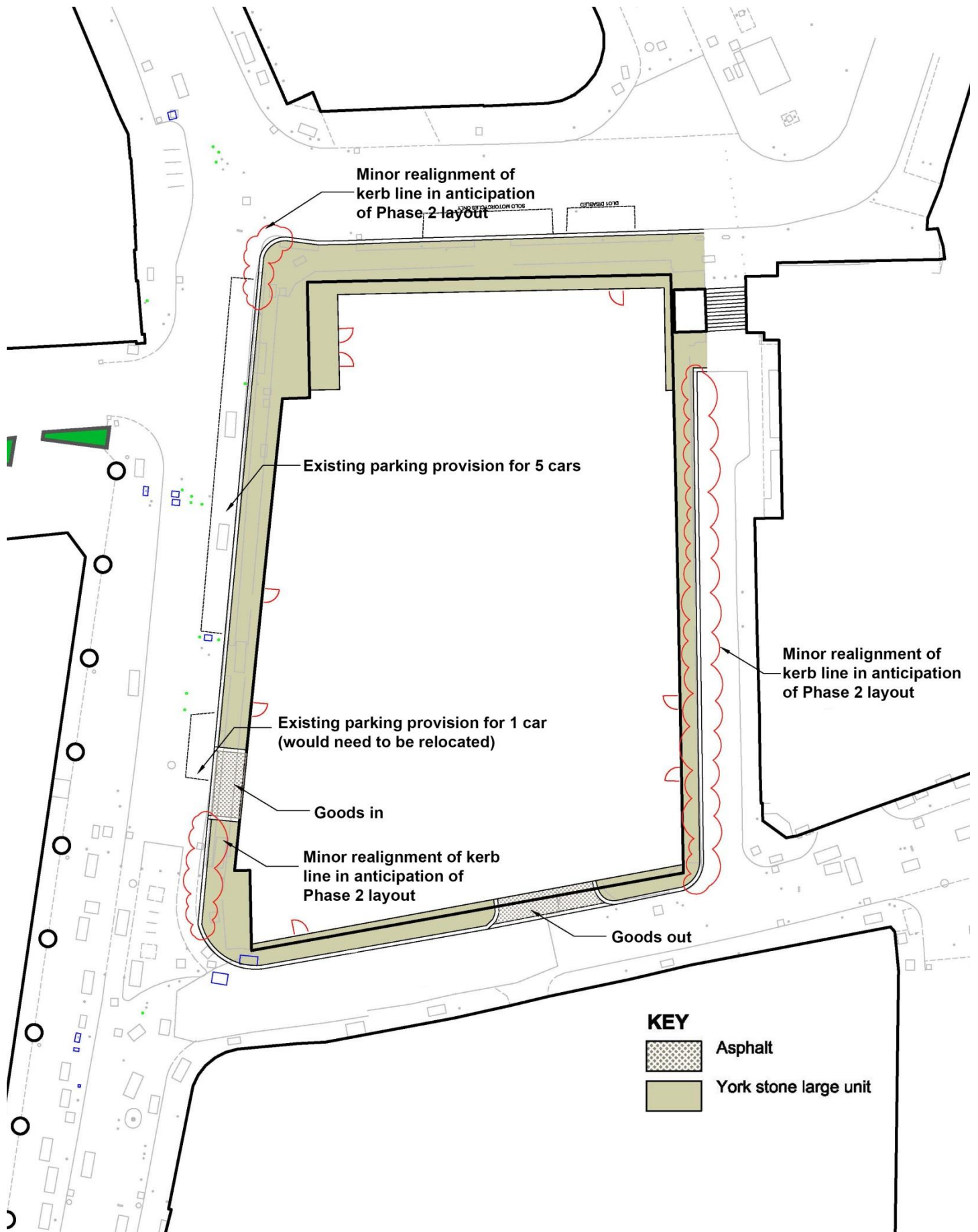




Appendix 2: Plan of key development sites



Appendix 3: Plan of phase one upgrade works



<b>Committee(s):</b>	<b>Date(s):</b>
<b>Projects Sub Committee (Urgency) Streets &amp; Walkway Sub-Committee (For Information)</b>	<b>22 September 2014</b>
<b>Subject:</b> Issues Report – Middlesex Street Estate – Removal of Car Park Ramps (EE076)	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Summary

### Dashboard

- **Project Status:** Green
- **Timeline:** Implementation – commences August/ September 2014
- **Total Estimated Cost:** £ 646,943 (plus £15,585 from Housing Revenue Account)
- **Budget Approved to Date:** £47,939
- **Spend to Date:** £47,479 for evaluation
- **Overall Project Risk:** Low

### Brief description of project

This project involves the removal of two redundant car park ramps to the first floor car park, and the closure of one car park ramp to the basement car park, in the area outside the Artizan Street Library & Petticoat Tower within the Middlesex Street Estate. The ramps will be replaced with a new landscaped space for use by the local community, including the library.

The funding for this project (particularly the landscaping works) was largely dependent on the second tranche of the S106 deposit related to the 100 Bishopsgate development, yet to be received. The first tranche of the deposit was primarily to mitigate the loss of the Camomile Street library facilities, with residual funding being available to progress the ramps and landscaping proposals.

On 22 July 2014 Members approved Gateway 5 – Authority to Start Work - based on a revised strategy for immediate removal of the car park ramps in advance of the new landscaping works at a cost of £220,614, to be funded from the unspent balance of the first tranche of the S106 receipt.

Following this approval it became evident that £110,876 of the approved S106 funding for the ramp demolition was required to fund the remaining library-related costs, which have yet to be finalised pending settlement of final accounts for the Artizan Street Library and other costs of mitigation. A further potential requirement of £12,462 has also been identified, leaving a shortfall of £123,338 in the funding available for ramp demolition.

Detailed discussions with the Chamberlain have identified that the On Street Parking Reserve could be used to replace the S106 funding to allow for the immediate removal of the car park ramps as requested by the Director of Children

& Community Services. It is anticipated that the On Street Parking Reserve fund will be reimbursed by the S106 funding from 100 Bishopsgate when this is received, or from other relevant S106 deposits if any can be identified. Up to £908,057 of additional Section 106 funding is expected to be received from 100 Bishopsgate, although timing is uncertain.

**Summary of budget requirement**

It was previously anticipated that a sum of £220,614, from the first tranche of S106 funds received in respect of the 100 Bishopsgate development, would be available to meet the costs of ramp demolition. Following clarification, £123,338 of this sum is required to meet library related costs, leaving a shortfall in the funds available for ramp demolition. To allow the revised strategy of early removal of the ramps to be progressed in advance of the landscaping works, this shortfall could be met from the On Street Parking Reserve. The latest reserve forecast indicates that this sum can be accommodated within the balance available. The costs for demolition remain as stated in the approved Gateway 5 report.

