

Committees:		Dates:
Streets and Walkways Sub-Committee (For Decision)		21 June 2016
Projects Sub-Committee (For Decision)		29 June 2016
Health and Wellbeing Board (For Information)		16 Sept 2016
Subject: Mayor's Vision for Cycling - Quietways	Gateway 5 Authority to Start Work	Public
Report of: Director of the Built Environment		For Decision
Report Author: Mark Kelder, Department of the Built Environment		
<u>Summary</u>		
Dashboard		
<i>Project status:</i> Green		
<i>Timeline:</i> Construction to commence in July 2016 for six months		
<i>Current approved budget :</i> £146,654*		
<i>Spend to date:</i> £152,000*		
<i>Total estimated cost:</i> £1.21M, which includes an increase of nearly £260k (fully funded from TfL)		
<i>Overall project risk:</i> Medium		
* excludes the revenue costs associated with the deferred routes		
In July 2015, a Gateway 3/4 Report was considered by the Streets & Walkways and Project Sub-Committees. At the meeting Members approved the following:		
<ol style="list-style-type: none"> 1. Changes to the alignment and the extent of the Quietways network. They agreed to postpone parts of the network (in the east of the City) to possibly beyond 2016. See Appendix 5. 2. Progress with the recommended measures and the undertaking of wider public consultation and detailed design. See Appendix 6A and 6B. 3. Proceed with the implementation of an experimental closure of the northern end of Moor Lane. See Appendix 6B. 		
Progress to date		
Public consultation was carried out in November and December 2015. The responses have now been analysed and a summary can be found in Appendix 1. Detailed design, taking into account these responses has been completed and as a result, amendments have been made. Appendices 2A and 2B illustrate the overall proposals and two copies of the detailed plans are available in the Members Reading Room for further review.		
The experimental closure of the northern end of Moor Lane has not been implemented because Islington is not supporting this proposal. It has therefore been necessary to amend the design and retain Moor Lane open.		
Officers have continued to engage with TfL and the Mayor's Cycling Commissioner (at the time) to review further Quietways routes in the City and the reconsideration of the routes previously deferred by Members. From this engagement, it is now proposed to		

proceed with a section of the previously postponed route (from Wilson Street to Bishopsgate) and Gateway 5 approval is sought as part of this report. The revised route alignment can be seen in Appendix 3.

It is proposed that the City's term contractor, JB Riney, and where relevant, the utility and equipment owners are used to implement the proposals.

Recommendations

It is recommended that:

1. Authority to start the work is approved, at a total estimated cost of £1.21M, funded from TfL's Grid programme.
2. The budget adjustment as detailed in Appendix 4 is approved.
3. The Quietways route from Wilson Street to Bishopsgate and the related measures be approved at a total estimated cost of £22,000 (which is included in the above £1.21M), funded from TfL's Grid Programme.
4. The Director of the Built Environment be authorised to accept and use any further funding towards this project that may be made available by TfL.

Main Report

1. Design summary	<ol style="list-style-type: none">1. The majority of the proposed measures are minor in nature such as new traffic islands, road markings, signage, street lighting, carriageway resurfacing and wayfinding. There are, however, also some significant measures such as small sections of segregated cycle lanes and raised carriageways. They have been designed and amended to take into account the responses from the public consultation and the further engagements with a number of key stakeholders such as TfL, the Barbican Association and the Smithfield Market Traders Association.2. A summary of the measures on the approved Quietways network are detailed below and are illustrated in Appendices 2A and 2B. Details plans will be provided in the Members' Reading Room for review.<ol style="list-style-type: none">i. Alterations to kerb lines to widen the footway/narrow the carriageway, and to reduce junction sizes. This would reduce traffic speeds, improve pedestrian crossing convenience and provide opportunities for on-street bicycle parking and tree planting.ii. Alterations to road markings and traffic signs, including new Quietways wayfinding signs and road marking.iii. Street lighting improvements to create a safer and a more inviting environment for cyclists and the general public. These will be implemented in Hosier Lane, Middle Street, Long Lane, Moor Lane, Wood Street, and Gresham Street. A better and smoother road surface. This will be carried out in Smithfield Street, Hosier Lane, Cloth Fair, Middle Street, Wood Street, Gresham Street and King Street. Resurfacing works have already been carried out in Queen Street and a small section of Beech Street as part of a general maintenance programme.iv. Increasing the cycle only waiting areas (advance stop lines) at signalised junctions from 5m to 7.5m. This will provide more space and cleaner air
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ahead of motor vehicles for the increased numbers of cyclists that are expected.

- v. Permitting contra-flow cycling on West Smithfield and Smithfield Street. The design includes a combination of road markings and kerbs to segregate cyclists from motor vehicles. This would ensure the facilities provided are as safe as possible, in a location with a high proportion of goods vehicles.
 - vi. The existing traffic island in West Smithfield at the junction with Smithfield Street will be removed to improve the layout and the kerbs will be extended to provide space for the relocation of a loading bay.
 - vii. Raised carriageway at Smithfield Street and Milton Street to reduce speeds and to improve road safety. Appropriate double yellow lines where necessary will be included.
 - viii. All existing loading and parking provisions have been retained or relocated.
3. Officers have been liaising with officers in Islington Council since March 2015 on the experimental closure of Moor Lane, but have so far been unsuccessful in obtaining their agreement. Their agreement is required because Moor Lane is a boundary Street with dual highway and traffic responsibilities. It has therefore been necessary to amend the design and retain Moor Lane open.
 4. The measures will be implemented using the City's approved material palette for carriageways, footways, traffic signs and road markings as well as the Quietways wayfinding signage (as approved at Committee in July 2015).

