

Committees: Corporate Projects Board - for decision Projects Sub - for decision Streets & Walkways Sub-Committee - for decision	Dates: 28 June 2019 19 July 2019 22 July 2019
Subject: City Cycleways Programme (Phases 1, 2 and 3) Unique Project Identifier: 12069	Gateway 2: Project Proposal Regular
Report of: Director of the Built Environment Report Author: Albert Cheung	For Decision
<h1>PUBLIC</h1>	

Recommendations

1. Next steps and requested decisions	<p>Description: Delivery of a programme of pedal cycle projects as proposed in the City's adopted Transport Strategy (May 2019).</p> <p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Next Steps:</p> <ul style="list-style-type: none"> ○ Develop project plans, commence feasibility work including and commissioning consultants. ○ Prepare all other project management documentations including establishing stakeholders and consultees. ○ Preparation of Gateway 3/4 & 3/4/5 reports. <p>Requested Decisions:</p> <p>Approvals requested from Project-Sub and Streets and Walkways Sub-committee: -</p> <ol style="list-style-type: none"> 1. That the first three phases of the Cycleways Programme as described in this report is approved; 2. That a budget of £450,000 is approved to reach the next Gateway. 3. Note the total estimated cost of the three phases is in the region of £3.5M - £4.5M (excluding risk).
2. Resource requirements to reach next Gateway	

Item	Reason	Funds/ Source of Funding	Cost (£)
Scoping & Phasing			
Staff Time	Programme / Project Management / Design / Stakeholder engagement	TfL Cycleways	£190K
Fees	Data collection / Design / Traffic Modelling	TfL Cycleways	£260K
Total			£450K
<p>The staff costs will fund up to 1,000 Project Manager hours and 800 senior project/manager hours. The reason for the high staff cost is because officers are progressing all three phases concurrently.</p> <p>The fees element includes data collection such as topographical and underground utility surveys, traffic data, consultants to undertake feasibility / design studies for the cycle routes, traffic modelling and consultation. Standard City procurement routes will be followed when procuring this work.</p>			
<p>3. Governance arrangements</p>	<ul style="list-style-type: none"> • Streets & Walkways Sub-committee - Service Committee • Bruce McVean (DBE Acting Assistant Director) – Senior Responsible Officer • Taking into account the scale and extent of the City’s Cycleway projects, the financial and staffing resources required and the need to deliver parallel transport initiatives and other interdependences, a phased delivery programme is proposed. It is anticipated that each phase or route/s will be reported as separate projects for Member oversight and decisions. • It is not envisaged that a project board is required. However, a project team may be set up to help deliver the project. • This programme is not within the scope of the fundamental review as all funding will be from external sources (TfL). 		

Project Summary

4. Context	<ul style="list-style-type: none">○ Cycling is an important mode of Transport with huge health and social benefits. A third of all vehicles in the City are cyclists.○ A recent survey also found that only 4% of people currently consider the experience of cycling in the City pleasant and most feel that it is not safe. Data also shows that the number of cyclists involved in collisions are disproportionately high.○ There is however a significant potential to further increase the number of people cycling. Analysis carried out by TfL shows that up to 15,700 trips a day to the City currently being made by motorised vehicles could potentially be cycled in part or full.○ Providing a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of safety concerns.○ The Transport Strategy consultation received considerable support (nearly 80%) for cycling proposals and significant calls for these proposals to be delivered at a much quicker pace.○ The approved Transport Strategy has therefore set out a range of cycling proposals to enable more people to cycle and that these are to be delivered at pace.○ The Mayor's Transport Strategy also seeks to transform street environments to encourage more people to cycle including working with boroughs/City to deliver a London-wide strategic cycle network.○ Following recent discussions and funding bids to TfL, the City has been awarded a funding grant of £880k for 2019/20. This grant is to develop and deliver measures/improvements in Phase 1, and develop and consult on measures for Phase 2 and 3.
5. Brief description of project	<p>The City's Cycleway Programme (Phases 1, 2 and 3) aims to deliver parts of the City's Transport Strategy, particularly proposal 24 but also others. Appendix 3 shows the proposed cycle routes in the Transport Strategy.</p> <p>In order to implement the cycle routes in the Transport Strategy, it is proposed that delivery will need to be phased to reflect funding, staffing resources, parallel transport initiatives</p>

