



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

**Date:** TUESDAY, 21 JUNE 2016

**Time:** 11.30 am

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

**Members:** Christopher Hayward (Chairman) Alderman Alison Gowman (Ex-Officio Member)  
Graham Packham (Deputy Chairman) Deputy Brian Harris  
Deputy John Barker (Ex-Officio Member) Deputy Alastair Moss  
Randall Anderson Jeremy Simons (Ex-Officio Member)  
Emma Edhem Gregory Jones QC  
Marianne Fredericks Tom Sleigh

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Lunch will be served in Guildhall Club at 12.30PM  
NB: Part of this meeting could be the subject of audio or video recording

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 May 2016.  

**For Decision**  
(Pages 1 - 4)
4. **OUTSTANDING REFERENCES**  
To receive the list of outstanding references.  

**For Decision**  
(Pages 5 - 6)
5. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
  - a) Mayor's Vision for Cycling - Quietways (Pages 7 - 34)  

**For Decision**
  - b) Bloomberg Development - Issues Report (Pages 35 - 36)  

**For Decision**
6. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
7. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
8. **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:-

**For Decision**

## Part 2 - Non-public Agenda

9. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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

**Monday, 9 May 2016**

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, 9 May 2016 at 1.45 pm

### **Present**

#### **Members:**

Randall Anderson  
Emma Edhem  
Marianne Fredericks  
Deputy Brian Harris  
Christopher Hayward (Chairman)  
Gregory Jones QC  
Graham Packham (Deputy Chairman)  
Tom Sleigh

#### **Officers:**

Simon Glynn	- Department of the Built Environment
Sam Lee	- Department of the Built Environment
Simon Owen	- Chamberlain's Department
Rob Oakley	- Department of the Built Environment
Darshika Patel	- Chamberlains
Alan Rickwood	- City of London Police

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

Apologies for absence were received from Deputy Alastair Moss.

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

There were no declarations of interest.

(At the conclusion of this item, Deputy Brian Harris, in the Chair, proposed a short adjournment to enable those Members voting in both the elections of Chairman and Vice-Chairman of the Streets and Walkways Sub-Committee and the Guildhall School Board (which was meeting at the same time) time to join the meeting.

The meeting adjourned at 1.50pm and resumed at 1.55pm.

### **3. ELECTION OF CHAIRMAN**

**RESOLVED** – That Christopher Hayward be elected Chairman in accordance with Standing Order 29 for the ensuing year.

On being elected, the Chairman expressed thanks to the Committee for its support.

The Chairman thanked the immediate past Chairman for her contribution to the work of the Committee.

**4. ELECTION OF DEPUTY CHAIRMAN**

RESOLVED – That Graham Packham be elected Deputy Chairman in accordance with Standing Order 30 for the ensuing year.

On being elected the Deputy Chairman expressed thanks to the Committee for its support.

The Chairman thanked the immediate past Deputy Chairman for his contribution to the work of the Committee.

**5. TERMS OF REFERENCE**

RESOLVED – That the Sub-Committee terms of reference be noted.

**6. MINUTES**

The minutes of the meeting held on 4 April were agreed as a correct record.

**7. OUTSTANDING REFERENCES**

RESOLVED – That the list of outstanding references be noted.

Parking for Motorcycles

The Sub-Committee noted that this had moved into the 2016/17 work programme and included in the restructured City Transportation teams work plan and asked that this not be allowed to slip.

Collisions and Casualties

The CoLP reported that the provisional data for all casualties in the 2015 Calendar year was very similar to the overall figure for 2014 (387 casualties compared to 394 in 2014).

There was however a significant reduction in the number of people reported as being killed or seriously injured (1 Fatal and 42 Serious in 2015 compared to 4 Fatal and 51 Seriously injured in 2014).

Within that KSI figure was a 52% reduction in Cyclist KSI casualties (1 Fatal and 10 Serious compared to 3 Fatal and 20 Serious in 2014), and a reduction in Motorcyclist KSI casualties of 33% (6 to 9 in 2014).

Overall Pedestrian casualties at 116 remained similar to 117 in 2014.

Overall Cyclist casualties remained similar at 138 compared to 140 in 2014.

Overall Motorcyclist casualties at 53 were significantly down compared to 80 in 2014.

Provisional figures for January and February 2016 suggested the above trends were continuing.

The Committee asked if this information could be circulated as a written document in future.

#### Swan Pier

A member of the Committee expressed concern at the length of time being taken to make the structure safe and was advised that a report would be coming to the next meeting.

### **8. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

#### **8.1 Gateway 4 - Middlesex Street Area - Redesign of new public space in Artizan Street post ramp demolition (phase B)**

The Sub-Committee considered a Gateway 4 report of the Director of Built Environment in relation to the redesign of new public space in Artizan Street.

The Sub-Committee was advised that the removal of the ramps had left the site area in a temporary state (temporary surfacing, drainage, unsightly concrete finishes) with ponding issues, illegal parking and risks of traffic over-runs (concrete blocks had been installed on a temporary basis to control vehicle access and ensure safety) and local residents, occupiers and Ward Members were keen to see the transformation of the space completed.

Members raised a number of questions in relation to the positioning of the green walls, whether or not seating had been requested, the scheduling of the works and the reasons for the increase in the project cost.

**RESOLVED** – That approval be granted for:

- 1) The enhancement proposals to be taken forward to Gateway 5;
- 2) The statutory consultation process to be undertaken on the proposed traffic management change of the redundant section of carriageway;
- 3) £43,000 of staff costs and fees to take the scheme to Gateway 5, funded from the Section 106 contribution from the 100 Bishopsgate Development; and
- 4) The inclusion of a new canopy to the Petticoat Tower entrance as well as a health and leisure outdoor equipment in the project scope identified through consultation

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

Cycle Super Highway – Tudor Street

In response to a question concerning the action taken by TfL to open the Cycle Super Highway despite the Court of Common Council rescinding the previous decision of the Streets and Walkways Sub-Committee, the Chairman reported that the City had been asked by the Inns to convene an urgent meeting with TfL and all interested parties to try and find a solution.

Members expressed a number of concerns about TfL's actions, the safety of the area and the City's liability should there be an accident and asked for officers' views of TfL's Road Safety Assessment of what they had built.

Members reported that several collisions and near misses had been seen between vehicles leaving Tudor St crossing the cycle super highway, and several vehicles leaving Tudor St had been seen to turn left and drive up the cycle lane, rather than turning into the northbound vehicle lane.

Members considered the fact the mitigation measures had not been implemented was contributory factor to problems in the area and questioned the City's liability if there was an accident. A further question was also raised concerning what consent TfL had to undertake their works in Bridewell Place.

It was agreed that the responses to the questions raised should be circulated to Members after the meeting to enable officers to fully investigate the issues.

