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Streets and Walkways Sub (Planning and Transportation) Committee

Date: **MONDAY, 20 OCTOBER 2014**

Time: **11.30 am**

Venue: **COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL**

Members:

Marianne Fredericks (Chairman)
Jeremy Simons, Open Spaces and City Gardens (Deputy Chairman)
Randall Anderson
Alex Bain-Stewart
Deputy John Barker, Finance Committee (Ex-Officio Member)
Revd Dr Martin Dudley
Alderman Alison Gowman, Police Committee (Ex-Officio Member)
Brian Harris
Oliver Lodge
Sylvia Moys
Graham Packham
Deputy Michael Welbank

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Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

3. **MINUTES**
   To agree the public minutes and summary of the meeting held on 22 September 2014.

   For Decision
   (Pages 1 - 4)

4. **CYCLE SUPERHIGHWAYS - THE CITY'S INTERIM RESPONSE TO THE PUBLIC CONSULTATION**
   Report of the Director of the Built Environment.

   For Information
   (Pages 5 - 48)

5. **MUSEUM OF LONDON ROUNDABOUT - PROPOSED ROAD DANGER REDUCTION MEASURES**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 49 - 58)

6. **40-45 CHANCERY LANE (SOUTHAMPTON BUILDINGS) - EE074**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 59 - 68)

7. **LUDGATE HILL CROSSING - EE070**
   Report of the Director of the Built Environment.

   For Decision
   (Pages 69 - 82)

8. **FISHMONGER'S RAMP**
   Report of the Director of the Built Environment.

   For Decision
   (To Follow)

9. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

11. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

12. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

13. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 22 September 2014

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 22 September 2014 at 11.30 am

Present

Members:
Marianne Fredericks (Chairman)
Jeremy Simons (Deputy Chairman)
Randall Anderson
Deputy John Barker (Ex-Officio Member)
Revd Dr Martin Dudley
Alderman Alison Gowman (Ex-Officio Member)
Sylvia Moys
Graham Packham
Deputy Michael Welbank

Officers:

Katie Odling	Town Clerk's Department
Steve Presland	Department of the Built Environment
Iain Simmons	Department of the Built Environment
Ian Hughes	Department of the Built Environment
Rob Oakley	Department of the Built Environment
Patrick Hegarty	Open Spaces Department
Alan Rickwood	City Police

1. **APOLOGIES FOR ABSENCE**
   Apologies for absence were received from Alex Bain-Stewart and Oliver Lodge.

2. **MEMBERS DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
   There were no declarations of interest.

3. **MINUTES**
   RESOLVED – That the minutes of the meeting held on 9 July 2014 be approved.

4. **REPORT ON ACTION TAKEN**
   The Sub Committee received a report of the Town Clerk which advised Members of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman since the last meeting.

RESOLVED- that it be noted that approval was given to the following:-

1) To approve the Gateway 4 report in relation to the Bank By-Pass Walking Routes Project;
2) To approve the Environmental Enhancement projects to be delivered in 2014/2015 using additional Transport for London (TfL) funding (The detailed schemes to be circulated to Members of the Sub Committee)
3) To approve funding of £115,000 to allow the Crossrail Moorgate Urban Integration to progress to Gateway 4 (stage 1) and the agreement of design proposals by the end of December 2014.

5. **MARK LANE ENVIRONMENTAL ENHANCEMENTS**

The Sub Committee considered a report of the Director of the Built Environment in relation to the Mark Lane Environmental Enhancements Project.

RESOLVED – That,

1) the commencement of phase one enhancement works be authorised and funds be released from the 64-74 Mark Lane Section 106 Agreement subject to the costs of reparations being finalised and received from the developer;
2) £12,000 from the 64-74 Mark Lane Section 106 Agreement be released to cover the staff costs and fees associated with delivering the phase one works;
3) £25,650 from the 64-74 Mark Lane Section 106 Agreement be released to fund the phase two design development, including transport analysis, detailed design and consultation with key stakeholders; and
4) £10,000 from the 64-74 Mark Lane Section 106 Agreement be released to cover the additional costs incurred on the scheme.

6. **ISSUES REPORT - MIDDLESEX STREET ESTATE - REMOVAL OF CAR PARK RAMPS**

The Sub Committee received a report regarding the removal of car park ramps at Middlesex Street Estate.

The Sub Committee referred to the planned demolition work which had been deferred from 11 August. Members requested that the issue of improved communication with residents be raised at the meeting of the Housing Management and Almshouses Sub Committee at its next meeting given that the changes to the schedule had generated some negative feedback from residents.

Members noted that information regarding the use of the off-street Parking Reserve fund and what this funding was ear marked for, was contained in the schedules submitted to the Planning and Transportation Committee and it was therefore agreed to submit this same report to this Sub Committee for information.

RESOLVED – That the report be noted.

7. **LIMEBURNER LANE S.278**

The Sub Committee considered a report of the Director of the Built Environment regarding the Limeburner Lane Section 278 project.

RESOLVED – That,

1. the final cost of the project be noted which will require a minor amendment to the budget;
2. Subject to the completion of the final account, any unspent monies be returned to the developer; and
3. the lessons learnt be noted and the project closed.

8. **CYCLE REVOLUTION UPDATE REPORT**

The Sub Committee received a report of the Director of the Built Environment which provided an update in relation to the Cycle Revolution.

During discussion, reference was made to the following –

- Building developments can cause road users to alter their travel routes as a result of working disruptions i.e. scaffolding and this was something that needed to be considered as part of the planning process;
- Improvement of signage for pedestrians, for example more on-road stencils on contra-flow cycle lanes;
- Additional on-street parking for cyclists and the transformation taking place in buildings to increase the availability of cycle parking. It was suggested that cycle parking statistics, both on street and in buildings would be useful in future reports;
- The network for delivery by 2016 was influenced by what other central London authorities were able to deliver and the decision was taken by the Programme Board to produce a deliverable plan for cyclists as opposed to something that was not coherent.

The Sub Committee expressed thanks to the Assistant Director and his team for their continued work.

RESOLVED – That the report be noted.

9. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

In response to a question, Alan Rickwood, City of London Police reported on the details of a recent accident involving a taxi and a cyclist near the Old Bailey. The taxi driver in question had suffered from a stroke whilst driving and as a result lost control of his vehicle and collided with a cyclist who sustained a broken arm. His passenger was also injured; however, no life threatening injuries were caused.

Parking for motorcyclists – In response to a question, Members were informed that parking for motor cyclists was included as part of the current Local Implementation Plan and the policy stated that overall levels of parking should be maintained. Members noted that car parks currently operated a non-charge system to encourage motorcyclists to use car parks. It was agreed that as part

of the review of fees and charges for car parks, officers would consider the implications on motorcycle parking.

10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
Highway changes at Gresham Street – The Sub Committee were informed that officers were reviewing the effectiveness of the courtesy crossing on Gresham Street and an update would be provided to the Committee in the autumn.

Ludgate Hill pedestrian crossing – A further update report would be provided to the Committee in October 2014 which would contain details regarding the proposed trial of a signalized pedestrian crossing and the cost of the project and it was hoped that formal approval by Transport for London would have been obtained by this time.

11. **EXCLUSION OF THE PUBLIC**
RESOLVED: That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

12. **NON-PUBLIC MINUTES**
RESOLVED – That the non-public minutes of the meeting held on 9 July 2014 be approved.

The Sub Committee expressed gratitude to the Assistant Director for all his work with stakeholders in relation to the Cycle Superhighway.

13. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no questions.

14. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There were no items of urgent business.

The meeting ended at 1.00 pm

Chairman

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Committee(s):	**Date(s):**
Planning & Transportation **(For Decision)** Streets and Walkways Sub Committee **(For Information)**	14 October 2014 20 October 2014
Subject: Cycle Superhighways – The City's interim response to the public consultation	**Public**
Report of: Director of the Built Environment	**For Decision**

Summary

The Mayor of London is currently consulting on his two Cycle Superhighway proposals (the East-West and the North-South routes). Further proposals for Cycle Superhighways within London are due for consultation throughout the autumn. Some of these routes, CS1, CS2 and CS4 terminate close to or on the City boundary. These proposals have significant benefits as well as implications. It represents a major change in the way cycling facilities on the public highway should be provided. However, the proposals could lead to implications that cannot easily be reversed such as the re-instatement of turning movements or the way junctions operate.

Part of the E-W proposals is on Castle Baynard Street and therefore requires the City of London to exercise its Highway powers. Many changes to Traffic Orders are required as well as listed building consent. This would also require the City of London to exercise its Traffic and Planning powers. The City can, should Members choose, delay or stop the introduction of both Cycle Superhighways.

The proposals are heavily biased towards cycling but results in negative impacts on some other users. The overall impact of the current proposals on pedestrians, local access and the environment are not in keeping with the Mayor of London's Vision to 'create better places for everyone'.

This report represents officer's initial views of the consultation proposals. Further data is promised but yet to be released therefore a further paper is proposed to agree the City's final consultation response.

Recommendation(s)

Members are asked to:

- Note this report.
- Agree to the key requirements as detailed in para 44.
- Agree that officers seek an extension to the consultation period of at

least one week and that if this is not agreed, the final response to the consultation be agreed by the Policy & Resources Committee and then by the Planning & Transportation Committee though urgency provisions.

Main Report

Background

1. The Mayor of London launched his Vision for Cycling in London in March 2013. One of his four key themes was a tube network for the bike. The Mayor is currently consulting on his proposals for two segregated Cycle Superhighways that run through the City of London. He has acknowledged that there will be benefits as well as impacts on other road users.
2. In March 2014, this Committee agreed 'in principle' with the routes of the Superhighways. It also agreed that 'in principle' certain City streets could form part of the superhighway.
3. The Mayor is now consulting on his two Cycle Superhighways and has set out his intention to start building in early 2015. Further proposals for Cycle Superhighways within London are due for consultation throughout the autumn. Some of these routes, CS1, CS2 and CS4 terminate within the City, close to or on the City boundary. Appendix 1 provides details of the E-W proposals through the City. Appendix 2 provides details of the N-S proposals through the City.
4. In addition to the Cycle Superhighways, there is also an extensive network of cycle "quiteways" proposed throughout Central London. The routes in the City have been agreed in principle by the Streets & Walkways Sub-Committee earlier this year. Appendix 5 provides a plan showing all the various proposed cycle routes.
5. The original deadline for responses was 19th October but due to the significance of the proposals and the delayed release of the technical information, it has been extended until 9th November 2014.
6. This report provides Members with detailed information (as far as it is available to officers) and suggests the City's requirements.
7. Responding to highway proposals is within the remit of the Streets & Walkways Sub-Committee. However due to the overall significance of the issues, it is proposed that the response be made by the Policy and Resources Committee and the Planning and Transportation Committee on behalf of this Committee. A paper on this matter was considered by the Policy and Resources Committee at their meeting on the 2nd October.

Current Position

8. The City has being working with TfL since August 2013, to try to ensure that the proposals developed provide the best possible outcome for the City. The proposals will provide many benefits but due to Mayor's design objectives, there are also negative implications for the City and the whole of London.

9. The Mayor has acknowledged that the analysis shows that the proposals would mean longer journey times for motorists as well as longer waits for pedestrians at crossings in a number of locations. He proposes to mitigate these impacts through the use of "wider traffic management plans". The City has not been made aware of what the wider traffic management plans will include. Some of the improvements for pedestrians include new pedestrian crossings, which are discussed later.

10. TfL promised to release traffic modelling information during the course of the public consultation; to inform the public of the effects of its proposals. The modelling work is a major and complex piece of work and is key to understanding the implications. This data was released on 24th September 2014 but it does not provide sufficient detail at a local level, nor does it show the overall implications for movement throughout London.

11. It is now understood that further modelling information will be made available to officers and in order to consider that information thoroughly, officers will be seeking a further extension to the consultation deadline beyond the 11th November (which is the date this Committee next meets). If this is not secured, the City's response will need to be agreed at the Policy & Resources Committee on the 6th November and then by the Planning & Transportation Committee under the urgency provisions.

12. The design of both the N-S and E-W Cycle Superhighways are intended to be for higher volume, faster routes for cyclist. They will run mostly on TfL roads, be direct and largely segregated. At junctions, conflicts between motor vehicles and cyclists will be removed. In order to achieve these design objectives, the reallocation of road space, amended signal times and restricted access is proposed. The City considers that the proposals are too heavily biased towards cyclists with insufficient consideration given to the needs of other users. Key changes are therefore needed before officers would recommend that the City should offer its support.

Key Issues & Analysis

13. TfL has provided a summary of the modelling results and has described the benefits and disadvantages of the proposal. These are shown in Appendices 3 & 4. The results generally detail implications at a wider, strategic level as well as at a few key City locations. Officers believe that further information is still missing, such as the operation of each junction and link, collision analysis, impacts on the rest of the City, and the process to manage traffic flows and signal operations in the future.

14. Officers believe that TfL's proposals will have a significant adverse impact on the City. In particular to pedestrians, traffic flow, access and network resilience. It also fails to sufficiently address other challenges such as casualty reduction, air quality and the built environment.

Pedestrians

15. The two Cycle Superhighways will provide10 new signalised pedestrian crossings and change the level of service at four existing crossings. The changes to the crossings are shown in the table below.

Location	Existing crossing facility	Proposed crossing type
Trinity Square	Large refuge island and contrasting carriageway	Single stage
Queen Street Place	Refuge island	Stagger (2-stage)
Temple Avenue	Refuge island	Single stage
Victoria Embankment	Single stage	Stagger (2-stage)
New Bridge Street by Watergate	Large traffic island	Stagger (2-stage)
Fleet Street/Ludgate Circus	Refuge island	Stagger (2-stage)
Ludgate Hill/Ludgate Circus	Refuge island	Stagger (2-stage)
Charterhouse Street (east)/Farringdon Street	Refuge island	Single stage
Charterhouse (west)/Farringdon Street	Refuge island	Single stage
Farringdon Street/Charterhouse Street	Refuge island	Stagger (2-stage)
Farringdon Road/Charterhouse Street	Refuge island	Single stage
Tower Hill/Minories	3 stage	Single stage
Shorter Street/Minories	Single stage	Stagger (2-stage)
Minories/Tower Hill	3 stage	Remove one crossing arm

16. Whilst most of these new crossings are welcomed and long overdue, a number of them are proposed to be the “stagger” type crossings. These are crossings where pedestrian will need to cross in two attempts (two stages) and are therefore less than ideal.

17. Officers consider that the existing stagger crossings at Ludgate Circus do not work effectively. At both crossing points, many pedestrians simply cross outside the crossing area and “green” man phase. They choose instead to cross in a straight line rather than use the narrow stagger islands. The current long pedestrian wait times also increases non-compliance with the pedestrian facilities provided thereby increasing road danger.

18. Also at Ludgate Circus, the width of the existing stagger on the southern arm is proposed to be reduced. It is already substandard in width to accommodate the number of pedestrians using it and reducing it further would make this an unusable facility. Because it is so narrow, people in wheel chairs or pushing a buggy will struggle to negotiate around the stagger and the necessary signal poles. On the other arms, new islands are also proposed to be of a similar substandard width. It is therefore considered that the proposals to retain the existing stagger crossing as well as to provide two new stagger crossings coupled with longer wait times is inappropriate. These crossings need to be significantly improved.

19. Over the last decade or so, pedestrian wait times at signal crossings have gradually increased. These increases have been made by TfL in order to maintain capacity for motor vehicles. It involves increasing signal cycle times which means it will take longer for the “green” man to appear. This also means that many pedestrians now ignore the “green” man and cross when they can, again increasing road danger.

20. Signal sequence times and pedestrian wait times are already excessive and encourage many pedestrians to cross outside of the green man phase. This increases risk. These Cycle Superhighway proposals will lead to a situation where pedestrians will be required to wait even longer before their opportunity to cross is given. A summary of the maximum wait times proposed are shown in the table below.

Location	**Existing max wait times**	**Proposed max wait times**	**Change**
Tower Hill/Minories	82 seconds	90 seconds	+ 8 seconds
Upper Thames St/Queen Street Place	98 seconds	98 seconds	No change
Blackfriars Station (westbound exit)	90 seconds	114 seconds	+ 24 seconds
Ludgate Circus	90 seconds	114 seconds	+ 24 seconds
Farringdon St/Charterhouse St	No existing facility	114 seconds	N/A

21. From the table above, it can be seen that the increased wait times at Ludgate Circus and Blackfriars Station are unreasonably excessive. The wait times at the other locations including the new crossings are also increased or considered too long. A reduction in wait times are needed rather than increased or at worst they should remain the same.

22. There is also a significant issue and a huge missed opportunity to improve pedestrian access to the City. As part of the Thames Tideway project, it is proposed to re-locate the existing Blackfriars Pier to Puddle Dock. The pier will bring more pedestrian activity into this area but their routes into and from the City are extremely limited. In addition, access for people with disabilities has not been provided at all (whether as part of the Thames Tideway or the Cycle Superhighway projects). Although pedestrian facilities along Puddle Dock are very poor, the width of the highway provides significant opportunities to make this a much better route. If the E-W proposals were implemented as proposed, it would preclude this opportunity. There are already pedestrians using this route. They cross the traffic lanes and climb over the wall to access the riverside. The new pier will only make the need for this missing pedestrian route that much more obvious.

23. Although the proposals provide more pedestrian space, they are not necessarily at the locations where they are most needed such as the large islands north of Ludgate Circus or the islands forming the cycle lane segregation. In fact, the proposal looks to reduce footway space, particularly outside areas where high pedestrian flows exist such as at the Tower of London, Trinity Square Gardens, Queen Street and Ludgate Circus.

24. The proposals expect and plan for an increase in cycling activity. The City is planning for a significant uplift in the number who work in and visit the City. Therefore, the proposals must be able to cater for an uplift of between 25% and 50% in the number of pedestrians using key junctions. The current proposals do not seem to be able to accommodate this increase.

Traffic flow, local access and network resilience

25. The E-W route is a very important strategic route for general traffic movement. It is an arterial route carrying large volumes of traffic through the City. A significant proportion of these are essential traffic such as vans, lorries and coaches. The route also provides for local access to residential and business premises.

26. Currently the route is often congested in both directions but TfL have adopted a design which seeks to retain two westbound traffic lanes for most of the length of the route through the City, but only one lane eastbound. It is not clear why this design has been adopted but officers believe that the extra westbound lane will be used to stack excess traffic; that can then be released slowly into the rest of central London. This would be detrimental to air quality in the City.

27. The N-S route is less significant in terms of strategic traffic movement but still carries quite a large volume of traffic. The proposals will reduce traffic capacity and lead to longer journey times along the route.

28. According to TfL's modelling, journey times for the E-W route will take up to an additional 16 minutes w/b and 7:30 minutes e/b. TfL also claims that on some routes they predict that journey times will actually reduce in the eastbound direction. It is hard to understand the reasons for this, especially as it is the eastbound carriageway that is being taken up to make way for the cycle lane. The N-S journey times could take an additional 12 minutes n/b and be quicker by over 2 minutes in the southbound direction. A summary of this is provided in the table below.

Route	Direction	Current		Proposed		Change	
		AM	PM	AM	PM	AM	PM
Limehouse Link Tunnel to Hyde Park Corner	W/B	34:34	30:51	50:28	44:20	15:54	13:29
	E/B	27:51	30:38	35:29	35:06	7:38	4:28
East Smithfield Street to Margaret Street	W/B	18:15	17:06	18:34	23:14	0:19	6:08
	E/B	14:50	16:37	11:51	12:45	-2:59	-3:52
Elephant & Castle to Farringdon Station	N/B	11:28	10:56	12:09	15:12	0:41	4:16
	S/B	10:50	12:17	9:42	9:13	3:53	2:03
Stamford Street to Queen Victoria Street (Journey starts on Stamford St)	N/B	3:45	3:20	15:43	12:41	11:58	9:21
	S/B	5:50	5:22	3:39	3:41	-2:11	-1:41

29. One of the design parameters is to remove conflict between cyclists and motorists at junctions. TfL proposes to achieve this by providing either dedicated signal phases/advanced green time for cyclists or to prohibit certain movements. A large number of prohibited movements are proposed. Some have more impact than others. A summary of the prohibited movements are detailed below.

30. These include:-

a. Shorter Street – Bus and cycles only street. This would mean that any southbound traffic on Mansell Street (Inner Ring Road) will not be able to proceed westbound. Instead they will need to find alternative routes. It is likely that this traffic will either divert onto streets in Tower Hamlets (Leman Street) or the City (Aldgate High Street, Fenchurch Street, etc). Traffic flows using this route are not high but it is inappropriate to direct strategic traffic, in particular large vehicles onto the City's streets. This change would also impact on Cleansing vehicles from accessing Walbrook Wharf from that area.

b. Trinity Square – No access from Byward Street/Tower Hill. The alternative access would therefore be at Puddle Dock (this is the closest junction for eastbound traffic before arriving at Trinity Square) or Minories. It would then involve motorists negotiating very narrow and pedestrian dominated streets such as Crutched Friars and Cooper's Row. Although the number of motorists using this area is fairly small (TfL counts of ~200 vehicles during the peak hour), there are many businesses such as hotels that require access for larger vehicles. It is inappropriate to divert more traffic onto these streets. These streets are also not suitable to accommodate larger vehicles.

c. Fish Street Hill – No left turn onto Fish Street Hill or from Fish Street Hill onto Lower Thames Street. The left turn onto Fish Street Hill provides a useful route for vehicles wishing to head south over the Thames. It would now mean motorists will have to either use Puddle Dock or cross over the Thames using Blackfriars Bridge. The number of vehicles affected by this is small (TfL counts of ~120 during the peak hour). The impact would be greatest for drivers of HGV's.The alternative route for them after Blackfriars Bridge will be a lot more limited and may need to go a lot further east before they can head south. The banned left turn onto Lower Thames Street is less of a concern as the alternative route would be for vehicles to use Eastcheap and Great Tower Street.

d. Swan Lane – No right turn into Swan Lane. This would mean that access into Swan Lane can only be achieved from the east or Arthur Street (if coming from the south). Westbound traffic would need to use Puddle Dock, turning round at Fish Street Hill. This proposal would only impact on a small number of motorists (~37 vehicles during the peak hour), and is therefore considered to be acceptable.

e. Caste Baynard Street (local access only) and Lambeth Hill (one-way northbound). These proposals are not expected to have any significant impacts as access and alternative routes are being maintained.

f. Puddle Dock – banned right turn into Castle Baynard Street. This would only impact motorists wishing to access Castle Baynard Street from Upper Thames Street. The alternative route is cumbersome but the number of motorist likely to be impacted is very low. However, one of those that are impacted includes vehicles used by the Open Spaces Department to access their depot. TfL has assured officers that vehicles in the service of the Local Authority can use the right turn only for buses at Blackfriars Junction.

g. Temple Avenue – cycles only. To enable motorists to exit this area, Carmelite Street will be made into an exit only street instead of the current closure. It will require police camera technology to maintain the integrity of the security cordon, but will mean that all current movements (albeit a slightly longer eastbound diversion) can be retained. The impact of this proposed change is therefore not considered to be significant.

h. Tudor Street (cycles only) and Bridewell Place (two-way). This will mean that access into this area can be made from Bridewell Place (for northbound traffic only) or from Fleet Street via Ludgate Circus (for southbound traffic). The proposals will also divert more traffic onto Watergate, as this is the only route onto New Bridge Street that would now permit traffic to proceed northbound. Although, motorists are being diverted onto other routes, some of which are less than ideal (such as Watergate and Bridewell Place), it is thought that this change is not significant.

i. Charterhouse Street – no right turn for southbound traffic. TfL has two options for the Cycle Superhighway north of Stonecutter Street. This is because the route alignment in Islington and Camden has not yet been agreed. One of the options therefore prohibits motorists from turning right at Charterhouse Street towards Holborn Circus. The diversionary route for these motorists will be to continue to Ludgate Circus, use the one-way system around Smithfield Market or make the diversion a lot earlier. This would impact on a small number of vehicles, and is not thought to be significant.