**Recommendations**

To replace £123,338 of the previously anticipated S106 funding with On Street Parking Reserve to allow for the immediate demolition of the car park ramps; and

Agree that the On Street Parking Reserve is reimbursed from relevant future S106 funds once received;

**Overview**

<p><b>1. Success Criteria</b></p>	<ul style="list-style-type: none"> <li>• Removal of car parks ramps outside Petticoat Tower;</li> <li>• Enhanced lighting and a safer, more pleasant environment;</li> <li>• More greenery</li> <li>• Improved pedestrian environment</li> </ul>
<p><b>2. Project Scope and Exclusions</b></p>	<p>The project scope covers the area outside Petticoat Tower along the length of Artizan Street.</p>
<p><b>3. Link to Strategic Aims</b></p>	<p><i>Aim 2: To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes</i></p> <p>The scheme will provide a better environment for residents of the Middlesex Street Estate and people using the adjacent public highway in Artizan Street. It will also support usage of the Artizan Street Library by providing a space for community activities</p>

<b>4. Within which category does the project fit</b>	Asset enhancement/ improvement (capital).
<b>5. What is the priority of the project?</b>	Advisable.
<b>6. Governance arrangements</b>	The detailed design process has been led by the Environmental Enhancement team within the Department of the Built Environment. The project team includes representatives from the Housing Department
<b>7. Resources Expended To Date</b>	£47,479.00
<b>8. Last Gateway Approval</b>	Gateway 5 – Authority to Start Works – 22 <sup>nd</sup> July 2014

### Issue

<b>9. Issue Description</b>	Following approval of the Gateway 5 report in July 2014 authorising advance works totalling £220,614, a funding shortfall of £123,338 has been identified. This has arisen due to remaining library mitigation costs to be funded from the first tranche of the S106 deposit from the 100 Bishopsgate development. Mitigation of the loss of the Camomile Street Library facility was the primary purpose of the first tranche receipt and therefore has taken precedence. To enable the advance removal of the ramps, this report proposes to make up this shortfall through interim funding from the on-street parking reserve pending receipt of the next tranche of S106 monies, or from alternative sources of S106 funding if any can be identified.
<b>10. Last Approved Limit</b>	£47,939.00
<b>11. Cause</b>	This funding shortfall became apparent after approval of the last report. It has arisen due to the progression of the secondary ramp scheme in advance of the finalisation of the library mitigation costs. Whilst this double allocation of resources is very rare, the tracking of S106 expenditure is being reviewed and a system of closer co-ordination and communication is being put in place to address such circumstances where there is potential conflict in funding sources.
<b>12. Consequences</b>	Pending the resolution of the funding shortfall, the planned commencement of works on 11 August was deferred and the building regulation approval process

	<p>suspended.</p> <p>Residents were informed that the demolition would not take place on 11th August due to unspecified reasons. This has attracted some negative feedback and the Housing Services Department are concerned that the demolition is not delayed significantly due to prior commitments made.</p> <p>Once the funding issue is resolved the contractors will be remobilised and the process of approval from building regulatory purposes will be restarted.</p> <p>An estimated implementation date as soon as formal approval is received from Members is around 4 to 6 weeks</p>
<b>13. Options</b>	<p>The options available include:</p> <ul style="list-style-type: none"> <li>- allocation of interim funding from the On Street Parking Surplus to cover the shortfall to allow the project to progress, with the expectation this fund will be reimbursed from future S106 receipts;</li> <li>- Identify alternative sources of S106 funding</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>- deferring the ramp removal pending receipt of the second tranche of S106 funding from the 100 Bishopsgate development</li> </ul>
<b>14. Recommendation</b>	<p>It is recommended that Members approve the release of £123,338 from the On Street Parking Reserve to allow for the demolition of the car park ramps, with the expectation that this amount will be reimbursed from future S106 in the area.</p>
<b>15. Lessons</b>	<p>A closer co-ordination/communication process is required in circumstances where there is a potential conflict in funding sources.</p>

**Contact**

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# Agenda Item 7

<b>Committees:</b>	<b>Dates:</b>	<b>Item no.</b>
Streets and Walkways Sub-Committee Projects Sub	22/09/2014 08/10/2014	
<b>Subject:</b> Limeburner Lane S.278 (HTM_1207)	<b>Gateway 7 Outcome Report</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>
<p><b><u>Summary</u></b></p> <ul style="list-style-type: none"> <li>• Project Status - Green</li> <li>• Approved Budget (staff and fees only) - £79,600. The developer delivered the works (estimated at £283,000)</li> <li>• Projected Final Cost – £67,458.47 (see Appendix 1)</li> </ul> <p>• Summary of project completed: It was agreed that the developer should deliver the highway works to fill in the lower level footway and the necessary changes associated with a new vehicle access to the power substation (see Appendix 2). The City supervised these works on the highway which are now completed.</p> <p><b>Recommendations</b> It is recommended that the:</p> <ol style="list-style-type: none"> <li>1. The final cost of the project be noted which will require a minor amendment to the budget.</li> <li>2. Subject to the completion of the final account, any unspent monies be returned to the developer.</li> <li>3. The lessons learnt be noted and the project closed.</li> </ol>		

## **Main Report**

<p><b>1. Brief description of project</b></p>	<p>Associated with UK Power Networks (UKPN) upgrading the power substation on Limeburner Lane, this project:</p> <ul style="list-style-type: none"> <li>• filled in the lower level part of the public highway outside the substation to achieve a single level footway between the carriageway and building; and</li> <li>• added a new vehicle access into the development.</li> </ul>
<p><b>2. Assessment of project against success criteria</b></p>	<p>The success criteria focussed on meeting the developer's needs. On this occasion, this was to provide adequate time for the developer to undertake the works before the London 2012 Olympics restrictions were placed on the highway network.</p> <p>The City achieved what was required; although it did transpire that the developer changed their construction programme that resulted in the highway restrictions being of</p>

	little significance.
<b>3. Programme</b>	<p>The project was not completed within the agreed programme</p> <p>The developer, who undertook the highway works, had to change the programme because of delays to other works associated with the construction of their substation. This did not impact significantly on the public highway.</p> <p>The works were originally intended to have been completed by June 2012. Due to the programme changes by the developer, substantial completion was granted for their works only in June 2014.</p>
<b>4. Budget</b>	The project was completed within the agreed budget

### Review of Team Performance

<b>5. Key strengths</b>	<ol style="list-style-type: none"> <li>1. Delivering the City's requirements in the short space of time available in the early stages of the project to allow the developer to take the project forward without delay to their programme.</li> <li>2. As this project was to help facilitate the development, the continued focus on ensuring the developer was provided as much flexibility as was reasonably possible is worth noting. On this occasion, this meant minor changes to the design and numerous reprogramming of the works from what was originally agreed.</li> </ol>
<b>3. Areas for improvement</b>	No specific recommendations
<b>4. Special recognition</b>	None