**10. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
There were no items of urgent business.

**The meeting ended at 3.00 pm**

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Chairman

**Contact Officer:**  
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Outstanding References - Streets and Walkways Sub Committee

<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
9 May 2016	<b>Parking for Motorcyclists</b> As part of the review of fees and charges for car parks, consideration be given to the implications on motorcycle parking. A further report to be submitted to the Sub Committee regarding the framework for charging, provision of more parking bays and theft of motorcycles	Director of the Built Environment  Director of the Built Environment	Ongoing	March 2016 Update The parking policy for motor cyclists has been held up pending the outcome of the review of car parking availability. It is proposed this matter now be moved to the 2016/17 work programme and included within the restructured City Transportation teams work plan.
Ongoing action	<b>20mph speed limit</b>	COLP	Ongoing	To receive regular updates.
22 February 2016  9 May 2016	<b>Swan Pier</b>  Swan Pier area is to be tidied up in conjunction with the delivery of the Fishmongers Ramp project which is due for completion Summer 2016	Director of the Built Environment	Summer 2016	To receive any update
22 February 2016  9 May 2016	<b>Cloth Fair Noise Disturbance</b>  This item was withdrawn from the meeting but officers undertook to treat the matter as urgent.	Director of the Built Environment	Ongoing	The street has been monitored for a week over the Easter period and discussions taking place with Environmental Health following which a further report will be presented to Committee in Summer 2016.
4 April 2016  9 May 2016	<b>1 Angel Court Improvements GW4-5 V9</b>  Members asked if the height of the benches could be raised,	Director of the Built Environment		To receive any update.

Outstanding References - Streets and Walkways Sub Committee

	both to improve the comfort for less mobile users and to further deter skateboarding. Officers undertook to investigate the proposal.			
<p><b>4 April 2016</b></p> <p><b>9 May 2016</b></p>	<p><b>Street Lighting Review</b></p> <p>Members asked that details of the IT project and the work that would be required to fit the hubs be circulated to members of the Committee as well as included in the report for its consideration at Projects sub-committee.</p>	<p>Director of the Built Environment</p>		<p>To receive any update</p>



<b>Committees:</b>	<b>Dates:</b>	<b>Item no.</b>
Streets and Walkways Sub-Committee	21/06/2016	
Projects Sub-Committee	29/06/2016	
Health and Wellbeing Board (for info)	16/09/2016	
<b>Subject:</b> Mayor's Vision for Cycling - Quietways	<b>Gateway 5 Authority to Start Work</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>

## Summary

### **Dashboard**

*Project status:* Green

*Timeline:* Construction to commence in July 2016 for six months

*Current approved budget :* £146,654\*

*Spend to date:* £152,000\*

*Total estimated cost:* £1.21M, which includes an increase of nearly £260k (fully funded from TfL)

*Overall project risk:* Medium

\* excludes the revenue costs associated with the deferred routes

In July 2015, a Gateway 3/4 Report was considered by the Streets & Walkways and Project Sub-Committees. At the meeting Members approved the following:

1. Changes to the alignment and the extent of the Quietways network. They agreed to postpone parts of the network (in the east of the City) to possibly beyond 2016. See Appendix 5.
2. Progress with the recommended measures and the undertaking of wider public consultation and detailed design. See Appendix 6A and 6B.
3. Proceed with the implementation of an experimental closure of the northern end of Moor Lane. See Appendix 6B.

### **Progress to date**

Public consultation was carried out in November and December 2015. The responses have now been analysed and a summary can be found in Appendix 1. Detailed design, taking into account these responses has been completed and as a result, amendments have been made. Appendices 2A and 2B illustrate the overall proposals and two copies of the detailed plans are available in the Members Reading Room for further review.

The experimental closure of the northern end of Moor Lane has not been implemented because Islington is not supporting this proposal. It has therefore been necessary to amend the design and retain Moor Lane open.

Officers have continued to engage with TfL and the Mayor's Cycling Commissioner (at the time) to review further Quietways routes in the City and the reconsideration of the routes previously deferred by Members. From this engagement, it is now proposed to

proceed with a section of the previously postponed route (from Wilson Street to Bishopsgate) and Gateway 5 approval is sought as part of this report. The revised route alignment can be seen in Appendix 3.

It is proposed that the City's term contractor, JB Riney, and where relevant, the utility and equipment owners are used to implement the proposals.

**Recommendations**

It is recommended that:

1. Authority to start the work is approved, at a total estimated cost of £1.21M, funded from TfL's Grid programme.
2. The budget adjustment as detailed in Appendix 4 is approved.
3. The Quietways route from Wilson Street to Bishopsgate and the related measures be approved at a total estimated cost of £22,000 (which is included in the above £1.21M), funded from TfL's Grid Programme.
4. The Director of the Built Environment be authorised to accept and use any further funding towards this project that may be made available by TfL.

**Main Report**

<p><b>1. Design summary</b></p>	<ol style="list-style-type: none"> <li>1. The majority of the proposed measures are minor in nature such as new traffic islands, road markings, signage, street lighting, carriageway resurfacing and wayfinding. There are, however, also some significant measures such as small sections of segregated cycle lanes and raised carriageways. They have been designed and amended to take into account the responses from the public consultation and the further engagements with a number of key stakeholders such as TfL, the Barbican Association and the Smithfield Market Traders Association.</li> <li>2. A summary of the measures on the approved Quietways network are detailed below and are illustrated in Appendices 2A and 2B. Details plans will be provided in the Members' Reading Room for review.             <ol style="list-style-type: none"> <li>i. Alterations to kerb lines to widen the footway/narrow the carriageway, and to reduce junction sizes. This would reduce traffic speeds, improve pedestrian crossing convenience and provide opportunities for on-street bicycle parking and tree planting.</li> <li>ii. Alterations to road markings and traffic signs, including new Quietways wayfinding signs and road marking.</li> <li>iii. Street lighting improvements to create a safer and a more inviting environment for cyclists and the general public. These will be implemented in Hosier Lane, Middle Street, Long Lane, Moor Lane, Wood Street, and Gresham Street. A better and smoother road surface. This will be carried out in Smithfield Street, Hosier Lane, Cloth Fair, Middle Street, Wood Street, Gresham Street and King Street. Resurfacing works have already been carried out in Queen Street and a small section of Beech Street as part of a general maintenance programme.</li> <li>iv. Increasing the cycle only waiting areas (advance stop lines) at signalised</li> </ol> </li> </ol>
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junctions from 5m to 7.5m. This will provide more space and cleaner air ahead of motor vehicles for the increased numbers of cyclists that are expected.

- v. Permitting contra-flow cycling on West Smithfield and Smithfield Street. The design includes a combination of road markings and kerbs to segregate cyclists from motor vehicles. This would ensure the facilities provided are as safe as possible, in a location with a high proportion of goods vehicles.
  - vi. The existing traffic island in West Smithfield at the junction with Smithfield Street will be removed to improve the layout and the kerbs will be extended to provide space for the relocation of a loading bay.
  - vii. Raised carriageway at Smithfield Street and Milton Street to reduce speeds and to improve road safety. Appropriate double yellow lines where necessary will be included.
  - viii. All existing loading and parking provisions have been retained or relocated.
3. Officers have been liaising with officers in Islington Council since March 2015 on the experimental closure of Moor Lane, but have so far been unsuccessful in obtaining their agreement. Their agreement is required because Moor Lane is a boundary Street with dual highway and traffic responsibilities. It has therefore been necessary to amend the design and retain Moor Lane open.
  4. The measures will be implemented using the City's approved material palette for carriageways, footways, traffic signs and road markings as well as the Quietways wayfinding signage (as approved at Committee in July 2015).