31. No information has been made available regarding the volume of traffic and the routes that motorists might seek to take on City Streets. It is not yet possible to say whether the proposals will add more traffic to the local streets in the City and the rest of central London. However, increases on traffic flows, in particular larger vehicles trying to use local streets to effect turning movements that will be banned on the major street network, will be undesirable and inappropriate.

32. There are implications in relation to current and imminent building developments in the City including 33 King William Street, Fleet Building, Thames Tideway Tunnel, 10 Trinity Square, etc. It is not clear how the works to construct the Cycle Superhighway will affect these developments but consideration will need to be given so that these developments are not unreasonably impacted.

33. The proposals will include removable street infrastructure to facilitate certain special events such as the Lord Mayor's Show or along ceremonial routes. However, increasing the level of street infrastructure that needs to be removed will take longer to safely deliver each time and this will increase costs and disruption. Some events may need to be rerouted, relocated, rescheduled or cancelled altogether as a result of the works or the permanent change. Further details about the impact of the proposals on special events will be reported to Members in due course.

34. The impact on the road network during the Superhighway construction is still uncertain, mainly because the methodology cannot be agreed until the detailed design is finalised following the current consultation. However, preliminary discussions on construction and programming would suggest that extensive lane closures and contra-flows will be required, effectively removing capacity from the network for the build programme that will mirror the permanent design. Several side roads will have to be temporarily closed, including Puddle Dock, Fish St Hill, Eastcheap and Trinity Square, and some directional closures of the superhighway route itself may be required. The direct and combined impact of these works will have the potential to impact other projects and works in the City, and a further report on the network impact of major works taking place in the City will be provided to Members of this Committee later this year.

35. The segregation design would significantly compromise network resilience. The "hard" engineering measures to create the separation will mean that it will be much more difficult for the network to adapt to incidents or to facilitate routine and emergency road works. The problem would be further exacerbated by the proposed prohibited movements and will therefore lead to more frequent and severe congestion occurring. It will not take much for this to happen.

36. TfL has stated that they will be engaging a number of traffic management measures to mitigate the impacts. What measures they will use has not been shared with the City, but it is expected to be similar to those used during the Olympics. One of these measures is likely to involve either constraining the traffic flow coming into central London or increasing them in other locations. It is not clear what level of traffic restriction, if any, has been used for the modelling.

<u>Safety, casualty reduction and prevention</u>

37. Recent cycling fatalities involving cyclists has put pressure on the Mayor to deliver safer measures for cyclists. However, it is not clear how these proposals will improve road safety on the specific routes or the implications on road safety as a result of the wider impacts caused by the proposals.

38. In the absence of any information from TfL, officers consider that cyclists' safety will be significantly improved along most parts of the proposed routes through the City. However, it is considered that at two locations, safety could be compromised.

    a. Blackfriars Station. This junction currently has a very high collision rate. One of the reasons for this is likely to be because of the complex

layout. The proposal retains that layout but with the addition of the two-way cycle lane on the western side (increasing the confusion and complexity of the junction significantly) and the excessive wait times, it is considered that risks and collisions will increase.

b. Ludgate Circus. This is the most dangerous location in the City. It is already a location where many pedestrians ignore the pedestrian crossings. The proposed stagger crossings, reduced refuges island widths, excessive increases in wait times and the additional two-way cycle lane running through the junction, will add further risks and collisions, particularly to pedestrians.

39. There is also the possibility that collisions will generally transfer to other locations and to other user groups, particularly pedestrians and powered two wheelers. If pedestrian wait times increase, it is more likely that they will risk crossing the road outside the “green” man. Similarly, if there are longer delays for motor vehicles, it is likely that more powered two wheelers will weave in and out of stationary or slow moving traffic and expose themselves to higher risks.

<u>Environmental (air, noise and the built environment)</u>

40. TfL has not provided any information on the effects of the proposal on air and noise pollution, other than claim that it would shift traffic noise and fumes further from pedestrians. It is however conceivable that air and noise pollution could improve due to the fact that less traffic can actually access and use these streets. However, if the route and surrounding roads become so congested, the balance could swing towards a more polluting environment.

41. Some of the proposals include greening and planting but there is also some loss of trees. Some of these belong to the City so it would be a requirement that TfL provides a replacement of these either along the route or elsewhere.

42. Environmental considerations need to go beyond air and noise pollution and should consider the impact on the wider built environment. The layout of the proposals at Blackfriars, the stagger crossings and use of islands throughout are excessively over-engineered and traffic dominated measures. These contribute to a poor built environment.

43. The proposal will impact on some existing listed structures including City of London Dragons, Blackfriars Bridge lamp columns and the Queen Victoria Statue at Blackfriars. Works to these will require listed building consent. The issues surrounding this will be separately considered.

Key needs

44. The proposals could lead to implications that cannot easily be reversed. Once implemented, it would be very difficult to effect change, such as the re-instatement of turning movements or the way signalised junctions operate. Whilst key data is still missing and it is unlikely that these will be provided in time to inform Members prior to the expiry date of the consultation. It is

therefore appropriate based on the information that is available, to request TfL to consider the following:-

a. Pedestrian wait times are not made worse at key locations. In some locations wait times need to be reduced. The locations include Ludgate Circus, Blackfriars Station junction and Upper Thames Street/Queen Street Place.

b. A maximum cycle time at traffic signals is set at no more than 88 seconds. At existing locations where cycle times already exceed this, they should be reduced.

c. Pedestrian crossings need to be simple, straightforward and useable. At Ludgate Circus, they need to be single stage crossings. In other locations, they should also ideally be single stage crossings.

d. Local access (or convenient and appropriate diversions) must be provided at a number of locations including at Shorter Street, Trinity Square and into Fish Street Hill (for traffic heading over the Thames).

e. Provide a pedestrian link along Puddle Dock to the new river pier at Blackfriars.

f. Redesign of Blackfriars junction to improve streetscape, remove confusion and improve safety for all road users.

g. Consider alternative design measures to ensure a resilient, road network and demonstrate how the network will accommodate planned and unplanned road works.

h. Any traffic management measure used by TfL does not increase traffic on the City's streets.

i. The cycling proposals do not prejudice the City's ability to implement current projects such as at Bank junction, Museum of London gyratory, Fleet Street and Ludgate Hill; as well as projects associated with Crossrail.

j. Agree a process that will be used to manage traffic flows into and out of the City.

k. TfL and City officers work together to achieve an acceptable outcome. This may require changes in the process and governance that TfL has adopted up to now, an extension to the consultation deadline so that the further modelling information can be fully assessed, the needs of building developments, special events and construction impact mitigation.

45. These are not expected to detract from the Mayors' plans for the segregated cycle routes. They should provide a much more balanced and better outcome for the City and for London.

Corporate & Strategic Implications

46. 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

47. The delivery of Cycle Superhighways is very important for the Mayor of London. It would be in the interest of City to facilitate TfL's proposals.

48. Part of the E-W route is on Castle Baynard Street which is part of the City's highway. In order to deliver the E-W superhighway, the Mayor therefore requires the City to exercise its Highway & Traffic powers. Other parts of the routes may also need the City to exercise those powers, but these are likely to have less impact. Where the proposals impact on listed structures, listed building consent from the City will also be required.

49. Members have already agreed in principle that Castle Baynard Street can be used for the superhighway. Without it, it would not be possible, if at all, for TfL to deliver the Cycle Superhighway as it currently stands. The Cycle Superhighway proposals will change significantly the way that surface transport operates throughout London. This accords with the Mayor's Transport Strategy but the pace of change is of concern to some.

Conclusion

50. TfL's proposals have significant benefits as well as implications. However, those benefits are heavily biased towards cycling. This unbalanced approach leads to significant implications for other users. Some key changes and agreed processes are required in order for the City to be able to support the proposals. These do not detract from the Mayor's plan for the segregated cycle routes and should provide a better balanced outcome.

Appendices

- Appendix 1 – E-W proposals in the City
- Appendix 2 – N-S proposals in the City
- Appendix 3 – E-W modelling information
- Appendix 4 – N-S modelling information
- Appendix 5 - Proposed cycle routes in Central London

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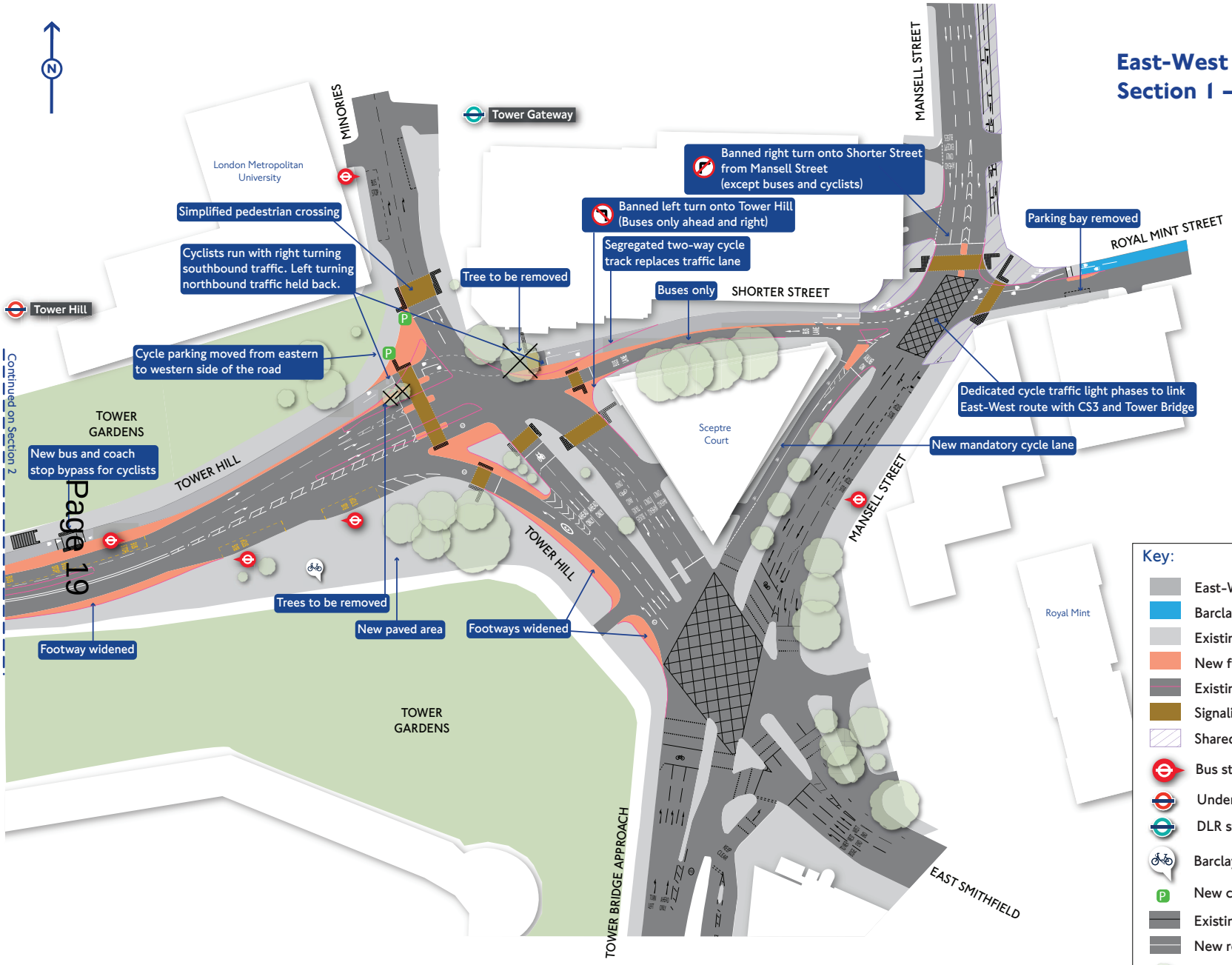
East-West Cycle Superhighway
Section 1 – Tower Hill



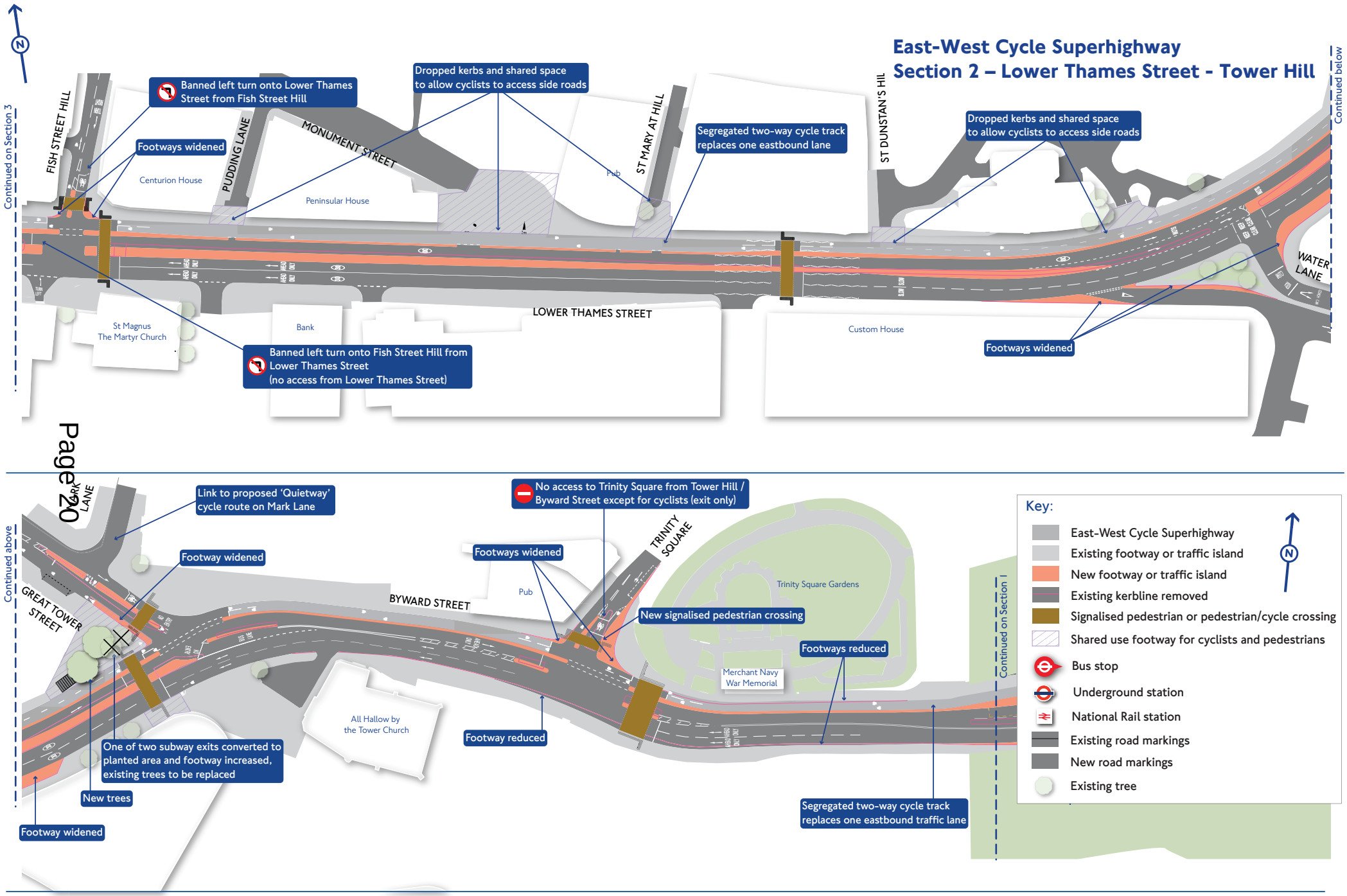
Key:

- East-West Cycle Superhighway
- Barclays Cycle Superhighway Route 3
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Signalised pedestrian or pedestrian/cycle crossing
- Shared use footway for cyclists and pedestrians
- Bus stop
- Underground station
- DLR station
- Barclays Cycle Hire docking station
- New cycle parking
- Existing road markings
- New road markings
- Existing tree

APPENDIX 1 - E-W proposals in the City

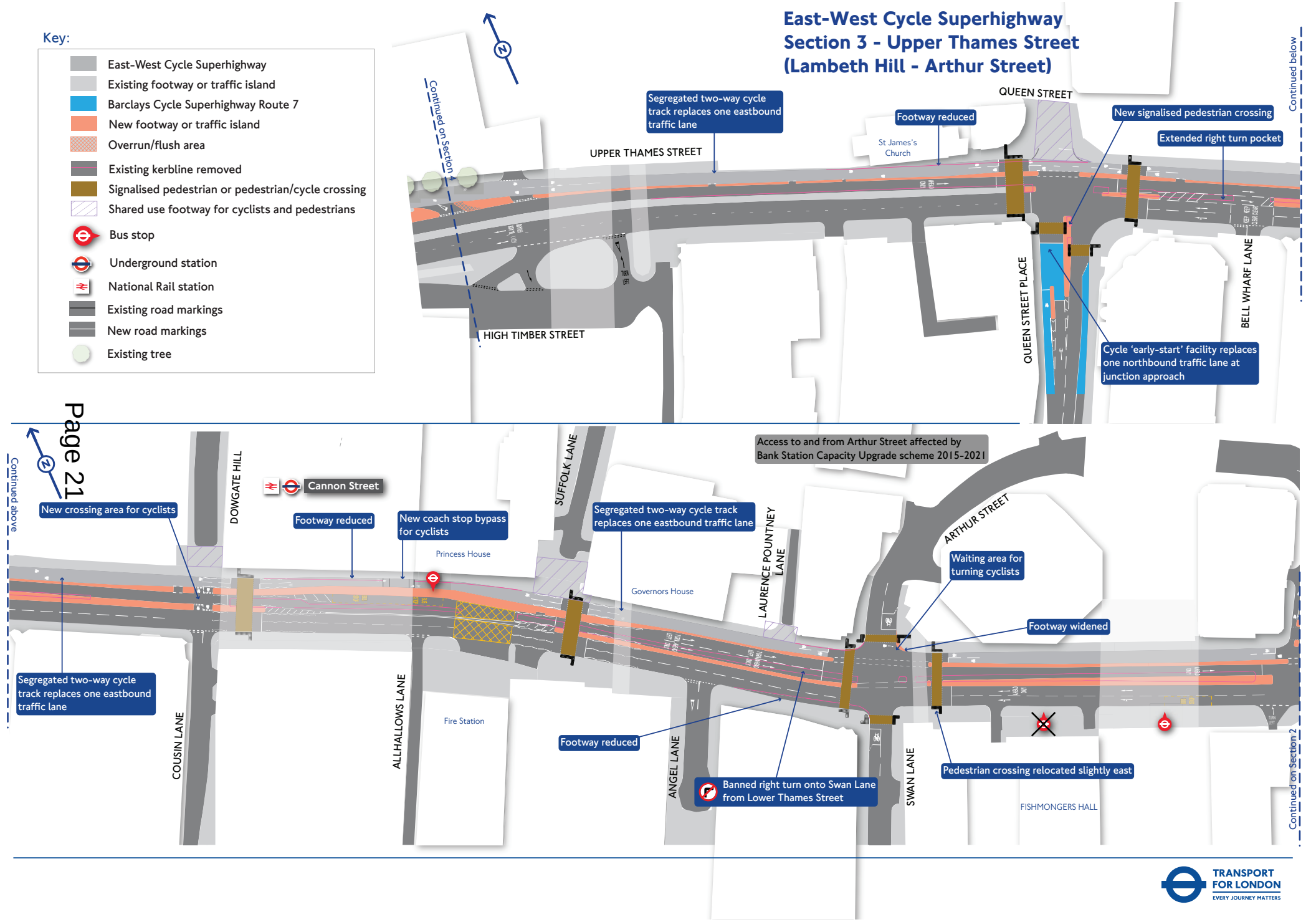
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

East-West Cycle Superhighway
Section 2 – Lower Thames Street - Tower Hill



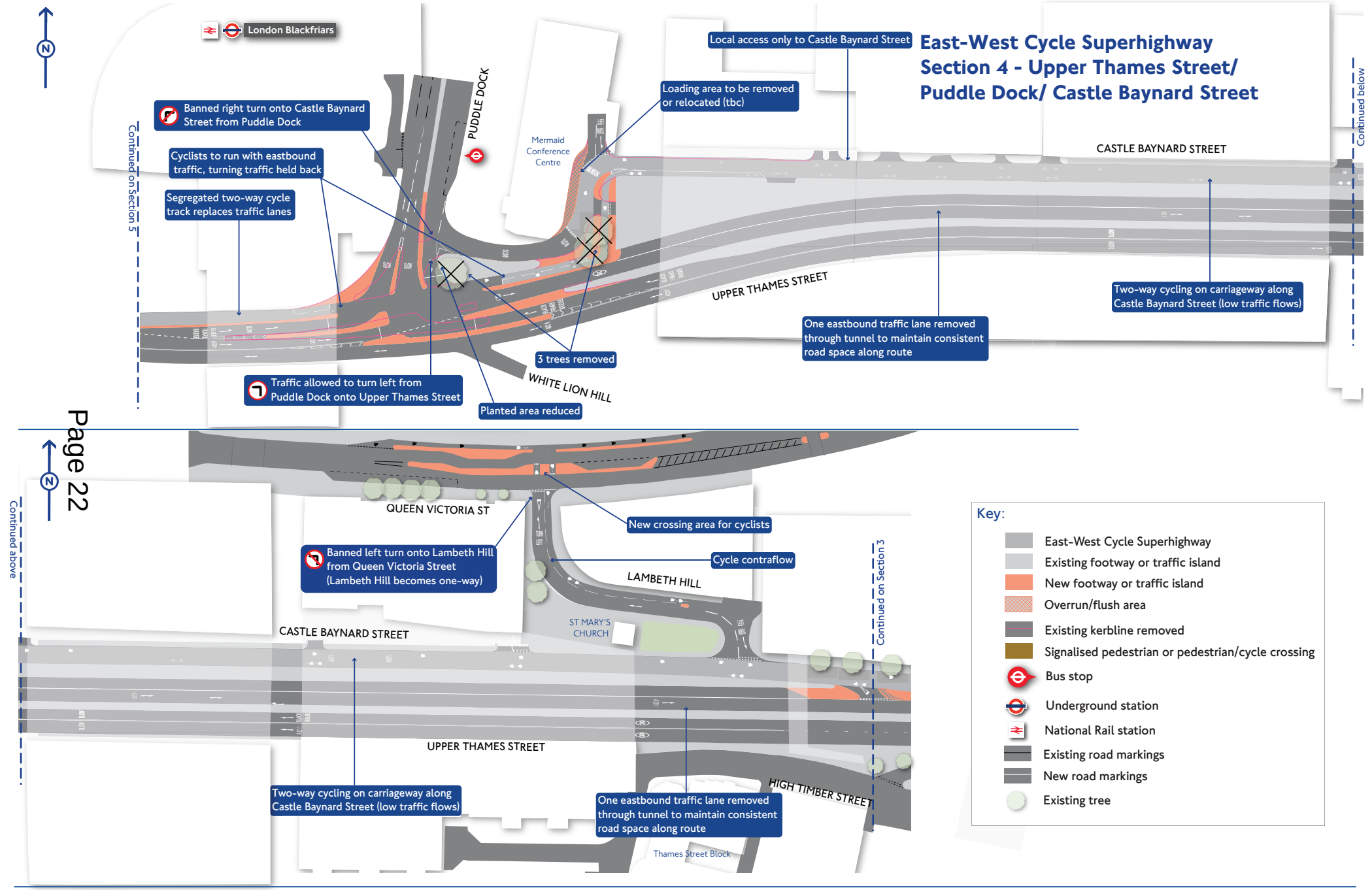
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

