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Committees: Streets & Walkways Sub-committee (For Decision) Planning & Transportation Committee (For Information) Projects & Procurement Sub-Committee (For Information)	Dates: 16 September 2025 21 October 2025 14 October 2025
Subject: Aldgate to Blackfriars Cycleway Unique Project Identifier: 699	Gateway 3/4 Regular Progress Report
Report of: Executive Director Environment Report Author: Albert Cheung, Street Space Planning	For Information
PUBLIC	

1. Status update	Project Description: 1.1 The Transport Strategy identifies a core network of cycling routes in the City. To be delivered in phases, it aims to make the Square Mile a safe, attractive, and accessible place for people to cycle by applying a minimum standard for cycling provision. 1.2 In October 2024, the Streets & Walkways Sub-committee approved the Aldgate to Blackfriars Cycleway Gateway 3/4 report. This included proposals for two-way protected cycle lanes on Queen Victoria Street along the northern kerbside between Puddle Dock and Friday Street, with people cycling separated from traffic by central islands. 1.3 This side of Queen Victoria Street was selected because it has the least number of side streets and vehicle accesses and was therefore considered the most optimal for safety and quality. Parking for disabled and coach users has been retained but the bays on the northern kerbside are displaced to the southern side of Queen Victoria Street and Friday Street. 1.4 Bus stop bypasses, also known as a floating bus stop,
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	have been incorporated into design. This is where a protected cycle lane runs between the pavement and the bus stop. The primary purpose of a bus stop bypass is to continue the protection for people cycling from motorised vehicles by maintaining the cycle track through the bus stop area. People boarding or alighting from the bus do so using an island which is accessed by crossing the cycle lane/s. 1.5 Along all other sections of the Aldgate to Blackfriars Cycleway, conventional single direction protected cycle lanes on each side of the road are provided. Where traffic volumes are low enough and considered safe, people cycling will mix with motorised vehicles. 1.6 The whole route has been assessed and designs developed to meet current design guidance and standards, which aim to ensure that no one feels excluded from cycling due to safety concerns. The cycleway scheme layout plan is shown in Appendix 1. 1.7 Transport for London (TfL) cycleway funding is available to schemes which meet TfL's new cycle route quality criteria. To date, TfL has fully funded the evaluation and design development through grants provided to the City Corporation. The current design, which includes fully protected cycle lanes, meets TfL's requirements. 1.8 TfL confirms and releases cycleway funding in stages. Future funding for detailed design and traffic modelling will depend on the outcomes and approvals of this report (in terms of whether the cycleway design continues to meet TfL's quality criteria). Currently, the exclusion of bus stop bypasses would fall short of providing fully protected cycle lanes where they are needed to meet TfL's requirements and therefore would not be successful in obtaining future TfL cycleway funding. 1.9 While TfL have indicated that they will continue to fund the project, subject to it meeting their design standards, the City Corporation is expected to match fund the cycleway's construction. This contribution is likely to come from OSPR or CIL funding. This funding strategy remains subject to a future bid and approval through the Priorities Board / RASC. As the OSPR and CIL funds are currently fully committed, future funding will only be possible as and when opportunities and circumstances allow. An extension to the project programme is expected to enhance the likelihood of a successful funding bid, as it would allow time for the OSPR and CIL funds to build up.
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	RAG Status: Green at last report to Committee Risk Status: Medium at last report to committee Total Estimated Cost of Project (excluding risk): £4.0-£4.5M Spend to Date: £323,188 (fully funded by TfL) Costed Risk Provision Utilised: None
2. Key points to note	Next Gateway: Gateway 5 - Authority to Start Work (Regular) Key Points: • Following Gateway 3/4 approval, a public consultation on the cycleway scheme was carried out. Overall, the public consultation results show 79% of participants (466 respondents) expressed a positive view on the proposed changes to deliver the cycleway, whilst 18% of consultation participants (106 respondents) expressed a negative view and 3% of consultation participants were neutral. • A bus stop bypass is an essential facility for delivering continuous protected cycle lanes, which are critical to creating a safe, attractive and inclusive cycle route. They enable more people, including women, children, and some disabled people to cycle. However, bus stop bypasses do cause difficulties for other groups, particularly visually impaired people, who may feel excluded from safely accessing the bus stop. • The focus group of disabled people was overall supportive of the cycleway proposals, however, there was concern that bus stop bypasses do cause difficulty for visually impaired people. Concerns about the impact of the bus stop bypasses, particularly on people who are blind and visually impaired were also raised by the Royal National Institute of Blind People (RNIB) and the National Federation of Blind People UK (NFBUK). • The analysis of the latest collision data available showed that there was not a significant collision issue along the proposed cycle route. In 2024, traffic counts on Queen Victoria Street recorded two-way motorised vehicle volumes of over 600 vehicles per hour during both the morning and evening peak periods. These volumes exceed the design guidance threshold for which protected space for cycling is required. • In June 2025, a Members' briefing was held at which representatives from a range of stakeholder groups