Extension of the network

5. At the Gateway 3/4 stage, Members approved the deferral of the cycle network to the east of the City. The two main reasons for this were a). It was not possible to continue the route through private land or on TfL's Bishopsgate and b). Concern with the ability for some of the narrow streets to be used as a strategic cycle link between two cycle superhighways.
6. Since then, officers have continued to engage with TfL and the Mayor's Cycling Commissioner (at the time). As a result, City officers have been made aware of TfL's proposals to improve the Bishopsgate/Primrose Street junction to provide better cycling provisions by December 2016. There is also the potential to connect to a future cycle network to the east of the junction, a network that officers had not been made aware of previously.
7. The proposal for this section of the network was evaluated prior to the Gateway 3/4 approval but discounted because the information above was not known. The measures now proposed includes: improving the street lighting, road markings and other minor works. The proposals are very minor and therefore no material impacts are envisaged. The total estimated cost to deliver this is £22,000 (£20,000 works & £2,000 staff costs).
8. In view of this new information, it is now recommended that this section of the route is reinstated and that, given, the very minor nature of the proposals, these be approved for implementation.

2. Delivery team	Function		Organisation	
	Project Management		DBE City Transportation team	
	Road Network Performance, Management & Safety		DBE City Transportation team	
	Public Realm		DBE City Public Realm team	
	Design & Build Supervision		DBE Highways team	
	Construction		JB Riney (City's term contractor)	
	Planting & Greenery		Open Spaces Department	
	Project Sponsor & Programme management		TfL	
3. Programme and key dates	Stage		Target date	
	Gateway 5 authorisation to start works		June 2016	
	Complete Pre-Construction Package		June 2016	
	Statutory consultation TMO's		July 2016	
	Mobilisation of contractor		July 2016	
	Distribution of information letters		July 2016	
	Construction		July - Dec 2016	
4. Outstanding risks	Risk	Impact	Likelihood	Mitigation
	Delivery of signal changes due to programming issues with the TfL signal team and London Wall Place development	Medium	Low	Stay on top of progress with the development team and TfL signal team.
	Works impact adversely on local businesses	Medium	Low	Ensure careful phasing and sensitive hours of construction works and regular communication with frontages and local stakeholders.
	Cost increase due to unknown utility apparatus	Medium	Medium	Carrying out pre-construction assessment to fully assess utility implications prior to mobilisation. TfL would meet reasonable unforeseen cost increases.

	Objections to statutory consultation on the proposed traffic management orders	High	Medium	Informal consultation has already taken place with frontages and key stakeholders. A summary of the outcome is detailed in Appendix 1.
	Works extend beyond GLA target delivery date of 31 December 2016	Medium	Medium	Engage contractor as early as possible.
	Deferral of decision may jeopardise funding/spend by 31 March 2017	High	Medium	Member briefings.

5. Budget

9. The Quietways project within the City was initially estimated at £2.3 million and TfL have confirmed their commitment to meeting these costs in principle. However TfL will be updating the costs to deliver the wider Quietways programme. It is therefore anticipated that this committed funding will be reduced to the amount now needed by the City.

10. At the Gateway 3/4, Members approved the deferral of a section of the Quietways network (which comprises two schemes) for the reasons as detailed in para 5. It should be noted that officers had already spent a total of £45,514 of revenue on these two schemes, which has been funded from TfL's Grid programme.

11. Detailed financial implications for this project, including the re-instatement of a section of the previously deferred route (Wilson Street to Bishopsgate) are shown in Appendix 4 and are summarised in the table below.

Description	Total Estimated Cost (£)
Spend to date – Evaluation	152,000
Implementation (estimated)	
Current approved routes	1,036,000
Wilson Street to Bishopsgate route	22,000
Total implementation costs	1,058,000
Total estimated Project Cost	1,210,000
Total TfL Grid funding requirement	1,210,000

12. It should be further noted that since the Gateway 3/4 report was approved, the total estimated cost has increased from £950,025* to £1.21M (an increase of nearly £260k). The reason for this increase relates to additional or modified measures added in as a result of the public consultation and engagement as well as further detailed design information since the Gateway

	<p>3/4. Further details of the cost changes are detailed in table 5 of Appendix 4.</p> <p>* excludes the revenue costs associated with the deferred routes</p>
6. Success criteria	<ul style="list-style-type: none"> i. The type and level of interventions respond to stakeholder needs. ii. The measures implemented are compliant with the agreed levels of service for Quietways. iii. The works are completed by December 2016. iv. The costs are within agreed budgets. v. Increased number of cyclists using the Quietways network.
7. Progress reporting	<p>Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees</p>

Appendices

Appendix 1	Consultation outcome and response breakdown
Appendix 2 A/B	Overview of proposals on approved Quietways network
Appendix 3	Overview of the proposed Quietways network in the City
Appendix 4	Financial implications
Appendix 5	Quietways network as approved at Gateway 3/4
Appendix 6 A/B	Quietways measures as approved at Gateway 3/4

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