

Committees: Streets & Walkways Sub-Committee – for decision Projects Sub – for decision	Dates: 15 October 2019 16 October 2019
Subject: City Cycleways programme - Phase 1 (Q11 Improvements & other Quick Wins) Unique Project Identifier: 12077	Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)
Report of: Director of the Built Environment Report Author: Clive Whittle	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: Delivery of a programme of pedal cycle projects as proposed in the City’s adopted Transport Strategy.</p> <p>The project has been divided into three phases. This report relates to the evaluation and design for Phase 1 - Improvements to the existing Q11 route (from Upper Thames Street to Chiswell Street) & other Quick Wins.</p> <p>Reports on Phases 2 and 3 will follow separately, as they are being progressed at a different pace.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Medium for the overall Cycleway programme at last report to Committee)</p> <p>Total Estimated Cost of Project (excluding risk): £680k</p> <p>Change in Total Estimated Cost of Project (excluding risk): An increase of £100k (due to scope increase)</p> <p>Spend to Date: £44,170.</p> <p>Costed Risk Provision Utilised: N/A;</p> <p>Slippage: None.</p>
2. Next steps and requested decisions	<p>Next Gateway: Gateway 6: Outcome Report</p> <p>Due to the need to spend the TfL funding by 31 March 2020, it has been necessary to accelerate the programme including submitting this report as a combined Gateway 3/4/5 report.</p>

	<p>Next Steps:</p> <ul style="list-style-type: none"> • Completion of detailed design including carrying out statutory public consultation. • Works planning including obtaining permits and notifying affected frontages. • Construction. • Monitoring and outcome report. <p>Requested Decisions:</p> <ul style="list-style-type: none"> • Agree to the proposals as detailed in Option 2 (Intermittent surface treatment of the shared use spaces and improvements to the existing Q11 route, and other Quick Win measures) to proceed to the next gateway (authority to start work). • Agree to increase the scope to include proposals on Wood Street and the raised carriageway at the southern end of Queen Street. • Agree to a revised total estimated cost to deliver Phase 1 (Option 2) of £680k (an increase of £100k), which can be funded from the overall grant of £880k for 2019/20, subject to agreement from TfL. • Agree the revised budgets for the three phases as set out in Appendix 2 (tables 2 to 4). • Agree to delegate the resolution of any objections to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.
<p>3. Budget</p>	<p>TfL has awarded the City of London, £880k to deliver and progress cycleways across three phases in 2019/20.</p> <p>The total estimated cost to deliver phase 1 (Option 2 of this report) is £680k (an increase of £100k from the Gateway 2 report), which can be funded from the above £880k TfL grant, leaving £200k to progress Phases 2 and 3.</p> <p>The reason for most of the cost increase is due to an increase in scope, following stakeholder feedback. This includes measures on Wood Street (£50k) and the raised table at the southern end of Queen Street (£42k).</p> <p>Following a tendering exercise, the fees required to develop phases 2 and 3 have come in at a much lower cost than budgeted for. Therefore, the remaining budget of £200k is enough to progress these two phases in 2019/20.</p> <p>It should also be noted that TfL are keen to maximise the benefits and have indicated that further funding could become available to cover increased costs following detailed design.</p>

	<p>A breakdown of the financial position is provided in Appendix 2.</p> <p>The project is outside the City's Fundamental Review as it is fully externally funded by TfL.</p>
<p>4. Overview of project options</p>	<p>4.1 Three options have been considered.</p> <p>4.2 Option 1: “Do Nothing” This is a possible option. However, it is not advisable as the opportunity will be missed to make improvements which are in line with the City's Transport Strategy and stakeholder needs, and the funding opportunity from TfL will be lost. It could also adversely affect future TfL grants for this type of project in the future.</p> <p>4.3 Option 2: Intermittent surface treatment of the shared use spaces and improvements to the existing Q11 route, and other Quick Win measures at a total estimated cost of £680k. These proposals are summarised below and illustrated in Appendix 4. A location plan is provided in Appendix 3.</p> <p>4.4 To improve clarity, the three shared areas along Queen Street would be amended to form areas of intermittent paving to highlight the route intended for cyclists. Other measures along the Q11 route include restrictions and physical measures along sections of King Street, Queen Street, Wood Street and Moor Lane to prevent parking and loading, a raised carriageway at the southern end of Queen Street to reduce cycle speeds and signal timing amendments to two junctions to improve cycle priority. The 'Quick Win' measures include raised carriageways/continuous footways on Mark Lane at its junctions with Fenchurch Street and Great Tower Street, and on Blackfriars Lane at its junction with Queen Victoria Street, and introducing cycle lanes on Fetter Lane, New Fetter Lane and Aldersgate Street.</p> <p>4.5 Option 3: Full segregation of shared use space and improvements elsewhere. This is largely the same as Option 2 but goes much further with full segregation at the three shared areas on Queen Street (see Appendix 5). This will be achieved by installing a cycle lane through the spaces at a lower level with a full or semi high kerb. It will require some utility services to be lowered or diverted. The estimated cost of this option is anticipated to be in the region of £1.2M. Full segregation provides much improved clarity for users of the space but as a direct consequence, is less flexible (i.e. for pedestrian to overspill at peak times). In spaces with high pedestrian and cycle movements, this may lead to more aggressive behaviours and less tolerance towards others. If this option was agreed, detailed cost estimates will be requested from affected utility</p>