	discussed the implications of bus stop bypasses. Organisations representing blind people called for the delivery of bus stop bypasses to be stopped or deferred until new guidance is published and a fully inclusive solution identified. In contrast, other groups, including those representing disabled people who use a cycle as a mobility aid, expressed support for progressing with the delivery of the cycleway without delay. • The Aldgate to Blackfriars Cycleway equalities impact assessment has been updated following extensive stakeholder engagement. The outcome has indicated that, while there are negative impacts, these do not constitute unlawful discrimination, and the cycleway proposal is considered to be objectively justified. • Five options have been considered for taking the Cycleway project forward. These range from proceeding as proposed to cancelling the project due to the implications of bus stop by passes. • London and national guidance on bus stop bypasses is currently being updated, with publication expected in early 2026. A short pause to the project to allow for the release and review of this updated guidance, ensures the cycleway scheme is aligned, is considered reasonable and responsible. Requested Decisions: Members of the Streets and Walkways Sub-committee are asked to: 1. Agree to defer the project (Option 2) until updated guidance on bus stop bypasses is published, as detailed in Section 6.
3. Reporting period	Between November 2024 and September 2025
4. Progress to date	<u>Public Consultation</u> 4.1 A public consultation on the proposals for the Aldgate to Blackfriars Cycleway opened on 9 December 2024 and ran for nine weeks, with the online survey closing on Sunday 9 February 2025. Commonplace, a specialist consultant was commissioned to host the public consultation. The online consultation survey page was viewed over 6,500 times and resulted in over 1,200 survey contributions, made by over 560 people.

4.2 Engagement prior and during the consultation included:

- Pre-engagement meetings with key stakeholders, including affected local occupiers, London Cycling Campaign and Transport for London.
- Promotion via Business Improvement Districts.
- Email communication to stakeholders and interest groups.
- 2,100 leaflets distributed to building occupiers along the proposed cycle route.
- 30 large on-street publicity posters.
- Drop-in sessions where the public could discuss the proposals with the project team.

4.3 The public consultation received a high proportion of responses from people who cycle as well as a significant proportion of respondents that did not specify what mode(s) of transport they use. Responses have been separated in the summary below.

4.4 The online consultation split the proposed cycleway into four sections.

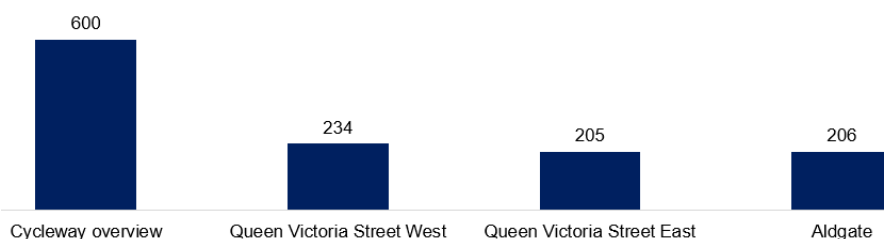
- Queen Victoria Street - west (western section)
- Queen Victoria Street - east (eastern section)
- Aldgate
- Whole route overview

4.5 This enabled people to provide feedback on a specific area of interest, different areas or to comment on the whole cycle route.

4.6 A breakdown of the 1,245 survey contributions by area, made by over 560 people (some people made more than one contribution) is shown in Chart 1 below.

Chart 1: Public Consultation Survey Contributions (1,245 contributions)

n=1,245



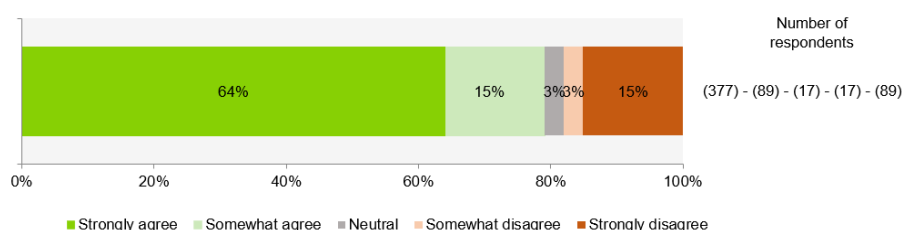
4.7 In addition to the questions on the four sections of the cycle route, each respondent was also asked a series of optional demographic and travel questions.

4.8 The consultation responses for the three sections (Queen Victoria Street west, Queen Victoria Street east and Aldgate) were consistent with responses on the cycleway overview which are discussed in paragraphs 4.19 to 4.30. The results for each of the three sections can be found in Appendix 2.

Cycleway Overview – consultation findings

4.9 This referred to the whole cycleway between Aldgate and Blackfriars.

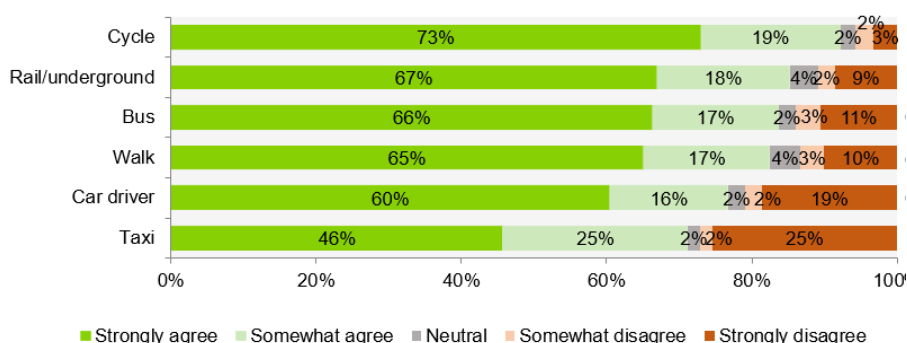
Chart 2: Levels of agreement with the proposed changes (589 respondents)



4.10 The results show 79% of consultation participants (466 respondents) expressed a positive view of the proposed changes to deliver the cycleway, whilst 18% of consultation participants (106 respondents) expressed a negative view and 3% of consultation participants were neutral.

