

Committee(s):	Date(s):
Streets and Walkways	22 nd September 2014
Subject: Cycle Revolution Update Report	Public
Report of: Director of the Department of the Built Environment	For Information

Summary

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.

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.

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.

Recommendation(s)

Members are asked to:

- Note the success of the cycle measures delivered to date and the continued efforts to deliver further improvements

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 (26th October 2010) and Policy and Resources (18th 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
 - Carter Lane
 - Cloth Fair
 - Cophall Avenue
 - Ironmonger Lane
 - Lombard Street
 - Moor Lane
 - 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 (26th October 2010) and Policy and Resources (18th November 2010).

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