### Lessons Learnt

<b>5. Key lessons</b>	<ul style="list-style-type: none"> <li>• Be very mindful that allowing the developer to deliver the works on the highway removes a significant level of control of not only the project, but also the area of highway in question. UKPN did not communicate their new programme for delivery of the works for more than six months. The programme to start the works was then continually changing without proper communication and the area of highway was not available for other purposes for significantly longer than was originally proposed by UKPN.</li> <li>• Given the very difficult experience of working with UKPN</li> </ul>
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	<p>on this occasion, the City should be particularly vigilant when dealing with UKPN on such projects in the future.</p> <ul style="list-style-type: none"> <li>• The S278 agreement included a deposit for the full value of the highway works that UKPN were undertaking on behalf of the City. This provided a necessary level of financial safety given the difficulties experienced with UKPN.</li> <li>• Ensure that the proper consideration and approval of changes to the highway infrastructure is included in the planning report.</li> </ul>
<b>6. Implementation plan for lessons learnt</b>	Case study presentation to management team and dissemination of information to those working on transportation, environmental enhancement projects as well as to officers in the planning team.

### Appendices

<b>Appendix 1</b>	Costs
<b>Appendix 2</b>	Before and after images

### Contact

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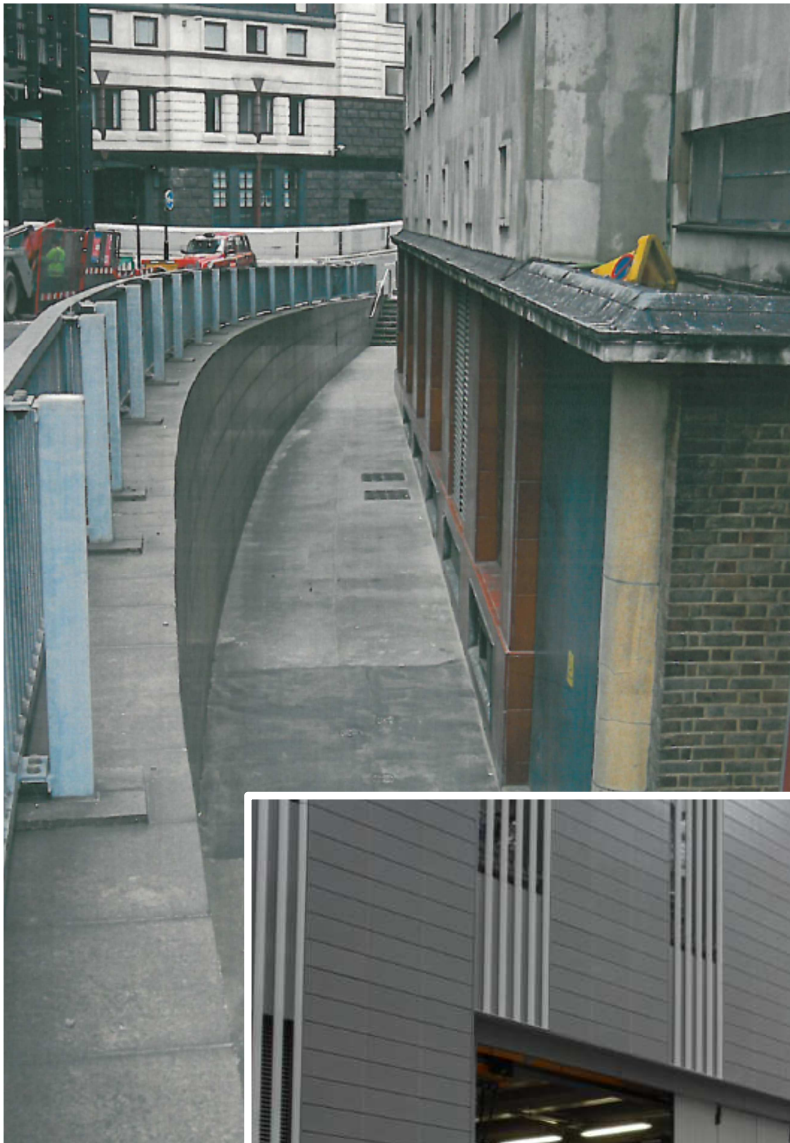
**Appendix 1: Limeburner Lane S.278 Costs**

<b>Limeburner Lane S278</b>	<b>Budget</b>	<b>Spend to date</b>	<b>Remaining</b>
PreEv Env Serv Staff Costs	220.35	220.35	0.00
PreEv P & T Staff Costs	40,040.15	39,869.50	170.65
PreEv Surv Staff Costs	2,389.75	2,389.75	0.00
PreEv P&T Fees	3,296.98	3,296.98	0.00
<b>Pre-Evaluation Total</b>	<b>45,947.23</b>	<b>45,776.58</b>	<b>170.65</b>
<b>P&amp;T Fees</b>	<b>1,500.00</b>	<b>0.00</b>	<b>1,500.00</b>
Env Servs Staff Costs	19,279.65	8,864.48	10,415.17
P&T Staff Costs	10,873.12	12,817.41	-1,944.29
Surveyors Staff Costs	2,000.00	0.00	2,000.00
<b>Staff Cost Total</b>	<b>32,152.77</b>	<b>21,681.89</b>	<b>10,470.88</b>
<b>Grand Total</b>	<b>79,600.00</b>	<b>67,458.47</b>	<b>12,141.53</b>