East-West Cycle Superhighway
Section 3 - Upper Thames Street
(Lambeth Hill - Arthur Street)



TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

East-West Cycle Superhighway Section 4 - Upper Thames Street/ Puddle Dock/ Castle Baynard Street



Key:

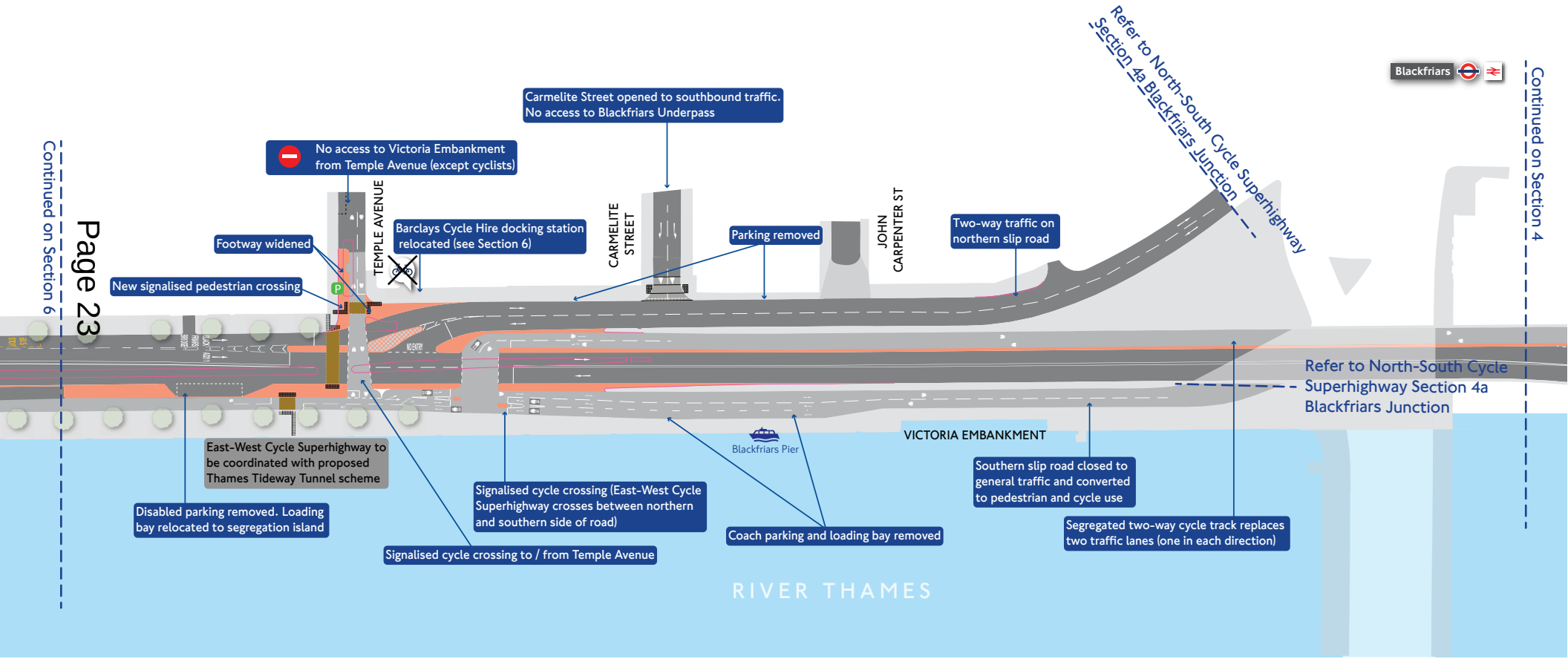
- East-West Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Overrun/flush area
- Existing kerbline removed
- Signalised pedestrian or pedestrian/cycle crossing
- Bus stop
- Underground station
- National Rail station
- Existing road markings
- New road markings
- Existing tree

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

East-West Cycle Superhighway
Section 5 – Victoria Embankment (Temple Avenue - Blackfriars)

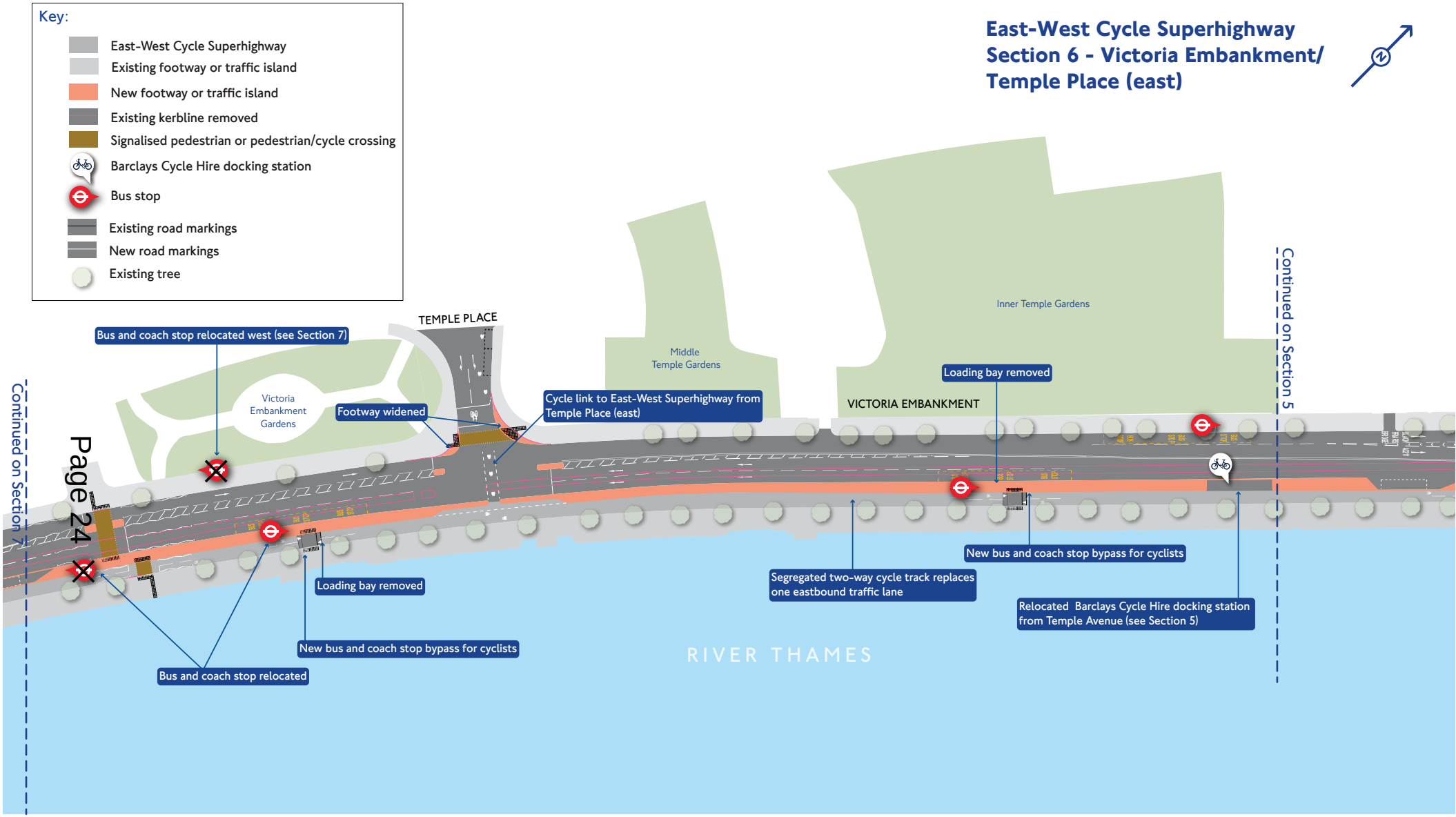
Key:

- East-West Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Overrun/flush area
- Existing kerbline removed
- Signalised pedestrian or pedestrian/cycle crossing
- National Rail station
- Underground station
- Pier
- Existing road markings
- New road markings
- New cycle parking
- Existing tree



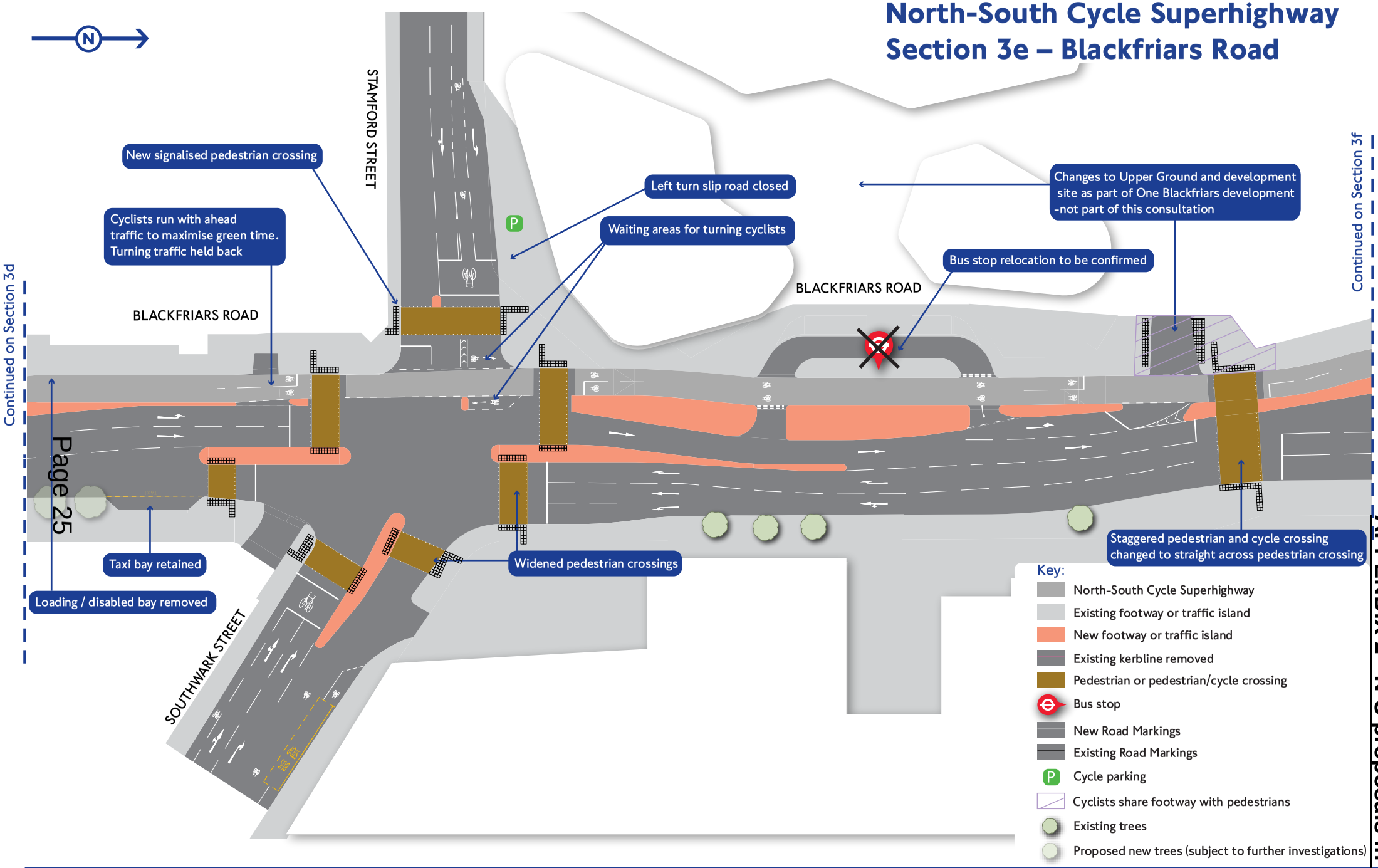
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

East-West Cycle Superhighway
Section 6 - Victoria Embankment/ Temple Place (east)



TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

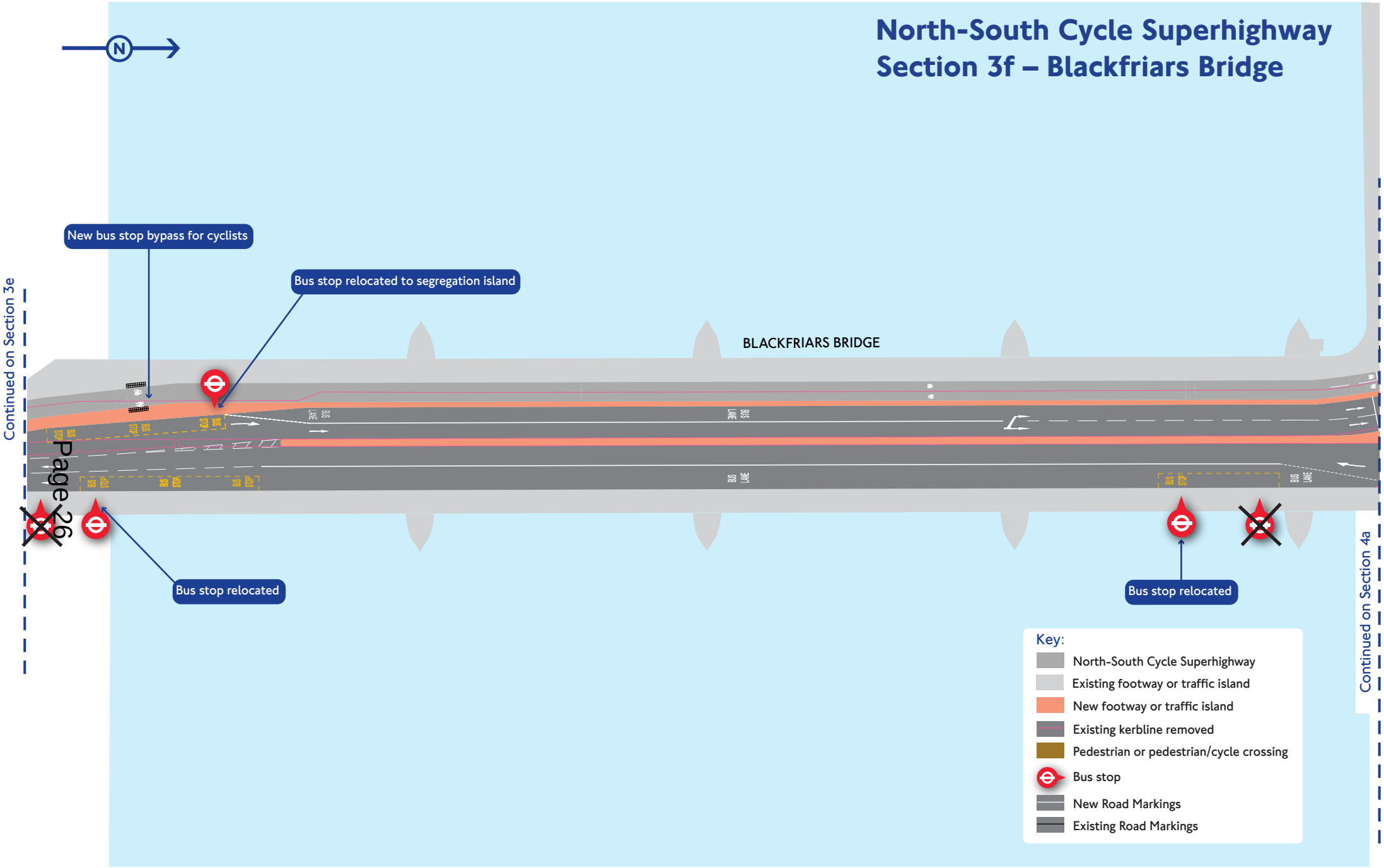
North-South Cycle Superhighway
Section 3e – Blackfriars Road



APPENDIX 2 - N-S proposals in the City

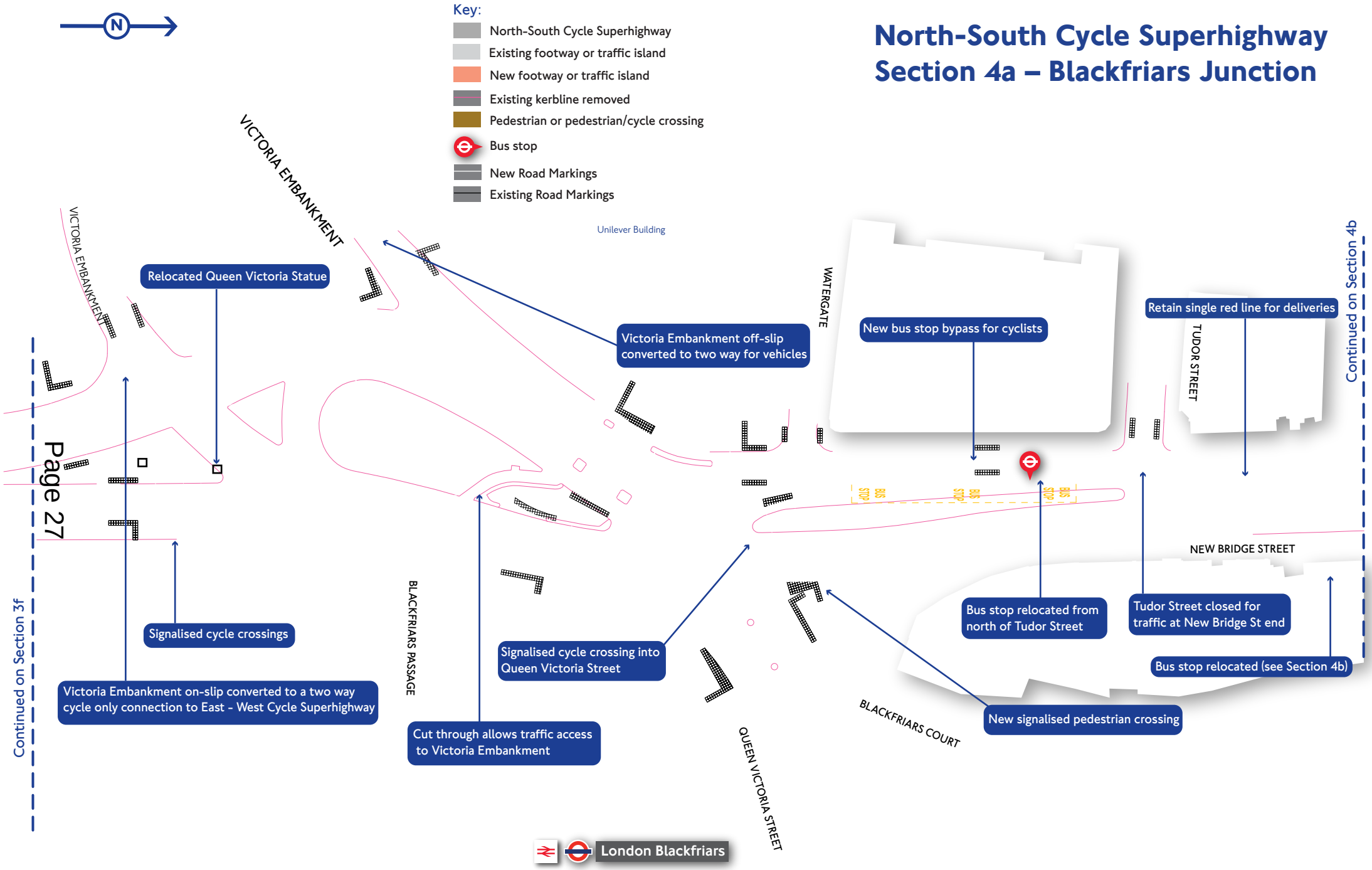
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 3f – Blackfriars Bridge



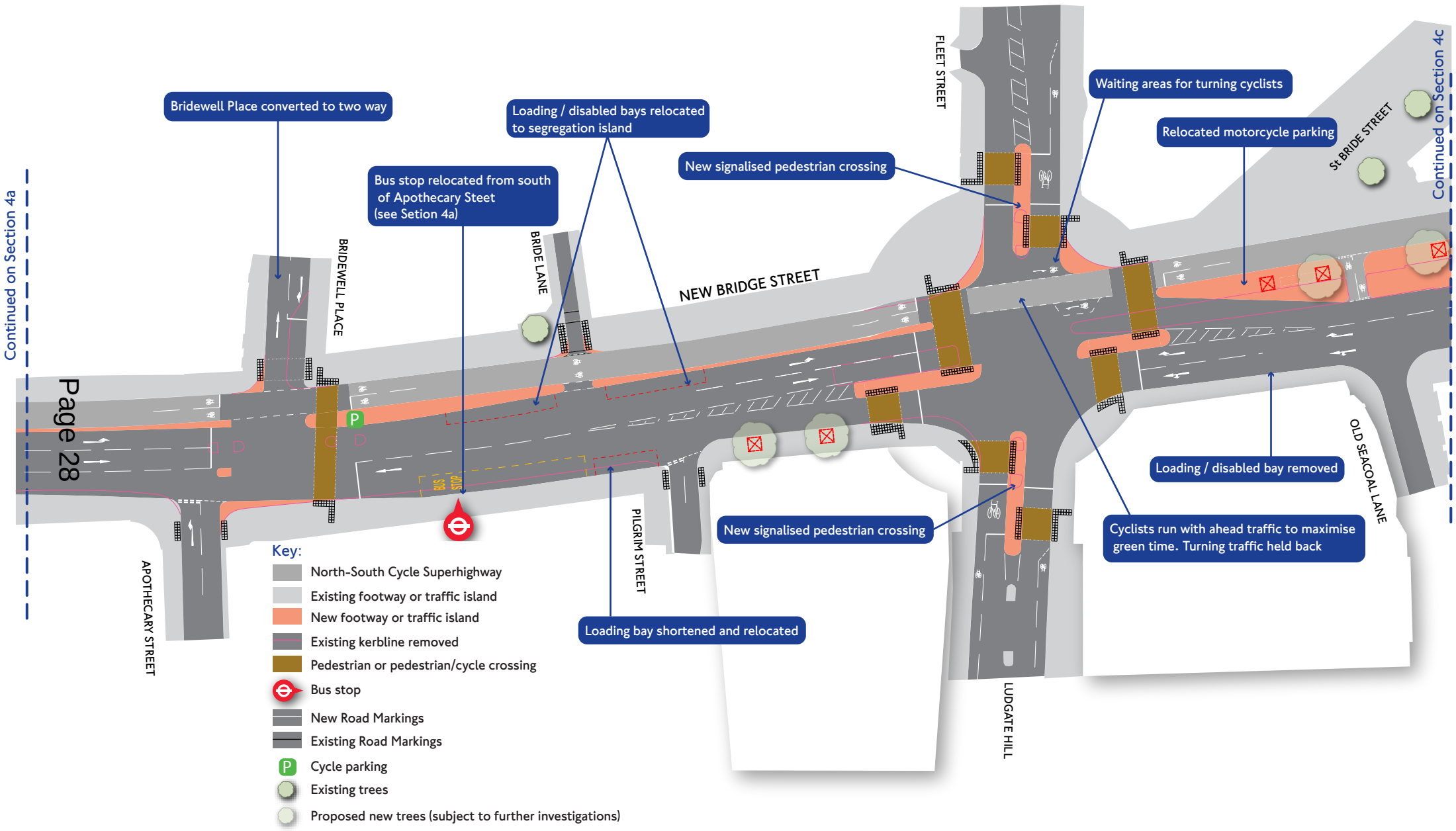
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 4a – Blackfriars Junction