#### Extension of the network

5. At the Gateway 3/4 stage, Members approved the deferral of the cycle network to the east of the City. The two main reasons for this were a). It was not possible to continue the route through private land or on TfL's Bishopsgate and b). Concern with the ability for some of the narrow streets to be used as a strategic cycle link between two cycle superhighways.
6. Since then, officers have continued to engage with TfL and the Mayor's Cycling Commissioner (at the time). As a result, City officers have been made aware of TfL's proposals to improve the Bishopsgate/Primrose Street junction to provide better cycling provisions by December 2016. There is also the potential to connect to a future cycle network to the east of the junction, a network that officers had not been made aware of previously.
7. The proposal for this section of the network was evaluated prior to the Gateway 3/4 approval but discounted because the information above was not known. The measures now proposed includes: improving the street lighting, road markings and other minor works. The proposals are very minor and therefore no material impacts are envisaged. The total estimated cost to deliver this is £22,000 (£20,000 works & £2,000 staff costs).
8. In view of this new information, it is now recommended that this section of the route is reinstated and that, given, the very minor nature of the proposals,

	these be approved for implementation.			
<b>2. Delivery team</b>	<b>Function</b>		<b>Organisation</b>	
	Project Management		DBE City Transportation team	
	Road Network Performance, Management & Safety		DBE City Transportation team	
	Public Realm		DBE City Public Realm team	
	Design & Build Supervision		DBE Highways team	
	Construction		JB Riney (City's term contractor)	
	Planting & Greenery		Open Spaces Department	
	Project Sponsor & Programme management		TfL	
	<b>3. Programme and key dates</b>	<b>Stage</b>		<b>Target date</b>
Gateway 5 authorisation to start works		June 2016		
Complete Pre-Construction Package		June 2016		
Statutory consultation TMO's		July 2016		
Mobilisation of contractor		July 2016		
Distribution of information letters		July 2016		
Construction		July - Dec 2016		
<b>4. Outstanding risks</b>		<b>Risk</b>	<b>Impact</b>	<b>Likelihood</b>
	Delivery of signal changes due to programming issues with the TfL signal team and London Wall Place development	Medium	Low	Stay on top of progress with the development team and TfL signal team.
	Works impact adversely on local businesses	Medium	Low	Ensure careful phasing and sensitive hours of construction works and regular communication with frontages and local stakeholders.
	Cost increase due to unknown utility apparatus	Medium	Medium	Carrying out pre-construction assessment to fully assess utility implications prior to mobilisation.  TfL would meet reasonable unforeseen cost increases.

	Objections to statutory consultation on the proposed traffic management orders	High	Medium	Informal consultation has already taken place with frontages and key stakeholders. A summary of the outcome is detailed in Appendix 1.
	Works extend beyond GLA target delivery date of 31 December 2016	Medium	Medium	Engage contractor as early as possible.
	Deferral of decision may jeopardise funding/spend by 31 March 2017	High	Medium	Member briefings.

## 5. Budget

9. The Quietways project within the City was initially estimated at £2.3 million and TfL have confirmed their commitment to meeting these costs in principle. However TfL will be updating the costs to deliver the wider Quietways programme. It is therefore anticipated that this committed funding will be reduced to the amount now needed by the City.

10. At the Gateway 3/4, Members approved the deferral of a section of the Quietways network (which comprises two schemes) for the reasons as detailed in para 5. It should be noted that officers had already spent a total of £45,514 of revenue on these two schemes, which has been funded from TfL's Grid programme.

11. Detailed financial implications for this project, including the re-instatement of a section of the previously deferred route (Wilson Street to Bishopsgate) are shown in Appendix 4 and are summarised in the table below.

Description	Total Estimated Cost (£)
<b>Spend to date – Evaluation</b>	<b>152,000</b>
<b>Implementation (estimated)</b>	
Current approved routes	1,036,000
Wilson Street to Bishopsgate route	22,000
<b>Total implementation costs</b>	<b>1,058,000</b>
<b>Total estimated Project Cost</b>	<b>1,210,000</b>
<b>Total TfL Grid funding requirement</b>	<b>1,210,000</b>

12. It should be further noted that since the Gateway 3/4 report was approved, the total estimated cost has increased from £950,025\* to £1.21M (an increase of nearly £260k). The reason for this increase relates to additional or modified measures added in as a result of the public consultation and engagement as well as further detailed design information since the Gateway

	3/4. Further details of the cost changes are detailed in table 5 of Appendix 4. * excludes the revenue costs associated with the deferred routes
<b>6. Success criteria</b>	<ul style="list-style-type: none"> <li>i. The type and level of interventions respond to stakeholder needs.</li> <li>ii. The measures implemented are compliant with the agreed levels of service for Quietways.</li> <li>iii. The works are completed by December 2016.</li> <li>iv. The costs are within agreed budgets.</li> <li>v. Increased number of cyclists using the Quietways network.</li> </ul>
<b>7. Progress reporting</b>	Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees

### Appendices

<b>Appendix 1</b>	Consultation outcome and response breakdown
<b>Appendix 2 A/B</b>	Overview of proposals on approved Quietways network
<b>Appendix 3</b>	Overview of the proposed Quietways network in the City
<b>Appendix 4</b>	Financial implications
<b>Appendix 5</b>	Quietways network as approved at Gateway 3/4
<b>Appendix 6 A/B</b>	Quietways measures as approved at Gateway 3/4

### Contact

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## **APPENDIX 1: Consultation outcome and response breakdown**

### **A. Consultation details**

Stakeholders and occupiers along the routes were given an opportunity to express their views on the proposals between Thursday 12 November and Sunday 6 December 2015. A total of 2482 people and organisations were contacted:

- 957 letters were hand delivered to frontagers and City occupiers
- 1405 letters were emailed to the residents of the Barbican Estate
- 44 letters were emailed to key and local stakeholders including TfL, Cycling and pedestrian groups, Access Group, Smithfield Market Superintendent, SMTA, Barbican Association, the emergency services, and many others.
- 69 letters were posted to City of London Members who are Ward Member of the affected wards or sit on the Barbican Residential Committee or the Streets and Walkways Sub (Planning and Transportation) Committee
- 6 letters were emailed to London Borough of Islington Councillors who are Ward Councillor of the affected wards
- 1 letter was sent to the Service Director for Planning & Development, London Borough of Islington (LBI).

The letter included a link to a 2-page section on the City of London website with the details of the proposals. This website was also promoted on the homepage of the City of London website, the intranet, on social media platforms, and featured in the weekly DBE Streetworks newsletter which is sent to over 1,100 recipients. In addition, consultation posters were sited at 7 locations along the routes to further engage with the wider public.

Following this, further discussions continued with a number of stakeholders, including the Barbican Association, the SMTA and the Smithfield Market Superintendent. This included a further meeting with the SMTA and the Superintendent in May 2016 and officers consider that all the issues and concerns raised have now been addressed. A further meeting also took place with Ward Members of Cripplegate and Aldersgate and, the Barbican Residents Association in May 2016. As a result of this, further minor additional comments have been raised which officers believe have now been addressed or will be separately considered as part of other projects and activities.

## B. Consultation outcome

A total of 65 responses were received. 24 (37%) responses came from residents, 7 (11%) from key stakeholders, 3 (5%) from businesses and 3 (5%) from Members. The remainder did not state their relation to the City or the consultation.

9 (14%) of respondents stated that they are cyclists.

The key stakeholders who responded include the Barbican Estate Office (BEO), the Smithfield Market Tenants' Association (SMTA), the London Taxi Drivers Association (LTDA), the Barbican Association, CrossRail, London Cycling Campaign (LCC) and TfL (London Taxi and Private Hire).

Support for the project in principle?		
Response	Number	Percentage
Yes	29	45%
Neutral/ specific	14	22%
No	13	20%
Not specified	9	14%
total	65	100%

From the above table, it can be seen that there is a least twice the level of support for the overall cycle Quietways proposals compared to those who are against.