	<p>companies and may require a further issues report advising Members of the costs (if different). It is unlikely that TfL would provide the full funding to cover this option and therefore additional funding would need to be found. It is also unlikely that this option would be deliverable by 31 March 2020.</p> <p>4.6 These options have minimal impact on traffic capacity. The loading/parking restrictions will help reduce congestion, improve road safety and air quality.</p> <p>4.7 Further details are provided in the Options Appraisal Matrix (Appendix 1)</p>
<p>5. Recommended option</p>	<p>5.1 Option 1 does not achieve any benefits nor utilise the funding opportunity.</p> <p>5.2 Although Option 3 provides better clarity for users of the shared spaces, there are some notable implications including lack of flexibility for pedestrians to spill into the cycle lane as well as potentially more aggressive cycling behaviours. The cost of Option 3 also significantly exceeds the available funding, and due to the implications associated with utility diversions, this option is unaffordable and unlikely to be delivered by 31 March 2020.</p> <p>5.3 Option 2 is therefore recommended as this provides the best balance to address the deficiencies with local needs, public realm principles and the funding deadline. It can be fully funded through the overall TfL Cycleway allocation of £880k for 2019/20.</p>
<p>6. Risk</p>	<p>The main risks of this project are:</p> <ol style="list-style-type: none"> 1. Work cost estimates may change following completion of detailed design. However, if additional funding is required, it is likely that TfL will fund this but if they don't, design alterations could be made to reduce costs without affecting the overall outcome of the project. 2. Objections to the Traffic Order consultation. Although this is likely, the impacts can be managed through minor amendments without affecting the overall project. It is therefore recommended that resolution of any objections is delegated to the Director of the Built Environment in consultation with the Chairman/Deputy Chairman of the Streets & Walkways Sub-Committee. 3. The confirmed TfL funding is time restricted and therefore the allocation must be utilised within the financial year or funding may be lost. To minimise this risk, the programme has been accelerated including combining the gateway 3/4/5 report.