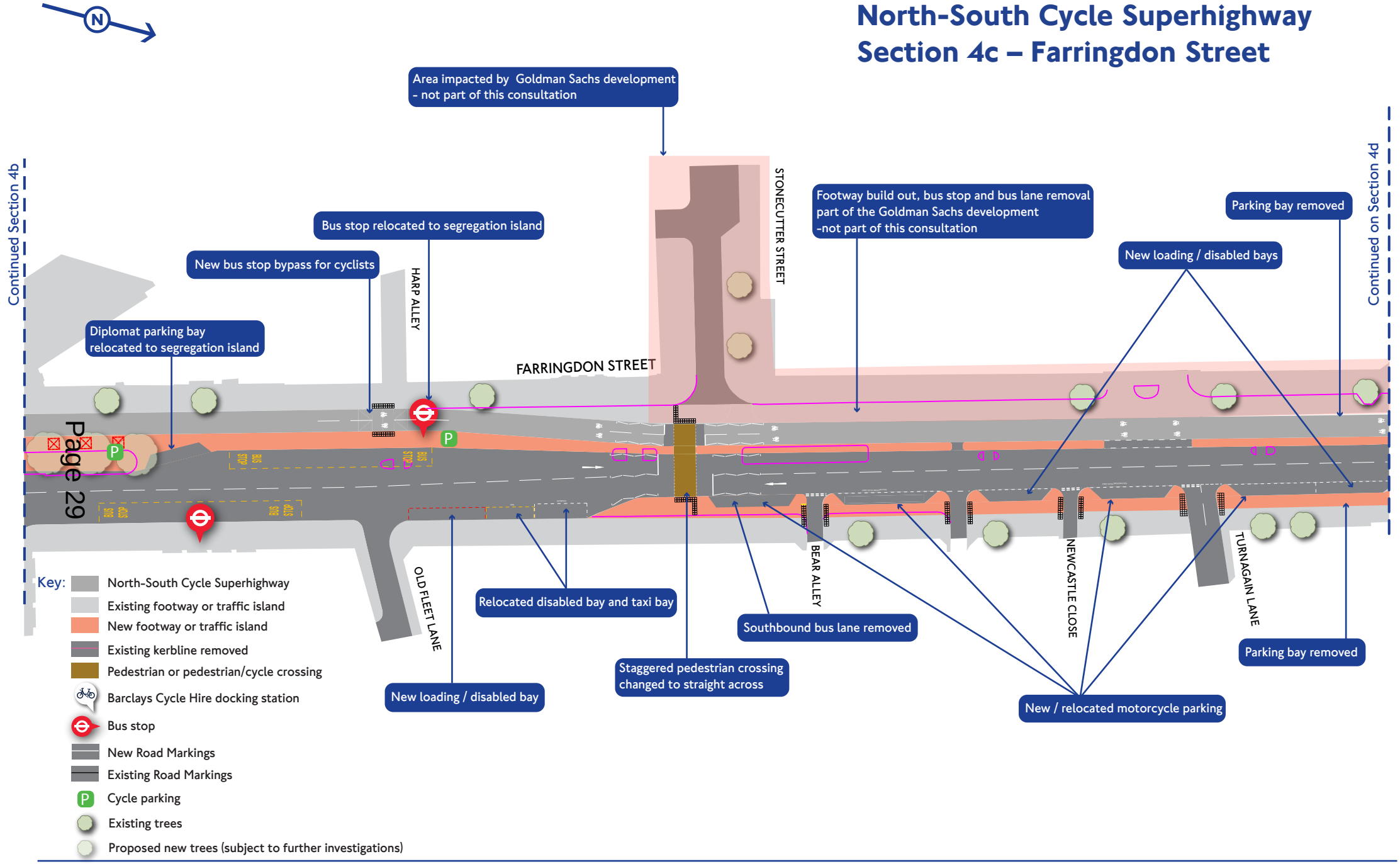
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 4b – New Bridge Street



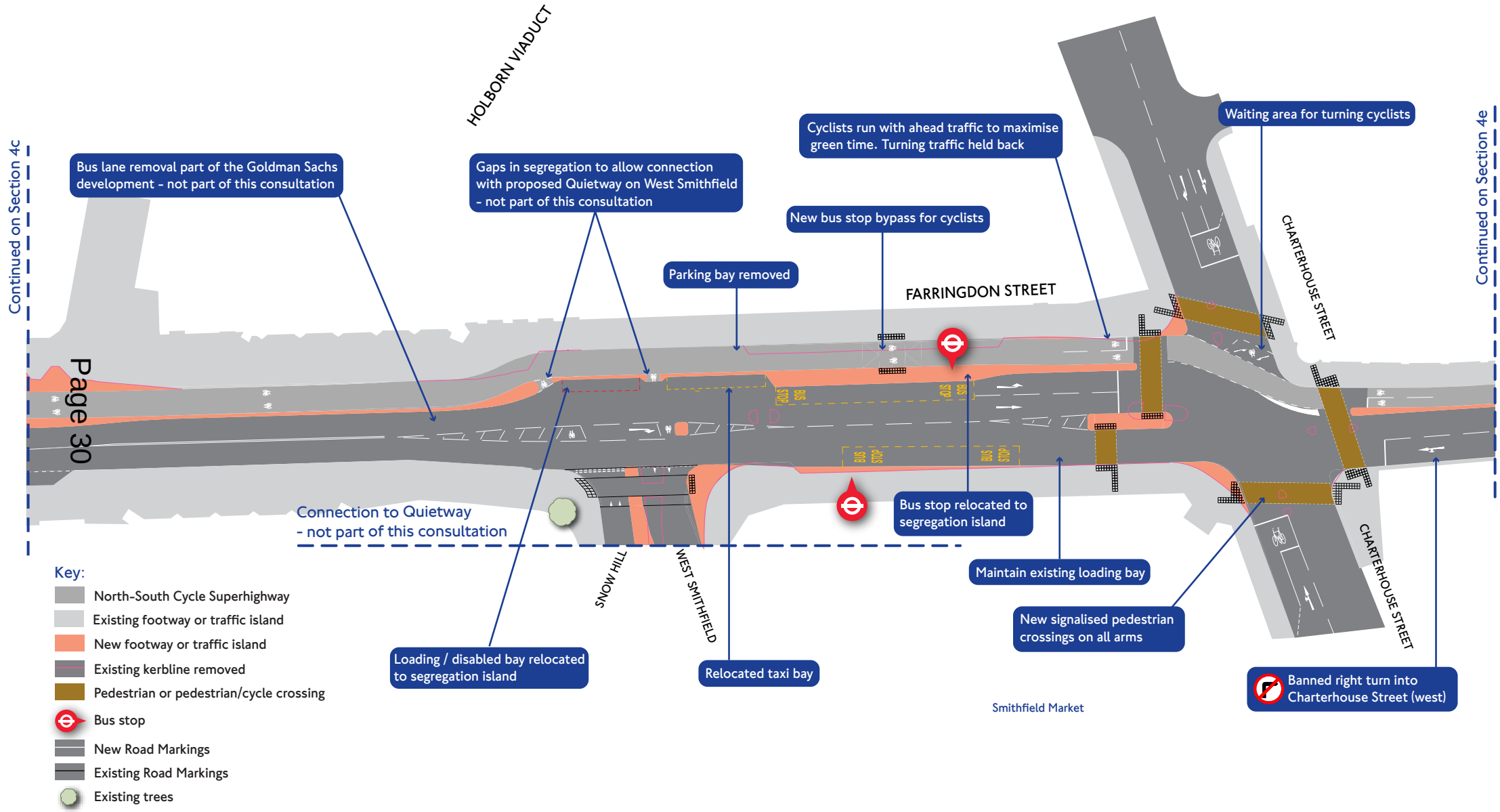
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 4c – Farringdon Street



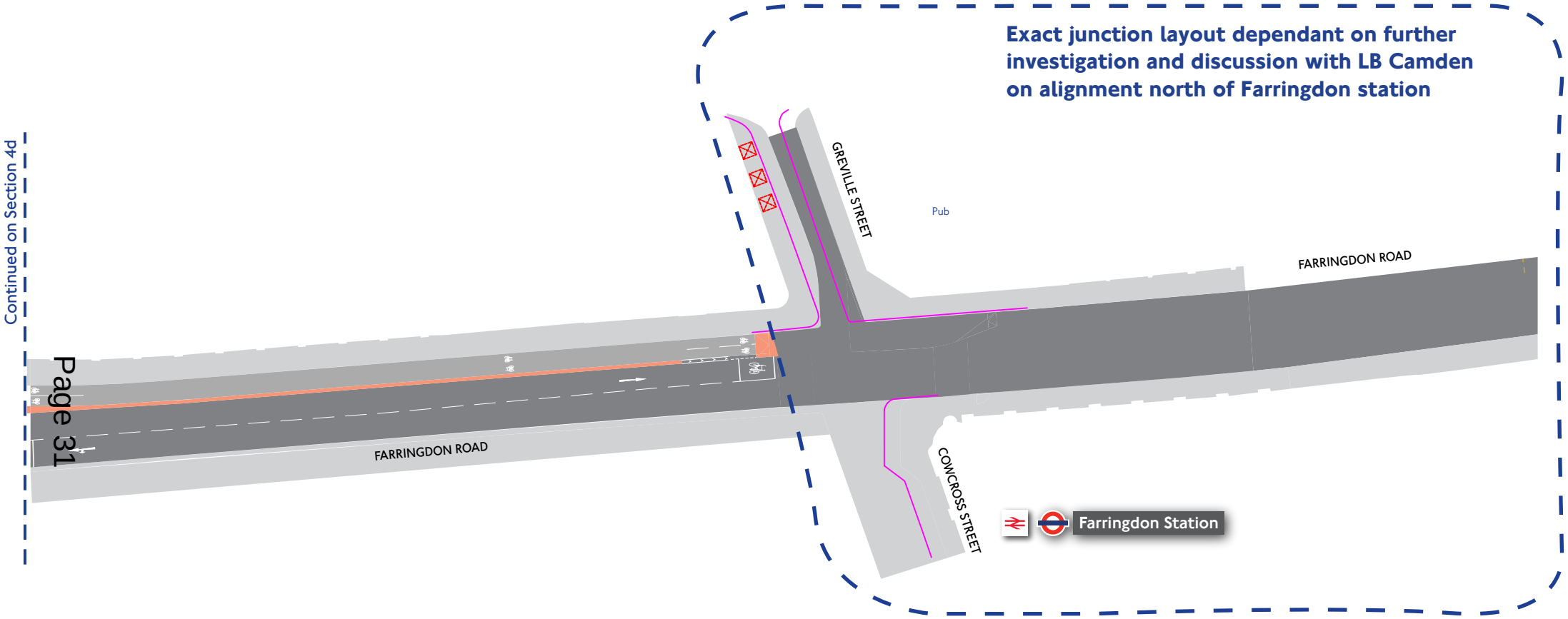
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 4d – Farringdon Street



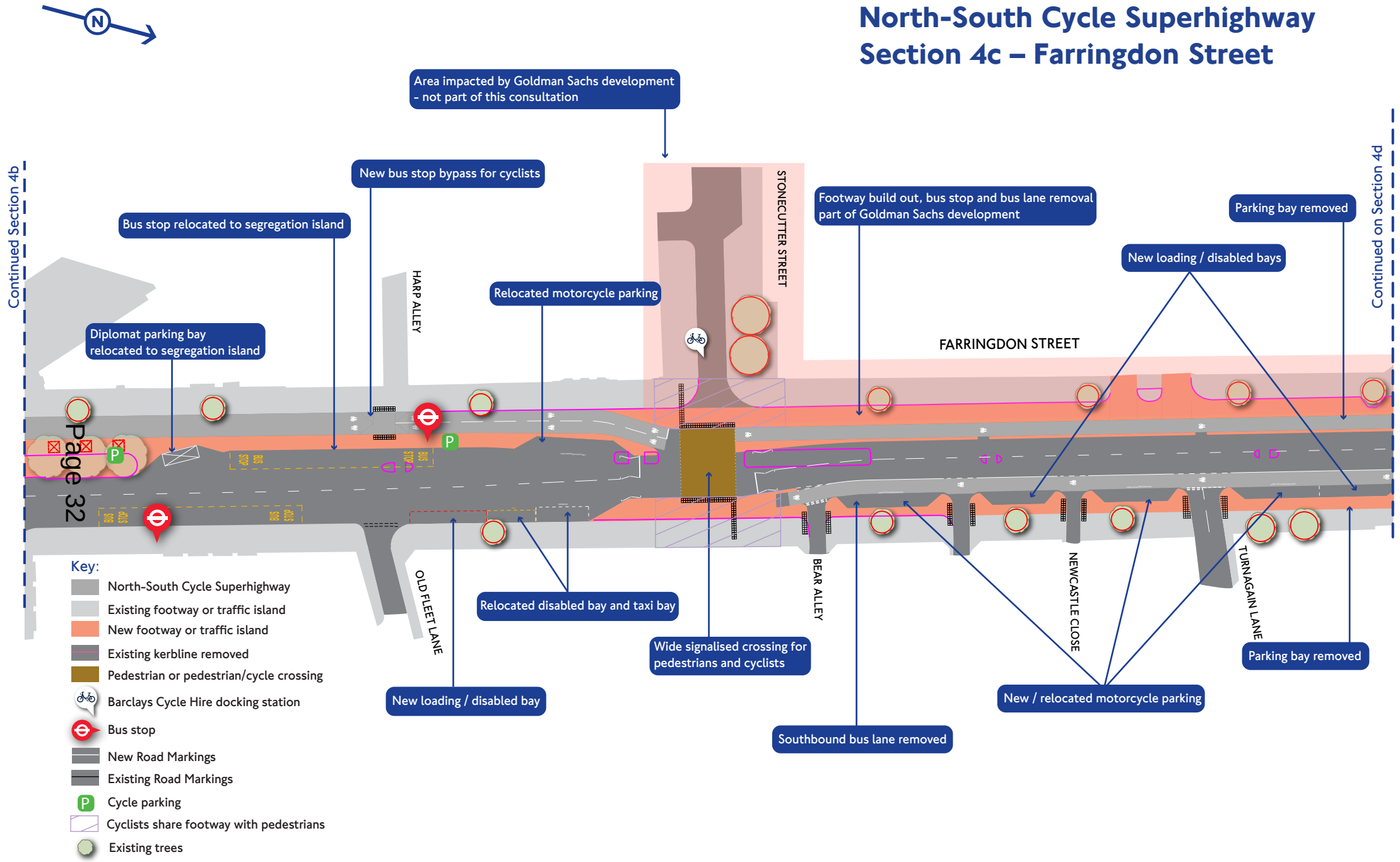
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 4e – Farringdon Road



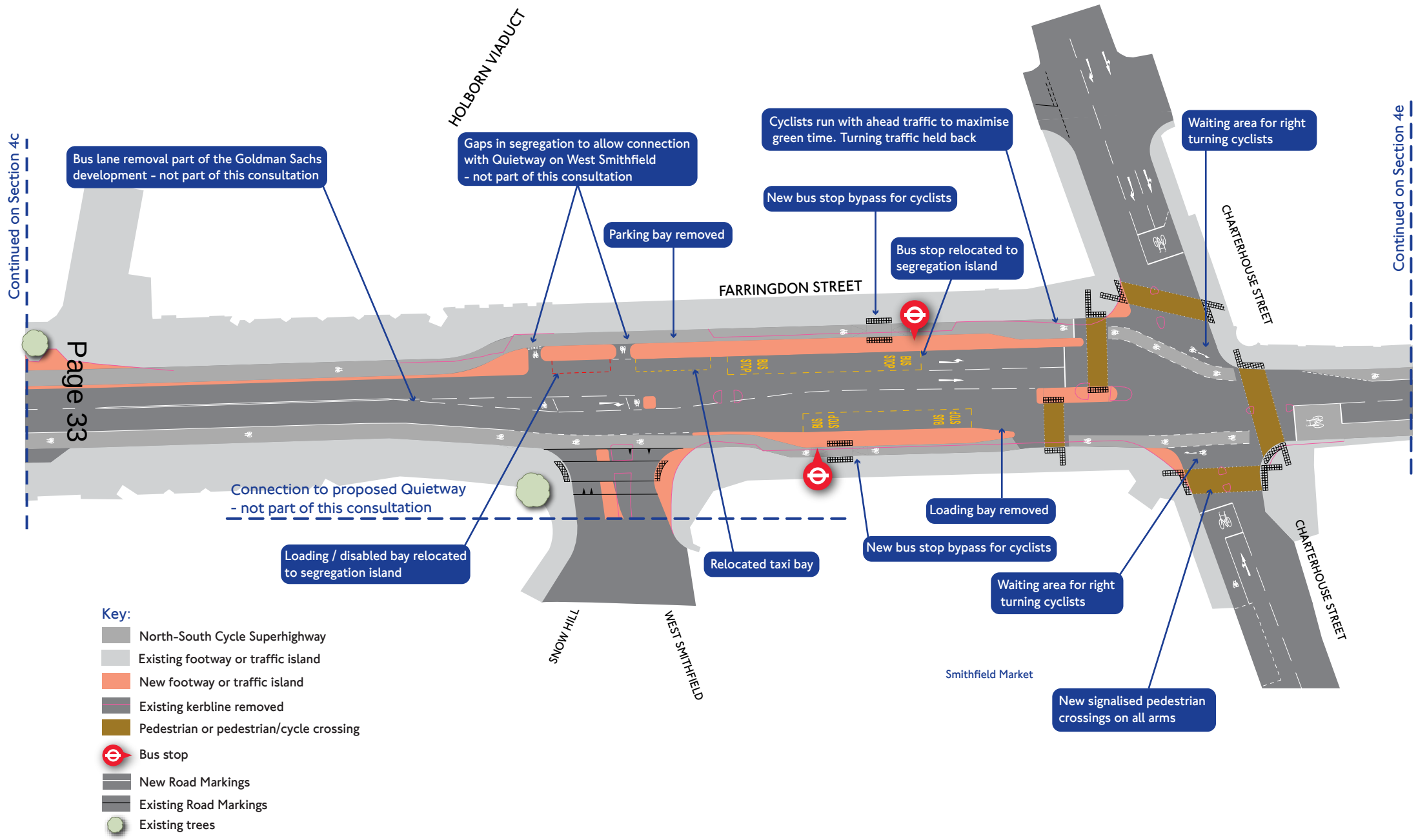
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 4c – Farringdon Street



TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

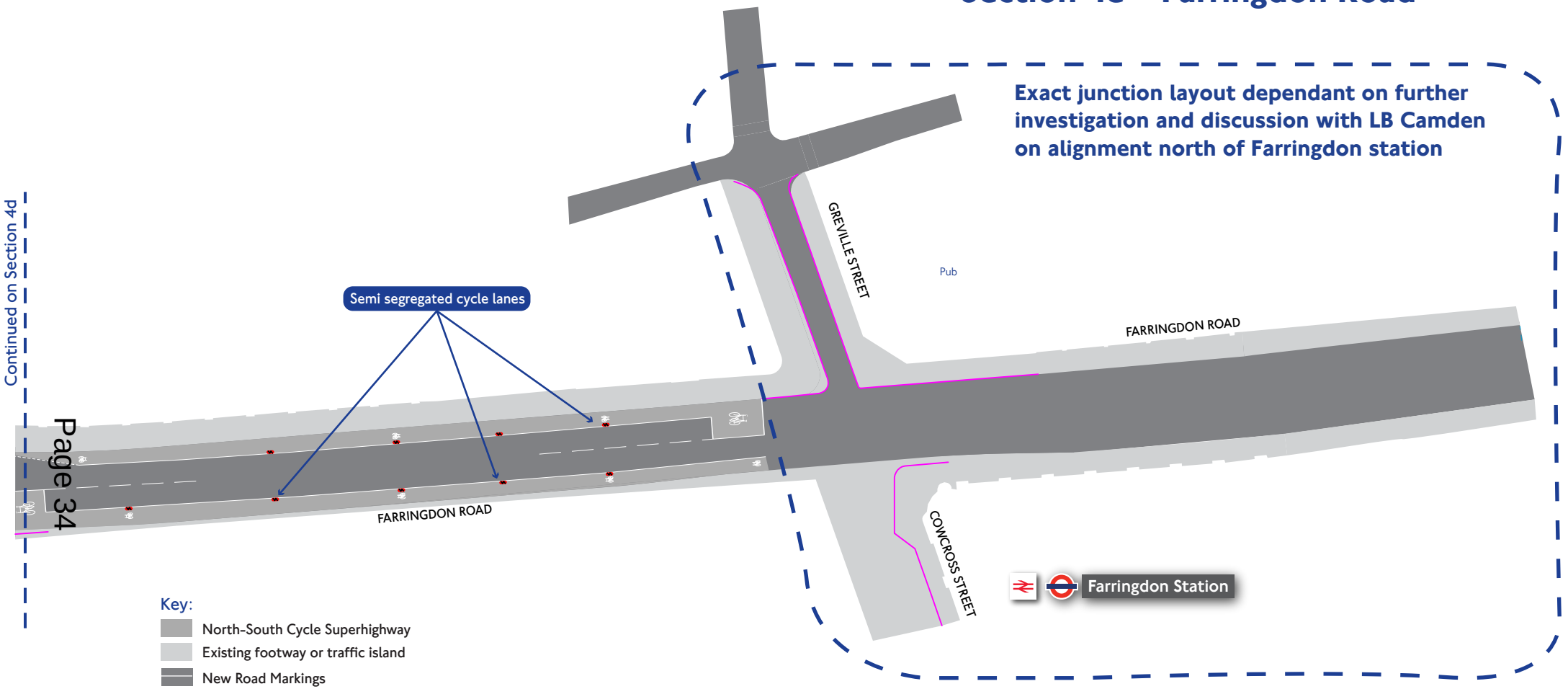
North-South Cycle Superhighway
Section 4d – Farringdon Street



Key:

- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Existing trees

North-South Cycle Superhighway
Section 4e – Farringdon Road



TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Web copy
East-West Cycle Superhighway – benefits and impacts to road users

Overall context
Two broad trends have been seen on central London's roads over the last eight years: a significant reduction in motor traffic and a significant rise in cycling. Motor traffic in central London has fallen by around 17% per cent since 2006/07. On many of the routes covered by the superhighway, the reduction has been greater: traffic has fallen by 28 per cent on Victoria Embankment and by 30 per cent on Upper Thames Street, for instance. However traffic flows in central London have stabilised in the last year.

Cycling in London has more than doubled in the last decade. Bikes now make up around a quarter of rush hour traffic in central London - but there are few special routes or facilities for them.

This scheme aims to allocate road space more in line with the actual usage of the road network. The great majority of the road space would still be for motorists but part would be reallocated to cyclists. It aims to reduce conflict between cyclists and motor vehicles and to provide safer, more comfortable journeys for cyclists.

The route of the Superhighway has been chosen to minimise impacts to other users. Far less of it is served by buses than most other main roads and there is much less business loading or residential parking along it, for example. However, there are impacts – both benefits and disadvantages - for other users, which this document describes in more detail. The information is accompanied by a table of data (LINK). The numbers included in the text below are taken from column D, showing the difference between the current situation on–street and the situation expected if the scheme were to be implemented. Column B outlines the expected situation by December 2016 if the scheme were not built, taking account of the impact of other schemes planned for delivery by this date.