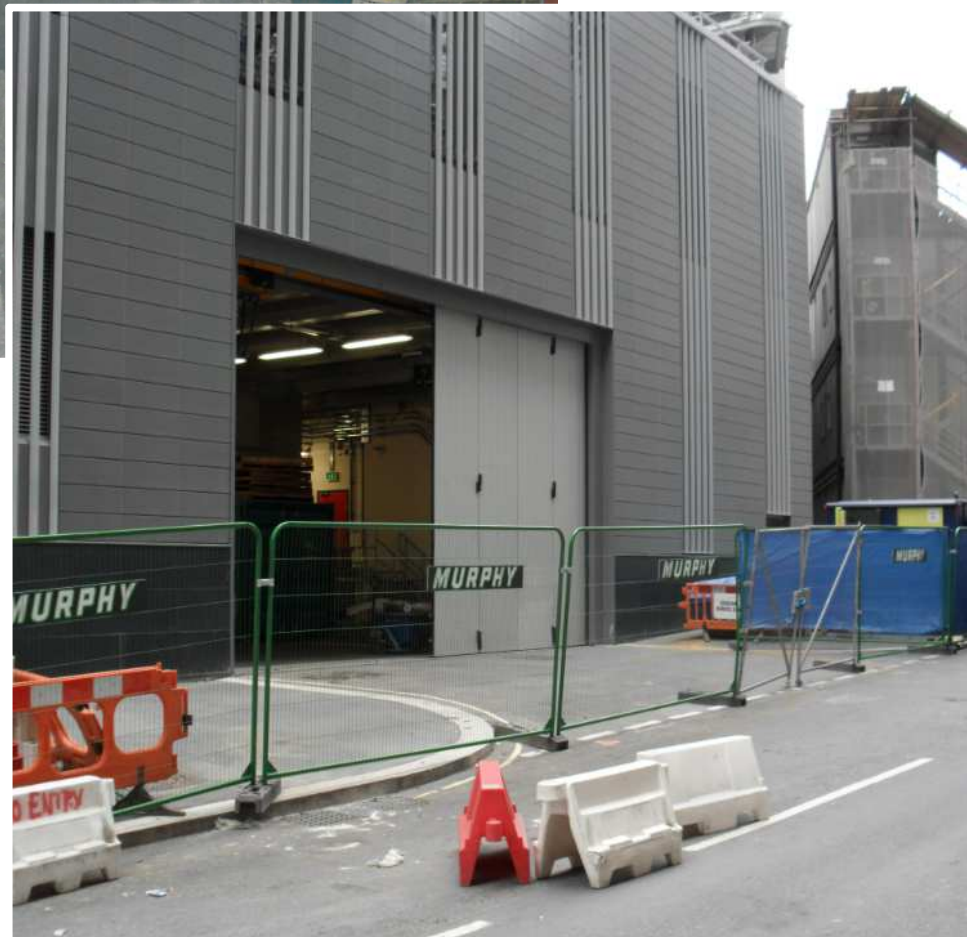
Note that the final spend on staff costs are to be amended to cover the expenditure incurred.

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Appendix 2: Limeburner Lane S278



BEFORE



AFTER

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<b>Committee(s):</b>	<b>Date(s):</b>
Streets and Walkways	22 <sup>nd</sup> September 2014
<b>Subject:</b> Cycle Revolution Update Report	<b>Public</b>
<b>Report of:</b> Director of the Department of the Built Environment	<b>For Information</b>
<p><b>Summary</b></p> <p>This report provides an overview of the cycling measures introduced since 2009. The measures have increased the level of service provided for cyclists and have encouraged more people to cycle by enhancing priority, convenience and safety. The cycle measures comprise of two-way cycling on one-way streets, cycle parking, Advance Stop Lines (ASLs) for cyclists and improvements to existing cycle infrastructure.</p> <p>All feasible signalised junctions wholly within the City now have ASLs as standard. By the end of 2014/15, all older style ‘Sheffield’ cycle stands will have been replaced with the new secure A-frame cycle stands and the two-way cycling on one-way streets will also be substantially complete.</p> <p>This report also provides information on the monitoring undertaken on two-way cycling and other street users’ behaviour. The results of the monitoring support the collision statistics that two-way cycling on one-way streets remains safe for all street users.</p> <p><b>Recommendation(s)</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• Note the success of the cycle measures delivered to date and the continued efforts to deliver further improvements</li> </ul>	

## Main Report

### Background

1. Since 2009, a number of cycle infrastructure improvement measures have been introduced as part of the City's support for cycling as well as Transport for London's (TfL) Cycle Revolution and Mayor's Cycling Vision. The measures include:
  - Two-way cycling (contra-flow) on one-way streets;
  - Cycle parking;
  - Advance Stop Lines (ASLs) for cyclists and;
  - Improvements to the existing infrastructure at Queen Street between Cannon Street and Queen Victoria Street.
2. The two-way cycling (contra-flow) on one-way streets programme was first introduced in 2009 (with exception to a few early sites such as Jewry Street). The first phase of the programme implemented contra-flow cycling in nine streets.
3. Following a period of monitoring a paper was considered by the Planning and Transportation committee (26<sup>th</sup> October 2010) and Policy and Resources (18<sup>th</sup> November 2010). The committees noted the monitoring outcome of the two-way cycling on one-way streets had been positive and encouraged the delivery of further sites.
4. Improvements to cycle infrastructure have been extensively rolled out since 2009 to accommodate the increase in cycling.

### Current Position

#### Two-way Cycling (Contra-flow)

5. The first two-way cycling facility was implemented in March 2000 at Jewry Street. This has been very successful, enabling cyclists to use a quieter route, which has improved safety.
6. Since 2009, two-way cycling has been implemented in four phases. A total of 67 streets have been made contra-flow for cyclists and a further six streets have been converted to two-way operation for all vehicles.
7. A summary of the programme phases is shown in the table below. A map showing the contra-flow cycling sites is included in Appendix 1.

Programme Phase	Implementation Dates	Contra-flows	2-Way for all
Phase 1	Dec 2009	9	0
Phase 2	Jan 2012	8	3
Phase 3	Feb 2013	19	3
Phase 4	Aug 2014 / Mar 2014	30	0



8. A small number of the cycle contra-flows have been introduced on an experimental basis. This is because these streets are narrow but have very low traffic flow, low vehicle speeds, low pedestrian activity and or provide good benefits for cyclists. These streets are still being monitored and the latest indication is that they are all operating satisfactorily. There have been no reported collisions involving contra-flow cyclists on these narrow streets.
9. The total cost of phasing the installation of 67 cycle contra-flow streets and converting an additional six streets to two-way operation for all vehicles is £380,000. This cost has been met entirely from TfL funding grants.

#### Monitoring - Two-way Cycling (Contra-flow)

10. Contra-flow cycling has great benefits but also potential conflicts. Since the City has a lot of these facilities in operation it is important that these are monitored to ensure that they remain safe and appropriate.
11. The collision statistics have shown that only one collision (which resulted in a slight injury) has occurred that can be linked to contra-flow cycling. This collision involved a taxi failing to look out for a contra-flow cyclist when pulling out from a side street. There have been no recorded collisions between contra-flow cyclists and pedestrians. Given the scale of cycling (and the increasing number of injuries to cyclists generally) and pedestrian usage, this is both encouraging and positive. A table with traffic and collision data is included in Appendix 2.
12. In February 2014, a video monitoring survey was undertaken at eight cycle contra-flow streets listed below. These streets were selected because they represent a variety of key features, such as narrow streets, high pedestrian activity or loading activity.
 

• Bouverie Street	• Ironmonger Lane
• Carter Lane	• Lombard Street
• Cloth Fair	• Moor Lane
• Cophall Avenue	• Whitefriars Street
13. One of the main concerns regarding contra-flow cycling in narrower streets is the potential conflict. However, the monitoring has shown that drivers of motorised vehicles and contra-flow cyclists pass each other appropriately and informally give-way when necessary, to allow the other to proceed safely.
14. The monitoring also showed that cyclists adjust their speed when travelling on streets with high pedestrian activity. This was observed on Lombard Street where high pedestrian volumes spill onto the carriageway. Similar behaviour was observed at Carter Lane which has a raised carriageway and is closed to motor vehicles during the day. The monitoring has shown that contra-flow cycling in the City has been very successful and appropriate. A summary of the findings from this video survey is included in Appendix 3.
15. Street user feedback on the two-way cycling has also been received. These generally relate to requests for extra signage to be considered to improve

awareness. The level and placing of signage in schemes implemented so far is in accordance with current design guidance, however, in future schemes additional signage will be considered.

