

<b>Committee(s):</b>	<b>Date(s):</b>
Policy and Resources Planning and Transportation Streets and Walkways Sub (for information)	6 November 2014 11 November 2014 17 November 2014
<b>Subject:</b> Cycle Superhighways – City’s formal response to the public consultation	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<p><b>Summary</b></p> <p>The Mayor of London is currently consulting on his two Cycle Superhighway proposals (the East-West and the North-South routes). The public consultation closes on 9 November 2014.</p> <p>Whilst the City agrees and supports the principle of the Cycle Superhighways, there are a number of reservations about them as they currently stand. The City is particularly concerned about potential adverse impacts on road safety (particularly to other vulnerable road users), pedestrian convenience, local access, network resilience and the knock-on impacts to the City’s highway.</p> <p>Transport for London (TfL) has provided the City Corporation with more information recently and promised that further information will follow. TfL are also considering our request for an extension to the consultation deadline; however, as this is still outstanding, it is therefore necessary to provide a response before the 9<sup>th</sup> November. This report therefore proposes the City’s formal response.</p> <p><b>Recommendation(s)</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• Approve that the City will support the future use of Castle Baynard Street for the E-W Cycle Superhighway on the condition that the N-S Cycle Superhighway proposals are agreed with the City prior to implementation.</li> <li>• Approve the City’s response as detailed in Annex 2.</li> </ul>	

## **Main Report**

### **Background**

1. At your last meeting, Members considered a report on the public consultation currently being undertaken by TfL on the proposed Cycle Superhighways. The report informed Members that it may be necessary for the City to register its views formally, in order for changes to be made. Members approved that the City's response be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairmen of this Committee and the Planning and Transportation Committee.
2. On 14<sup>th</sup> October, the Planning and Transportation Committee considered a report which detailed the potential impacts of the Cycle Superhighways and agreed to the City's interim response. Members also noted that there was insufficient technical information and therefore resolved that officers would seek more data and request an extension to the consultation deadline. A copy of this report is attached as Annex 1.
3. On 20<sup>th</sup> October, the Streets and Walkways Sub-Committee also requested that the City consultation response should call for Transport for London to undertake a further public consultation exercise if there are material changes to the proposals as a result of the consultation exercise.

### **Current Position**

4. TfL has very recently provided more data and some responses to the City's concerns, such as the process used to amend traffic flows and how traffic flow into central London will be managed. These responses are still to be reviewed. The additional data is very complex and is also being reviewed by officers, but it is hoped that an update will be provided at your meeting. TfL has also acknowledged that further information is still pending and will provide this in due course.
5. Officers have also sought an extension to the consultation deadline so that the new data can be reviewed and Members informed accordingly. This request is currently being considered by TfL.

### **Proposed response**

6. As the request for an extension to the consultation deadline is still being considered, it is therefore necessary to register the City's formal response before the consultation deadline of the 9<sup>th</sup> November.
7. Also, as the additional data has only just been received (still to be reviewed) and further data is still to follow, it is proposed that the City's interim response, as approved by the Planning & Transportation Committee on 14<sup>th</sup> October form the City's formal response together with an additional request from the Streets and Walkways Sub-Committee as detailed in para 3.
8. The current route alignment of the E-W Cycle Superhighway proposes to use Castle Baynard Street which requires our approval. However, the City

Corporation has less influence on the N-S Cycle Superhighway (as the route is on TfL's road) but the N-S proposals have some significant impacts, particularly at Ludgate Circus and Blackfriars junction. These impacts include longer wait times, narrow pedestrian islands and complicated layouts (as detailed in the Planning & Transportation report of 14<sup>th</sup> October). It is therefore proposed that Members additionally agree that the City will support the future use of Castle Baynard Street for the E-W Cycle Superhighway provided the N-S Cycle Superhighway proposals are agreed with the City prior to implementation.

9. Annex 2 provides a draft of the City's formal response for your approval.

### **Corporate & Strategic Implications**

10. The Cycle Superhighways fully accords with the City's strategic and corporate policy objectives. The reduction in motor vehicles could deliver components of the Air Quality Strategy, the Climate Change Mitigation Strategy, the Health and Wellbeing Strategy and the Noise Strategy. The proposals could also help to deliver greater safety on the City's streets.

### **Implications**

11. The delivery of Cycle Superhighways is very important for the Mayor of London. However, as the City's concerns have not been adequately addressed, the City Corporation cannot support the current detailed proposals.

### **Conclusion**

12. Whilst the City agrees and supports the principle of the Cycle Superhighways, there are considerable reservations about them as they currently stand. The City is particularly concerned about potential adverse impacts on road safety (particularly to other vulnerable road users), pedestrian convenience, local access, network resilience and the knock-on impacts to the City's highway.
13. Until these reservations are addressed, the City Corporation therefore objects to both the N-S and E-W Cycle Superhighway proposals as they currently stand.

### **Appendices**

- Annex 1 – Report of the Director of the Built Environment to the Planning & Transportation Committee on 14<sup>th</sup> October 2014.
- Annex 2 – Draft response to the consultation.

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