Pedestrians and environment
There would be a net increase of over 4,000 square metres of pedestrian space – widened footway, traffic islands, bus and coach stops - along the route.

On the Victoria Embankment, the wide dividing island between the narrowed road and the cycle lane would shift traffic noise and fumes further from pedestrians and the river. The scheme would give the street more of a boulevard appearance.

At Parliament Square, the scheme would provide two long-demanded new pedestrian crossings into the middle of the square, realising more of its potential as a pedestrian space. New, wider pedestrian islands would be created at the Westminster end of Westminster Bridge to cope with high numbers of tourists.

A new traffic-free pedestrian boulevard would be created on Horse Guards Road, removing a major barrier between Whitehall / Horse Guards Parade and St James's Park.

On Constitution Hill, the scheme would remove conflict on the shared pedestrian/ cycle track. Pedestrians and cyclists would get their own more clearly separated tracks.

High quality materials would be used to enhance the look of the streets and reflect their importance. On parts of the scheme, the segregation will be removable for state occasions.

Waiting times for pedestrians to cross the route would either remain the same as now, or increase slightly, by no more than 9 seconds. Some 25 crossings would be shortened and four crossings, which are currently two-stage (requiring pedestrians to wait in the middle of

the road), would become one-stage to allow pedestrians to cross entirely in one movement. Pedestrian countdown would be installed at 18 signalised crossings along the route and there would be 14 new traffic light controlled crossings pedestrians. Collectively, these changes would offer significant safety improvements for pedestrians crossing at those points.

General traffic (excluding buses)
There would be longer journeys for motor vehicles at the busiest times of day on several parts of this route, and on routes heading towards the Cycle Superhighway. However, journey times on much of the route would increase only slightly and some journeys would be shorter.

The traffic modelling analysis looks at journey times at the busiest single hour in the morning and evening peaks. The model assumes that traffic volumes in central London will remain at current levels. Traffic in central London has fallen over the last eight years, though it has recently stabilised. It also includes the impact of the advanced traffic signal management programme which will change signal phasing to more effectively regulate the flow of traffic into central London.

Travelling westbound from East Smithfield (east of Tower Hill) to St Margaret Street on Parliament Square, journey times in the morning would increase very slightly from 18 minutes 15 seconds to 18 minutes 34 seconds. Those journeys in the opposite direction in the morning would be quicker by 2 minutes 59 seconds, reducing from 14 minutes 50 seconds to 11 minutes 51 seconds. In the evening, journey times for those vehicles heading eastbound would also reduce from 16 minutes 37 seconds to 12 minutes 45 seconds. For general traffic heading westbound on this route in the evening, journey times would increase from 17 minutes 6 seconds to 23 minutes 14 seconds.

For general traffic heading from Westminster Bridge southern roundabout to Hyde Park Corner westbound through Parliament Square along the route, journey times would remain at today's levels of 8 minutes 3 seconds in the morning. Westbound journeys in the evening would increase very slightly from 8 minutes 1 second to 8 minutes 34 seconds. For general traffic heading east on this route, journeys would increase from 7 minutes 2 seconds to 16 minutes in the morning. The same journey in the evening would increase from 7 minutes 37 seconds to 13 minutes 59 seconds.

On the Bayswater section, northbound from Lancaster Gate to the Westway (Harrow Road) on Westbourne Terrace, average journey time in the evening peak would fall slightly, from 5 minutes 4 seconds to 4 minutes 53 seconds. The same journey in the morning would also fall, from 4 minutes 36 seconds to 4 minutes 20 seconds. Travelling southbound from Westway to Lancaster Gate, average journey time in the morning peak would increase from 4 minutes and 36 seconds to 6 minutes 16 seconds. A journey southbound in the evening would take slightly longer from 4 minutes 51 seconds to 5 minutes 18 seconds.

The Westway flyover section of the Superhighway is being consulted on separately next year and journey time impacts for that section will be published then.

The biggest changes to journey times would not occur in central London or on the superhighway section, but on the A1203 and A13 east of Tower Hill, where road space would remain the same as now but westbound traffic will be held longer at various points to control the flow on to Tower Hill and Upper Thames Street. To evaluate the scale of these impacts, we have modelled a journey between the eastern end of the Limehouse Link Tunnel and Hyde Park Corner. The current journey time westbound is currently 34 minutes 34 seconds in the morning and 30 minutes 51 seconds in the evening. Once the scheme is built, journeys for general traffic in this direction would be 50 minutes 28 seconds in the

morning and 44 minutes 20 seconds in the evening. The same journey eastbound is 27 minutes 51 seconds in the morning and 30 minutes 51 seconds in the evening. Once the scheme is built, these journey times would increase to 35 minutes 29 seconds in the morning and 35 minutes 6 seconds the evening.

We plan to further reduce journey time delays using a number of other techniques which we successfully used during the Olympic Games. These include:

- greatly increased enforcement against illegal parking and loading on these routes to keep unplanned disruption to a minimum;
- a freight management and consolidation strategy, which encourages freight operators (on these and other routes) to plan their activity to avoid the busiest times and locations;
- a behaviour change strategy (on these and other routes), which encourages drivers to use alternative forms of transport; and
- a travel demand management strategy to provide more comprehensive and specific travel advice to road users, which would help them make informed journey choices to avoid busy times and busy locations.

The figures given above do not include the effects of these further techniques. However, experience of pilot schemes suggests they could be of substantial help in further reducing journey time impacts.

Parking and loading
On most of the route, there is no residential parking. On the northern section from Lancaster Gate, some residential parking would be removed, as well as small amounts of parking on some side roads.

The public parking on the Victoria Embankment would also be removed. Changes to parking and loading on the Embankment can be found at
https://consultations.tfl.gov.uk/cycling/3cd789da

Buses and tourist coaches
The vast majority of the new Superhighway will run on roads which are not served by TfL buses. However, four short sections – Tower Hill, Parliament Square, Hyde Park Corner and Lancaster Gate/ Westbourne Terrace – are served by buses. Traffic modelling has been undertaken for four bus routes which go through the scheme area at these points and which broadly represent the impact of the scheme on bus journeys.

- **Bus route 15** between Tower Hill and Byward Street - only journeys heading west in the morning would be affected, taking up to one minute extra at the busiest hour. Journeys heading east in the morning would not change. Journeys in the evening would benefit in both directions by up to two minutes heading west and by up to one minute heading east. The overall effect is positive.
- **Bus route 453** between Westminster Bridge and Trafalgar Square - journeys towards Trafalgar Square in the busiest hour in the morning would be 2-5 minutes longer than now. Heading in the opposite direction towards Westminster Bridge from Trafalgar Square, journeys during the busiest hour in the morning would be 7-10 minutes longer than now. Journeys in the evening on this route would experience an extra 1-2 minutes in both directions. The overall effect in the immediate scheme area is negative. However, we are introducing a new bus priority point at Westminster Bridge Road, just west of Elephant and Castle, to avoid buses travelling in a south / east direction being further delayed at this point.
- **Bus route 16** from Grosvenor Place to Park Lane via Hyde Park Corner – journey times would increase by less than a minute in the busiest peak hours for most

journeys except those heading north in the morning, where the journey would be quicker by up to one minute.

- **Bus route 94** from Lancaster Gate to Marble Arch - the remodelling of the gyratory would benefit eastbound journeys, which would be up to 2 minutes quicker in both the morning and the evening. Westbound journeys, however, would be 1-2 minutes longer in the morning and 2-5 minutes longer in the evening. The overall effect is slightly negative.

Where there are negative impacts on journey times for bus routes impacted by the scheme, a programme of work is being developed to save time elsewhere along the affected route by addressing delays and giving priority to buses at certain pinch-points. Floating or "island" bus stops would be provided for TfL bus stops, tourist bus stops and commuter coaches, where these stops are alongside the cycle track.

Reassignment of cyclists
We expect that cyclists currently using other roads east-west through the West End and City, would transfer to the new route, reducing the potential for conflict between motorists and cyclists on these mixed-traffic streets.

Broader public transport benefits
The cycle superhighway would have a capacity of around 3000 cyclists an hour in both directions. This is the equivalent of the capacity of 10 trainloads (based on seating capacity) or around two and a half trainloads (based on crush-standing capacity), on the District and Circle Underground lines that run beneath a large part of the Cycle Superhighway. Adding this additional capacity to London's transport network would complement the improvements we are already making to the District and Circle lines, by offering Londoners a different transport option to make their journeys through central London.

Explanatory note on accompanying traffic modelling data table
TfL has used traffic modelling techniques to calculate the expected journey time changes on certain routes through the scheme area at the busiest hour in both the morning and evening peak. The data table attached (LINK) outlines the expected journey times through three modelled stages;

- **Base model (column A)** – current situation on street. Journey times for general traffic and cyclists are taken from TRANSYT models. Journey times for buses are taken from Hyperion data
- **Future base model (column B)** – Expected situation for general traffic in December 2016 if the East-West and North-South Cycle Superhighway schemes were not built, but taking account of the impact of all other TfL road schemes delivered by this date. Without the scheme, traffic signal timings in the scheme area would not change, so pedestrian wait times would remain as they are currently
- **Future journey times with scheme (column C)** – Expected on-street conditions in December 2016 once the East-West and North-South Cycle Superhighway schemes are built. These journey times taking account of the advanced traffic signal management programme, which will change signal phasing to more effectively regulate the flow of traffic at certain locations to keep central London moving

The attached data table includes information for four sample routes through the scheme area for general traffic, four bus routes which go through the scheme area to represent the impact of the scheme on bus journeys, four cycling routes along the Cycle Superhighway route and four example pedestrian crossings.

Further detailed modelling information is available on request by emailing your requirements and contact details to trafficmodelling@tfl.gov.uk.

Complementary Measures
The impacts calculated through the traffic models do not take account of a range of additional complementary measures that would have beneficial impacts on journey times for buses and general traffic.

- Where there are negative impacts on journey times for bus routes shown in the table, a programme of work is being developed to save time elsewhere along the affected route by addressing delays and giving priority to buses at certain pinch-points
- Road users can expect more comprehensive and specific travel advice to help them to make informed journey choices to avoid busy times and locations
- We will continue our work with freight and servicing companies to support them to plan their activity to avoid the busiest times and locations, evaluate quieter technology to enable more deliveries to take place out of hours and investigate the benefits of consolidation centres
- Through the creation of the new Roads and Transport Policing Command, we will target enforcement at the busiest locations and known hot spots to reduce hold-ups and delays and keep traffic moving

-: ends :-

East-West Cycle Superhighway - Modelling Results

Correct as at 23 September 2014	(A) Base Model - current situation on street				(B) Future base model - Expected situation on-street Dec 2016 without scheme				(C) Future journey times Dec 2016 with scheme				(D) Difference between Future with scheme (C) and base (A)		(E) Difference between future with scheme (C) and future base (B)	
	Current journeys		AM	PM	Journeys modelled		AM	PM	Journeys modelled		AM	PM	AM	PM	AM	PM
Traffic Average journey times (minutes:seconds)	Limehouse Link tunnel to Hyde Park Corner	Westbound	34:34	30:51	Limehouse Link tunnel to Hyde Park Corner	Westbound	32:39	26:55	Limehouse Link tunnel to Hyde Park Corner	Westbound	50:28	44:20	15:54	13:29	17:49	17:25
		Eastbound	27:51	30:38		Eastbound	26:06	31:49		Eastbound	35:29	35:06	7:38	4:28	9:23	3:17
	East Smithfield to St Margaret Street (Parliament Square exit)	Westbound	18:15	17:06	East Smithfield to St Margaret Street (Parliament Square exit)	Westbound	16:30	13:18	East Smithfield to St Margaret Street (Parliament Square exit)	Westbound	18:34	23:14	0:19	6:08	2:04	9:56
		Eastbound	14:50	16:37		Eastbound	12:25	15:54		Eastbound	11:51	12:45	-2:59	-3:52	-0:34	-3:09
	Westminster Bridge to Hyde Park Corner (Knightsbridge)	Westbound	8:03	8:01	Westminster Bridge to Hyde Park Corner (Knightsbridge)	Westbound	7:51	7:42	Westminster Bridge to Hyde Park Corner (Knightsbridge)	Westbound	8:03	8:35	0:00	0:34	0:12	0:53
		Eastbound	7:02	7:37		Eastbound	6:37	7:07		Eastbound	16:00	13:59	8:58	6:22	9:23	6:52
	Lancaster Gate to A40 Westway	Northbound	4:36	5:04	Lancaster Gate to A40 Westway	Northbound	4:41	5:10	Lancaster Gate to A40 Westway	Northbound	4:20	4:53	-0:16	-0:11	-0:21	-0:17
		Southbound	4:36	4:51		Southbound	4:30	4:16		Southbound	6:16	5:18	1:40	0:27	1:46	1:02
Buses A sample of journey times on four routes through the scheme area (minutes:seconds) Difference against base (A), expressed as a range in column D	Route 15 (between Tower Hill and Byward Street)	Westbound	10:00	9:54	Future base data available for general traffic journeys only				Route 15 (between Tower Hill and Byward Street)	Westbound			0-1m	-(2-5m)	Future base data available for general traffic journeys only	
		Eastbound	5:06	7:18						Eastbound			-(0-1m)	-(0-1m)		
	Route 453 (between Westminster Bridge and Trafalgar Square, via Parliament Square	Northbound	8:18	8:06					Route 453 (between Westminster Bridge and Trafalgar Square, via Parliament Square	Northbound			2-5m	1-2m		
		Southbound	8:24	10:48						Southbound			7-10m	1-2m		
	Route 16 (between Park Lane and Grosvenor Place)	Northbound	2:24	2:42					Route 16 (between Park Lane and Grosvenor Place)	Northbound			-(0-1m)	0-1m		
		Southbound	2:06	2:12						Southbound			0-1m	0-1m		
	Route 94 (between Lancaster Gate and Westbourne Terrace)	Westbound	3:18	3:30					Route 94 (between Lancaster Gate and Westbourne Terrace)	Westbound			1-2m	2-5m		
		Eastbound	8:48	5:48						Eastbound			-(1-2m)	-(1-2m)		
Cycling Average journey times (minutes)	Royal Mint Street to Hyde Park Corner	Westbound	32	32					Royal Mint Street to Hyde Park Corner	Westbound	30	29	-2	-3		
		Eastbound	31	31						Eastbound	31	29	0	-2		
	Royal Mint Street to St Margaret Street (Parliament Square exit)	Westbound	20	20					Royal Mint Street to St Margaret Street (Parliament Square exit)	Westbound	19	17	-1	-3		
		Eastbound	21	21						Eastbound	17	16	-4	-5		
	Parliament Square to Hyde Park Corner	Westbound	11	12					Parliament Square to Hyde Park Corner	Westbound	11	11	0	-1		
		Eastbound	10	10						Eastbound	15	13	5	3		
	Lancaster Gate to A40 Westway	Northbound	7	7					Lancaster Gate to A40 Westway	Northbound	5	4	-2	-3		
		Southbound	7	7						Southbound	5	5	-2	-2		
Pedestrians Traffic signal cycle times and associated wait times (seconds) NOTE: Future base would be same as current base without scheme	Tower Hill - Minories - Shorter Street	Max. cycle time	88	88	Tower Hill - Minories - Shorter Street	Max. cycle time	88	88	Tower Hill - Minories - Shorter Street	Max. cycle time	96	96	8	8	8	8
		Max. wait time	82	82		Max. wait time	82	82		Max. wait time	90	90	8	8	8	8
	Upper Thames Street - Queen Street - Queen Street Place	Max. cycle time	104	104	Upper Thames Street - Queen Street - Queen Street Place	Max. cycle time	104	104	Upper Thames Street - Queen Street - Queen Street Place	Max. cycle time	104	104	0	0	0	0
		Max. wait time	98	98		Max. wait time	98	98		Max. wait time	98	98	0	0	0	0
	Parliament Square - Parliament Street - Bridge Street	Max. cycle time	112	112	Parliament Square - Parliament Street - Bridge Street	Max. cycle time	112	112	Parliament Square - Parliament Street - Bridge Street	Max. cycle time	120	112	8	0	8	0
		Max. wait time	105	105		Max. wait time	105	105		Max. wait time	114	106	9	1	9	1
	Knightsbridge - Hyde Park Corner - Grosvenor Place	Max. cycle time	96	96	Knightsbridge - Hyde Park Corner - Grosvenor Place	Max. cycle time	96	96	Knightsbridge - Hyde Park Corner - Grosvenor Place	Max. cycle time	96	104	0	8	0	8
		Max. wait time	90	90		Max. wait time	90	90		Max. wait time	90	98	0	8	0	8

Web copy
North-South Cycle Superhighway – benefits and impacts to road users

Overall context
Two broad trends have been seen on central London's roads over the last eight years: a significant reduction in motor traffic and a significant rise in cycling. Motor traffic in central London has fallen by around 17% per cent since 2006/07. Along the Superhighway route, the reduction has been greater, with motor traffic levels falling by 24% since 2006. However traffic flows in central London have stabilised in the last year.

Cycling in London has more than doubled in the last decade. Bikes now make up around a quarter of rush hour traffic in central London - but there are few special routes or facilities for them.

This scheme aims to allocate road space more in line with the actual usage of the road network. At present, around 50% of all traffic going across Blackfriars Bridge in the morning period is cyclists. The great majority of the road space would still be for motorists but part would be reallocated to cyclists. It aims to reduce conflict between cyclists and motor vehicles and to provide safer, more comfortable journeys for cyclists.

However, there are impacts – both benefits and disadvantages - for other users, which this document describes in more detail. The information is accompanied by a table of data (LINK). The numbers included in the text below are taken from column D, showing the difference between the current situation on–street and the situation expected if the scheme were to be implemented. Column B outlines the expected situation by December 2016 if the scheme were not built, taking account of the impact of other schemes planned for delivery by this date.

Pedestrians and environment
There would be a net increase of over 3,000 square metres of pedestrian space – widened footway, traffic islands and bus stops - along the route.

New street furniture and planting, including nine new benches and 38 new trees would create a more pleasant and pedestrian-friendly boulevard environment on Blackfriars Road. There will be a wide central island, with some of the new trees on it, separating the traffic and the cycle lane, shifting traffic noise and fumes further from pedestrians on the western pavement.

A number of changes would be made to pedestrian crossings, which collectively would offer significant safety improvements for pedestrians crossing at those points. Six crossings would be shortened. Three crossings are currently two-stage (requiring pedestrians to wait in the middle of the road); these would become one-stage to allow pedestrians to cross in a single movement. Pedestrian countdown would be installed at 12 signalised crossings along the route and there would be 10 new traffic light controlled pedestrian crossings. Signal timings would be altered at some existing crossings, which would increase the time pedestrians wait to cross the road by up to 24 seconds in some locations.

General traffic (excluding buses)
There would be longer journeys for motor vehicles at the busiest times of day on this route, and for some roads which cross the route.

The traffic modelling analysis looks at journey times at the busiest single hour in the morning and evening peaks. The model assumes that traffic volumes in central London will remain at current levels. Traffic in central London has fallen over the last eight years, though it has recently stabilised. It also includes the impact of the advanced traffic signal management

programme which will change signal phasing to more effectively regulate the flow of traffic into central London.

Travelling northbound from Elephant & Castle to Farringdon Station, average journey time in the morning peak would rise by 41 seconds, from 11 minutes 28 seconds to 12 minutes 9 seconds. In the evening, in the same direction, journey times would increase from 10 minuets 56 seconds to 15 minutes 12 seconds. Travelling southbound from Farringdon Station to Elephant & Castle, average journey time in the morning peak would rise from 10 minutes 50 seconds to 14 minutes 43 seconds. This journey in the evening would increase slightly from 12 minutes 17 seconds to 14 minutes 20 seconds.

We have also modelled a journey for general traffic between Stamford Street and Queen Victoria Street, across Blackfriars Bridge. Journeys for general traffic travelling north from Stamford Street to Queen Victoria Street would increase from 3 minutes 45 seconds to 15 minutes 43 seconds in the morning, and from 3 minutes 20 seconds to 12 minutes 41 seconds in the evening. Journeys heading south in the opposite direction would be quicker by 2 minutes 11 seconds in the morning and by 1 minute 41 seconds in the evening.

We plan to further reduce journey time delays using a number of other techniques which we successfully used during the Olympic Games. These include:

- greatly increased enforcement against illegal parking and loading on these routes to keep unplanned disruption to a minimum;
- a freight management and consolidation strategy, which encourages freight operators (on these and other routes) to plan their activity to avoid the busiest times and locations;
- a behaviour change strategy (on these and other routes), which encourages drivers to use alternative forms of transport; and
- a travel demand management strategy to provide more comprehensive and specific travel advice to road users, which would help them make informed journey choices to avoid busy times and busy locations.

The figures given above do not include the effects of these further techniques. However, experience of pilot schemes suggests they could be of substantial help in further reducing journey time impacts.

Parking and loading
Although there would be a 45 metre reduction in parking for general traffic, there would be an additional 90 metres of dedicated loading bay and an additional 6 metres of motorcycling parking.

Buses
Traffic modelling has been undertaken for four bus routes which go through the scheme area and which broadly represent the impact of the scheme on bus journeys.

- Route 45 between Charterhouse Street and Elephant and Castle heading north in the morning would see a reduction in journey time of between 2-5 minutes. The same journey in the evening northbound would increase by 1-2 minutes. Journeys on this same bus route travelling south in morning would increase between 2-5 minutes and between 5-7 minutes in the evening.
- Route 381 crossing the North-South cycle superhighway route between Southwark Street and Stamford Street could experience an increase of 2-5 minutes in both directions at the busiest times.
- Route 100 between Elephant & Castle and Queen Victoria Street would experience a drop in journey time of between 5-7 minutes in the morning heading north and a drop of between 2-5 minutes in the evening in the same direction. Southbound journeys

along the route in the morning would be up to one minute longer, but in the evening would be 1-2 minutes quicker.
- Route 11 travelling between Ludgate Hill and Fleet Street could experience an increase of 2-5 minutes crossing the route westbound in the morning, and an increase of 1-2 minutes eastbound in the morning and both directions in the evening.

A new bus gate on Westminster Bridge Road would help minimise delays on bus routes 12, 53, 148, 453 and C10 heading southeast along London Road towards Elephant and Castle.

Where there are negative impacts on journey times for bus routes impacted by the scheme, a programme of work is being developed to save time elsewhere along the affected route by addressing delays and giving priority to buses at certain pinch-points. Floating or "island" bus stops would be provided for TfL bus stops where these stops are alongside the cycle track.

Broader public transport benefits
The cycle superhighway would have a capacity of around 3000 cyclists an hour in both directions. This is the equivalent of the capacity of 10 London Underground trainloads (based on seating capacity) or around two and a half trainloads (based on crush-standing capacity). Adding this new capacity to London's transport network provides a viable alternative transport option for those making journeys north-south through the city.