#### Cycle Parking (2011/12 – 2013/14)

16. The level of cycling continues to grow and in order to support this form of transport, cycle parking facilities are necessary.
17. The cycle parking facilities have been introduced at a variety of locations. A summary of the cycle parking is shown in the table below.

Location	Cycle Parking Spaces Installed (since 2009)					
	(09/10)	(10/11)	(11/12)	(12/13)	(13/14)	Total
Public highway	188	130	274	52	92	736
Residential area	0	0	48	54	32	134
School	0	0	0	0	20	20
Total	188	130	322	106	144	890

18. Since April 2009, 890 cycle parking spaces have been installed costing £285,000. The cost of this was met by funding from TfL grants (£275,000) as well as some Department of the Built Environment Traffic Management Local Risk budget (£10,000).

#### Advanced Stop Lines (ASLs) for Cyclists

19. ASLs allows cyclists to wait ahead of queuing general traffic at signalised junctions. This provides cycle priority and safety benefits, in addition to raising vehicle driver awareness of cyclists. Current design standards recommend that all appropriate traffic signal junctions should incorporate ASLs as standard.
20. Since 2012/13 ASLs have been introduced at nine junctions listed below.
  - Old Broad Street / Wormwood Street
  - Blomfield Street / London Wall
  - Old Broad Street / Threadneedle Street
  - Cannon Street / Friday Street
  - Friday Street / Queen Victoria Street
  - New Change / Cannon Street / Distaff Lane
  - St Martin's Le Grand / Newgate Street
  - Queen Victoria Street / Puddle Dock
  - London Wall / Wood Street

This now means that all feasible and appropriate signalised junctions wholly on City streets have ASLs as standard.

21. The total cost of installing ASLs at nine junctions was £23,000. This cost was met by funding from TfL grants (£7,500) as well as some Department of the Built Environment Traffic Management Local Risk budget (£15,500).

### Queen Street Cycle Infrastructure Improvement

22. Queen Street is a popular cycle route and often becomes congested at peak times due to high pedal cycle and pedestrian flows. There is also the perception that the shared-use area is unsafe and inappropriate to accommodate both pedestrians and cyclists. The issue has been exacerbated by the construction hoarding that has reduced the width of the shared-use area bringing cyclists and pedestrians closer together. There was also a fire gate in Queen Street at the junction of Queen Victoria Street that restricted the space available to both cyclists and pedestrians.
23. Northbound cyclists also used to experience, long traffic signal delays due to the traffic signal phasing at the junction of Queen Victoria Street. Consequently, most cyclists ran through the red traffic signal which compromised safety. This contravention by cyclists was unenforceable due to a non-compliant stop line layout.
24. The layout of this area was amended in February 2013 and has improved the function and safety for cyclists. The measures included:
  - A new stop line
  - Modifications to the traffic signal sequence
  - Replacement of the Queen Street fire gate with detachable bollards
25. The measures have three main benefits. Firstly, a compliant layout for northbound cyclists which is now enforceable. Secondly, northbound cyclists now experience minimal delay from the traffic signals linking with the Toucan crossing at Cannon Street. This was achieved by switching some of the sequencing around without creating any additional delays to other road users. Finally, the removal of the fire gate has opened up more usable space and improved permeability for both pedestrians and cyclists, thus reducing congestion and conflict.
26. The cost of the Queen Street improvements was £18,000 and this was met from TfL grants.

### **On-going Improvement Measures**

#### Two-way cycling

27. This year (2014/15) we have TfL funding to introduce contra-flow cycling to more streets. A total of nine streets (listed below) are therefore planned for later in the year and will substantially complete this programme.

- Bury Street
- Devonshire Row
- Queen Victoria St
- Coleman Street
- Little Britain
- Rood Lane
- Chancery Lane
- Pilgrim Street
- St Mary Axe

### Cycle Parking

28. The City has received TfL funding to improve the cycle parking facilities available. As part of this all older style Sheffield stands without the longitudinal secure bar will be replaced with the City's standard stainless steel A-frame stand to improve security. Also a number of secured cycle parking facilities will be installed in the Barbican Estate residential car parks (subject to listed building consent) and in the Holloway Estate in Islington.

### Other cycle infrastructure improvements

29. The introduction of new facilities or enhancement of existing cycle infrastructure is on-going. This will ensure that cycle infrastructure in the City is fit for purpose and as safe as possible.

### Central London Grid

30. TfL, in partnership with the City of London Corporation and other authorities, are developing the Central Grid. The Grid consists of a mixture of Quietways and Superhighways. Consultation for the Superhighways commences in September 2014. Proposals for the Quietways are now being developed and should be presented to Members later in 2014/15. The Member approved route alignment is included in Appendix 4.

### **Conclusion**

31. The two-way cycling programme has delivered significant permeability benefits providing cyclists' two-way access in 67 one-way streets in the City. This has improved safety by providing alternative routes to some of the busiest City streets. The cycle contra-flow streets also:
- improve local access for cyclists
  - reduce journey distances and times for cyclists
  - maintain functionality for all road users
32. The monitoring of cycle contra-flow streets has shown contra-flow cycling is safe for cyclists, and has not compromised safety and convenience of other street users.
33. All feasible and appropriate junctions now have ASLs as standard in the City.
34. The enhancement of cycle facilities has improved the level of service for cyclists making cycling safer, more convenient and increased cycle parking security.
35. Cycle provisions must be kept under review to ensure it remains safe, appropriate and support the delivery of further improvements such as the Central London Cycle Grid.

## Appendices

- Appendix 1 – Two-way cycling map
- Appendix 2 - Cycle contra-flow streets traffic data and collision statistics
- Appendix 3 - Two-way cycling monitoring survey – overview
- Appendix 4 - Central Grid – City Map

### **Background Papers:**

Cycle Permeability Monitoring Report – Planning and Transportation committee (26<sup>th</sup> October 2010) and Policy and Resources (18<sup>th</sup> November 2010).