A further 8 (12%) of respondents stated that the proposals do not go far enough and that more is required to be undertaken to provide safer conditions for new and beginner cyclists. 11 (17%) respondents stated that they are not in favour of the alignment of the routes, whilst 6 (9%) expressed concerns about the air quality and 9 (14%) about cyclists' behaviour including cycling on pavements, not providing right of way, and ignoring red lights etc.

## C. Responses to specific proposals and design considerations/alterations

Many comments received were aimed at specific proposals, including at the three locations where significant measures are proposed as described in the gateway 3/4 report. It should be noted that the number of responses on these specific proposals are very low and therefore the percentages can be significantly influenced by just a few responses. It should also be noted that alterations have now been incorporated into the design which has mitigated the majority of the concerns raised.

A summary of the main concerns across the 6 different locations are detailed as follows:

1. Proposed contraflow cycle lanes in West Smithfield and associated measures required at the junction with Farringdon Street



Response to proposals	Number	Percentage
in favour	4	31
not in favour	9	69
total	13	100
Specific comments	Number	
concerns with visibility	5	
concerns with reduced capacity	4	
concerns with safety on TLRN	4	
concerns with removing loading bays	3	

- The SMTA and CrossRail objected to the removal of the loading bays, which are also being utilised as holding areas for construction traffic for the CrossRail sites during the day. These have now either been retained or repositioned with no overall loss.
- 5 respondents are concerned about the visibility at the junction of Snow Hill and West Smithfield, where right turning vehicular traffic may not expect or see contra-flow cyclists (from the right). Minor alterations to the alignment are now proposed to improve sightlines.
- The SMTA and the LTDA objected to the removal of the second westbound lane at the junction of Snow Hill and Farringdon Street. The revised design now retains the two lanes at the junction. It has also been acknowledge that this junction may change as a result of TfL's extension to the North-South Cycle Superhighway.

## 2. Proposals at the junction of Smithfield Street and Hosier Lane

Response to proposals	Number	Percentage
in favour	2	22
not in favour	7	78
total	9	100
Specific comments	Number	
concerns with visibility	1	
concerns with presence of HGV's	2	
concerns with traffic speed	2	
concerns with manoeuvrability	1	

- The SMTA and the LCC both expressed concerns with cyclists in both directions having to cross Smithfield Street which is often subject to fast-moving traffic including a high number of HGV's, and suggested to maintain the existing one-way flow for all traffic in this area. The design has been amended to include a raised carriageway and changes to kerblines to reduce traffic speed and improve sightlines.

### 3. Proposals at the junction of Long Lane and Aldersgate Street

Response to proposals	Number	Percentage
in favour	0	0
not in favour	5	100
total	5	100
Specific comments	Number	
concerns that not enough is done	3	
concerns with cyclists' behaviour	1	
junction Cloth Street /Long Lane	3	

- There were a number of suggestions for further improvements that include low level cycle signals and segregation at this junction. Unfortunately, due to the timescales involved to deliver these measures, it is not possible to include these as part of the Quietways project without impacting on the programme as set out by the GLA for completion by 31 December 2016. However, these will be considered separately, when opportunities arise.
- There were requests to discourage vehicles from entering the advisory cycle lane. The design has been amended to include a mandatory cycle lane.

### 4. The proposed closure to motor vehicles on Moor Lane at the junction with Chiswell Street

Response to proposals	Number	Percentage
in favour	4	31
not in favour	9	69
total	13	100

- The experimental closure would have tested the effectiveness of the proposals but this is no longer being taken forward as it has not been possible to obtain Islington's agreement so far. The design has therefore been amended.

### 5. At the proposals for the junction of Moor Lane and Fore Street

Response to proposals	Number	Percentage
in favour	1	17
not in favour	5	83
total	6	100

- Concerns from the Barbican residents about conflicts between cycles and pedestrians. As a result of further engagement with the Barbican Association, some amendments to reduce this conflict are now proposed. This comprises of footway widening on the corner with Fore Street, providing route guidance paving and markings to guide cyclists and repositioning of drop kerbs to discourage cyclists/encourage them to re-join the carriageway at more

appropriate locations. Consideration of a short cycle lane on the approach to Moor Lane is still being investigated but if suitable, this will be included.

#### 6. The proposed cycle lane removal in King Street and Queen Street

Response to proposals	Number	Percentage
in favour	0	0
not in favour	5	100
total	5	100
Specific comments	Number	
concerns with cycle lane removal	4	
safety concerns at junction with Queen Victoria Street	3	
concerns with the shared spaces	3	

- The removal of the existing cycle lanes on King Street and Queen Street was not supported. However, the London Cycle Design Guidance recommends that cycle lanes should be no narrower than 1.5m and for ASL lead-in lanes, a minimum of 1.2m. The existing cycle lanes on King Street are 1.1m and there are no opportunities to widen this due to limited road width. Narrow cycle lanes represent a low level of service for cyclists and cannot cope with the growth in cycle numbers. They provide limited lateral clearance from vehicles and encourage cyclists to cycle close to the kerb. The removal of the cycle lanes encourages cyclists to take a better road positioning and with the quieter nature of King Street, the removal is considered appropriate. The ASL area will however be retained.
- The existing cycle lanes in Queen Street have recently been widened in line with the guidance and therefore these will remain.
- Other measures requested to mitigate the safety concerns raised at the junction with Queen Victoria Street and the shared spaces on either side of Cannon Street will not be included as part of this project because of the current building activity taking place. However, if opportunities allow, these will be considered separately.

D. Comments and suggestions received that are not taken forward under the Quietways programme but can be considered when opportunities arise

Location	Suggestion for further improvement	Number
East of proposals	Link CSEW with Aldgate	1
West of proposals	Request for a separate phase for cycles at Holborn Circus	1
Signalised junctions	Use of early-start low level cycle traffic signal	1
Alignment	Move the route of the Quietway to cover all of Wood Street, then Bread Street, Watling Street and into the no-vehicle section of Queen Street if the City wants to remove the advisory cycle lanes on King Street and Queen Street	1
General	Include the prohibition of cycling on any pavement. The creeping inclusion of signage which signifies the permitted joint use of pavements by cyclists and pedestrians is a lazy and dangerous solution to providing facilities for cyclists.	1
General	Use sufficient signage along the route and to provide clarity at shared surfaces in the City	2
General	Enforcement of ASL's	1
General	All proposed road changes are affecting taxi drivers and the taxi trade, incl the Bank Junction scheme. Their livelihoods are being destroyed in front of their eyes because no consideration seems to be given to people who rely on the roads for a living and drivers who have no alternative.	1
West Smithfield (market)	Make right turn into West Smithfield safer by introducing a traffic island in Farringdon Rd	1
West Smithfield (market)	Create permeability in West Poultry in both directions / drop kerb on the cycle side of segregating islands	1
West Smithfield (Ambulance station)	Remove metal barrier near the gate to St Bart's (that forms part of the Ring of Steel)	2
Smithfield Market	Allow cycling through Smithfield Market to improve cycle access to Cowcross St and St. John St where there are many employers	1
Hosier Lane	Increased numbers of cyclists will cause conflict with pedestrians walking in the carriageway due to narrow footways in Hosier Lane, as well as with vehicles accessing property.	1
Cloth Fair	Cloth Fair is too narrow to accommodate motor traffic and should be made access only (model filter)	2
Cloth Fair	Ensure coordination with the proposals in the Area Enhancement Scheme, announced a few years ago, and the Cloth Fair Noise Disturbance Proposals, currently being consulted on.	1
Cloth Fair / promotion	As many pedestrians are walking or standing in the road, notices should be put up to ask cyclists to use their bell more often	1
Long Lane / Aldersgate	Introduce double yellow line waiting restrictions and peak hour loading restrictions on north side of Long Lane	1
Aldersgate /Beech Street	Some "semi segregation" using cats eyes or slightly raised/bumpy road surface few metres into Beech Street	1