Explanatory note on accompanying traffic modelling data table
TfL has used traffic modelling techniques to calculate the expected journey time changes on certain routes through the scheme area at the busiest hour in both the morning and evening peak. The data table attached (LINK) outlines the expected journey times through three modelled stages;

- **Base model (column A)** – current situation on street. Journey times for general traffic and cyclists are taken from TRANSYT models. Journey times for buses are taken from Hyperion data
- **Future base model (column B)** – Expected situation for general traffic in December 2016 if the East-West and North-South Cycle Superhighway schemes were not built, but taking account of the impact of all other TfL road schemes delivered by this date. Without the scheme, traffic signal timings in the scheme area would not change, so pedestrian wait times would remain as they are currently
- **Future journey times with scheme (column C)** – Expected on-street conditions in December 2016 once the East-West and North-South Cycle Superhighway schemes are built. These journey times taking account of the advanced traffic signal management programme, which will change signal phasing to more effectively regulate the flow of traffic at certain locations to keep central London moving

The attached data table includes information for two sample routes through the scheme area for general traffic, four bus routes which go through the scheme area to represent the impact of the scheme on bus journeys, one cycling route along the Cycle Superhighway route and five example pedestrian crossings.

Further detailed modelling information is available on request by emailing your requirements and contact details to trafficmodelling@tfl.gov.uk.

Complementary Measures
The impacts calculated through the traffic models do not take account of a range of additional complementary measures that would have beneficial impacts on journey times for buses and general traffic.

- Where there are negative impacts on journey times for bus routes shown in the table, a programme of work is being developed to save time elsewhere along the affected route by addressing delays and giving priority to buses at certain pinch-points
- Road users can expect more comprehensive and specific travel advice to help them to make informed journey choices to avoid busy times and locations
- We will continue our work with freight and servicing companies to support them to plan their activity to avoid the busiest times and locations, evaluate quieter technology to enable more deliveries to take place out of hours and investigate the benefits of consolidation centres
- Through the creation of the new Roads and Transport Policing Command, we will target enforcement at the busiest locations and known hot spots to reduce hold-ups and delays and keep traffic moving

-: ends :-

North-South Cycle Superhighway - Modelling Results

Correct as at 23 September 2014	(A) Base Model - current situation on street				(B) Future base model - Expected situation on-street Dec 2016 without scheme				(C) Future journey times Dec 2016 with scheme				(D) Difference between Future with scheme (C) and base (A)		(E) Difference between future with scheme (C) and future base (B)	
	Current journeys		AM	PM	Journeys modelled		AM	PM	Journeys modelled		AM	PM	AM	PM	AM	PM
Traffic Average journey times (minutes:seconds)	Elephant & Castle to Farringdon Station	Northbound	11:28	10:56	Elephant & Castle to Farringdon Station	Northbound	10:22	09:37	Elephant & Castle to Farringdon Station	Northbound	12:09	15:12	0:41	4:16	1:47	5:35
		Southbound	10:50	12:17		Southbound	09:42	09:13		Southbound	14:43	14:20	3:53	2:03	5:01	5:07
	Stamford Street to Queen Victoria Street	Northbound	3:45	3:20	Stamford Street to Queen Victoria Street	Northbound	03:43	03:25	Stamford Street to Queen Victoria Street	Northbound	15:43	12:41	11:58	9:21	12:00	9:16
		Southbound	5:50	5:22		Southbound	05:03	03:25		Southbound	3:39	3:41	-2:11	-1:41	-1:54	0:16
Buses A sample of journey times on four routes through the scheme area (minutes:seconds) Difference against base (A), expressed as a range in column D	Route 100 (between Elephant & Castle and Ludgate Hill)	Northbound	14:12	13:06	Future base data available for general traffic journeys only				Route 100 (between Elephant & Castle and Queen Victoria Street)	Northbound			-(5-7m)	-(2-5m)	Future base data available for general traffic journeys only	
		Southbound	10:12	11:00						Southbound			0-1m	-(1-2m)		
	Route 381 (between Stamford Street and Southwark Street)	Eastbound	1:54	1:54					Route 381 (between Stamford Street and Southwark Street)	Eastbound			2-5m	2-5m		
		Westbound	1:12	1:06						Westbound			2-5m	2-5m		
	Route 11 (between Fleet Street and Ludgate Hill)	Eastbound	1:12	2:06					Route 11 (between Fleet Street and Ludgate Hill)	Eastbound			1-2m	1-2m		
		Westbound	1:54	2:06						Westbound			2-5m	1-2m		
	Route 45 (between Elephant & Castle and Charterhouse Street)	Northbound	15:24	12:36					Route 45 (between Elephant & Castle and Charterhouse Street)	Northbound			-(2-5m)	1-2m		
		Southbound	13:18	14:36						Southbound			2-5m	5-7m		
Cycling Average journey times (minutes)	Elephant & Castle to Farringdon Station	Northbound	18	17					Elephant & Castle to Farringdon Station	Northbound	19	14	1	-3		
		Southbound	14	15						Southbound	14	20	0	5		
Pedestrians Traffic signal cycle times and associated wait times (seconds) NOTE: Future base would be same as current base without scheme	St George's Circus	Max. cycle time	NO SIGNALISED FACILITES		St George's Circus	Max. cycle time	NO SIGNALISED FACILITES		St George's Circus	Max. cycle time	112	120	N/A		N/A	
		Max. wait time				Max. wait time				Max. wait time	106	114				
	Southwark Tube station	Max. cycle time	88	88	Southwark Tube station	Max. cycle time	88	88	Southwark Tube station	Max. cycle time	104	104	16	16	16	16
		Max. wait time	82	82		Max. wait time	82	82		Max. wait time	98	98	16	16	16	16
	Blackfriars Station (westbound exit)	Max. cycle time	96	96	Blackfriars Station (westbound exit)	Max. cycle time	96	96	Blackfriars Station (westbound exit)	Max. cycle time	120	120	24	24	24	24
		Max. wait time	90	90		Max. wait time	90	90		Max. wait time	114	114	24	24	24	24
	Ludgate Circus (east-west) No facilities north-south	Max. cycle time	96	96	Ludgate Circus (east-west) No facilities north-south	Max. cycle time	96	96	Ludgate Circus (east-west) No facilities north-south	Max. cycle time	120	120	24	24	24	24
		Max. wait time	90	90		Max. wait time	90	90		Max. wait time	114	114	24	24	24	24
	Farringdon Street-Charterhouse Street	Max. cycle time	NO SIGNALISED FACILITES		Farringdon Street-Charterhouse Street	Max. cycle time	NO SIGNALISED FACILITES		Farringdon Street-Charterhouse Street	Max. cycle time	120	120	N/A		N/A	
		Max. wait time				Max. wait time				Max. wait time	114	114				

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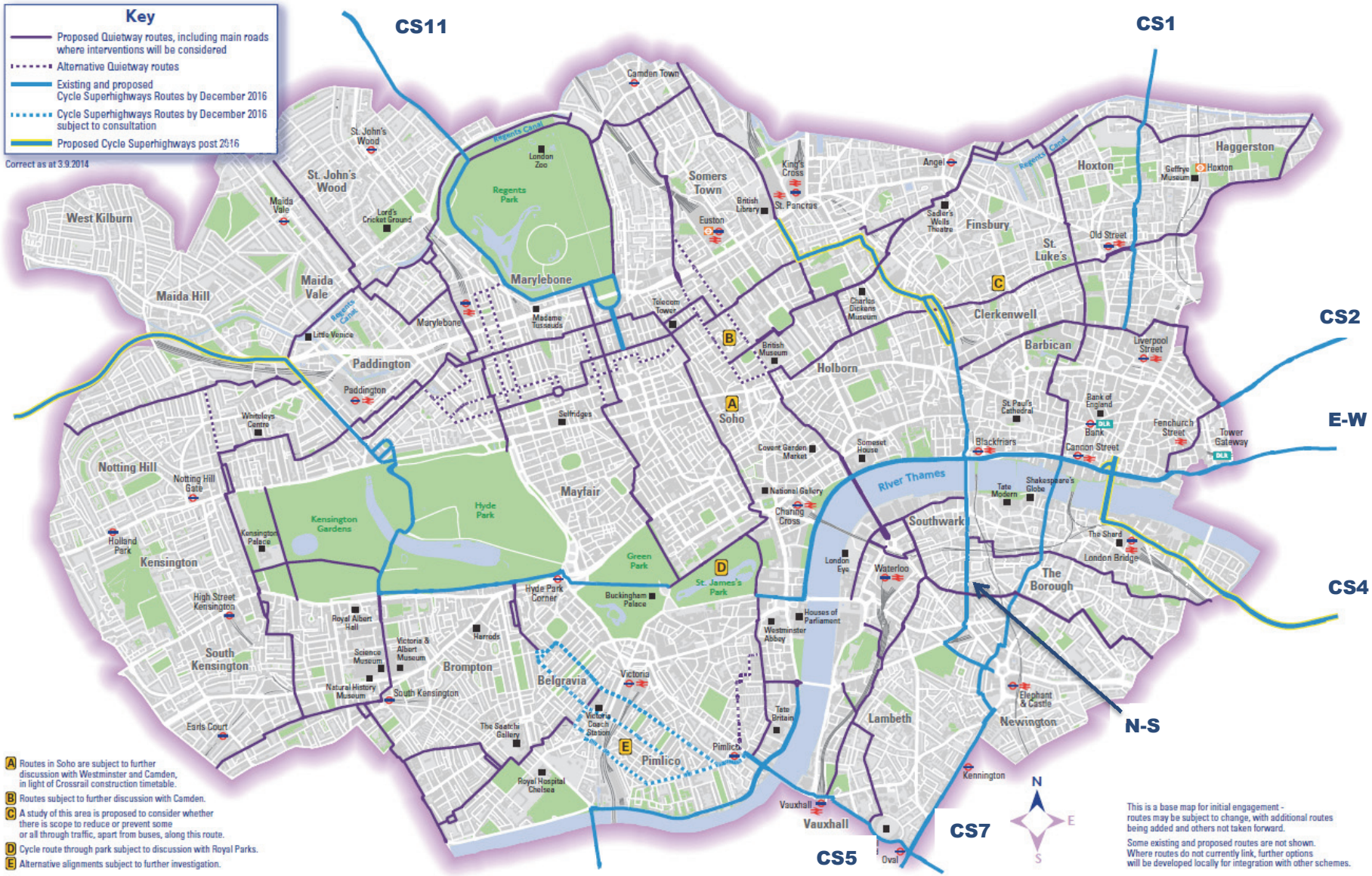
Proposed Central London Cycle Grid - Routes for completion by December 2016



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Committee(s):	Date(s):
Streets & Walkways Sub Committee	20th October 2014
Subject: Museum of London Roundabout - Proposed Road Danger Reduction Measures	**Public**
Report of: The Director of the Built Environment	**For Decision**

Summary

The roundabout at the Museum of London is the City's only roundabout. It is the fourth most dangerous location for road traffic injuries in the City of London. The other three locations have either just been improved or are part of current active projects.

The accident rate at this roundabout is higher than the average for inner London roundabouts. In the last 3 years, there have been 14 collisions resulting in injuries. The majority of the injuries (9) were to cyclists.

The City has a legal duty to prepare and carry out a programme of measures to promote road safety and proposals set out in this report are in accordance with the Road Danger Reduction Plan (RDRP) to "work to improve the safety of 20 junctions … during the life of the Plan".

As there are proposals for major change in this area, a short term, low cost solution to improve road safety has been developed. In addition, as the roundabout is part of the Strategic Road Network and given there will be some traffic impacts, it is proposed to implement the road marking changes on a trial basis using cones and other temporary materials. This trial would be in place for one month and will be monitored by officers to gauge the level of impact. The results will then be reviewed and if supported, the permanent road markings can then follow

Lighting improvements are proposed at the roundabout which are not part of the trial and will be implemented independently.

Recommendation(s)

Members are asked to:

- Approve the measures as detailed in this report, at a total estimated cost of £49,000, to be funded from DBE's Traffic Management Budget of £125,000 in 2014/15.

Main Report

Background

1. The Museum of London roundabout is the City's only roundabout. It is located at the junction of Aldersgate Street, London Wall and Montague Street in the Aldersgate Ward. The high numbers of injury collisions have prompted officers to investigate measures to make this location safer.

2. The characteristics of the roundabout are as follows:-

    a. It is a large four arm roundabout surrounding a cylindrical shaped building which houses part of the Museum of London. The north-eastern part of the roundabout is covered by a structure, which is also part of the museum.

    b. The frontages around the roundabout are predominantly commercial offices with some mixed use retail units such as food outlets. Around the area, there are also residential units and the Barbican Estate is located to the northeast.

    c. Also to the north-eastern area, there is a TfL Cycle Hire docking station located on the footway.

    d. The width of the carriageway forming the roundabout is approximately 10m wide. This is wide enough to accommodate 3 lanes of circulating traffic but observations have shown that rarely, if ever, more than two lanes of traffic circulate it.

    e. The streets forming the roundabout consist of Aldersgate Street to the north and south, London Wall, to the east and Montague Street to the west. Alderstage Street (north) and London Wall are straight, two lane dual carriageways with a central reservation dividing the traffic flows. Aldersgate Street (south) is a straight two lane one-way southbound street. Montague Street is a two lane eastbound carriageway that approaches the roundabout from a bend.

    f. There are pedestrian crossings on all arms of the roundabout except on Aldersgate Street (north). Zebra crossings are provided in London Wall and Montague Street. Aldersgate Street (south) has a light controlled crossing.

3. A plan showing the existing roundabout layout is provided in Appendix A.

Current Position

4. The Road Traffic Act 1988 places a duty on local highway authorities to prepare and implement a programme of measures designed to promote road safety. The study of the occurrence of collisions and development of preventative measures is consistent with that duty.

5. In January 2013, Members approved the Road Danger Reduction Plan (RDRP). This plan sets out ways to make our streets safer and includes traditional measures such as engineering, education, training, publicity and

enforcement. In addition it sets out a number of new approaches including preventative measures, further research and (through the Road Danger Partnership) influencing safety improvements delivered in the City by other authorities such as TfL.

6. Casualty trends in the City have generally been increasing since 2003. However, vulnerable road users (cyclists, pedestrians and powered two wheelers) account for a disproportionately higher rate than other user groups.

Collision Analysis

7. Excluding TfL streets, the Museum of London roundabout is the 4th most dangerous location in the City. The other three have either had improvements implemented (Holborn Circus) or are part of active projects in progress (Bank junction and Leadenhall/St Mary Axe).

8. In the last 3 years (2011 to 2013), there has been 14 injury collisions recorded at this location. A plot of the collisions data is shown in Appendix B, however a summary of these collisions are detailed below.

    a. 4 (29%) serious injuries. All were to vulnerable road users (pedestrians, cyclists and powered two wheelers)

    b. 4 (29%) collisions involved vehicles failing to give-way.

    c. 11(79%) collisions occurred in the north-eastern section of the roundabout within the covered area.

    d. 12 (86%) involved vulnerable road users. 9 (64%) of these were to cyclists.

    e. Average annual collision rate is 4.7 per year compared to 3.04 per year at other inner London roundabouts.

    f. Cycle collision rate is one of the highest in the City and is 3 times higher than at other inner London roundabouts.

9. Although the above analysis only covered the latest 3 years, data from 2007 has also been reviewed. This has shown a clear problem where vehicles are cutting across the path of cyclists.

10. Officers have also carried out site observations. These have shown that traffic is entering and circulating the roundabout at inappropriate speeds. The layout of the dual-carriageways and the wide circulating carriageway could give the impression the roundabout is a high speed, motor-vehicle dominated location. There are also no lane markings in the roundabout, which makes lane discipline poor (which has resulted in some recorded collisions).

11. Although the illumination of the covered part of the roundabout is within acceptable levels, it is highly probable that, due to the large clustering of the collisions, the rapid transition from light to dark conditions is a contributory factor in the collisions occurring at this location.

Considerations

12. The roundabout is within an area where there are aspirations for significant transformation (Cultural Hub and major highway's project). Proposals should therefore ensure that there are benefits in the short to medium term (before those transformations) and that it does not preclude or hinder future changes.

13. The roundabout is used as an HGV route for Crossrail's construction vehicles. This route is 'safeguarded' through an Act of Parliament. Proposals will therefore need to maintain access for HGV's.

14. The roundabout is on the Strategic Road Network (SRN) and therefore the Traffic Management Act 2004 applies. This means that Transport for London must approve any changes to the junction including those that are proposed. Measures will therefore need to consider the impact on traffic flow.

Proposals & Implementation

15. In view of the above considerations, a short term, low cost scheme has been developed to reduce collisions. It consists of road markings and lighting improvements. As there are no engineering measures involved, the cost to remove these are very minimal and will have no impact on future schemes. The proposals are shown in Appendix C but are briefly explained below.

    a. Reduce the width of the circulating carriageway from 10m to approximately 6m. This will reduce speeds and improve lane discipline but maintain a route for HGV's.

    b. Introduce cycle lanes at key conflict locations.

    c. Reduce the approach and exit lanes on London Wall and Aldersgate Street (north) to a single lane. This will reduce speeds, improve lane discipline and reduce conflict.

    d. Upgrade the lighting units under the covered area to reduce the rapid light dark transition.

16. It is likely that the proposal will have a minor impact on traffic capacity and journey times, however, the safety benefits expected to be achieved are considered to outweigh this impact. It is therefore proposed to implement the road marking changes on a trial basis using cones and other temporary materials. The impacts can then be assessed before moving onto the permanent road marking change. This trial would be in place for one month and will be closely monitored by officers. The results will then be reviewed and if supported, the permanent road markings will then follow (subject to Traffic Management Act approval from TfL).

17. The lighting improvements do not have any impact on traffic and therefore these are not part of the trial and will be implemented on a permanent basis independently.

18. If members approve the proposals, it is envisaged that the trial and lighting improvements will be implemented in November/December 2014. Monitoring

will take place in Jan/February 2015 and if successful, the lining changes will be implemented by April 2015.

19. The works are very minor in nature and therefore road closures are unlikely to be required. For minimal disruption the proposed measures will be implemented off peak at night or early morning over the weekend.

Corporate & Strategic Implications

20. The proposals are in accordance with the Strategic Aims "to provide modern, efficient and high quality local services and policing within the Square mile for workers, residents and visitors". It is also in accordance with the Road Danger Reduction Plan (RDRP) to "work to improve the safety of 20 junctions… during the life of the Plan"

Implications

21. The total estimated cost to implement the measures is £49,000. This can be met from DBE's Traffic Management Budget of £125,000 for 2014/15. A breakdown of the estimate is provided below.

Trial & carriageway markings	£19,500
Improved lighting	£25,500
Staff cost	£ 4,000
TOTAL	**£49,000**

22. It has been estimated that the proposals will save an average of 1.2 accidents per year. With the latest cost of an accident at £72,739 (DfT - 2012 figures), the first year rate of return is estimated at 175%, which represents excellent value for money.

Conclusion

23. The roundabout at the Museum of London is the City's only roundabout. It is the fourth most dangerous location for road traffic injuries in the City of London. The majority of the injuries were to cyclists. The City has a legal duty to improve road safety. As there are aspirations for major transformation in this area a short term, low cost scheme, which is expected to save 1.2 collisions per year, is recommended for approval.

- **Appendices:**

  - Appendix A: Existing layout plan.
  - Appendix B: Collisions plot.
  - Appendix C: Proposed measures plan.

- **Background Papers:**
  - 2012 A valuation of road accidents and casualties in Great Britain – Department of Transport.
  - Levels of collision risk in Greater London (Issue 13) April 2012 - Transport for London.

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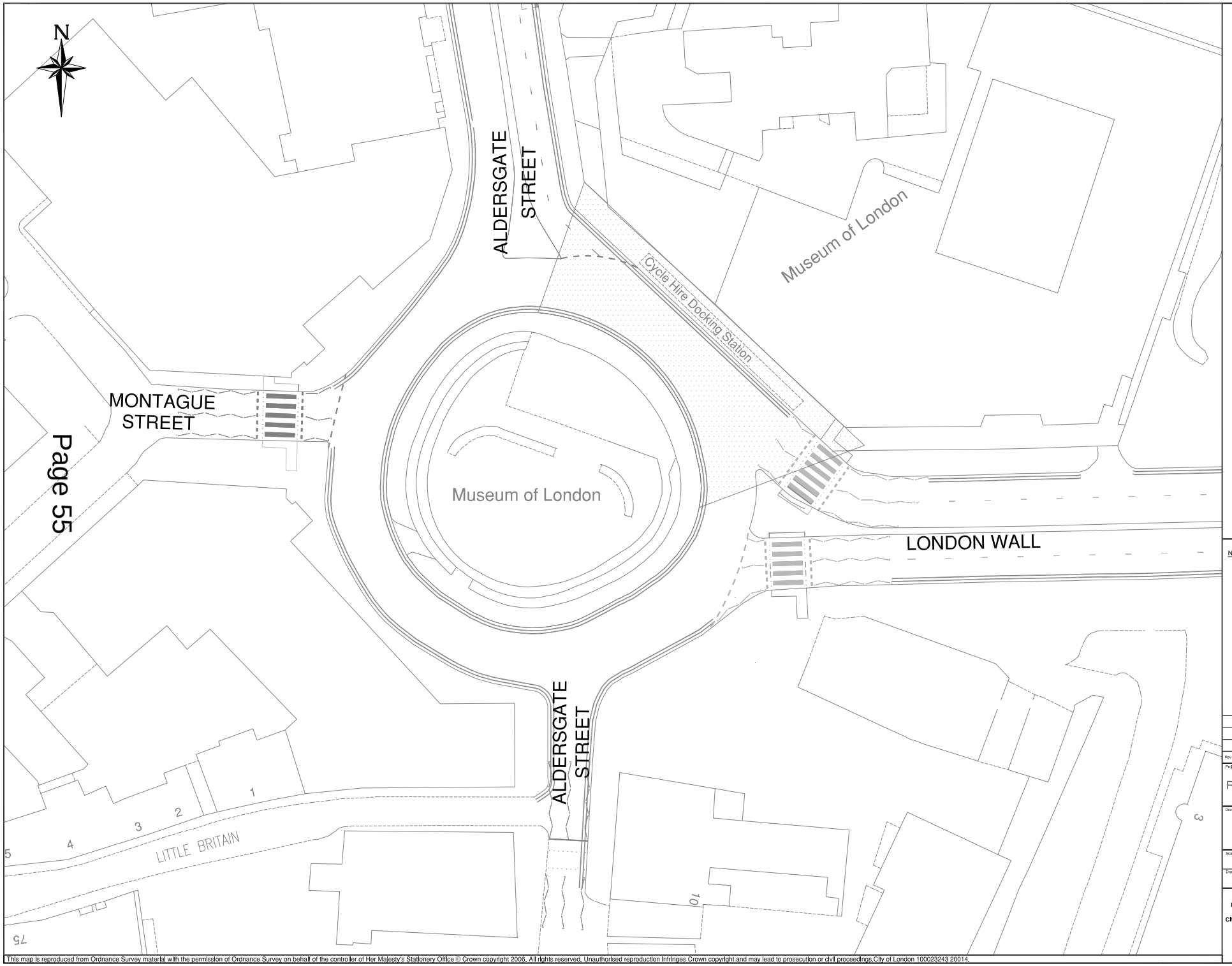