	<p>and other independencies such as developments and City projects.</p> <p>The following first three phases (see Appendix 2) have therefore evolved. They have been selected due to the ease of delivery, being on an existing planned route, have strong public request and have TfL funding (in part of full).</p> <p><u>Phase 1:</u> Improvements to the existing cycle route (Q11) from Upper Thames Street to Chiswell Street, and some quick wins on other routes. Full funding of up to £580k to develop and implement the measures in 2019/20 has been made available from TfL.</p> <p><u>Phase 2:</u> Route 1 connecting Cycle Superhighway 1 at Sun Street to Monument. Funding of up to £200k for feasibility, detailed design and consultation in the 2019/20 financial year has been made available from TfL.</p> <p>As part of Route 1, an alternative or additional alignment along Moorgate and Prince’s Street will also be explored. This is to ensure that cycle improvements are maximised and coordinated with the Crossrail Moorgate Urban Integration project.</p> <p><u>Phase 3:</u> Route 2 connecting Aldgate with Blackfriars. Funding of up to £100k for feasibility work in the 2019/20 financial year has been made available from TfL.</p> <p>Separate Gateway reports for each of these phases will follow to enable their progression. The phases have different delivery timeframes and can be delivered independently of each other.</p> <p>Although funding from TfL to implement Phases 2 and 3 in future years has not been confirmed, it is highly likely that they will fund them. This is because improving cycling is a fundamental policy area. However, if funding does not shortly follow, it is anticipated that the design and feasibility work will remain largely valid for at least the next five years.</p>
<p>6. Consequences if project not approved</p>	<ul style="list-style-type: none"> • Does not deliver the cycling element of the adopted Transport Strategy. • Could damage the City’s reputation as it could be argued that the City does support cycling, despite its pro-cycling policies. • Does not address the disproportionate safety risks facing cyclists. Road Safety (CR20) is currently a “red” corporate risk. • Does not help to address the poor air quality in the City. Air Quality (CR21) remains an “amber” corporate risk • The existing road network will continue to be unsuitable and unpleasant for cycling. • A missed opportunity to utilise £880k (and also potentially the £4.5M) from TfL.

	<ul style="list-style-type: none"> • Could also negatively impact on future grants being made to the City from TfL for cycling projects.
7. SMART project objectives	<p>Cycleway Phase 1 will be delivered by March 2020 as agreed with TfL as part of the funding condition.</p> <p>Cycleway Phase 2 and 3 will be delivered by 2025 as proposed in the City's adopted Transport Strategy. In order to fulfil this, Phase 2 and 3 cycle route designs will be developed and consulted on by April 2020. The delivery of Phase 2 and 3 is subject to funding from TfL (which is highly likely).</p>
8. Key benefits	<p>People who wish to cycle are not prevented from doing so.</p> <p>Cycling in the City is more pleasant and safer.</p> <p>Cycling provides significant health benefits and reduces overcrowding on public transport. They also take up less road space than motor vehicles and are therefore a more efficient use of the road space.</p> <p>It is environmentally friendly and does not contribute to air pollution.</p>
9. Project category	7a. Asset enhancement/improvement (capital)
10. Project priority	B. Advisable
11. Notable exclusions	The Transport for London's Road Network (TLRN) is excluded except where the networks meet.