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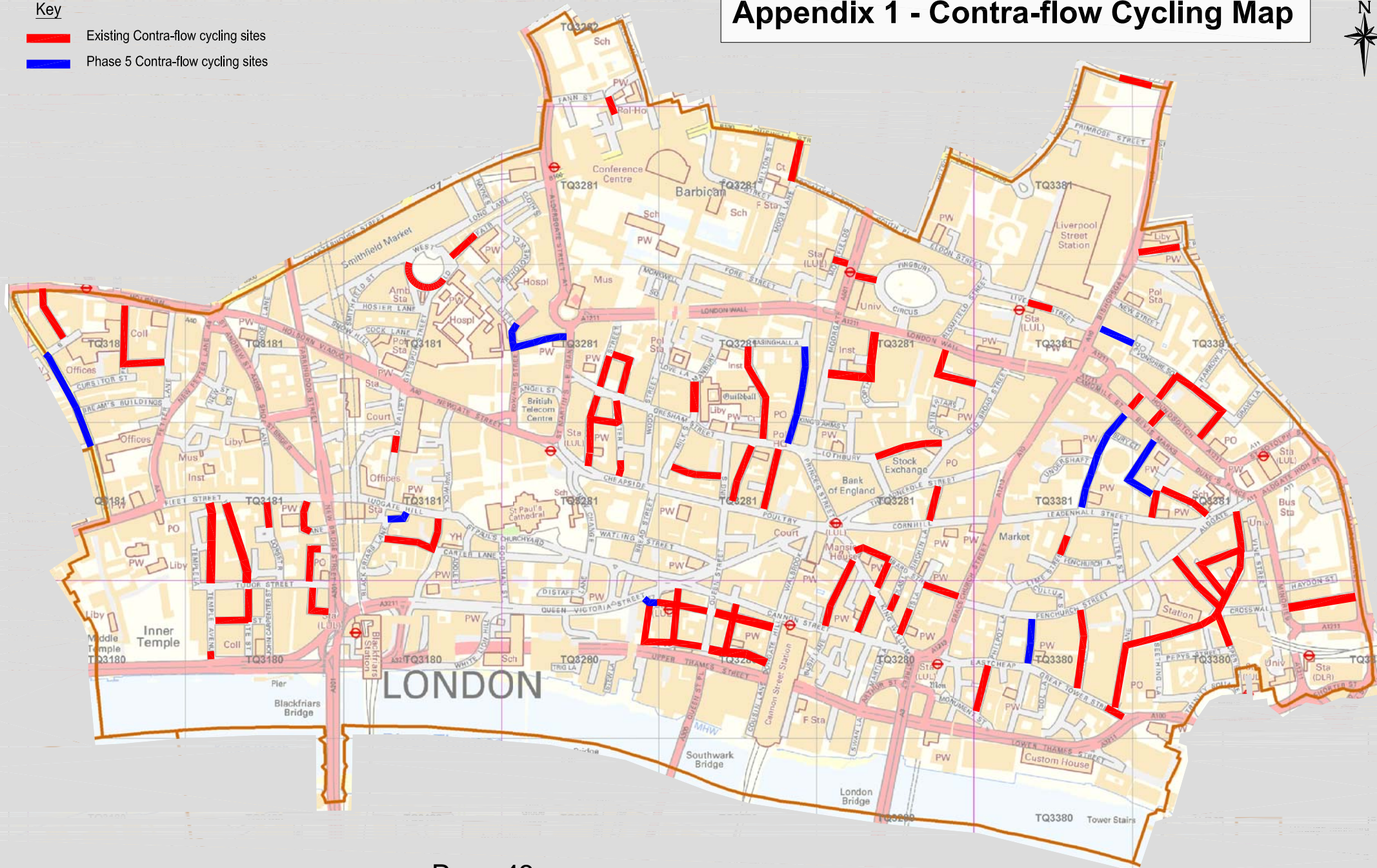
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# Appendix 1 - Contra-flow Cycling Map