APPENDIX: A

NOTES

KEY

Covered highway

Rev	Date	Revision detail	Drawn	Checked	Approved

Project
MUSEUM OF LONDON
ROAD DANGER REDUCTION MEASURES

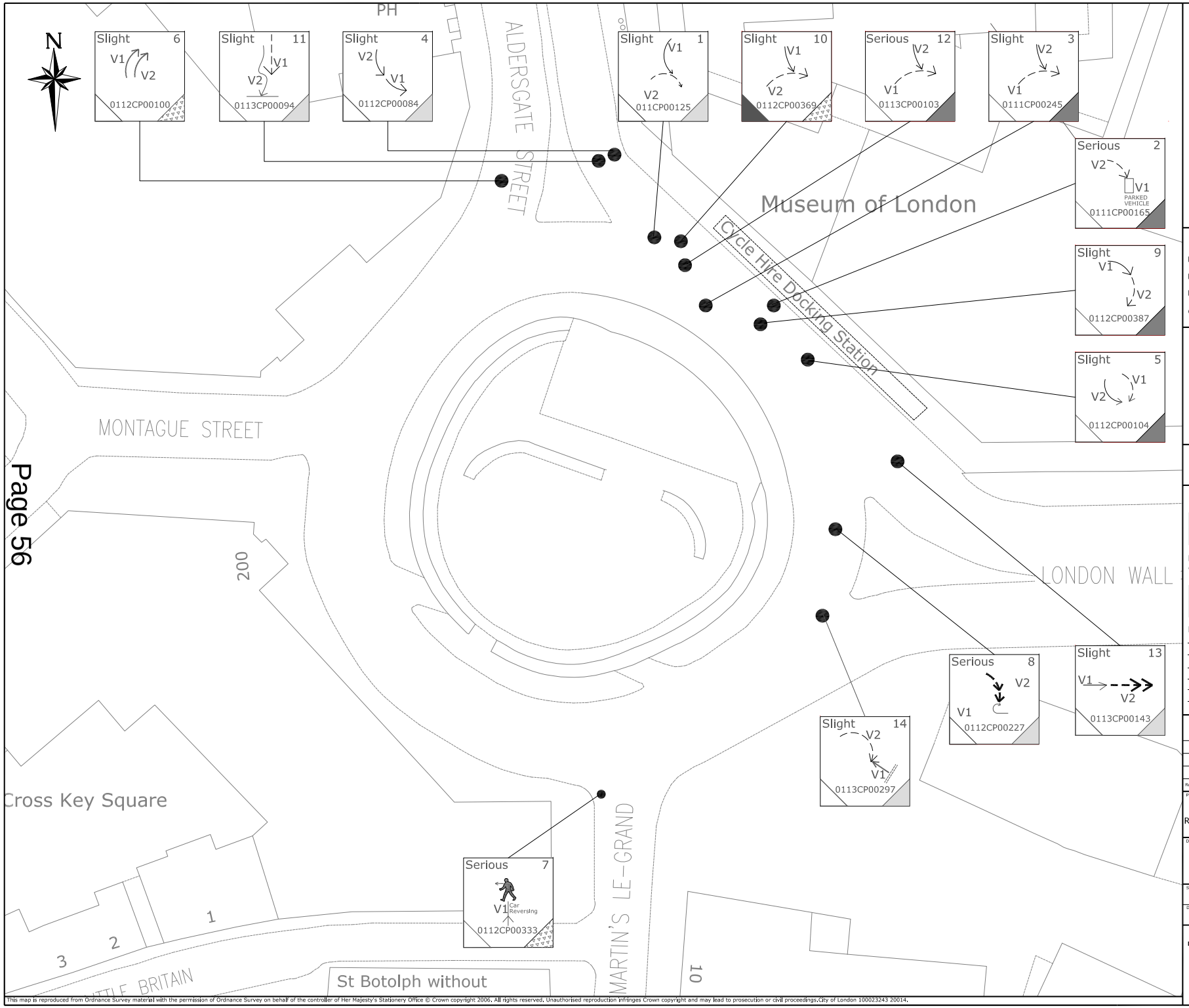
Drawing title
EXISITING LAYOUT

Scale	Original drawing size	Date
NTS	A4	Sept 2014
Drawn	Checked	Approved
RKM	SL	SL

DEPARTMENT OF THE BUILT ENVIRONMENT
City of London Corporation
PO Box 270
Guildhall
London EC2P 2EJ
020 7332 1710

CITY OF LONDON

Drawing No.
HTM-1219-000-00-MoLR-EXISTING



KEY:

- Car direction of travel
- Pedal Cycle direction of travel
- Powered 2 Wheeler/Motorcycle direction of travel
- Pedestrian direction of travel
- Other motor vehicle: (Bus, Coach, Goods vehicles)

ACCIDENTS INVOLVING:

Pedal Cycle (55%)

Motorcycle (18%)

Pedestrian (4%)

Other motor vehicle (23%)

Weather/Road Co Conditions:

Light, Wet, Dark, Dry

APPENDIX: B

ACCIDENT SEVERITY

FATAL	SERIOUS	SLIGHT
0	4	10

LIGHTING AND ROAD SURFACE CONDITIONS

LIGHT/DRY	LIGHT/WET	DARK/DRY	DARK/WET
11	2	0	1

MAIN ACCIDENT CAUSATION FACTORS

- Failing to give way/turning into vehicles path
- Failing to look properly
- Failing to judge other persons path/speed
- Passing too close to cyclist
- Careless / Reckless / In a hurry
- Poor turn or manoeuvre

Rev	Date	Revision detail	Drawn	Checked	Approved

Project

MUSEUM OF LONDON
ROAD DANGER REDUCTION MEASURES

Drawing title

3 YEARS TO DECEMBER 2013
COLLISIONS PLOT

Scale	Original drwg size	Date
1:500	A4	Sept 2014
Drawn	Checked	Approved
RKM	SL	SL

Drawing No. / Rev. No.: HTM-1219-000-03 SD

DEPARTMENT OF THE BUILT ENVIRONMENT
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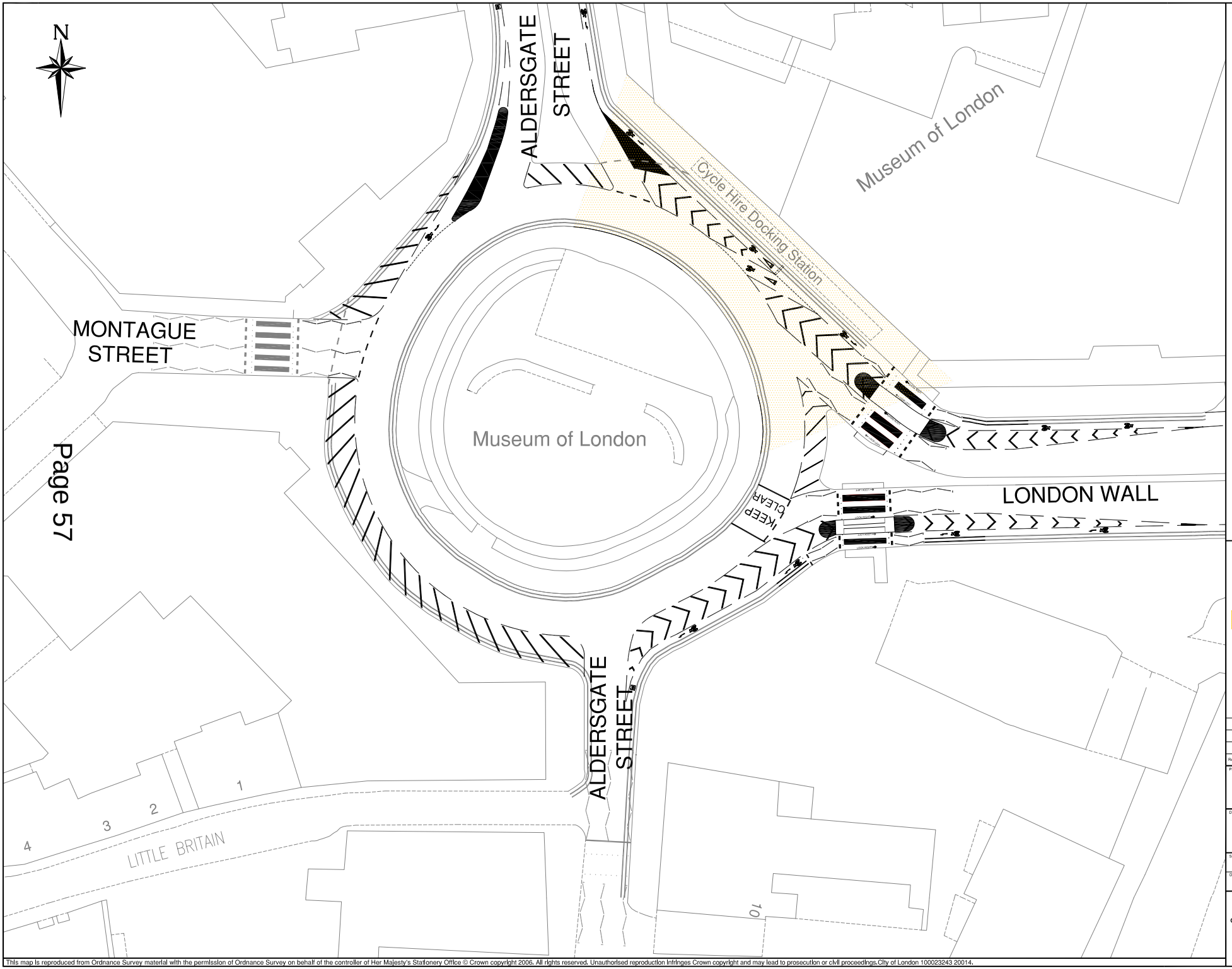

APPENDIX: C

KEY

Proposed improved lighting for covered highway

Rev	Date	Revision detail	Drawn	Checked	Approved

Project: MUSEUM OF LONDON ROAD DANGER REDUCTION MEASURES

Drawing title: PROPOSED LAYOUT

Scale	Original drop-size	Date
NTS	A4	Sept 2014
Drawn	Checked	Approved
RKM	SL	SL

Drawing No.: HTM-219-500-01 MoLR PROPOSED

DEPARTMENT OF THE BUILT ENVIRONMENT
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CITY OF LONDON

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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub	20/10/2014 05/11/2014	
Subject: 40-45 Chancery Lane (Southampton Buildings) – EE074	**Gateway 4 Detailed Options Appraisal**	**Public**
Report of: Director of the Built Environment		**For Decision**

Summary

Dashboard
***Project Status*:** Green
***Timeline*:** Gateway 5 – February 2015
***Total Estimated Cost*:** £121,182
***Spend to Date*:** £28,143
***Overall Project Risk*:** Low

Progress to date
Southampton Buildings was identified as a potential project as part of the Chancery Lane Area Enhancement Strategy, which was approved in 2009. At present, the street is a dead-end 'spur', containing some motorcycle parking. A Gateway 3 report was approved in October 2013 which gave approval to explore design options for this area, as well as several other smaller-scale projects within the Chancery Lane Enhancement Strategy area. In that report, the various schemes were ranked in order of priority; Southampton Buildings was second priority, following two, small raised crossovers on Chancery Lane itself.

Since the Gateway 3 report, the priority ranking has been revisited, with Southampton Buildings now proposed to be top priority. This proposal follows discussions with local stakeholders, most notably the developers of the adjacent Holborn Gate site which is currently being refurbished; it is anticipated that this enhancement project can be delivered to coincide with the completion of the refurbishment, currently programmed for early summer 2015.

Following the Gateway 3 approval, a design was developed in conjunction with the Chancery Lane Association (CLA), with whom the City of London has established a strong relationship. The emerging design option was then discussed with key local stakeholders, including the owners of properties fronting the street, with the initial written feedback from all stakeholders being favourable.

The current design, which has undergone design development with key stakeholders, is now presented to Members with a view to finalising the proposals and progressing to implementation.

Overview of options
The concept is based on the design outlined in the Chancery Lane Area Enhancement Strategy, taking into account the changing needs of the area since its adoption in 2009, most notably the refurbishment of Holborn Gate.

The proposed design is relatively simple, with the intention of enhancing the setting of two, contrasting frontages (the Grade II* listed former Patent Office on the south side of the street, and the 1960s Holborn Gate development to the north). This consideration of the wider 'townscape' has meant a reduction in the number of proposed trees in the design; this also allows the larger, more established tree with Staple Inn to continue to dominate the eastward view, while a new tree at the western end will serve to draw attention to the new public space.

Proposed way forward

It is proposed that Members approve the current design, with a view to refining the detail and cost estimates prior to obtaining Authority to Start Work. Further consultation will be undertaken with local stakeholders to ensure the design works for current and future users of the space. Officers will also pursue the necessary permissions to 'stop-up' the carriageway and to relocate the existing motorcycle parking.

Procurement approach

This project will be managed by officers from the Department of the Built Environment and implemented under the term contract by JB Riney who were appointed via a competitive tender and who have a track record of delivering work of a high standard. Should any specialist contractors be required, the City will appoint these directly to avoid excessive charges and to be assured of the high working standards of these contractors.

Financial implications

Description	**Option 1**
Works Costs	£96,456
Fees	£6,500
Staff Costs	£13,226
Total	**£116,182**
Tolerance +/-	£5,000
Funding Strategy	
Source	Section 106 (40-45 Chancery Lane)

Recommendations

It is recommended that Members:

- Approve the design outlined in this report;
- Approve the proposed reprioritisation of projects, with Southampton Buildings now being top priority;
- Authorise officers to pursue the necessary approvals to pedestrianise this small section of carriageway and to relocate existing motorcycle parking;
- Authorise the release of funds necessary to progress to the next Gateway (£15,323), as detailed in Section 17 of this report, and;
- Authorise the Gateway 5 (Authority to Start Work) report to be delegated to the Chief Officer.

Options Appraisal Matrix
See attached.

Appendices

Appendix 1	Sketch of the developed design option
Appendix 2	Financial tables

Contact

Report Author	Tom Noble
Email Address	tom.noble@cityoflondon.gov.uk
Telephone Number	020 7332 1057

Options Appraisal Matrix

	Option 1
1. Brief description	The highway 'spur' will be closed to traffic, with the redundant carriageway raised to footway level. A flush granite 'kerb' will be introduced to preserve the historic street character and create a visual sense of the central active space. York stone paving will be used throughout, with smaller modules used in the central area to further define the space. A new street tree will be introduced at the western end of the space to draw people towards the area. Small clusters of timber benches would be added to provide incidental seating. The distinctive red post box will remain in place.
2. Scope and exclusions	This option includes the relocation of motorcycle parking from Southampton Buildings. Alternative locations will be identified prior to obtaining Authority to Start Work.
Project Planning	
3. Programme and key dates	Finalised design and cost estimates: October 2014 – January 2015 Gateway 5 (delegated to Chief Officer): February 2015 Implementation: May 2015 – July 2015
4. Risk implications	*Risk*: Presence of sub-surface utilities impact on the design *Action*: Preliminary surveys have already been carried out, and trial holes would be used to further determine the extent of utilities *Risk*: Objections are received to the Stopping Up Order and / or other permissions *Action*: Initial consultation with local stakeholders, with further consultation and alternative motorcycle parking locations, will reduce the likelihood of objections being received

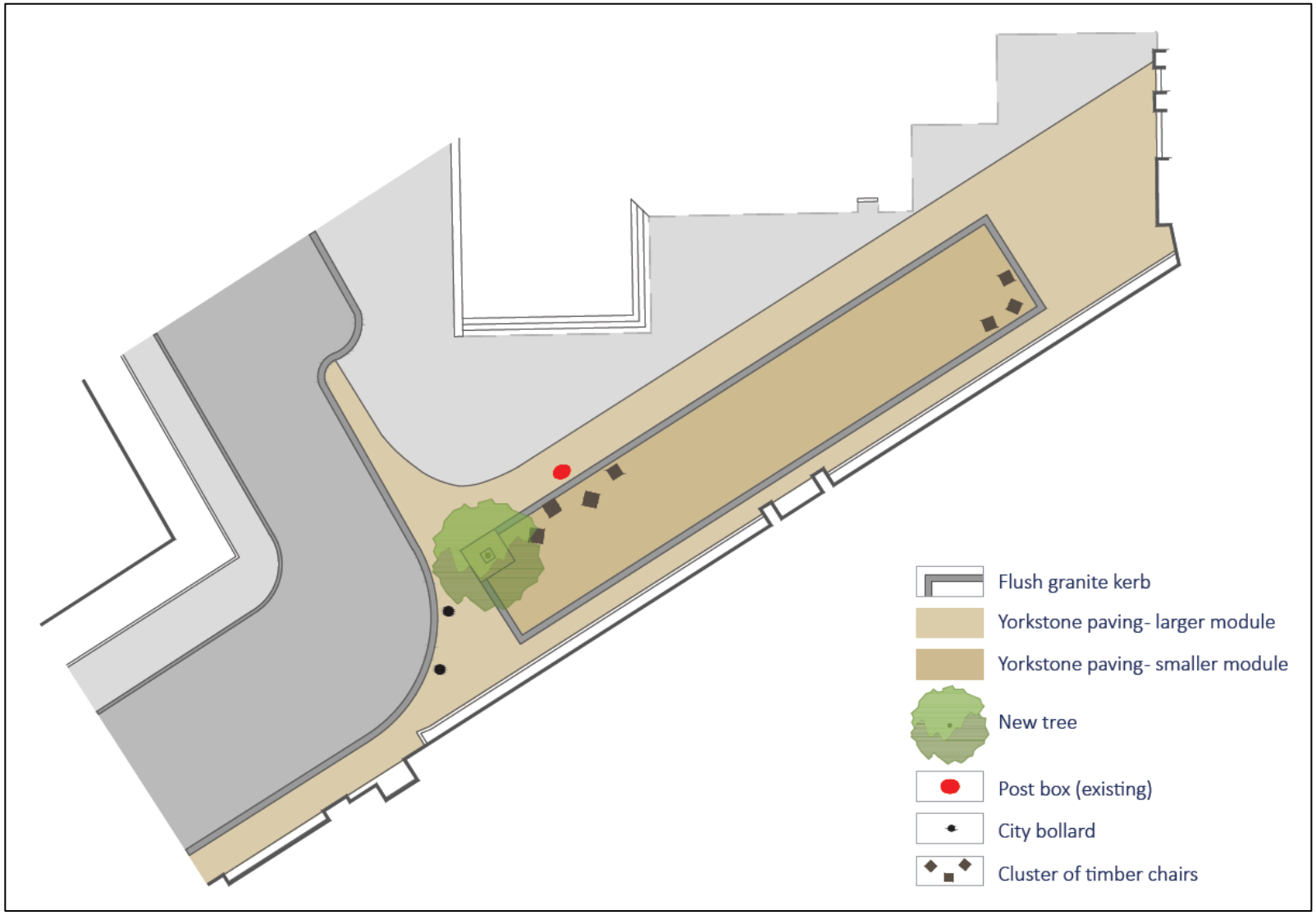
	Option 1
5. Benefits and disbenefits	Benefits: • New pedestrian space, enhancing a key pedestrian link between Chancery Lane and High Holborn; • Improved accessibility; • New street tree and seating, improving the amenity of the area; • Further progress in the delivery of the Chancery Lane Area Enhancement Strategy. Disbenefits: • Potential reduction in amount of motorcycle parking.
6. Stakeholders and consultees	• Chancery Lane Association; • Local businesses and stakeholders; • London Fire Brigade (discussions ongoing).
Resource Implications	
7. Total Estimated cost	£121,182 This figure is currently an estimate, based on the latest design, and will be refined prior to the next Gateway report. A tolerance of £5,000 has been included in the proposed budget at this stage. This figure is related to the utilities task, the costs for which are currently estimated subject to receiving more detailed estimates from the various utility companies. These estimated costs will be included in the next Gateway report.
8. Funding strategy	• Fully funded through the Section 106 agreement relating to the development at 40-45 Chancery Lane;

	Option 1
	• Any maintenance costs will be confirmed at the next stage of design, with a sum allocated through the same Section 106 agreement (see Section 9 below).
9. Ongoing revenue implications	£5,968 This will provide for the establishment of the street tree for a period of five years, in line with the Section 106 agreement. This figure is currently an estimate, and will be refined prior to the next Gateway report.
10. Affordability	This option is affordable within the funds allocated via the Section 106 agreement.
11. Procurement strategy	It is proposed to undertake the remaining design work 'in-house', and for the project to be implemented by JB Riney under the term contract for highways schemes. The City of London Procurement Service will be consulted where necessary.
12. Traffic implications	• Minor implication of Stopping Up the highway – vehicles will no longer be able to use this section of the street. There are no significant loading implications. • The existing motorcycle parking will need to be relocated, to a location yet to be determined.
13. Sustainability and energy implications	It is anticipated that all materials will be sustainably sourced in accordance with the City's agreed palette of materials.
14. Equality Impact Assessment	There are small positive improvements for most user groups, with the exception of motorcyclists whose parking will be relocated.
15. <u>Recommendation</u>	Recommended
16. Next Gateway	Gateway 5 - Authority to Start Work

	Option 1
17. Resource requirements to reach next Gateway	

Item	**Reason**	**Cost (£)**	**Funding Source**
Design work (in house)	Develop the detailed design; circulate utilities notifications	£3,500	S106
Fees	Surveys, traffic orders	£6,823	S106
Staff time (approx. 60 hours)	Manage the design process, undertake further consultation with stakeholders	£5,000	S106

Appendix 1 – Sketch of the developed design option



Appendix 2 – Financial tables

Table 1 – Spend to date

Southampton Buildings (40-45 Chancery Lane S106)	Budget	Spend & Commitments to Date	Remaining
Pre-Evaluation P&T Fees	£15,300.00	£8,122.50	£7,177.50
Pre-Evaluation P&T Staff Costs	£20,500.00	£20,020.20	£479.80
Pre-Evaluation Env Serv Staff Costs	£1,500.00	£0.00	£1,500.00
Pre-Evaluation (16800077) Total	**£37,300.00**	**£28,142.70**	**£9,157.30**

Table 2 – Resources required to reach Gateway 5

Southampton Buildings (40-45 Chancery Lane S106)	Current Budget	Adjustment	Proposed Revised Budget (to reach Gateway 5)
Pre-Evaluation P&T Fees	£15,300.00	£6,823.00	**£22,123.00**
Pre-Evaluation P&T Staff Costs	£20,500.00	£5,000.00	**£25,500.00**
Pre-Evaluation Env Serv Staff Costs	£1,500.00	£3,500.00	**£5,000.00**
Pre-Evaluation (16800077) Total	**£37,300.00**	**£15,323.00**	**£52,623.00**

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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee Projects Sub	20/10/2014 05/11/2014	
Subject: Ludgate Hill crossing – EE070	**Gateway 4/5 Detailed Options Appraisal & Authority to Start Work**	**Public**
Report of: Director of the Built Environment		**For Decision**

Summary

Dashboard
***Project Status*:** Green
***Timeline*:** Trial to commence approx. February 2015
***Total Estimated Cost*:** £178,478
***Spend to Date*:** £72,199
***Overall Project Risk*:** Low

Progress to date
Following the approval of the Gateway 3 report in October 2013, and the subsequent approval in January 2014 to develop the project utilising Section 106 funding (instead of Transport for London (TfL) funding), officers have developed three design options for the trial of the signalised crossing. These options are set out below. A trial of a signalised crossing was proposed in order to determine the success of the crossing, with the option to revert back to a zebra crossing should this be deemed preferable.

Although the installation will be temporary, the location of the new crossing on London's Strategic Road Network necessitates obtaining approval from Transport for London's Network Management team to install traffic signals. This process requires some traffic modelling to ensure that TfL are satisfied with the proposals.

The City has held discussions with various stakeholders (City of London Police, TfL, St Paul's Cathedral, and the Pageantmaster to the Lord Mayor's Show) to ensure that the design of the crossing is acceptable. Feedback to date has been favourable in this regard.

Overview of options
Three options have been developed for the trial crossing. All options provide sufficient space for pedestrians to accumulate on the southern footway, although the options vary in the level of amenity offered. All options also involve a small build-out on the northern footway which serves to better align the profile of the footway with the new road layout.