4.11 Analysis has been carried out to examine how agreement with the proposed changes varied based on respondents' reported modes of travel. Respondents were able to select multiple modes of transport. However, certain travel modes, such as private hire vehicle drivers and passengers, motorcyclists, and van or lorry drivers, had too few responses to support meaningful analysis.

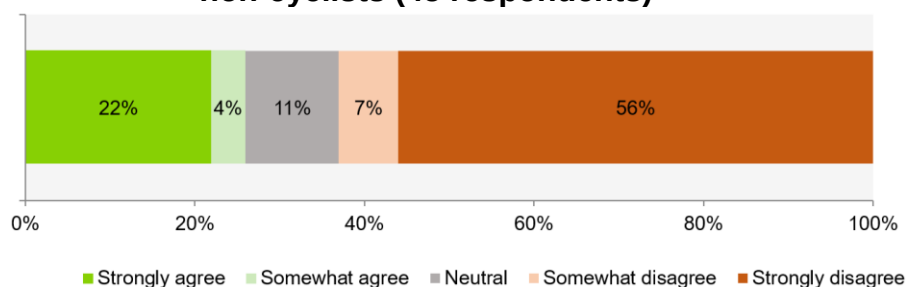
Chart 3: Agreement with the proposed changes by travel mode (326 respondents)



4.12 Noting that people could select multiple answers, Chart 3 shows there was agreement for the proposed changes across all modes of travel. Support was highest among those who cycle (92% or 259 respondents), followed by users of rail/underground (85% or 219 respondents), bus users (84% or 174 respondents), and people who walk (82% or 222 respondents). In contrast, opposition was limited. While still supportive overall, 21% of those identifying as car drivers (9 respondents) and 27% of taxi users (16 respondents) expressed disagreement with the proposed changes.

4.13 Further analysis considered responses from those who did not select cycling as a mode of travel. The number of people who answered the mode of travel question and do not cycle is comparatively low with 45 respondents. Chart 4 below shows their level of agreement.

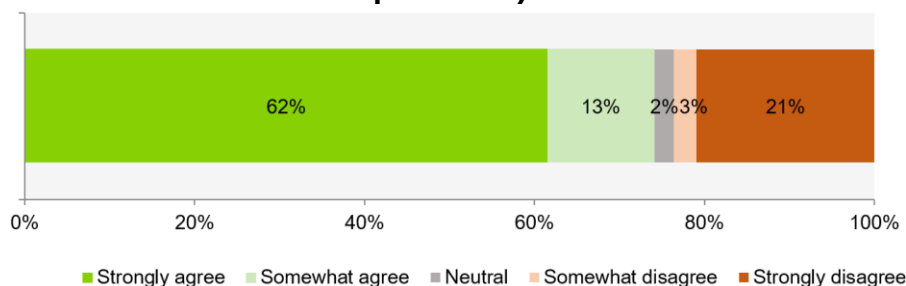
Chart 4: Agreement with the proposed changes from non-cyclists (45 respondents)



4.14 Over 60% (28 respondents) disagreed with the proposed changes. For many, this disagreement was strong. In contrast, just 26% (12 respondents) agreed, while 11% expressed a neutral opinion.

4.15 263 respondents did not provide an answer for how they travelled through the area. This is a significant proportion, 45% of the total number of consultation participants. Chart 5 below shows the levels of agreement with the proposed changes for respondents with an unspecified travel mode.

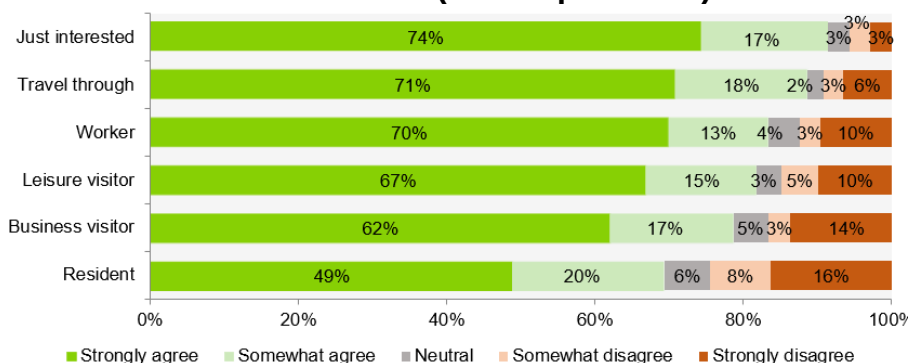
Chart 5: Agreement with the proposed changes for those not answering the travel mode question (263 respondents)



4.16 75% of consultation participants (197 respondents) who did not specify a travel mode, agreed with the proposed changes. For many, this agreement was strong. 24% (63 respondents) disagreed, while 3 respondents expressed a neutral opinion.