Options Appraisal

12. Overview of options	12.1 Options which are consistent with the Transport Strategy will be investigated. Further details will be set out in the next Gateway report for each route or project phase.
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Project Planning

13. Delivery period and key dates	<p>Overall programme: The Cycleway Programme (Phase 1, 2 and 3) has a target completion date before 2025.</p> <p>Indicative key dates for Phase 1, 2 and 3 are summarised below.</p> <p>Key dates:</p> <p>Phase 1 – Existing Q11</p>
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	<ul style="list-style-type: none"> • Preliminary design, stakeholder engagement, traffic modelling and detailed design – Nov 2019 • G3/4/5 Dec 2019 • Delivery timeframe Feb - Apr 2020 <p>Phase 2 – Route 1</p> <ul style="list-style-type: none"> • Preliminary design, modelling, consultation – Dec 2019 • G3/4 – Jan 2020 • Detailed design & modelling – April 2020 • Gateway 5 – May 2020 • Delivery timeframe 2021 – 2022 <p>Phase 3 – Route 2</p> <ul style="list-style-type: none"> • Preliminary design, modelling – Feb 2020 • Consultation – May 2020 • G3/4 – Summer 2020 • Detailed design & modelling – Winter 2020 • Gateway 5 – Early 2021 • Delivery timeframe 2022 – 2023 <p>Other works dates to coordinate: Will need to co-ordinate with other developments and City projects. Dates are to be confirmed in future reports once projects are progressed.</p>
<p>14. Risk implications</p>	<p>Overall project risk: Medium</p> <ul style="list-style-type: none"> • The delivery of Cycleway programme is generally dependent on future external funding becoming available. • Some routes may require significant re-allocation of road space, traffic reduction and access to kerbside space may need to be prohibited. This may result in objections and legal challenges.
<p>15. Stakeholders and consultees</p>	<p>A range of officers across the Corporation and Members will have a role in helping to deliver this programme. These include officers from DBE, Comptrollers, Chamberlains, Open Spaces, City Police, Town Clerks, Ward and Committee Members.</p> <p>There will also be significant external stakeholders including various TfL business units, residents, occupiers, businesses, campaign and user groups.</p>

Resource Implications

<p>16. Total estimated cost</p>	<p>Likely cost range (excluding risk): £3.5M - £4.5M (to deliver Phase 1, 2 and 3)</p> <p>Likely cost range (including risk): Not currently costed</p>	
<p>17. Funding strategy</p>	<p>Choose 1: Partial funding confirmed</p>	<p>Choose 1:</p>

		External - Funded wholly by contributions from external third parties						
		<table border="1"> <thead> <tr> <th>Funds/Sources of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>TfL Cycleways 2019/20</td> <td>£880K</td> </tr> <tr> <td>Future TfL allocations/grants.</td> <td>£2.6M – £3.6M</td> </tr> </tbody> </table>	Funds/Sources of Funding	Cost (£)	TfL Cycleways 2019/20	£880K	Future TfL allocations/grants.	£2.6M – £3.6M
Funds/Sources of Funding	Cost (£)							
TfL Cycleways 2019/20	£880K							
Future TfL allocations/grants.	£2.6M – £3.6M							
18. Investment appraisal	None							
19. Procurement strategy/route to market	<p>Procurement of external consultants will be carried out in accordance with the City's procurement policy.</p> <p>The City's term contractor will be used to carry out highway works. TfL contractors will be used to carry out signal works</p>							
20. Legal implications	<p>The proposals will require Traffic Orders to be made. This may attract objections which would require resolution.</p> <p>The nature of the project may also lead to legal challenges, particularly from those who are significantly impacted.</p>							
21. Corporate property implications	None envisaged							
22. Traffic implications	There is likely to be traffic impacts, which will be assessed as part of the design and investigation.							
23. Sustainability and energy implications	The environmental and sustainability benefits from the Cycleways Programme are expected to result in the higher levels cycling and less motorised vehicle trips in the City. This will contribute to improved air quality and reduce emissions of carbon.							
24. IS implications	None							
25. Equality Impact Assessment	<ul style="list-style-type: none"> An equality impact assessment will be undertaken once proposals have been developed for each phase 							
26. Data Protection Impact Assessment	<ul style="list-style-type: none"> The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken 							

Appendices

Appendix 1	Project Briefing
Appendix 2	Cycle Route Phasing Map
Appendix 3	Proposed Cycle Route Map
Appendix 4	Risk Register

Contact

Report Author	Albert Cheung
Email Address	albert.cheung@cityoflondon.gov.uk
Telephone Number	020 7332 1701