	immediately after the pedestrian crossing area	
Aldersgate /Beech Street	Introduce low level cycle signals for an early start / elephants footprints across junction	1
Beech Street	Introduce segregation	1
Beech Street (cinemas)	Requested traffic calming measures to reduce speed and encourage better behaviour especially towards pedestrians using the crossing	1
Beech Street (cinemas)	Right turn into Silk Street is difficult, and it was suggested to relocate the zebra crossing in Silk Street by a few yards further south	1
Moor Lane	No right into and out of Moor Lane as an alternative	1
Moor Lane	Suggested to change the one-way operation in Finsbury St and Moor Lane in order to keep the taxi ranks in Ropemaker Street operating efficiently	1
Moor Lane/Fore Street	Provide segregated cycle tracks on southern Moor Lane	1
Moor Lane /Fore Street	Change priority and install the give way marking on the eastern arm / raise the junction	1
Wood Street, Fore Street and Moor Lane	Request for more street furniture and trees in the footway to deter footway cycling	1
London Wall /Wood St	The markings encouraging cyclists to cross the lane diagonally from the left should be removed and the radius on the bend tightened to ensure there is no space for a vehicle to get on the outside of a cyclist.	1
London Wall /Wood St	Introduce new ped crossing on east arm, new ASLs on London Wall, remove stagger crossing, introduce no loading restrictions /armadillos south of junction	1
London Wall /Wood St	Introduce elephants footprints across junction also in n/b direction / introduce lead-in cycle lanes to ASLs	1
Gresham St /Wood St	Make Wood Street north of Gresham Street one-way, and provide segregated cycle facility in Wood Street and Gresham Street	1
Gresham St /Wood St	Change priority and install the give way marking on the western arm / raise the junction	1
Queen Street (Cheapside /Queen Victoria St)	Introduce area wide model filtering: between Trump Street and Cheapside, and between Pancras Lane and Queen Victoria Street.	2
Queen Street	There should be segregated cycle lanes with differential kerbs in the shared surface areas in Queen Street and over Cannon Street	1
Queen Street	Please remove the last parking space at the southern end of Queen Street. It makes it hard for cyclists to see what pedestrians are doing on the kerb where the cyclist will shortly turn left into College Street to access the calm safe bike stand area near Whittington Gardens.	1
Queen and King Street	Stepped cycle track	1
Promotion	Publish maps of recommended cycle routes (with the Boris bike stations marked) and update them as you make progress	1

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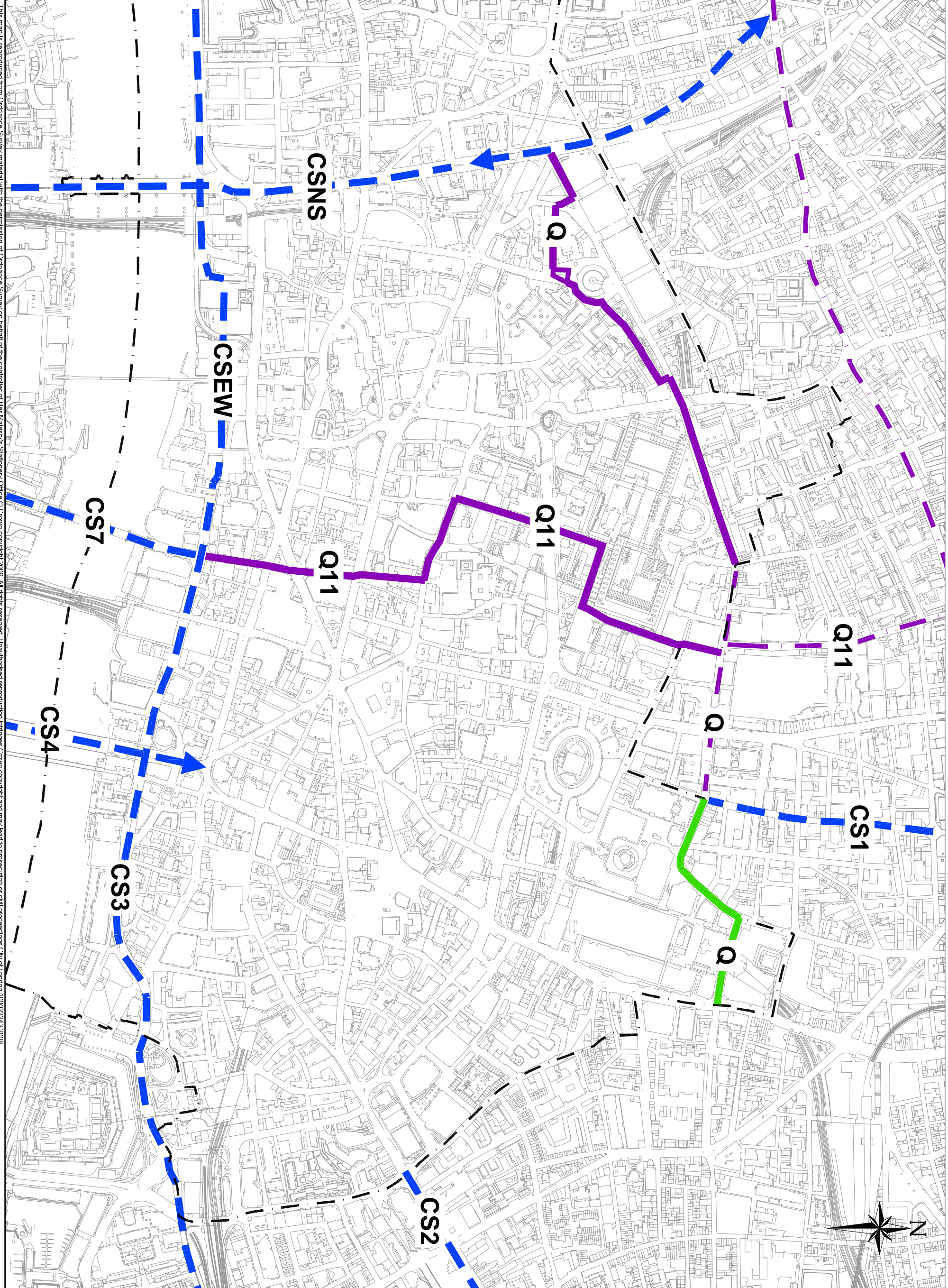
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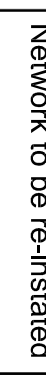
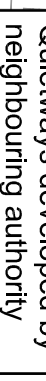


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# APPENDIX 3 OVERVIEW OF THE PROPOSED QUIETWAYS NETWORK IN THE CITY



**Key**

-  City Boundary
-  Approved City's Quietways Network
-  Proposed Col Quietways Network to be re-instated
-  Quietways developed by neighbouring authority
-  TfL Cycle Superhighway

**NOTES**

Rev	Date	Revised/Revised By	Drawn	Checked/Approved

The Mayor's Vision for Cycling  
Col Quietways

Cycle Routes in the City  
Network Overview

Drawn	Original reference	Date
NTS	A4	19/05/16
MK	SL	IS

DEPARTMENT OF THE  
BUILT ENVIRONMENT  
City of London Corporation  
PO Box 270  
Guildhall  
London EC2P 2EU  
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## APPENDIX 4 FINANCIAL IMPLICATIONS

Table 1 shows the total spend-to-date. As officers spent more on some tasks than originally budgeted for it is necessary to seek a Budget Adjustment as shown in table 2, as part of this report. Table 3 and table 4 show the total estimated costs for the implementation of the Quietways measures after Gateway 5 by December 2016. The total costs of £1.21M will pay for the construction works, the maintenance of the tree near the ambulance station for 5 years by Open Spaces Department, the fees and staff costs, and will be fully funded by the TfL's Grid programme. Table 5 provides details of the cost increase since Gateway 3/4.