4.17 Analysis has also been carried out to examine how agreement with the proposed changes varied based on respondents' relationship to the area. Respondents were able to select multiple relation types, where applicable. However, certain types, such as business owners, drivers/riders, and students, had too few responses to support meaningful analysis.

Chart 6: Agreement with the proposed changes by relation to the area (358 respondents)

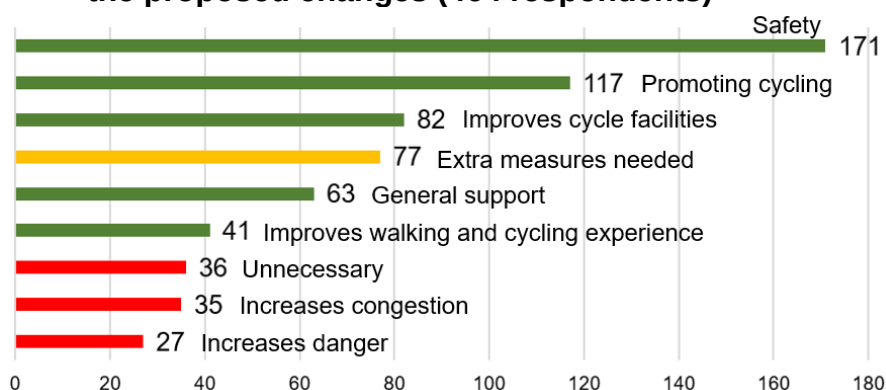


4.18 Chart 6 shows agreement for the scheme consistently above 65%. The highest level of

disagreement was from local residents with 24% disagreeing with the proposed changes.

4.19 464 respondents provided additional comments. Some respondents made more than one comment. The key themes emerging from these comments and the number of comments made are shown in Chart 7 below. Those responses in green, amber and red represents favorable, neutral or negative views of the proposals respectively.

Chart 7: Reason for supporting or not supporting the proposed changes (464 respondents)



4.20 Among the 77 respondents who mentioned that extra measures were needed, 14 responses called for an alternative to the proposed bus stop bypasses, due to safety concerns for people walking or wheeling who would need to cross the cycle track to access the bus stop. Similar concerns were also received in a letter from the Royal National Institute of Blind People (RNIB). The National Federation of the Blind UK (NFBUK) did not respond directly to the consultation but contacted Members to highlight their concerns about bus stop bypasses.

4.21 In addition to the consultation survey, a letter was received from the City of London School, which raised concerns regarding changes to the coach parking. These concerns were subsequently resolved following a meeting with the school. The College of Arms also raised concerns about the potential impact of the cycle track on their access and property. However, officers consider that these matters can be addressed during the detailed design stage of the scheme.

Accessibility Review

4.22 Transport for All, a pan-disability disabled-led organisation supporting inclusive transport, were commissioned to undertake an accessibility review of the Aldgate to Blackfriars Cycleway. The review included focus group engagement with disabled people and local stakeholders, and an independent accessibility design review. The findings are summarised below.

4.23 The focus group with disabled people was attended by 10 people (both online and in person), who reviewed the cycleway proposals from a variety of perspectives, taking a pan-disability approach. Reviewing the proposal plans and cycleway visualisations, the focus group discussed current and potential barriers, with their lived experience at the centre of the conversations. A summary of the focus group feedback is provided in Table 4.1 below. Full details are included in Appendix 3

Table 4.1 – Lived Experience Focus Group - Feedback

Topic	Description
Navigation and Wayfinding	Accessible wayfinding for neurodivergent and blind people. Signage should be consistent and at an accessible height Use materials and infrastructure with high colour contrast and tactile wayfinding features.
Physical Design and Infrastructure	Shared walking and cycling areas are problematic particularly for disabled people. Support for dedicated protected cycle lanes which allow adapted cycles and mobility scooters. Preference varies between bollards, kerbs, and concrete separators but agreement on physical separation reduces risk and improves clarity.
Safety and Risk Mitigation	Speed and quiet operation of cycles and scooters were major safety risks, especially for blind/visually impaired people.

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			Poorly designed junctions and bus stop bypasses increase safety risk, particularly in shared areas. Suggested mitigations included: audible crossings, tactile paving, speed limits, visual cues for safe crossing, countdown timers, good lighting, and safe refuge zones at crossings.
	Public Education and Behaviour		Support for education campaigns, especially around bus stop bypasses, cycleway rules, and use of mobility devices in cycle lanes. Need for considerate cycling. Better understanding / signage on who (mobility scooters) can use cycleways. Regulation of rental e-bike parking and speed enforcement
	Environment and Accessibility Barriers		Pavements and drop kerbs blocked with parked rental e-bikes Inadequate lighting, poor maintenance of tactile paving, and improperly placed greenery were flagged as hazards Planters, trees, and soft landscaping are welcome but must not compromise accessibility
4.24 Only two organisations responded to the invitation to the focus group with external stakeholders – the City River Partnership and local representatives from the London Cycling Campaign. Their main recommendations were to prioritise physically separated, inclusive, and accessible cycleways with clear wayfinding, safe junctions, and measures to reduce speed in shared areas.			
4.25 Emphasis was placed on delivering high quality infrastructure along the full route to serve a diverse range of users including women, children, disabled people using adapted cycles, and cargo bike riders. This should be supported by enforcement against misuse of cycle infrastructure by powered two-wheelers and better management of rental e-bike parking. They also highlighted the need for careful construction planning to minimise disruption and			

maintain safe cycling conditions during construction. Full details are included in Appendix 3.

