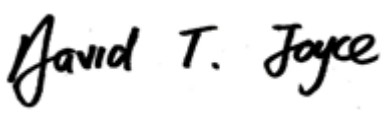


LONDON BOROUGH OF CAMDEN	WARDS: Bloomsbury, King's Cross, Holborn and Covent Garden
REPORT TITLE Central London Grid, Brunswick Square – Proposed Cycling and Walking Improvements (SC/2018/19)	
REPORT OF Executive Director Supporting Communities	
FOR SUBMISSION TO Leader of the Council	DATE 27 June 2018
SUMMARY OF REPORT The purpose of this report is to provide details of the proposals consulted upon to improve walking, cycling and the public realm in the Brunswick Square area which include the following streets; Brunswick Square, Bernard Street, Lansdowne Terrace, Grenville Street and Hunter Street. It, considers the schemes' compatibility with other proposed schemes on the surrounding road network and the traffic impact on the area. Finally, it discusses the responses to the consultation including officer views taking into account Camden's Transport Strategy (CTS) objectives and provides recommendations for approval by the Leader of the Council. Local Government Act 1972 – Access to Information The following document(s) has been used in the preparation of this report: Responses to the public consultation from households, businesses and stakeholder groups Contact Officer: Darren Barton / Simi Shah Senior Engineer / Design Team Manager Transport Strategy Service 020 7974 5619/2066 darren.barton@camden.gov.uk / simi.shah@camden.gov.uk	
WHAT DECISIONS ARE BEING ASKED FOR? That the Leader of the Council : <ol style="list-style-type: none"> 1. Notes the results of the public consultation on cycling and walking improvement proposals to the Brunswick Square area in the context of surrounding schemes; 2. Notes the assessment of the traffic impacts of the scheme as set out in Appendix C; 3. Notes the legal comments of the Borough Solicitor and considers the Equality Impact Assessment which is appended in this report (having due regard to the needs set out in section 149 of the Equality Act 2010): 4. Gives approval to proceed with the implementation of the scheme as recommended in Option 2 (Section 3) of this report, subject to detailed design and compliance with statutory processes. 	

Signed by 

David Joyce, Director of Regeneration and Planning (Supporting Communities Directorate)
Date: 15 June 2018

1 WHAT IS THIS REPORT ABOUT?

- 1.1.1 The purpose of this report is to seek approval for proposals to improve walking, cycling and the public realm in the Brunswick Square area which include the following streets; Brunswick Square, Bernard Street, Lansdowne Terrace, Grenville Street and Hunter Street.
- 1.1.2 This scheme if approved would connect popular north-south cyclist desire lines between King's Cross, High Holborn, Elephant and Castle (via the North-South Cycle Superhighway (CS6) and facilitates eastbound cyclist movements between Russell Square and Guilford Street.
- 1.1.3 Brunswick Square also acts as a key hub for pedestrians wanting to access Russell Square station, the Brunswick Centre, Brunswick Square Gardens, Coram's Fields, UCL School of Pharmacy, and The Foundling Museum.
- 1.1.4 The public consultation ran from 15 February 2016 to 20 March 2016. This report outlines the feedback from the consultation and reports on amendments made to the design in response to comments received. It considers the implications for, and interactions with, surrounding schemes, and provides officers' recommendations as to which proposals should be progressed to detailed design and implementation. The consultation materials can be found in Appendix A of this report, and a summary of the results of the consultation, with officer responses, can be found in Appendix B.
- 1.1.5 The key proposals of the scheme are as follows:
- Closure of Lansdowne Terrace to motor traffic at Brunswick Square, filtering out northbound motor traffic accessing Brunswick Square from Guilford Street. This would facilitate the introduction of a large new pedestrian space with additional trees, seating and lighting.
 - Improvements for pedestrians, such as raising the road to pavement level, widening footways, improving existing zebra crossings and providing two new zebra crossings.
 - Improvements for cyclists, such as optimising road widths to improve cycle safety, providing a new cycle track between Brunswick Square West and Lansdowne Terrace and simplifying the junction of Brunswick Square with Bernard Street and Grenville Street.
- 1.1.6 The existing complex layout featuring traffic islands and a large roundabout would be removed to create a more standard cross-roads, increasing legibility for all users and reducing severance between pedestrian facilities.
- 1.1.7 Proposals for Brunswick Square include restricting northbound motor traffic in the square by the closure of Lansdowne Terrace. This traffic currently travels from Lansdowne Terrace to Hunter Street and continues north along Judd Street to access Euston Road. The area at the south-western corner of Brunswick Square would become traffic free providing new space for public realm improvements, creating a calmer and more attractive place for the high volumes of pedestrians living or working in the area, visiting or passing through.
- 1.1.8 The decisions on the above proposals are being considered at the same time as nearby proposals for Midland Road and Judd Street (hereafter referred to as Midland / Judd). These two schemes are independent of one another but would work better for pedestrians and cyclists if they were implemented together.