## Key

-  Existing Contra-flow cycling sites
-  Phase 5 Contra-flow cycling sites



## Appendix 2

### Cycle Contra-flow Streets - Traffic Data and Collision Statistics

Street	Facility	Operation Period Yrs	Pre-Introduction Average Annual Collisions (3yrs)	Post-Introduction Average Annual Collisions (3yrs**)	Contra-flow Contributory Factor	Motorised Vehicle Flow	Daily Bicycle Flow Pre-Contra-flow	85% ile Vehicle speed mph
Abchurch Lane (lower)	Contra-flow No Lane	0.33	0.00	0.00	-	Very Low	21	12.3
Abchurch Lane (upper)	Contra-flow No Lane	0.33	0.00	0.00	-	Very Low	21	12.3
Aldermanbury	Contra-flow Advisory Cycle Lane	0.83	0.00	0.00	-	Low / Med	222	19.8
Artillery Lane	Contra-flow No Lane	0.33	0.00	0.00	-	Very Low	27	25.2
Basinghall Street	Contra-flow No Lane	1.33	0.00	0.00	-	Low	193	22.6
Botolph Lane	Contra-flow No Lane	0.33	0.00	0.00	-	Very Low	37	13.0
Bourverie Street	Contra-flow Advisory Cycle Lane	0.83	0.00	0.00	-	Low / Med	140	19.9
Bride Lane	Contra-flow No Lane	1.33	0.00	0.00	-	Very Low	27	15.4
Carey Lane	Contra-flow No Lane	1.33	0.00	0.00	-	Very Low	24	-
Carlisle Avenue	Contra-flow No Lane	0.33	0.00	0.00	-	Very Low	6	15.3
Carter Lane	Contra-flow No Lane	2.42	0.00	0.00	-	-	-	-
Clements Lane	Contra-flow No Lane	0.33	0.00	0.00	-	Very Low	56	11.7
Cloak Lane	Contra-flow No Lane	0.83	0.00	0.00	-	Very Low	16	12.15
Cloth Fair**	Contra-flow No Lane	4.50	0.33	0.00	-	Very Low	-	15.0
College Hill (lower)	Contra-flow No Lane	1.33	0.00	0.00	-	Very Low	8	10.75
College Hill (upper)	Contra-flow No Lane	1.33	0.00	0.00	-	Low	32	9.8
College Street	Contra-flow No Lane	0.83	0.00	0.00	-	Very Low	26	11.1
Coopers Row	Contra-flow Advisory Cycle Lane	0.25	0.00	0.00	-	Low / Med	143	10.4
Copthall Avenue	Contra-flow Advisory Cycle Lane	0.83	0.00	0.00	-	Low / Med	281	18.4
Creechurch Lane**	Contra-flow No Lane	4.50	0.00	0.00	-	Low	-	14.6
Creed Lane	Contra-flow No Lane	2.42	0.00	0.00	-	Very Low	-	15.9
Crutched Friars (lower)**	Contra-flow No Lane	4.50	0.33	0.33	Yes	-	-	-
Crutched Friars (upper)	Contra-flow Advisory Cycle Lane	0.25	0.00	0.00	-	Medium	179	11.45
Cutler Street (east-west)	Contra-flow No Lane	2.42	0.00	0.00	-	Low / Med	-	16.3
Cutler Street (north-south)	Contra-flow Advisory Cycle Lane	0.33	0.00	0.00	-	Low / Med	196	14.1
Finch Lane	Contra-flow No Lane	2.33	0.00	0.00	-	Very Low	17	13.5
Finsbury Circus**	Contra-flow No Lane	4.50	0.33	0.00	-	Low	-	17.2
Foster Lane	Contra-flow No Lane	1.33	0.00	0.00	-	Low	81	19.3
Furnival Street	Contra-flow No Lane	2.42	0.00	0.00	-	Very Low	-	18.8
Garlick Hill	Contra-flow No Lane	0.33	0.00	0.00	-	Very Low	17	11.3
Goring Street	Contra-flow No Lane	0.33	0.33	0.00	-	Low	61	11.7
Great St Thomas Apostle	Contra-flow No Lane	1.33	0.00	0.00	-	Very Low	121	15.1
Great Swan Alley	Contra-flow Advisory Cycle Lane	0.83	0.33	0.00	-	Low / Med	262	19.0
Great Trinity Lane	Contra-flow No Lane	0.33	0.00	0.00	-	Very Low	-	-
Great Winchester Street	Contra-flow No Lane	1.33	0.00	0.00	-	Very Low	24	-
Gutter Lane (Lower)	Contra-flow No Lane	1.33	0.00	0.00	-	Very Low	37	-
Gutter Lane (upper)	Contra-flow No Lane	1.33	0.00	0.00	-	Very Low	13	15.8
Hart Street**	Contra-flow No Lane	4.50	0.00	0.00	-	-	-	-
Ironmonger Lane	Contra-flow No Lane	1.33	0.00	0.00	-	Very Low	123	12.8
Jewry Street (upper)**	Contra-flow Mandatory Cycle Lane	14.25	0.00	0.33	No	Medium	179	11.45
Jewry Street (lower)	Contra-flow No Lane	0.25	0.00	0.00	-	Medium	179	11.45
Kingscote Street	Contra-flow No Lane	2.42	0.00	0.00	-	Very Low	-	15.7
Lime Street	Contra-flow No Lane	6.00	0.00	0.00	-	-	-	-
Little Trinity Lane	Contra-flow No Lane	0.33	0.00	0.00	-	Very Low	-	-
Liverpool Street**	Contra-flow No Lane	7.92	0.00	0.00	-	-	-	-
Lloyds Avenue	Contra-flow Advisory Cycle Lane	3.83	0.00	0.00	-	-	-	-
Lombard Street (east)**	Contra-flow Mandatory Cycle Lane	9.92	0.00	0.00	-	-	-	-
Lombard Street (west)**	Contra-flow Advisory Cycle Lane	6.00	0.33	0.00	-	-	-	-
Mark Lane**	Contra-flow No Lane	4.50	0.00	0.00	-	-	-	-
Mincing Lane	Contra-flow Advisory Cycle Lane	0.33	0.00	0.00	-	Low	136	18.7
Mitre Street	Contra-flow No Lane	0.25	0.00	0.00	-	Very Low	85	14.6
Moor Lane	Contra-flow Advisory Cycle Lane	1.33	0.00	0.00	-	Low	310	16.9
Moor Place**	Contra-flow No Lane	4.50	0.00	0.00	-	Low	-	10.5
Nicholas Lane	Contra-flow No Lane	1.33	0.00	0.00	-	Very Low	55	10.75
Noble Street	Contra-flow No Lane	1.33	0.00	0.00	-	Low / Med	250	10.05
Northumberland Alley	Contra-flow No Lane	0.25	0.00	0.00	-	Very Low	6	15.3
Oat Lane	Contra-flow No Lane	0.33	0.00	0.00	-	Low	-	-
Old Bailey**	Contra-flow Mandatory Cycle Lane	8.25	0.33	0.00	-	-	-	-
Old Jewry (north)	Contra-flow No Lane	1.33	0.00	0.00	-	Low	-	19.2
Old Jewry (south)	Contra-flow Advisory Cycle Lane	1.33	0.00	0.00	-	Low	-	19.2
Portoken Street	Contra-flow Advisory Cycle Lane	0.83	0.00	0.00	-	Low / Med	147	15.05
Russia Row	Contra-flow No Lane	2.42	0.00	0.00	-	Low	-	16.6
Salisbury Court**	Contra-flow Advisory Cycle Lane	4.50	0.00	0.00	-	Low / Med	-	19
Skinnners Lane	Contra-flow No Lane	0.33	0.00	0.00	-	-	-	-
Southampton Buildings	Contra-flow No Lane	0.25	0.00	0.00	-	Low	127	13.3
St Mary Axe	Contra-flow No Lane	1.33	0.00	0.00	-	Low	20	11.2
St Swithin's Lane	Contra-flow No Lane	1.75	0.00	0.00	-	-	-	-
Staining Lane	Contra-flow No Lane	0.33	0.00	0.00	-	Low	-	-
Stonecutter Lane	Contra-flow No Lane	1.33	0.00	0.00	-	-	-	-
Temple Avenue**	Contra-flow Mandatory Cycle Lane	10.50	0.00	0.00	-	-	-	-
Throgmorton Street	Contra-flow No Lane	0.33	0.00	0.00	-	-	-	-
Trump Street	Contra-flow No Lane	2.42	0.00	0.00	-	Low	-	16.6
Viscount Street	Contra-flow No Lane	0.33	0.00	0.00	-	Very Low	44	10.9
Watergate	Contra-flow No Lane	2.42	0.00	0.00	-	Very Low	-	15.7
West Smithfield	Contra-flow No Lane	4.50	0.33	0.00	-	Low	-	15.0
Whitefriars Street	Contra-flow Advisory Cycle Lane	0.83	0.00	0.00	-	Medium	142	16.45
Worship Street**	Contra-flow Advisory Cycle Lane	14.17	0.00	0.00	-	-	-	-

\*\* Average Annual Collision rate over latest 3 years if data available



## Appendix 3 – Two-way Cycling Monitoring Survey

### Monitoring Survey Information






- Eight contra-flow cycling sites were surveyed
  - Bouverie Street
  - Carter Lane
  - Cloth Fair
  - Copthall Avenue
  - Ironmonger Lane
  - Lombard Street
  - Moor Lane
  - Whitefriars Street
- Monitoring survey was undertaken between Tuesday 4<sup>th</sup> and Thursday 6<sup>th</sup> February 2014 over three days;
- The survey period was between 7am and 7pm;
- All vehicle flow movements were recorded;
- The survey commented on each contra-flow cyclist progression along the street;
- In total 3,457 contra-flow cyclists were recorded and the contra-flow cyclists make-up 38% of all cyclists surveyed during three days;