4.26 An accessibility design review was also carried out by Transport for All to ensure that the proposed design is as inclusive as possible. A summary of the recommendations is provided in Table 4.2 and in full in Appendix 3.

Table 4.2 – Accessibility Design Review Summary

Topic	Description
Pavement	Ensure a minimum 2.0 metre unobstructed pavement width. Standard reference in: - Inclusive Mobility, BS 8300
Signal Crossings	Crossings should include tactile paving, audible signals, adequate crossings times for slow moving people. Standard reference in: - Inclusive Mobility, BS 8300, Highway Code
Clearly separated cycling and walking areas	At the bus stop by passes ensure that tactile delineators and surface contrast are used. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20
Accessible wayfinding and rest areas	Along the cycle route tactile or audio signage and maps should be installed. Seating ideally with cover/ shade should be provided at regular intervals for rest stops. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20
Parking	Ensure that relocated disabled and coach parking does not obstruct any walking routes or reduce visibility at crossings. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20
Mobility scooter	The cycleway should be appropriately designed to accommodate mobility scooters in terms of width, quality, step free access, safe transitions, and gradients. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20

	General best practices	The cycleway should be designed to include accessibility features such as: - High contrast markings and non-slip surfaces - Shadow free lighting - Consistent design along the route - Visual enhancements on street furniture 4.27 The outcomes of all the accessibility review, including the focus group feedback, has informed the Aldgate to Blackfriars Cycleway equalities impact assessment which is discussed later in this report. In addition, the accessibility review will support the detailed design of the cycleway scheme subject to approval to progress the project. <u>Collision Data Review</u> 4.28 A collision analysis update has been carried out for the cycle route using five-year data up to March 2025. All collision data post December 2023 is provisional and may change. 4.29 Along Queen Victoria Street (between Blackfriars Court and Queen Street), which includes four signalised junctions and a standalone signalised pedestrian crossing, 13 collisions were recorded, an average of 2.6 collisions per year. This average equates to one collision every two years at each set of traffic signals. This is considered relatively low and does not indicate a significant road safety issue. 4.30 In the Aldgate area, which comprises two signalised junctions and a standalone signalised pedestrian crossing, 11 collisions were recorded over five years, an average of 2.2 collisions per year, equating to fewer than one collision per year at each set of traffic signals. This also does not indicate a significant road safety issue. 4.31 Although the data does not indicate a current road safety issue, the proposed cycleway is expected to improve safety and perceptions of safety for people walking, wheeling, and cycling. It is therefore still expected to reduce road collisions and encourage more people to cycle. As noted below, traffic volumes on Queen Victoria Street exceed the design guidance threshold (500 vehicles per hour), after which protected space for cycling is required.
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4.32 In addition, as the number of people cycling is expected to steadily increase, the absence of protected space for cycling may result in a corresponding rise in collisions involving people cycling. The delivery of the cycleway is expected to mitigate this risk and further encourage growth of people cycling in the City.

4.33 Tables 4.3 and 4.4 show a summary of the collisions between March 2020 and February 2025 along the proposed cycleway.

Table 4.3 – Collisions on Queen Victoria Street (5 years)

Location on Queen Victoria St	Collision Type	Severity
Blackfriars Ct	Pedestrian & Cycle	Serious
St Andrews Hill	Cycle & Taxi	Slight
St Andrews Hill	Motorcycle & LGV	Slight
White Lion Hill	Motorcycle	Serious
White Lion Hill	Pedestrian & Car	Slight
White Lion Hill	Pedestrian & Bus	Slight
White Lion Hill	Pedestrian & Motorcycle	Serious
Godliman St	Motorcycle & LGV	Slight
St Peter's Hill	Pedestrian & Cycle	Serious
Cannon Street	Cycle & Car	Slight
Cannon Street	Pedestrian & Car	Slight
Queen Street	Cycle & Taxi	Slight
Queen Street	Motorcycle & Taxi	Slight

4.34 Along Queen Victoria Street between Blackfriars Court and Queen Street, five of 13 collisions involved a person cycling, of the five collisions: three collisions involved a motorised vehicle and two collisions were with a person walking.