- 1.1.9 The full closure of Judd Street where it joins Euston Road is recommended as part of the Midland / Judd scheme. This would not permit northbound traffic to exit onto Euston Road nor would it allow southbound motor traffic entering Judd Street from Midland Road and Euston Road. The two proposals together will substantially reduce motor traffic levels in both the Judd Street and Brunswick Square area. For this reason a decision for Midland / Judd proposals (see Proposed Walking and Cycling Improvements: Midland Road and Judd Street Junction (SC/2018/18)) will be made concurrently to align with the Brunswick Square project under discussion in this report.

2 WHY IS THIS REPORT NECESSARY?

- 2.1.1 Key stakeholders, including local residents and businesses, have provided their views on the changes proposed and a decision is required as to whether to implement the changes recommended. Proposals would reduce traffic on Brunswick Square, Hunter Street and Judd Street, creating a safer and more comfortable environment for pedestrians, cyclists and other non-motorised modes, including people using wheelchairs and mobility scooters. Local air quality on these streets would be expected to improve as traffic would be dispersed across the surrounding network, while some journeys previously made by motor vehicle are likely to be made by sustainable modes, or not at all. Some motor traffic journeys however are expected to take longer. The traffic impacts of the scheme are discussed in Appendix C and summarised under Section 5 of this report.
- 2.1.2 Proposals are also aimed to improve connections by bicycle to the CS6 scheme (currently under construction) and existing cycling infrastructure on the Tavistock Place – Torrington Place (hereafter referred to as TT) corridor. There are also pedestrian improvements such as raising the road to footway level, widening footways, improving existing zebra crossings and providing two new zebra crossings. The closure of Lansdowne Terrace would facilitate the introduction of a large new pedestrian space with additional trees, seating and lighting.
- 2.1.3 The decision on this scheme (and another nearby proposal at Midland Rd / Judd Street) was delayed in order to allow officers to fully consider any comments made at the public inquiry held into the merits of making permanent the changes made under an experimental traffic order to the Tavistock Place / Torrington Place corridor. This has been undertaken, especially the traffic impacts on the area when considering the different options for the TT corridor. The impacts relevant to this scheme have been summarised in this report and provided in more detail in Appendix C. A decision by TfL on the proposals for the Judd Street/Euston Road/Midland Road junction itself will be taken around the same time, the exact date to be confirmed.

3 OPTIONS

- 3.1.1 Having analysed the results from the public consultation, officers consider that there are the following options available:

Option 1 - Do Nothing

Option 2 - Implement proposals as consulted upon (subject to detailed design and statutory processes - see Appendix A) with minor modifications as a result of a Road Safety Audit and consultation feedback. (Appendix B)

- 3.1.2 It is recommended that the Leader of the Council approves Option 2. Although a decision for Brunswick Square is being taken at the same time as Midland / Judd, they

can both be implemented independently of each other allowing a different decision for each scheme. However the proposals work better together as the closure of Lansdowne Terrace and Judd Street reduces northbound motor traffic levels and the Judd Street full closure recommended for Midland/Judd scheme reduces southbound motor traffic along Judd Street-Hunter Street.

