

<b>Committee(s)</b>	<b>Dated:</b>
Policy and Resources Committee – For decision Streets and Walkways Sub-Committee – For Information Planning and Transportation Committee – For decision	19/02/2015 23/02/2015 24/02/2015
<b>Subject:</b> Cycle Superhighways – The Mayor’s Decision	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Information</b>

### Summary

Following consultation, the Mayor of London has decided to proceed with his programme of Cycle Superhighways in London; in particular, the East/West and North/South routes within the City of London. The Transport for London Board endorsed this position on 4 February 2015.

The City responded to the consultation and expressed concerns about:

- Road safety
- Pedestrian convenience
- Local access
- Network resilience
- Knock on impacts on the City’s highways

Whilst concerns remain for the City about some of the local impacts, the Cycle Superhighway proposals are a key element of the Mayor’s Vision for Cycling and are seen by him as being beneficial overall for London. The documentation presented by TfL to their Board (Appendix 1) confirms this position and shows a positive overall outcome for London.

The Mayor’s proposals are most beneficial for cyclists. However, the City has consistently expressed concern about the needs of those on foot and it has been possible to agree with TfL for improvements to be made throughout the rest of the City that will benefit pedestrians. The most significant of these will be a shift in signal timings to better serve the needs of those on foot.

The City Corporation has consistently supported the principle of the Cycle Superhighway whilst expressing considerable reservations regarding the design detail. Changes have been made at Ludgate Circus but there are no further design changes that TfL are willing or able to make to the cycling proposals at this point in time. This leaves access to Trinity Square and narrow footways at Tower Hill as the two significant detailed points of concern that remain. However, TfL acknowledge that further changes to their proposals are desirable and they have offered to work with the City to make improvements.

Bearing in mind the position reached and the documentation now provided by TfL, officers recommend that Members accept that the cycling proposals will be implemented and that Castle Baynard Street can be used for the East/West Cycle Superhighway.

### **Recommendation(s)**

Members are asked to:

- Accept the Mayor of London's proposals for Cycle Superhighways within the City of London, as set out in Appendix 1 of this report.
- Agree that Officers work with TfL to facilitate introducing the proposals using the powers and authority available to the City Corporation.
- Direct officers to work with TfL to identify and bring forward further improvements to the Cycle Superhighway infrastructure.

### **Main Report**

#### **Background**

1. The original proposals were presented to Members in October last year. At that time there were concerns about aspects of the proposals and a complete lack of information on the impacts of the changes. Transport for London began to release information and, consequently, a further report was considered by Members in November. A detailed response to the consultation was authorised and sent. Subsequently, a number of meetings took place with senior TfL staff; involving Members and officers.

#### **Current Position**

2. TfL has made limited adjustments to their proposals for the North/South and East/West Cycle Superhighways across London and also within the City of London. Changes have been made to deliver improvements for pedestrians at Ludgate Circus but the 'experience' for pedestrians trying to cross the Cycle Superhighways elsewhere within the City remains poor. TfL has also modified the East/West route through the City to provide for greater capacity for the movement of motor vehicles. This change reduces delay to traffic throughout London but means that concerns over access to the Trinity Square area have not been addressed.
3. The main paper presented to the TfL Board is attached to this report as Appendix 1. The TfL paper sets out, for the first time, the overall impact of all of the proposed Cycle Superhighways; individually and collectively. Very simply, the proposals are portrayed as being beneficial for London. But, it is acknowledged by TfL that there are disbenefits for some users and in some local areas.
4. The consultation from TfL generated a huge number of responses. It is said that the majority of those were in support. Public campaigns were generated and the

emotion of the debate often spilt out into the public arena via social media and newspaper articles.

5. Without exception, the local Authorities impacted by the Cycle Superhighway proposals supported the proposals in principle but also expressed concern at the lack of detail provided. After some information was provided by TfL the concern remained and focussed on the impacts of the proposals.