Table 4.4 – Collisions around Aldgate (5 years)

Location around Aldgate	Collision Type	Severity
Fenchurch St	Cycle & Car	Slight
Fenchurch St	Cycle & Motorcycle	Slight
Leadenhall St	Taxi & Cycle	Serious
Jewry St	Motorcycle & Motorcycle	Slight
Minories	Motorcycle & Taxi	Slight
Minories	Cycle & HGV	Slight
Duke's Place / St Botolph	Motorcycle & Car	Slight

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	St Botolph Crossing	Pedestrian & Cycle	Slight
	St Botolph Crossing	Pedestrian & Car	Slight
	St Botolph Crossing	Pedestrian & Car	Serious
	St Botolph Crossing	Pedestrian & Car	Slight
4.35 Around Aldgate along the proposed cycle route, five of 11 collisions involved a person cycling. Of these, four collisions involved a motorised vehicle, and one collision was with a person walking. <u>Traffic volumes</u> 4.36 The Department for Transport's (DfT) design guidance states that in order to make a street fully accessible and comfortable for most people to cycle protected space for people cycling (which may include bus stop bypasses) is necessary on streets where motor traffic exceeds lightly trafficked conditions during peak times. This typically means streets carrying more than 2,000 motor vehicles per day (two-way) or over 500 motor vehicles per hour during the peak (two-way). 4.37 The DfT's motorised vehicle volume threshold and its application on when to provide protected cycle lanes is reflected in the Transport Strategy and in Transport for London's (TfL) New Cycle Route Quality Criteria. Meeting the Route Quality Criteria is a condition of TfL's funding to deliver cycleway projects such as the proposed Aldgate to Blackfriars Cycleway. 4.38 On Queen Victoria Street, the peak hour motorised vehicle volumes are over 600 vehicles per hour which is above the 500 vehicle per hour threshold indicating protected space for cycling is needed. As a comparison, traffic volumes on Leadenhall Street are 446 motor per hour during the peak hour, which does not require protected cycle lanes. <u>Equalities Impact Assessment (EQIA)</u> 4.39 The equalities impact assessment of the Aldgate to Blackfriars Cycleway has been updated with Census 2021 data, Square Mile's workforce data 2023, Office National Statistics Data 2024, feedback from the public			