4 WHAT ARE THE REASONS FOR THE RECOMMENDED DECISIONS?

4.1 Option 1 - Do Nothing

4.1.1 This option would result in the lost opportunity to facilitate significant improvements for pedestrians, cyclists and the public realm by reducing through traffic and connecting cycling routes that form part of the Central London Cycle Grid (Quietways programme) and Cycle Superhighways programmes. Judd Street would remain a popular route for motor traffic travelling between Guildford Street and Euston Road instead of strategic roads like Gray's Inn Road resulting in motor vehicles continuing to dominate the streetscape. One of the main objectives of the Mayor's Transport Strategy is to create healthier streets to get more people walking, cycling and using public transport. Reducing casualties on London's roads and breaking down some of the key barriers to more walking and cycling are vital to achieving this. The "do nothing" option would result in not utilising the funding made available to deliver high quality places where people can safely and comfortably walk and cycle through and simply enjoy the public realm. This is a vital step in encouraging a modal shift to more healthier and active travel modes. For these reasons, the "do nothing" option is not recommended.

4.1.2 If the scheme is not delivered then traffic patterns are not expected to change and motor traffic will continue using Lansdown Terrace to travel northbound. This means that the traffic predicted to reassign to other streets will not occur hence residents and businesses in these streets will not experience any additional impact.

4.2 Option 2 – Implement improvements as consulted on but with minor changes

4.2.1 The proposals recommended will help deliver significant improvements for pedestrians, cyclists and to the public realm and helping reducing car dominance in the area. The recommended option would further the aims and objectives of the Council's approved plans and strategies and also sub-regional plans and policies. Camden's Transport Strategy (CTS) seeks to encourage sustainable and active modes of transport and reduce impacts of motor traffic on the environment. Policy 1.3 of the CTS adopts a road user hierarchy. This is used as a tool in developing projects and identifies pedestrians and cyclists as the priority road users.

4.2.2 These policies are consistent with the Greater London Authority 'Mayor's Transport Strategy 2018' which sets out the Mayor's intention to encourage cycling and walking on 'Healthy Streets'. Concerns about the quality of London's air and its impact on public health are well documented. This scheme will deliver high quality public realm with improvements for both pedestrians and cyclists encouraging a modal shift to healthier and active travel modes. It will help meet the Healthy Streets aim to "reduce traffic, pollution and noise, create more attractive, accessible and people-friendly streets where everybody can enjoy spending time and being physically active, and ultimately improve people's health". Healthy Streets also emphasise making cycling easier and safer in London.

4.2.3 Furthermore, the majority of respondents (68%) to the public consultation supported all of the proposals (Appendix B). Having considered feedback received in response to the

public consultation, officers have modified the design to address key issues raised. Officers therefore recommend that approval is given to implement Option 2.

4.2.4 This option best fits the objectives of the scheme as well as addressing concerns expressed by those who are affected. This option is therefore recommended for progression to detailed design and implementation. Full details of issues raised and design changes can be found in Appendix B.

4.2.5 The Council also has a responsibility under the Environment Act 1995 to take steps to reduce air pollution. As in much of central London, the EU Objectives for nitrogen dioxide (NO₂) are exceeded within Camden. Although currently meeting EU Objective levels for particulate matters (PM), Camden is working to reduce PM levels as there is no safe level for PM. Option 2 would further reduce PM levels in the Brunswick Square area as traffic levels would be reduced by the closure of Lansdowne Terrace to motor traffic.

4.2.6 An equality impact assessment has been undertaken as part of this decision report. This is process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people, especially those with protected characteristics as defined under the Equality Act 2010. The report does not show any significant negative impacts and overall the scheme should have a positive impact on the groups mentioned above, please see Appendix D.