	<p>4. TfL's ability to deliver the traffic signals work this financial year may slip due to other priorities or circumstances beyond the City's control.</p> <p>Further information is available in the Risk Register (Appendix 7).</p>																		
<p>7. Procurement approach</p>	<p>7.1 The City's contractor will be used to carry out highway works.</p> <p>7.2 Works on traffic signals and utility equipment will need to be carried out by third party contractors.</p>																		
<p>8. Design summary</p>	<p>8.1 The proposals include measures along the current Q11 cycleway and "Quick Wins" elsewhere. They have been developed to address deficiencies, both for cyclists and others, as well as feedback from stakeholders. A summary of the design along the Q11 route and the issues they are seeking to address are provided in the following table. Quick Win proposals are detailed in para 8.2.</p> <table border="1" data-bbox="485 815 1394 1989"> <thead> <tr> <th data-bbox="485 815 711 880">Location</th> <th data-bbox="711 815 1051 880">Issue</th> <th data-bbox="1051 815 1394 880">Proposal</th> </tr> </thead> <tbody> <tr> <td data-bbox="485 880 711 1223" rowspan="2">Moor Lane / Silk Street junction</td> <td data-bbox="711 880 1051 1032">Users find this junction unclear especially who has "right of way"</td> <td data-bbox="1051 880 1394 1032">Amend "Give Way" markings. Traffic exiting Silk Street gives way to traffic on Fore Street</td> </tr> <tr> <td data-bbox="711 1032 1051 1223">Cyclists find it difficult and risky to cycle past parking / servicing vehicles</td> <td data-bbox="1051 1032 1394 1223">Introduce "at any time" loading restriction</td> </tr> <tr> <td data-bbox="485 1223 711 1574" rowspan="2">Wood Street between London Wall and Fore Street</td> <td data-bbox="711 1223 1051 1361">Cyclists find it difficult and risky to cycle past parking / servicing vehicles</td> <td data-bbox="1051 1223 1394 1574" rowspan="2">Build out footways at key locations and introduce additional "at any time" loading restrictions to prevent parking or loading</td> </tr> <tr> <td data-bbox="711 1361 1051 1574">Parking / servicing vehicles cause noise disturbance, blocks entrances and reduces visibility/increases safety concerns</td> </tr> <tr> <td data-bbox="485 1574 711 1856"> Signalised junctions 1. London Wall / Wood St 2. Gresham St / King St </td> <td data-bbox="711 1574 1051 1856">Cyclist unable to clear junction/insufficient head start ahead of general traffic reduces cycling comfort</td> <td data-bbox="1051 1574 1394 1856">Introduce early green light for cyclists</td> </tr> <tr> <td data-bbox="485 1856 711 1989">King Street</td> <td data-bbox="711 1856 1051 1989">Cyclists find it difficult and risky to cycle past parking / servicing</td> <td data-bbox="1051 1856 1394 1989">Introduce "no loading" between 7am-7pm Monday to Friday and a loading bay in Trump</td> </tr> </tbody> </table>	Location	Issue	Proposal	Moor Lane / Silk Street junction	Users find this junction unclear especially who has "right of way"	Amend "Give Way" markings. Traffic exiting Silk Street gives way to traffic on Fore Street	Cyclists find it difficult and risky to cycle past parking / servicing vehicles	Introduce "at any time" loading restriction	Wood Street between London Wall and Fore Street	Cyclists find it difficult and risky to cycle past parking / servicing vehicles	Build out footways at key locations and introduce additional "at any time" loading restrictions to prevent parking or loading	Parking / servicing vehicles cause noise disturbance, blocks entrances and reduces visibility/increases safety concerns	Signalised junctions 1. London Wall / Wood St 2. Gresham St / King St	Cyclist unable to clear junction/insufficient head start ahead of general traffic reduces cycling comfort	Introduce early green light for cyclists	King Street	Cyclists find it difficult and risky to cycle past parking / servicing	Introduce "no loading" between 7am-7pm Monday to Friday and a loading bay in Trump
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		Obstruction caused by vehicles parking / servicing, causing some to drive on footways, and increases air pollution	Street to accommodate servicing needs
		Congestion makes it more difficult and feels unsafe for pedestrians crossing	
	Queen Street between Cheapside & Queen Victoria Street	Parking / servicing vehicles block cycle lane making it difficult and risky for cyclists to cycle past	Introduce "no loading" between 7am-7pm Monday to Friday. Loading/unloading can be carried out outside the restricted hours or in Pancras Lane.
		Obstruction and congestion to general traffic caused by vehicles parking / servicing and increase air pollution	
	Queen Street shared spaces - 3 areas	Frequent complaints of conflicts between pedestrians and cyclists	Introduce Intermittent surface treatment of the shared use spaces (at same level) using darker paving to highlight the route intended for cyclists whilst not encouraging cycle dominance. Amend toucan crossing, set cycle stop line back from pedestrian e-w desire lines and replace gates with bollards to improve permeability.
	1. Queen St between Queen Victoria St & Cannon St	Lack of clarity of space / users unsure of how to use the space and potentially leading to some exclusion	
	2. Queen St between Cannon St & Cloak Lane		
	3. Queen St between College St & Upper Thames St	Users, particularly pedestrians, feel threatened and unsafe, concerns of high cycling speeds	Introduce a raised carriageway at College Street and additional bollards to reduce southbound cycle speeds prior to the shared space, and to improve conditions for pedestrians walking north and south.
8.2 For the Quick Win measures, these include installing raised carriageways to form a continuous footway on Mark Lane at its junctions with Fenchurch Street and Great Tower Street, and on Blackfriars Lane at its junction with Queen Victoria Street. It also			

	includes lengthening the traffic island on Mark Lane at its junction with Hart Street, and advisory cycle lanes on Fetter Lane, New Fetter Lane and Aldersgate Street, to provide better facilities for cyclists. The raised carriageways at junctions provide benefits for both pedestrians and cyclists as they reduce traffic speeds.
9. Delivery team	<p>9.1 Officers will project manage and carry out the detailed design and supervise the implementation of the scheme.</p> <p>9.2 The City's contractor(s) will carry out all highway works. Third party contractors will need to carry out works on traffic signals and utilities equipment.</p> <p>9.3 External consultants will carry out road safety audits and undertake monitoring surveys/assessments.</p>
10. Success criteria	<p>The success criteria are as follows:</p> <ul style="list-style-type: none"> • Measures have been implemented by 31 March 2020 and to budget; • A reduction in the number of complaints from people who walk or cycle. • More people cycling • Contributes to addressing the Corporate Road Safety (CR20) and Air Quality (CR21) risks • Contributes to the delivery of the Transport Strategy
11. Progress reporting	Monthly updates to be provided via Project Vision and any project budget adjustments to be delegated to the Chief Officer in conjunction with the Head of Finance.

Appendices

Appendix 1	Options appraisal matrix
Appendix 2	Finance tables
Appendix 3	Location plan
Appendix 4	Option 2 plans
Appendix 5	Option 3 plan (Queen Street only)
Appendix 6	Project coversheet
Appendix 7	Risk register

Contact

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