	consultation, accessibility design review and Member briefing. The updated EQIA is in Appendix 4. 4.40 The outcome of the EQIA indicates that, while there are negative impacts, these do not constitute unlawful discrimination, and the Aldgate to Blackfriars cycleway proposal is considered to be objectively justified. 4.41 It is acknowledged that certain groups may experience exclusion. However, the scheme is expected to improve inclusivity for other groups who currently feel excluded from cycling due to existing road conditions. As part of the scheme design, mitigation measures will be investigated and delivered where possible to remove or minimise potential negative impacts on affected groups. Post delivery monitoring will continue and where appropriate and possible, further measures could be considered. 4.42 The EQIA will be reviewed and updated as the cycleway design progresses, where considered appropriate, to take account of any new data or emerging information. This will include, for example, significant changes arising from the publication of updated guidance on bus stop bypasses. <u>Bus Stop Bypasses Members' Briefing</u> 4.43 On 18 June, a Members' briefing was held in the form of a round table discussion with representatives of different organisations. The purpose of the briefing was to allow Members to participate in a broad discussion on the implications of bus stop bypasses. 4.44 The organisations which attended were: • London Cycling Campaign (LCC) • Living Streets • National Federation of the Blind UK (NFBUK) • Royal National Institute of Blind People (RNIB) • Wheels for Wellbeing (WfW) 4.45 All the attendees were invited to submit a short briefing paper which was circulated in advance of the briefing. All organisations except for NFBUK provided a paper. Guide Dogs for the Blind were unable to attend but also provided briefing paper. A summary of the key points made by each organisation is below and the briefing papers are included in Appendix 5.
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	4.46 Guide Dogs key points: • Their research study found that blind and visually impaired people have real difficulty detecting people cycling at bus stop bypasses. • The higher the speed at which people cycle also increases the fear of a collision. • Investigate ways to make the size of the island at bus stops safer and to slow the speed of people cycling. • Ensure audible announcements are in place to inform passengers of a bus stop bypass. • Requests the delivery of bus stop bypasses to be paused until further research is completed. 4.47 London Cycling Campaign key points: • Strongly supported the Transport Strategy with particular emphasis on reducing road danger and inclusive cycling. • Bus stop bypasses are a necessary feature for cycle safety that are essential to reduce conflict with motor vehicles. • Delivery of bus stop bypasses should not be deferred as delay could result in a serious or fatal collision and have an adverse impact on the delivery of the Transport Strategy. • Evidence that a protected cycle route increases diversity in cycling and that safety concerns are a significant barrier to people taking up cycling • Acknowledge that City streets are complex which need to be designed carefully and sensitively with an evidence-based approach. • Continue collaborative design so that the cycleway is as safe as possible. 4.48 Living Streets key points: • Acknowledged that bus stop bypasses are not perfect but are necessary for cycle safety. • Visually impaired people can have difficulty when crossing the cycle track at bus stop bypasses. • There is no adequate design alternative. • Encouraged the City to lead on design mitigations measures rather than omitting bus stop bypasses. • Signalised crossings to be considered for busiest bus stops.
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	4.49 NFBUK key points: • Strongly opposed to bus stop bypasses as they impede independent travel for blind people. • Current design guidance has ignored and excluded blind people. • Safety concerns as moving micromobility vehicles can be difficult to hear with background noise. • Cycle routes should avoid busy bus corridors. • Current cycle infrastructure design guidance should be reviewed. • Cycleway design should be reviewed with extensive engagement with disabled groups. • Do not believe it is possible to make bus stop bypasses safe and accessible for blind people and that alternative designs that do not provide a continuous cycle lane should be developed. 4.50 RNIB key points: • Research findings showed that 87% of respondents find bypasses harder to use; 13% avoid travel altogether. • In some cases, people encountered psychological stress and reduced travel freedom. • Requested the delivery of bus stop bypasses to be paused until an inclusive design solution is found. • Referenced the Equalities Act 2010 and Public Sector Equality Duty 4.51 WfW key points: • Buses and cycles as mobility aids are both vital for different disabled users. • Some disabled people rely on cycles and adapted cycles to travel. Noted that people travelling by mobility scooter can also use cycle tracks, and that bi-directional tracks allow overtaking of people using adapted bikes or mobility scooters who may travel more slowly. • Opposed to pausing the delivery of bus stop bypasses as a delay would endanger disabled people cycling. • Supports innovative and inclusive design at bus stop bypasses. 4.52 The conclusions from the round table discussion were that both the NFBUK and RNIB requested a deferral of the cycleway's delivery until updated
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	guidance was published and a fully inclusive design solution for bus stops was identified. In contrast, LCC, Living Streets, and WfW supported proceeding with the delivery of the cycleway, including bus stop bypasses, while continuing collaborative engagement with user groups to develop suitable mitigation measures addressing the concerns of people with visual impairments. <u>Bus Stop Bypass Policy Position</u> 4.53 The Transport Strategy includes proposals for a network of cycle routes made up of streets with lower traffic volumes or, where traffic volumes are higher, protected space for cycling in line with national and London guidance. 4.54 While the Transport Strategy does not explicitly refer to bus stop bypasses current guidance is that they are included where protected cycle lanes are installed on bus routes. 4.55 There are currently seven bus stop bypasses in the City, all of them on the TfL Road Network. TfL's bus stop bypass review in 2024 identified that there were no collisions recorded at bus stop bypasses in the City. See Appendix 6 for full details and bus stop locations. 4.56 One bus stop bypass will be installed as part of the St Paul's Gyratory Transformation. This is part of a short stretch of bi-directional cycle track on St Martin Le Grand that allows people cycling to safely navigate the Newgate Street / St Martin Le Grand / Cheapside junction. This has been designed in accordance with current guidance. 4.57 Other than those proposed as part of the Aldgate – Blackfriars Cycleway there are no other current proposals to install bus stop bypasses in the City. Bus stop bypasses may be considered as part of future cycleways, but these are unlikely to be delivered within the next five years. 4.58 At the July meeting of the Planning & Transportation Committee there was a request to consider the need to adopt a general policy position on bus stop bypasses.
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	4.59 Guidance on the design of bus stop bypasses (and cycle infrastructure more generally) has been produced by both TfL and Department for Transport (DFT) / Active Travel England (ATE). Both organisations are currently reviewing guidance, with updates expected in early 2026. 4.60 While there are benefits and disbenefits associated with the use of bus stop bypasses (summarised in Appendix 6) it is expected that they will remain part of the design toolkit for cycle infrastructure. 4.61 Any future proposals for use of bus stop bypasses will continue to be considered on a case-by-case basis reflecting context and project objectives and informed by an assessment of equalities impacts. This will ensure we retain the flexibility to incorporate appropriate infrastructure. 4.62 Given this, and the broader commitment in the Transport Strategy to create a safe cycling network that enables more people to choose to cycle, it is not considered necessary at this time to develop a separate policy position on bus stop bypasses. This report recommends pausing the cycleway scheme until the updated guidance is published and has been reviewed, to ensure the scheme remains aligned to guidance. The review will also determine whether the guidance substantiates the position of not adopting a fixed policy on bus stop bypasses.				
5. Next steps	5.1 Officers have carefully reviewed the extensive feedback received on the proposed cycleway, including detailed engagement on the issue of bus stop bypasses. As a result, five options have been considered for taking the Aldgate to Blackfriars Cycleway project forward. A summary of these options is provided in Table 5.1 below. Table 5.1 – Summary of Project Options <table border="1"> <thead> <tr> <th>Project Options</th><th>Description</th></tr> </thead> <tbody> <tr> <td>Option 1 – Proceed as proposed</td><td>Proceed to detailed design for construction but with further engagement, particularly with disabled people and representative groups, to explore how to mitigate the impacts of bus stop bypasses.</td></tr> </tbody> </table>	Project Options	Description	Option 1 – Proceed as proposed	Proceed to detailed design for construction but with further engagement, particularly with disabled people and representative groups, to explore how to mitigate the impacts of bus stop bypasses.
Project Options	Description				
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	Option 2 – Pause (Recommended)	DfT and TfL are reviewing and updating their guidance on bus stop bypasses. This option would pause the project until the guidance is published which is expected to be in early 2026. The cycleway project will then proceed in line with guidance.
	Option 3 – Part proceed and part pause	This option is a combination of Options 1 and 2. Sections of the cycle route that do not require bus stop bypasses would proceed as proposed while sections involving bus stop bypasses are paused pending the publication of the updated bus stop bypass guidance, expected to be in early 2026.
	Option 4 – Explore alternative options	This option would revisit previously ruled out options to explore alternative designs to bus stop bypasses such as conventional with-flow cycle lanes which end at bus stops and therefore people cycling are unprotected through bus stop areas.
	Option 5 – Cancel project	This option ends the project which could be restarted in the future when opportunities and circumstances allow.
5.2 The advantages and disadvantages of each of the five project options are outlined in the following paragraphs. Options 1, 2, and 3 are considered the most practical for advancing the project based on the previously agreed approach, reflecting the support expressed through public consultation and aligning with the Transport Strategy. Option 2 is recommended. Option 1 – Proceed as Proposed 5.3 Option 1 enables the project to proceed without further delay and offers the greatest opportunity to secure future TfL cycleway funding. However, delivery will remain subject to a successful future OSPR / CIL bid, enabling the City Corporation to provide match funding for the scheme's construction.		