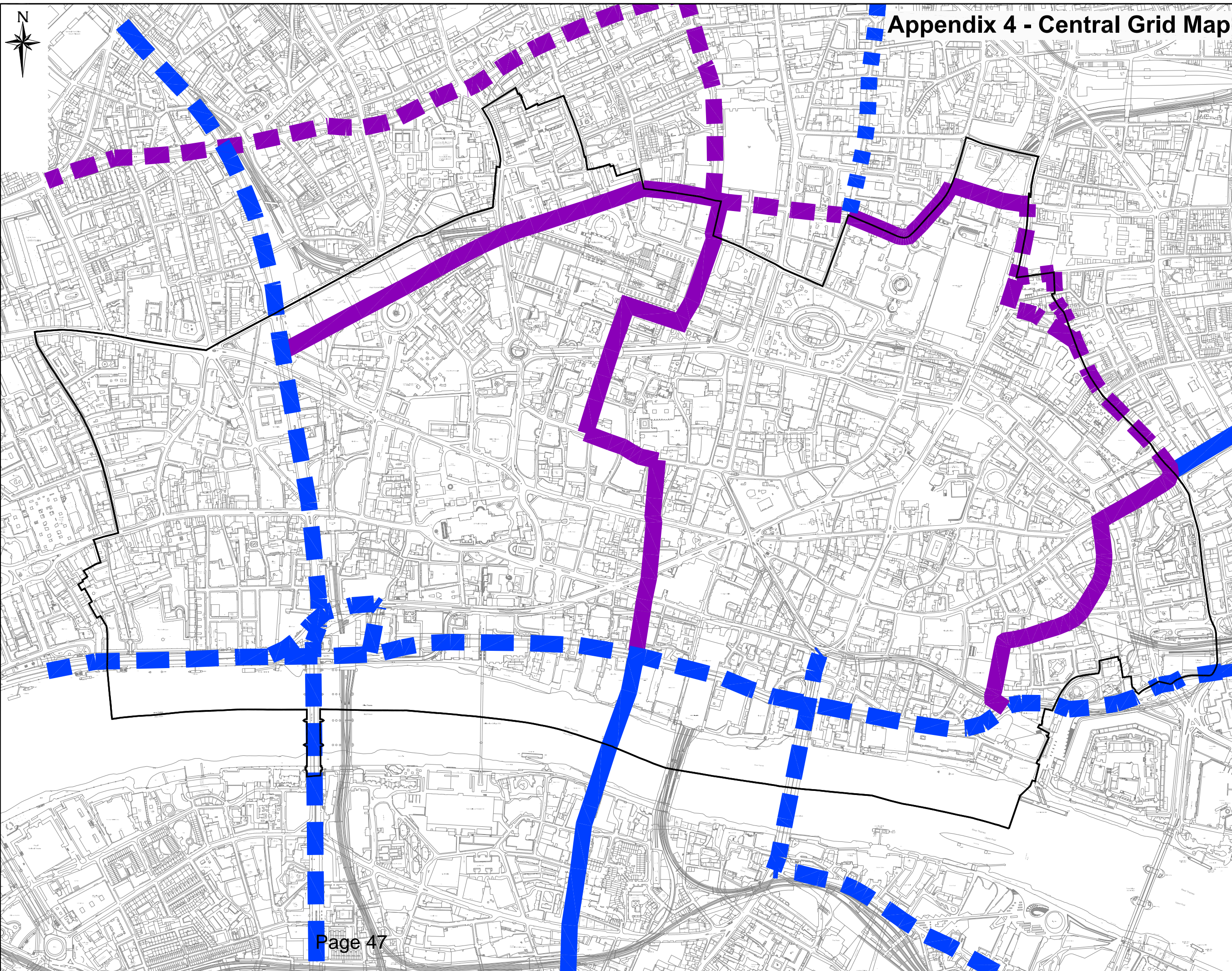
### Appendix 3 – Two-way Cycling Monitoring Survey - Overview

Street Name	Site Features	Data (Daily Average 7am-7pm)	Observation Summary
Bouverie Street	Moderate vehicular flow Narrow carriageway section Low pedestrian activity	All Cyclists = 228 Contra-flow cyclists = 97 Ratio = 0.42	Contra-flow cyclists and opposing vehicles considerably give-way at narrow sections or when passing stationary vehicles. No issues observed
Carter Lane	Closed to motorised vehicles Raised carriageway High pedestrian activity Frontage activity	All Cyclists = 94 Contra-flow cyclists = 34 Ratio = 0.36	Cyclists slow their speed showing awareness of the pedestrian activity and non-segregation of space. No issues observed
Cloth Fair	Low vehicular flow Narrow carriageway Low pedestrian activity	All Cyclists = 128 Contra-flow cyclists = 46 Ratio = 0.36	All street users understand the contra-flow operation and no conflicts observed.
Copthall Avenue	Moderate vehicular flow Advisory contra-flow cycle lane Moderate pedestrian activity High loading activity	All Cyclists = 257 Contra-flow cyclists = 81 Ratio = 0.32	Contra-flow cyclists' give-priority to opposing vehicles when passing stationary vehicles loading. No issues observed.
Ironmonger Lane	Low vehicular flow Narrow carriageway High pedestrian activity	All Cyclists = 166 Contra-flow cyclists = 66 Ratio = 0.39	Cyclist safely utilise the footway to pass stationary vehicles and immediately after passing, manoeuvre back onto the carriageway. No issues observed
Lombard Street	Moderate vehicular flow Advisory contra-flow cycle lane Very high pedestrian flows High loading activity	All Cyclists = 498 Contra-flow cyclists = 231 Ratio = 0.46	Contra-flow cyclists and opposing vehicles considerably give-way when passing stationary vehicles. A few conflicts observed with pedestrians step into the path of cyclists without looking. However, these incidences occur on streets that operate two-way for all vehicles.
Moor Lane	Moderate vehicular flow Medium width carriageway Moderate pedestrian activity	All Cyclists = 741 Contra-flow cyclists = 278 Ratio = 0.38	All street users understand the contra-flow operation and no conflicts observed.
Whitefriars Street	Moderate vehicular flow Medium width carriageway Low pedestrian activity High loading activity	All Cyclists = 190 Contra-flow cyclists = 64 Ratio = 0.34	Contra-flow cyclists and opposing vehicles considerably give-way when passing stationary vehicles. No issues observed



# Appendix 4 - Central Grid Map

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



F	08/5/14	Middlesex St Quietway modified	MK	SL	SL
E	12/9/14	Grid routes modified following consultation. London wall corridor removed. Additional quietways added	AC	SL	SL
D	31/7/15	London wall corridor removed. Additional quietways added	AC	SL	SL
C	12/8/15	Quietways rationalised and considerations / active investigations identified	AC	SL	SL
B	22/5/15	LB Islington and Hackney connecting cycle routes added	AC	SL	SL
A	1/5/13	Amendments to quietways, quietway plus and proposed CSH added	AC	SL	SL
Rev	Date	Revision detail	Drawn	Checked	Approved

Project  
**Cycle Revolution**

Drawing title  
**Central Grid  
Cycle Routes**

Scale	Original dwg-size	Date	CR-04-01 - Revision F
NTS	A3	May 2013	
Drawn	Checked	Approved	
AC		SL	

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**CITY OF LONDON**

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