Table 1: Spend to Date - Evaluation			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Costs	39,682	41,301	(1,618)
Env Servs Staff Costs	2,000	4,102	(2,102)
Fees - Route 4	7,624	7,624	-
Revenue	32,357	32,357	-
<b>Total Route 4 (Q – from Farringdon St to Silk St)</b>	<b>81,663</b>	<b>85,384</b>	<b>(3,720)</b>
P&T Staff Costs	26,950	31,512	(4,562)
Env Servs Staff Costs	3,000	4,582	(1,582)
Fees - Route 6	16,550	16,031	519
Works - Route 6 Moor Lane Experiment (not progressed)	4,000	-	4,000
Revenue	14,491	14,491	-
<b>Total Route 6 (Q11 – Upper Thames St to Chiswell St)</b>	<b>64,991</b>	<b>66,616</b>	<b>(1,625)</b>
<b>TOTAL Quietways</b>	<b>146,654</b>	<b>152,000</b>	<b>(5,345)</b>

Table 2: Budget Adjustment required			
Description	Approved Budget (£)	Budget Adjustment (£)	Revised Budget (£)
P&T Staff Costs	39,682	1,618	41,301
Env Servs Staff Costs	2,000	2,102	4,102
Fees - Route 4	7,624	0	7,624
Revenue	32,357	0	32,357
<b>Total Route 4 (Q – from Farringdon St to Silk St)</b>	<b>81,663</b>	<b>3,720</b>	<b>85,384</b>
P&T Staff Costs	26,950	4,562	31,512
Env Servs Staff Costs	3,000	1,582	4,582
Fees - Route 6	16,550	(519)	16,031
Works - Route 6 Moor Lane Experiment (not progressed)	4,000	(4,000)	0
Revenue	14,491	0	14,491
<b>Total Route 6 (Q11 – Upper Thames St to Chiswell St)</b>	<b>64,991</b>	<b>1,625</b>	<b>66,616</b>
<b>TOTAL Quietways</b>	<b>146,654</b>	<b>5,345</b>	<b>152,000</b>

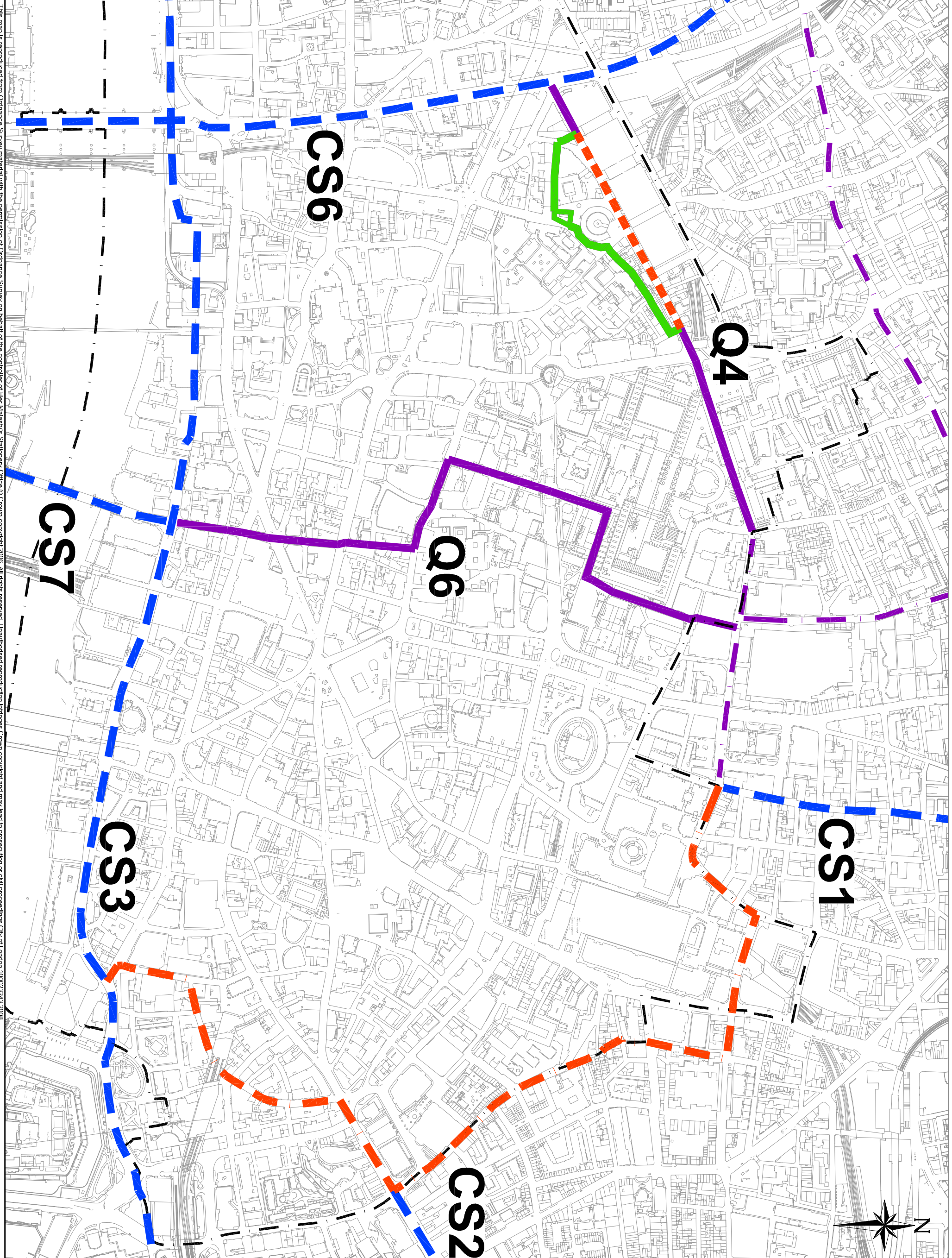
Table 3: Implementation	
Description	Total Estimated Cost (£)
Works Costs	875,000*
Fees	45,000
Staff Costs	135,000*
Maintenance Costs	3,000
<b>Total</b>	<b>1,058,000</b>

\* Includes costs (£20,000 for works and £2,000 of staff costs) associated with the proposed re-instatement of a section of the deferred route.