5 WHAT ARE THE KEY IMPACTS / RISKS? HOW WILL THEY BE ADDRESSED?

5.1 Coordination with projects on the surrounding network

5.1.1 Other Council transport schemes in the area include:

- Midland/Judd scheme (MJ)
- Torrington Place to Tavistock Place Traffic Scheme (TT)
- West End Project (WEP)
- North-South Cycle Superhighway (CS6)

5.1.2 It is important that all the schemes work together and are not in conflict with one another. Camden officers consult regularly with those managing neighbouring projects, such as TfL and High Speed Two (HS2), to ensure co-ordination between projects.

5.2 Traffic Impacts

5.2.1 A strategic traffic modelling exercise has been undertaken to assist in assessing the possible traffic impacts of building the recommended Brunswick Square scheme.

5.2.2 As this report is for Brunswick Square and the Midland/Judd proposals are being considered at the same time, it is important to consider the impact from these two schemes in isolation and together. The traffic model assumes in all scenarios that the West End Project (WEP) is in place as this project has received approval and is now on site and under construction.

5.2.3 As the Tavistock Place/Torrington Place corridor is in close proximity to these two schemes and there is no decision made on its future layout, no assumptions have been made. The public inquiry held into the merits of making permanent the changes made under an experimental traffic order to the Tavistock Place / Torrington Place corridor resulted in both support to keep the trial layout and other alternatives proposed. The

alternatives included reverting the corridor to two way, reversing the TT trial layout and making a small section two way. Following the conclusion of the TT public inquiry in November 2017, officers received the Inspector's Report with recommendations in relation to that scheme on 16 May 2018. Officers are currently reviewing the Inspector's report with a view to taking recommendations to Cabinet in the near future. Therefore at the time of writing this report the permanent layout of TT is not yet known.

- 5.2.4 As such the proposals for Brunswick Square and Midland Road in isolation and together have been modelled assuming the TT corridor was back to two way. However to fully understand the likely impact to the area with a different outcome for TT corridor, a number of scenarios have therefore been tested. The main ones important to consider for this report are summarised below with more detail provided in Appendix C.
- 5.2.5 **Impact of implementing Brunswick Square only assuming the TT corridor was back to two way:** Implementing just the Brunswick Square scheme (closure of Lansdowne Terrace) predicts a reduction in motor traffic northbound along Judd Street/Hunter Street. Traffic currently using these roads is likely to use Gray's Inn Road and Euston Road to travel northbound but the modelling also predicts an increase in Marchmont Street (south section). The volume of this reassigned traffic is predicted to be small therefore officers' consider this proposal to have minimal impact to the area.
- 5.2.6 **Impact of implementing Brunswick Square and Judd/Midland scheme assuming the TT corridor was back to two way:** As impact of implementing Brunswick only is predicted to be minimal the implementation of Midland/Judd has not been modelled in isolation but assumes Brunswick Square has been implemented (although decision for both schemes are to be taken at the same time).
- 5.2.7 Only the full closure of Judd Street has been modelled in all scenarios, the reason for this is because it shows the worst case in terms of traffic reassignment and is Camden's recommended option as it offers greater benefit in terms of safety and comfort for pedestrians and cyclists. It removes motor traffic entering or exiting Judd Street and therefore reduces overall motor traffic dominance at Judd Street/Hunter Street and at the Euston Road junction.
- 5.2.8 In summary the Judd Street closure will result in far less traffic along Judd Street/Hunter Street corridor, this is generally predicted to divert to strategic roads like Kings Cross Road and Euston Road. However some increases are predicted on a number of local roads in the area, the most notable being Bernard Street. Closure of Judd Street and to a lesser degree Lansdowne Terrace is likely to reduce traffic levels along Judd Street/Hunter Street making it more attractive to cycle along the Cycle Superhighway 6 route through Sidmouth Street and Judd Street whereby interaction between motor traffic and cyclists is reduced.
- 5.2.9 Apart from impact on Bernard Street, closing Judd St has a small impact on surrounding roads. This suggests that Midland/Judd scheme and Brunswick Square schemes can be implemented in isolation or together with relatively small impact. It is important to consider other facts besides traffic impact as this option has benefit of making the Judd St/Hunter St relatively traffic free improving conditions for pedestrians and cyclists and providing a better environment for local residents.
- 5.2.10 **Combined impact of implementing Judd/Midland (Judd Street closed) and Brunswick Square (Lansdowne Terrace closed) and TT corridor in the trial layout (traffic permitted eastbound):** In summary, this combination of schemes has a predicted traffic impact (both increases and decreases) on a number of roads. There is