The first option (Appendix 1) involves:
- The minimum build-out required on the southern footway to accommodate pedestrians, in temporary material (i.e. mastic asphalt);
- Constructing directly on to the existing kerb line, so that the build-outs can be removed and the current layout reinstated.

Option 2 (Appendix 2) involves:

- A more substantial build-out on the southern footway, providing more circulation space for pedestrians and a gentler profile for westbound vehicles;
- As with Option 1, constructing directly on to the existing kerb line.

The recommended third option (Appendix 3) involves:

- The same, more substantial build-out as described above for Option 2;
- Using permanent materials (i.e. York stone) to provide an improved aesthetic appearance, retaining the new kerb layout at the end of the trial.

Option 3 is recommended as it provides the benefit of permanent improvement to the public realm in the area, regardless of the type of crossing provided. The widened footway will remain in place with either a signalised or a zebra crossing, allowing more circulation space for pedestrians whilst still accommodating road traffic in both directions.

Option 3 will also reduce the amount of overall impact of disruption caused by the works, as there will be no requirement to remove the footway infrastructure at the end of the trial. The benefits of the footway widening will continue to be felt following the culmination of the trial, and will better serve pedestrians regardless of the type of crossing that is ultimately preferred.

Proposed way forward

It is proposed to develop Option 3 (i.e., wider build-out in permanent materials) with a view to conducting the trial for 12 months, commencing in February 2015 subject to TfL being satisfied with the proposals. At the conclusion of the trial, the results will be reported back to Members, at which point a decision will be taken on whether to retain the signalised crossing, or return to the previous zebra crossing.

Procurement approach

Consultants have been appointed to undertake modelling via a waiver approval, which was obtained by this Committee on 9 June 2014. It is further proposed to undertake the remaining design work ‘in-house’, and for the project to be implemented by JB Riney under the term contract for highways schemes. Transport for London will supply and install the signalling equipment, which will tie into the SCOOT control system (which is capable of optimising traffic signal timings according to current traffic demand).

Financial implications

A summary of the financial implications is contained in the table shown overleaf (on a new page for clarity).

Description	Option 1	Option 2	Option 3
Installation			
Works Costs	£78,554	£90,362	£119,003
Fees	£18,425	£18,425	£18,425
Staff Costs	£13,000	£15,000	£18,000
Sub-total	***£109,979***	***£123,787***	***£155,428***
De-installation			
Works Costs	£34,350	£37,950	£8,050
Staff Costs	£8,000	£9,000	£5,000
Sub-total	***£42,350***	***£46,950***	***£13,050***
Grand total	**£152,329**	**£170,737**	**£168,478**
Provision for utilities diversions	£10,000	£10,000	£10,000
Funding Strategy			
Source	Section 106	Section 106	Section 106

The table above includes a separate set of costs related to the removal of the temporary infrastructure. These costs are significantly lower for Option 3 owing to the permanent footway build-out.

A provision of £10,000 is included owing to the potential variation in utilities costs following the receipt of refined estimates from the various utility companies.

It has now become apparent that additional TfL Local Implementation Plan (LIP) funding, of up to £50,000, may become available before the end of the 2014/15 financial year. Should this be forthcoming, it would enable the costs of delivering the project to be partially recovered. It is proposed that Members give delegated authority to Officers to pursue this funding, and incorporate it into the budget should it become available. Members will be provided with an update should the funding become available.

Recommendations

It is recommended that Members:

- Approve Option 3, with the trial results reported back to Members for a decision on the permanent crossing type in due course;
- Authorise the start of works for the purpose of undertaking a 12 month trial, based on the revised costs as set out above and in sections 7 and 18 below;
- Delegate authority to officers to pursue TfL LIP funding, and;
- Authorise the release of funds required to reach the next Gateway (£178,478) as outlined in section 18 below.

Options Appraisal Matrix
See attached.

Appendices

Appendix 1	Plan of Option 1
Appendix 2	Plan of Option 2
Appendix 3	Plan of Option 3
Appendix 4	Financial tables

Contact

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Telephone Number	020 7332 1057

Options Appraisal Matrix

	Option 1	***Option 2***	***Option 3***
1. Brief description	A small kerb build-out, providing the minimum required footway width to accommodate waiting pedestrians, using temporary materials (i.e. mastic asphalt) for the footway.	A wider kerb build-out, providing a smoother kerb line and more available space for pedestrians, using temporary materials (i.e. mastic asphalt) for the footway.	The wider kerb build-out as in Option 2, but with permanent materials (i.e. York stone) to deliver a permanent change regardless of the trial outcome.
2. Scope and exclusions	• Widened kerb can be returned to existing layout on conclusion of the trial.	• Widened kerb can be returned to existing layout on conclusion of the trial.	• Widened kerb will be retained to provide a permanent benefit to pedestrians.
Project Planning			
3. Programme and key dates	Crossing trial – February 2015 – January 2016 Gateway 6 – April 2016	Crossing trial – February 2015 – January 2016 Gateway 6 – April 2016	Crossing trial – February 2015 – January 2016 Gateway 6 – April 2016
4. Risk implications	• Insufficient pedestrian space is available – *ensure the design is developed to adequately accommodate waiting pedestrians* • Temporary materials detract from the setting of the Cathedral – *use 'semi-permanent' materials such as mastic asphalt and full signal columns*	• Temporary materials detract from the setting of the Cathedral – *use 'semi-permanent' materials such as mastic asphalt and full signal columns*	• Permanent kerb alignment does not deliver expected benefits – *design based on analysis which suggests benefits will be realised for all users*
5. Benefits and disbenefits	*Benefits* • Lower cost • Less disruption during	*Benefits* • More pedestrian amenity through wider build-out	*Benefits* • More pedestrian amenity through wider build-out

	Option 1	Option 2	Option 3
	implementation of trial crossing *Disbenefits* • Potentially inadequate space for waiting pedestrians • Some cost associated with either making the change permanent or removing the infrastructure	• Lower cost than Option 3 (but more than Option 1) *Disbenefits* • Some cost associated with either making the change permanent or removing the infrastructure	• Permanent enhancement regardless of the outcome of the trial • Minimal cost associated with removing the infrastructure *Disbenefits* • Greater cost of removing the build-out if this is deemed necessary
6. Stakeholders and consultees	• Transport for London • City of London Police • St Paul's Cathedral • Pageantmaster	• Transport for London • City of London Police • St Paul's Cathedral • Pageantmaster	• Transport for London • City of London Police • St Paul's Cathedral • Pageantmaster
Resource Implications			
7. Total Estimated cost	£152,329	£170,737	£168,478
8. Funding strategy	Section 106 (30 Old Bailey). Additional TfL Local Implementation Plan (LIP) funding, of up to £50,000, may become available before the end of the 2014/15 financial year. Should this be forthcoming, it would enable the costs of delivering the project to be partially recovered.	Section 106 (30 Old Bailey). Additional TfL Local Implementation Plan (LIP) funding, of up to £50,000, may become available before the end of the 2014/15 financial year. Should this be forthcoming, it would enable the costs of delivering the project to be partially recovered.	Section 106 (30 Old Bailey). Additional TfL Local Implementation Plan (LIP) funding, of up to £50,000, may become available before the end of the 2014/15 financial year. Should this be forthcoming, it would enable the costs of delivering the project to be partially recovered.
9. Ongoing revenue	There would be a small	There would be a small	There would be a small

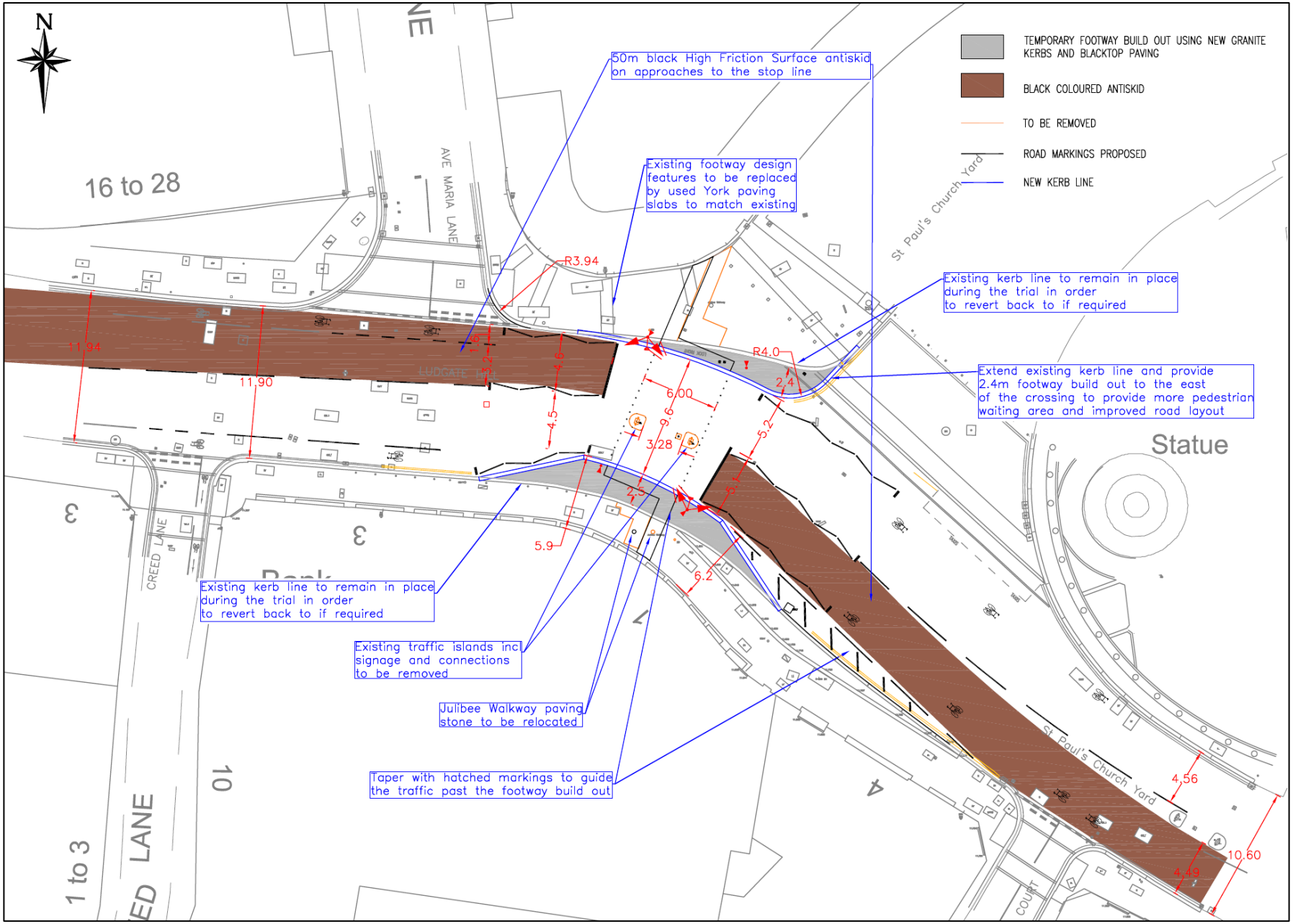
	Option 1	*Option 2*	*Option 3*
implications	maintenance cost associated with the increased footway area (approx. £500), which will be contained within current local risk budgets. Should the traffic signals be retained, these would be maintained by TfL.	maintenance cost associated with the increased footway area (approx. £500), which will be contained within current local risk budgets. Should the traffic signals be retained, these would be maintained by TfL.	maintenance cost associated with the increased footway area (approx. £500), which will be contained within current local risk budgets. Should the traffic signals be retained, these would be maintained by TfL.
10. Affordability	Fully externally funded through the Section 106 agreement.	Fully externally funded through the Section 106 agreement.	Fully externally funded through the Section 106 agreement.
11. Procurement strategy	The works will be undertaken by JB Riney under the Highways term contract. The signal works will be undertaken by TfL.	The works will be undertaken by JB Riney under the Highways term contract. The signal works will be undertaken by TfL.	The works will be undertaken by JB Riney under the Highways term contract. The signal works will be undertaken by TfL.
12. Legal implications	None.	None.	None.
13. Traffic implications	The purpose of the trial is to assess the impacts of a signalised pedestrian crossing on all users, including vehicle traffic. The results of the trial will be reported to Members in due course.	The purpose of the trial is to assess the impacts of a signalised pedestrian crossing on all users, including vehicle traffic. The results of the trial will be reported to Members in due course.	The purpose of the trial is to assess the impacts of a signalised pedestrian crossing on all users, including vehicle traffic. The results of the trial will be reported to Members in due course.
14. Sustainability and energy implications	The materials used will conform to the City's agreed palette.	The materials used will conform to the City's agreed palette.	The materials used will conform to the City's agreed palette.
15. Equality Impact Assessment	It is anticipated that there will be a small benefit for all user groups. The impact on road users will be assessed during the trial period.	It is anticipated that there will be a small benefit for all user groups. The impact on road users will be assessed during the trial period.	It is anticipated that there will be a small benefit for all user groups. The impact on road users will be assessed during the trial period.

	Option 1	*Option 2*	*Option 3*
16. <u>Recommendation</u>	**<u>Not recommended</u>**	**<u>Not recommended</u>**	**<u>Recommended</u>**
17. Next Gateway	Gateway 6 – update report	Gateway 6 – update report	Gateway 6 – update report

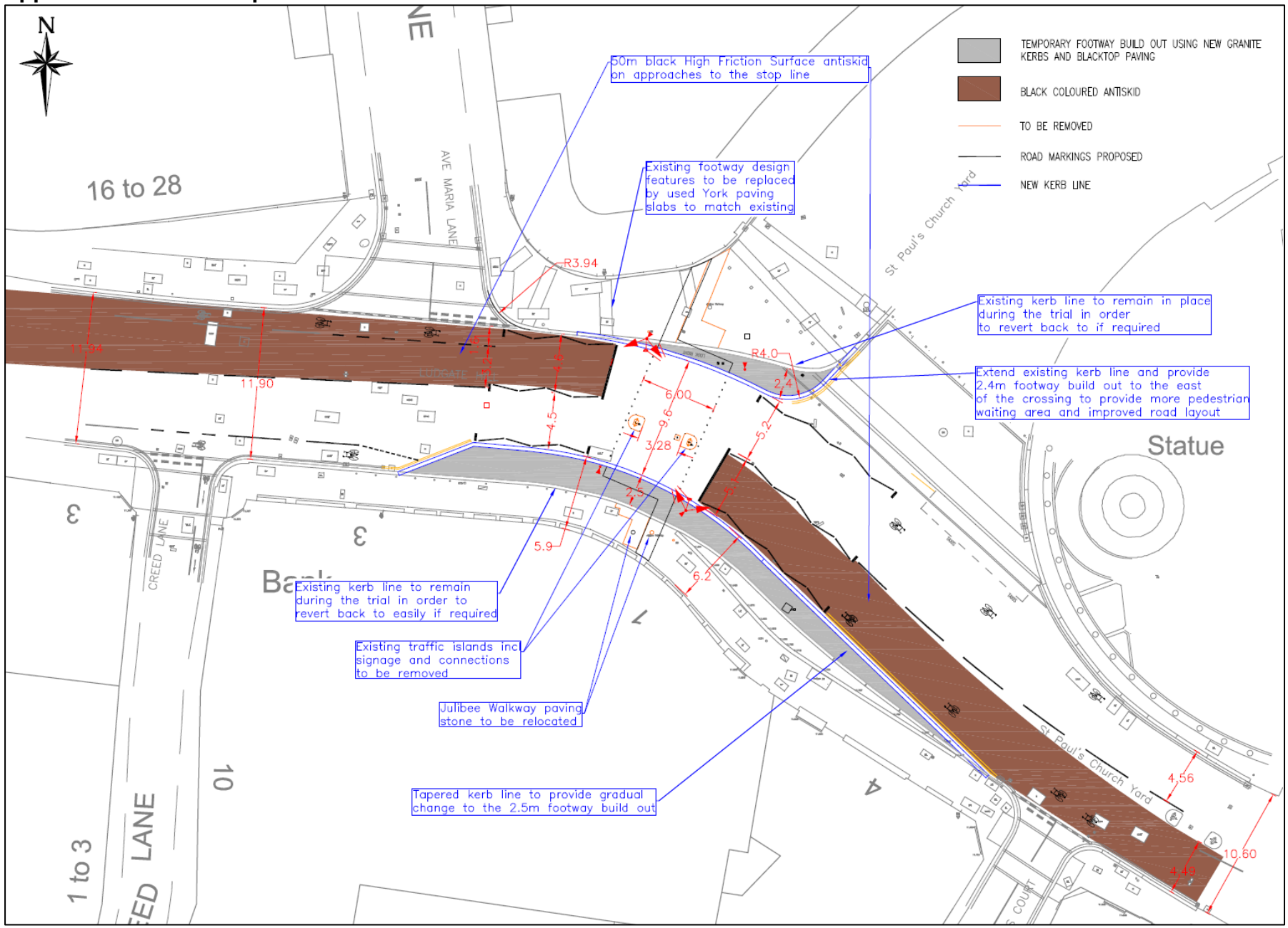
18. Resource requirements to reach next Gateway

Item	**Reason**	**Cost (£)**	**Funding Source**
Works	Required to deliver the changes.	127,053	S106
Fees	Traffic Modelling and monitoring of the trial crossing, as required by TfL.	18,425	S106
Staff costs	• Detailed design and supervision of implementation and de-installation; • Management and supervision of the project and consultants over the next 12 months, including writing of next report.	16,000 7,000	S106
Tolerance	Potential variation in utility costs.	10,000	S106

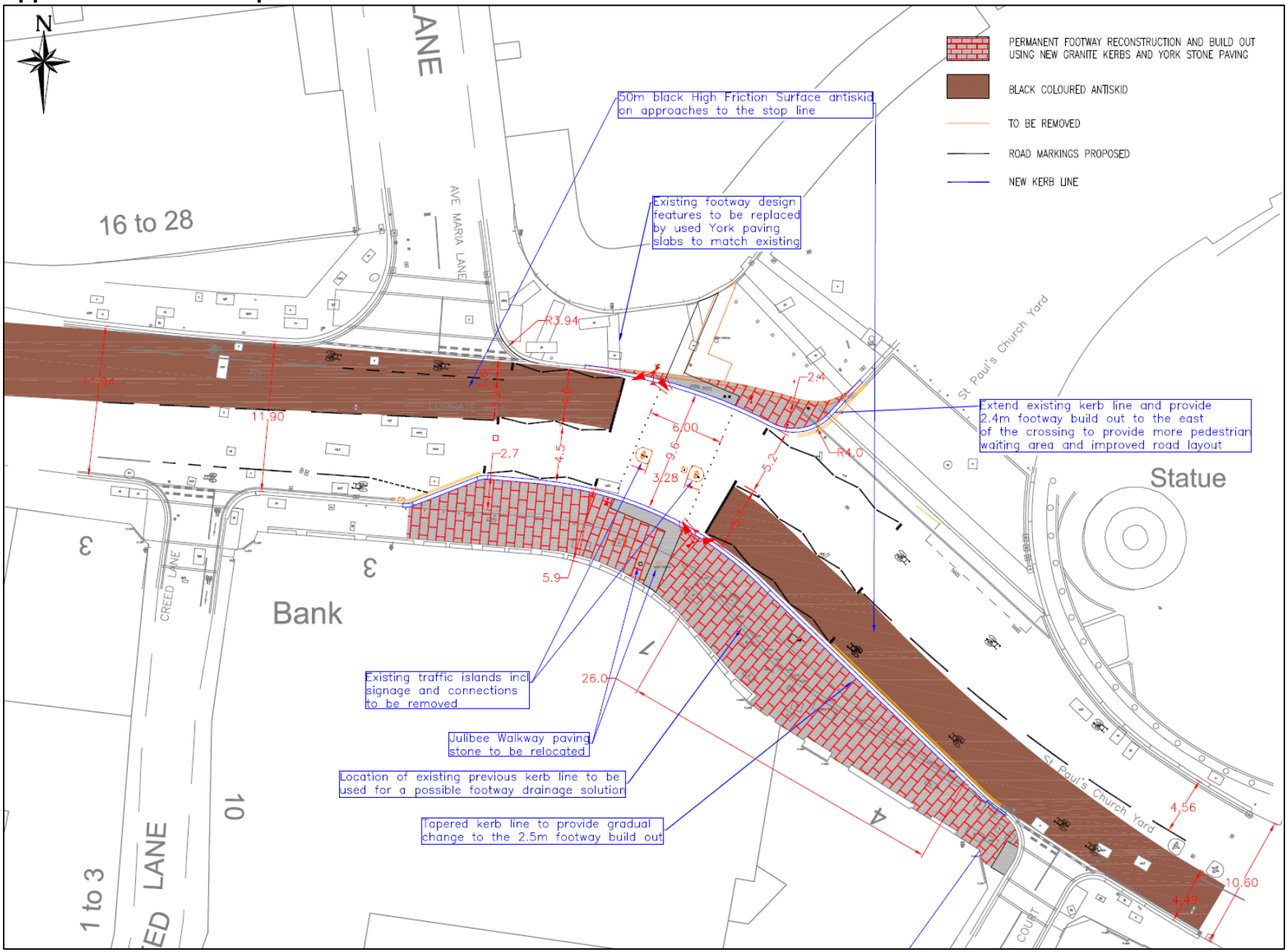
Appendix 1 – Plan of Option 1



Appendix 2 – Plan of Option 2



Appendix 3 – Plan of Option 3



Appendix 4 – Financial tables

Table 1 – spend to date

Ludgate Hill (30 Old Bailey S106)	Budget	Spend & Commitments to Date	Remaining
Project Number - 16800063			
Pre-Evaluation P&T Fees	£3,600.00	£3,600.00	£0.00
Pre-Evaluation P&T Staff Costs	£17,189.13	£17,189.13	£0.00
P&T Fees	£25,648.00	£25,622.50	£25.50
P&T Staff Costs	£28,362.87	£25,787.57	£2,575.30
Env Serv Staff Costs	£2,500.00	£0.00	£2,500.00
Temporary Crossing Works	£56,352.00	£0.00	£56,352.00
Grand Total	**£133,652.00**	**£72,199.20**	**£61,452.80**

Table 2 – proposed budgets

Ludgate Hill (30 Old Bailey S106)	Current Budget	Adjustment	Proposed Revised Budget
Project Number - 16800063			
Pre-Evaluation P&T Fees	£3,600.00	£0.00	**£3,600.00**
Pre-Evaluation P&T Staff Costs	£17,189.13	£0.00	**£17,189.13**
Pre-Evaluation Sub-Total	**£20,789.13**	**£0.00**	**£20,789.13**
P&T Fees	£25,648.00	-£25.50	**£25,622.50**
Traffic Modelling	£0.00	£18,425.00	**£18,425.00**
Fees Sub-Total	**£25,648.00**	**£18,399.50**	**£44,047.50**
P&T Staff Costs	£28,362.87	£12,424.70	**£40,787.57**
Env Serv Staff Costs	£2,500.00	£5,500.00	**£8,000.00**
Staff Cost Sub-Total	**£30,862.87**	**£17,924.70**	**£48,787.57**
Temporary Crossing Works	£56,352.00	£56,876.00	**£119,003.00**
De-Installation Works	£0.00	£8,050.00	**£8,050.00**
Works Sub-Total	**£56,352.00**	**£64,926.00**	**£127,053.00**
Tolerance	**£0.00**	**£10,000.00**	**£10,000.00**
Grand Total	**£133,652.00**	**£111,250.20**	**£250,677.20**

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