Table 4: Funding Strategy	
Spend to date – Evaluation	152,000
Implementation	1,058,000
<b>Total TfL funding requirement</b>	<b>1,210,000</b>

Table 5: Items of significant cost increase since Gateway 3/4				
Proposal/location	Estimate at G3/4 (£)	Estimate at G5 (£)	Increase (£)	Reason for increase
Smithfield Street raised carriageway	0	85,000	85,000	Raising and narrowing of carriageway to improve safety to reduce speeds and improving visibility in response to consultation comments
Extension of the West Smithfield footway/relocation of cctv camera	25,000	60,000	35,000	Increased engineering measures required to accommodate Smithfield Market needs/retain overall loading bays
Ambulance station cycle gap	5,000	30,000	25,000	To provide an improved layout
Moor Lane/Fore Street	5,000	15,000	10,000	To accommodate local safety concerns
London Wall/Wood Street	95,000	170,000	75,000	To accommodate engineering difficulties and additional signal costs
Re-instatement of a section of the route	0	22,000	22,000	To provide improved route connectivity
<b>Total</b>	<b>130,000</b>	<b>382,000</b>	<b>252,000</b>	

APPENDIX 5 - QUIETWAYS NETWORK AS APPROVED AT GATEWAY 3/4



Key

- City Boundary
- Approved City's Quietways Network
- Section postponed
- Approved alternative Quietways route
- Approved Quietways route removed
- Quietways developed by neighbouring authority
- TfL Cycle Superhighway

NOTES

Rev	Date	Revised/Still	Drawn	Checked/Approved

The Mayor's Vision for Cycling  
Col Quietways

Cycle Routes in the City  
Network Overview

Drawn	Checked	Approved
NTS	A4	14/03/16
MK	SL	IS

DEPARTMENT OF THE BUILT ENVIRONMENT  
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Contrflow cycle lane along south side to tie in with TfL Cycle Superhighway changes at junction

Introduce two-way cycling: – new segregated westbound cycle facility on the south side (removal/relocating of loading bays)

Introduce two-way cycling and segregated cycle facility on west side of Smithfield Street: – removal of one loading bay

Footway build out on east side of West Smithfield

Rationalise traffic movements and provide guidance and protection for cyclists

Footway build outs on east side of Smithfield Street

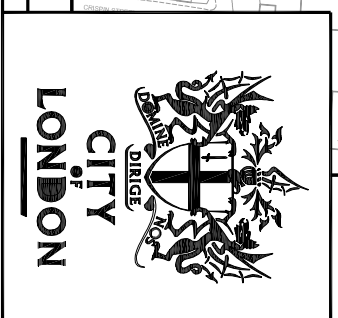
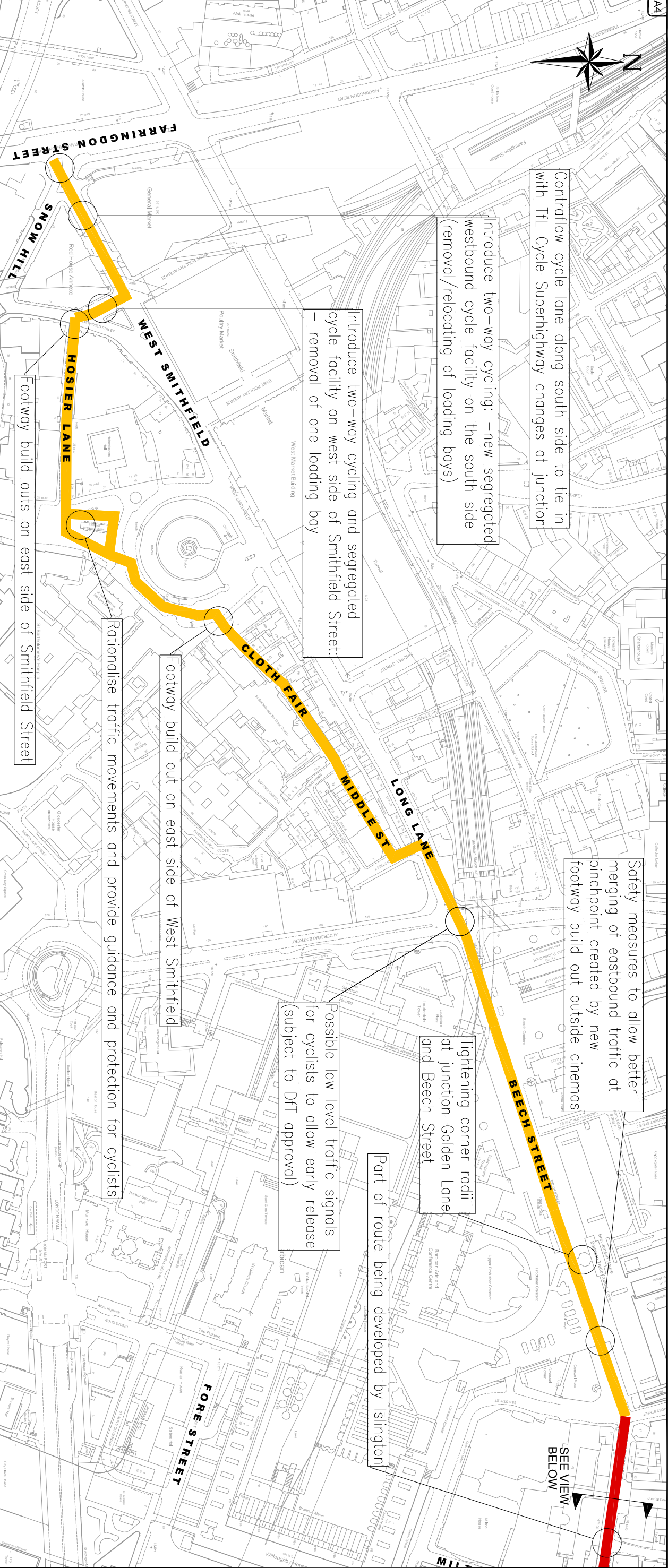
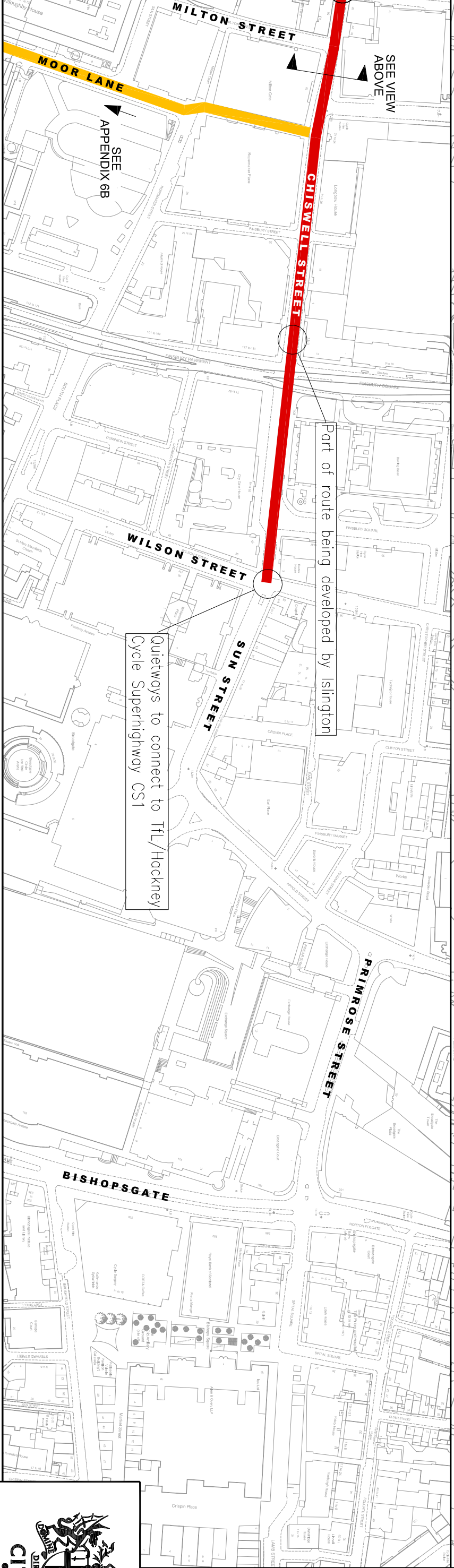
Safety measures to allow better merging of eastbound traffic at pinchpoint created by new footway build out outside cinemas