## **TfL's Proposals**

6. The position that the City finally reached through discussion with the Mayor and TfL is this:

### **7. Overall changes made to proposals**

- Most of the City's 13 detailed requests have not been adopted or addressed. However, this means that the proposals are workable but, in the view of your officers, poor (The greatest concerns that remain relate to access to Trinity Square and footway widths at Tower Hill)

### **8. Changes proposed**

- Some change at Ludgate Circus: (direct crossings for pedestrians on Fleet Street and Ludgate Hill).
- Turns from Lower Thames Street into Fish Street Hill have been reinstated.
- Widening of a pedestrian crossing at Tower Hill.
- Greater capacity for east/west traffic movement is proposed but was not asked for by the City.

### **9. Significant remaining concerns**

- Appropriate and safe access into the Trinity Square area for vehicles servicing the six hotels, the offices, the residential and public transport related buildings. Reduced footway widths in the vicinity of the Tower of London.
- Isolation of residents south of the East-West route. They have the same routes of access but more limited routes for egress. Journey times along the route will increase and therefore it may take longer to access premises along the route.

### **10. Commitments offered by TfL**

- Work with the City to develop a much better long term solution at Blackfriars.
- Work with the City to develop a surface level crossing to the riverside (New Blackfriars Pier location) at Puddle Dock.
- To work in close partnership with the City to manage the construction.
- To work in close partnership with the City to monitor the operation of the new infrastructure and improve the timings for pedestrians, if possible.

## 11. Commitments asked for by City and agreed by TfL

- Provide resources (funding) to help the City secure approvals and manage the implementation (at present, 3 people are envisaged but it could require more)
- Help the City to improve the environment for pedestrians throughout the rest of the City, by way of compensation/mitigation for the direct impact of the cycle routes. This will be covered in two ways:
  - i. Alter the traffic signal operating plans to better prioritise pedestrians off the Superhighway routes
  - ii. Support the City to deliver change projects to enhance the sense of place and prioritise the pedestrian throughout the City (funding and approvals)

## Corporate & Strategic Implications

12. The Cycle Superhighways accord with many of the City's strategic and corporate policy objectives. The reduction in motor vehicles should deliver components of the Air Quality Strategy, the Climate Change Mitigation Strategy, the Health and Wellbeing Strategy and the Noise Strategy. The proposals should lead to a reduction in casualties on the City's Streets.

## Implications

13. These proposals, to deliver a major component of the Mayor's Vision for Cycling, will hasten the changing patterns and types of movement on the City's streets.

14. TfL maintain that it will be managing traffic throughout London to ensure that central and inner London continues to operate well whilst the Superhighways and other schemes are constructed. As an organisation, it managed this well during the Olympics in 2012 and it must do the same again for the sake of London and the City.

15. The Mayor requires the City to play a supporting role in delivering the cycling infrastructure, mainly as Highway and Traffic Authority for local streets within the City of London. A project is already open (Mayor's Vision for Cycling) so the detailed approvals and permissions can be progressed through the City of London's normal project governance processes. Currently it is still not clear what permissions and actions are required of the City, or the timescales involved. However, the challenging agenda set by the Mayor for work to start in April 2015 indicates that much is expected of the City of London within a shortspace of time.

16. Many on-going issues will be of a technical nature and solutions will be found but formal consultation is still to happen for the detailed Traffic Regulation Order changes. It could be that many individuals or representative organisations within the City object to the details of the orders. In that circumstance, the City must retain its right to determine the outcome of those objections based on their merit.

17. Further public consultations are expected in the coming months for three Cycle Superhighways that also touch the City. These are CS1, CS3 upgrade and CS4.

Of these three, CS4 will have the greatest impact as it is due to run across London Bridge and terminate at the north end of the Bridge. Officers have no information on any of these three proposals but will bring them to the Planning and Transportation Committee and the Streets and Walkways Sub-Committee for consideration.

## **Conclusion**

18. The City Corporation has always supported the principle of the Cycle Superhighways whilst having concerns about their design. Despite senior level discussions with TfL at Officer and Member level little of what the City asked for by way of modifications to the design have been accepted although some improvements for pedestrians elsewhere have been secured along with other commitments being agreed by TfL as set out above. The Superhighways proposals have now been agreed by the TfL Board; on 4 February 2015. This is a TfL scheme, primarily on their roads, and in the circumstances Officers are recommending that Members accept that the cycling proposals will be implemented and that Castle Baynard Street can be used for the East/West Cycle Superhighway.

## **Appendices**

- Appendix 1 – TfL report to the TfL Board

## **Background Papers**

none

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