	5.4 Further engagement during the detailed design phase is included with the aim of mitigating the impacts of the bus stop bypasses. 5.5 Option 1 has been designed in accordance with current guidance. However, as new guidance is currently in development, any changes to these standards may result in elements of the scheme no longer aligning with best practice. Option 2 – Pause (Recommended) 5.6 Option 2 ensures the design aligns with the updated guidance from the DfT and TfL. As the project will comply with the updated guidance, potential negative impacts should be mitigated and risks, such as legal challenges, are significantly reduced. As this option reflects national and local guidance, it is likely that TfL will continue to provide funding contributions. This option is also dependent on a successful future OSPR / CIL bid to part fund the scheme's construction. 5.7 However, Option 2 would delay both project delivery and the realisation of its benefits. Updated DfT and TfL guidance is not expected until early 2026, after which the project would resume. However, the new guidance could be delayed, and this timeline is beyond the City's control. Choosing this option would also incur additional costs for reviewing the new guidance and potentially redesigning sections. This short pause to the project would not present a major safety concern. Option 3 – Part proceed and part pause 5.8 Option 3 enables parts of the project to be delivered without delay, including key improvements at the Cannon Street junction. The sections that can proceed would still offer meaningful improvements. 5.9 If the updated DfT and TfL guidance recommend a different design for sections involving bus stop bypasses, it is highly likely that the designs can be adapted to integrate with the already designed or delivered sections without incurring significant abortive costs. 5.10 By pausing the sections involving bus stop bypasses, this option ensures alignment with forthcoming guidance, while allowing some sections of the project to proceed without delay.
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	5.11 However, this option delays the delivery of a complete route. The updated guidance from DfT and TfL is expected to be published in early 2026 but could be delayed, and this timeline is beyond the City's control. There would also be additional costs associated with reviewing the new guidance and potentially redesigning sections. Furthermore, the potential for future funding from TfL may be at risk, as this option does not deliver, or guarantee the delivery of, a continuous route with protected cycle lanes where they are needed. Therefore, this option may require the City Corporation to fully fund both the detailed design and construction of the scheme. As OSPR / CIL funds are already fully committed to other projects, it is likely that insufficient CoL funding will be available to complete the scheme's detailed design in the short term. This option will therefore be subject to an enforced delay due to funding constraints. Option 4 – Explore alternative options 5.12 Option 4 addresses the concerns with bus stop bypasses. This option would provide some improvements for people cycling, walking, and wheeling. The overall cost of delivering the revised scheme may be lower, as it would likely require fewer traffic signals and less complex infrastructure. 5.13 However, this option represents a sub-optimal solution based on previously ruled out designs, offering reduced benefits for people cycling, walking, and wheeling. Most of the evaluation and design work carried out to date would be abortive. Furthermore, the scheme is unlikely to qualify for future TfL cycleway funding unless an alternative proposal delivers fully protected cycle lanes where they are needed. Option 5 – Cancel Project 5.14 Option 5 addresses the concerns with bus stop bypasses but would not deliver improvements for people walking, wheeling or cycling. There is a risk of reputational damage from cancelling the project and not supporting cycling in the City as this is contrary to the Transport Strategy. Proceeding with this option may also undermine the City's credibility with key stakeholders and could negatively impact the likelihood of securing future funding from TfL for other cycling infrastructure projects.
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6. Recommendation	6.1 Option 2 to defer the project until updated guidance is published is recommended. 6.2 Although Option 2 requires delaying the delivery of the cycleway, an expected six to nine month delay is not considered too significant or unreasonable to wait for DfT's and TfL's emerging guidance. 6.3 This approach presents a responsible, inclusive, and future-proofed solution. It balances the ambition to deliver a high-quality cycle route with the need to reflect updated guidance, address equalities issues, and maintain public and institutional confidence. 6.4 For these reasons, Option 2 is considered the most appropriate and sustainable approach for progressing with the Aldgate to Blackfriars Cycleway project.
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Appendices

Appendix 1	Cycleway Scheme Layout Plan
Appendix 2	Public Consultation Outcomes Report (Upon request due to size)
Appendix 3	Accessibility Review Report
Appendix 4	Equalities Impact Assessment (Upon request due to size)
Appendix 5	Members' Briefing Paper Submissions
Appendix 6	Bus Stop Bypass Supplementary Information
Appendix 7	Project Coversheet

Contact

Report Author	Albert Cheung
Email Address	albert.cheung@cityoflondon.gov.uk