Tightening corner radii at junction Golden Lane and Beech Street

Possible low level traffic signals for cyclists to allow early release (subject to DfT approval)

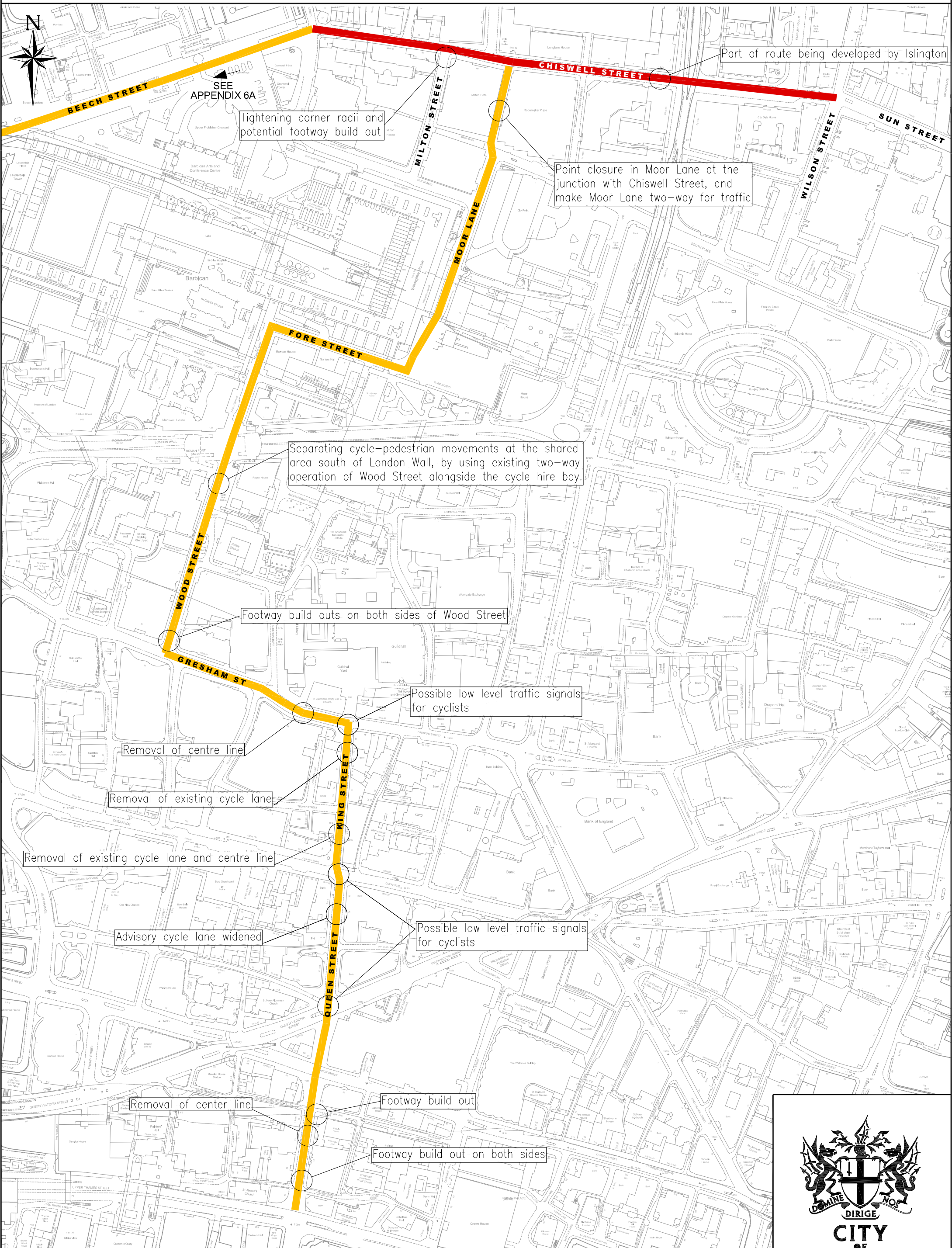
Part of route being developed by Islington

SEE VIEW BELOW



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# APPENDIX 6B - QUIETWAYS MEASURES AS APPROVED AT GATEWAY 3/4



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<b>Committee(s):</b>	<b>Date(s):</b>
Streets & Walkways Sub Committee	21 June 2016
Projects Sub Committee	29 June 2016
<b>Subject:</b> Bloomberg Development (s278 Highway Changes) - Issue Report No.2: Authority to Pre-Order Material and Place Orders for Preparatory Works in Advance of Gateway 5 Approval	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<b>Summary</b>	
<p>Due to a recent design change at Cannon Street affecting the proposed highway levels, there is now a need to place orders for additional preparatory works (including utility diversions) in advance of the Gateway 5 approval. The design change has been requested by the developer who is funding the highway works as part of their s278 obligations.</p>	
<b>Recommendations</b>	
<p>In order to ensure that construction can commence in a timely fashion to meet the developer's programme, it is recommended that Members:</p> <ul style="list-style-type: none"> <li>• Authorise for orders to be placed for any necessary preparatory works (such as utility diversions) in advance of the Gateway 5 approval provided funding is received from the developer; and</li> <li>• Agree for construction material (such as Yorkstone paving) with critical lead-in times to be pre-ordered before Gateway 5 approval subject to funding being received from the developer.</li> </ul>	

## Background

The original proposal intended to introduce a flush surface over a large section of Cannon Street such that the footway and carriageway would be at a single level whilst realigning the kerb to widen footway areas where possible.

In introducing a flush surface, a series of bollards would need to be introduced on both sides of Cannon Street to manage the risk of vehicles over-running onto

footways and/or underground structures (such as basements) which are not designed to withstand vehicle loading.

In order to minimise clutter and remove the need for the proposed bollards, the design has been revised to retain the kerb upstand along a section of Cannon Street (between Queen Street and Walbrook) such that the footway will be (about 125 mm) higher than the carriageway whilst retaining the proposed kerb realignment to widen footways areas where possible.

Consequently, the utilities that straddle the footway and carriageway now need to be diverted where previously there was no need due to the flush surface (which would have merely required the levels of the utility covers to be adjusted appropriately).

### **Implications**

Any costs implications from this design change will be borne by the developer as part of their s278 obligations. Urgent enquiries are being made with affected utilities to establish relevant costs, but the order of costs is estimated to be below £250,000 based on experience throughout the City. Any costs increase will be detailed at the Gateway 5 report (expected July 2016).

Utility diversions have a significantly longer lead-in time due to its potential complexity, and this may have an impact on the programme if approval is not granted to place orders in advance of the Gateway 5 approval.

### **Conclusion**

Due to the longer lead-in times for utility diversions, orders need to be placed in advance of the Gateway 5 approval to ensure construction can progress in a timely fashion to meet the developer's programme.

Authority is therefore also sought for any other preparatory works and the pre-order of material with critical lead-in times in advance of the Gateway 5 approval subject to funding being received from the developer.

### **Appendices**

Not applicable

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Department of the Built Environment

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