an increase seen in the Tavistock Place corridor eastbound, and the strategic roads including Gray's Inn Road northbound, Euston Road westbound, and Upper Woburn Place southbound. Judd Street/Hunter Street is predicted to have a substantial decrease in traffic in both directions. There are a number of local roads which are predicted to have an increase in traffic most notably Tavistock Square and Endsleigh Gardens.

- 5.2.11 **Combined impact of implementing Judd/Midland (Judd Street closed) and Brunswick Square (Lansdowne Terrace closed) and TT corridor in the reverse layout (traffic permitted westbound):** Impact of the three schemes together is wider with again increases and decreases predicted on a number of roads. There is a lesser geographical spread of changes in traffic flows predicted with the reversed flow (figure 4 in Appendix C) when compared with the trial layout (figure 3 in Appendix C). However compared to the trial layout the modelling for the reversal predicts a greater increase in traffic along Endsleigh Gardens, Endsleigh Street, Marchmont Street and Bernard Street.
- 5.2.12 Officers' view is that a decision on Brunswick Square can be taken now as the predicted impact to the area in terms of traffic reassignment is minimal should TT go back to two way. The impact to the area from implementing Brunswick Square and Midland/Judd is not widely different depending on which direction the TT corridor is finally decided, and even less impact should TT be reverted to two way. The decision on the future of TT corridor will be subject to a separate report at a later date once the Council has fully considered the Inspector's report.
- 5.2.13 The main dis-benefit of this scheme is the issue of access by motor vehicle for local residents and businesses due to the road closure at Lansdown Terrace. Motor traffic is expected to reassign to strategic roads like Gray's Inn Road and Euston Road and although officers' consider these roads to be more suited to carry larger volumes of traffic, the impact will likely result in longer journey times. There is also predicted an increase in Marchmont Street (south section). The volume of this reassigned traffic is predicted to be small therefore officers' consider this proposal to have minimal impact to the area.
- 5.2.14 Officers consider the benefits of implementing Brunswick to far outweigh the predicted dis-benefits and this is supported by a majority of those who responded. The changes delivered for pedestrians and cyclists together with an improved public realm with increased public space for all to enjoy will help encourage a modal shift towards active and healthy travel modes. It is important to note that the majority of households in the two relevant wards do not have access to a car or van (79% of households in King's Cross ward, and 72% of households in St Pancras and Somers Town)¹, so it is important to provide access to a range of transport modes, including walking, cycling and public transport. However we acknowledge that for some, there are no suitable alternative means to travel.

5.3 *Construction Impacts*

- 5.3.1 The construction phases of the project propose a risk to network operation. Camden and TfL network management officers will coordinate the construction of all schemes which are progressed to implementation stages to ensure disruption is kept to a

¹ 2011 Census Key Statistics & Quick Statistics Summary for: London Borough of Camden (Created by: Corporate Strategy, © LB Camden, 2013)

minimum. At this stage CS6 is already on site and will be completed before any construction at Brunswick Square will start, if approved. However should Midland/Judd be also approved then coordination of works will be key to minimise impact to the surrounding roads.

- 5.3.2 Construction of the improvements at Brunswick Square, if progressed, will be completed using a phased approach to ensure key movements and access to properties is retained throughout the process, where possible. Coordination will include the construction of WEP which has commenced and also any likely changes to the road network from HS2 works. Finally coordination will also include the TT corridor should a decision be made and construction expected at the same time as those projects above.

5.4 *Equalities Impacts*

- 5.4.1 The Equality Impact Assessment (EIA) (which accompanies this document) has identified the need to make changes to the proposed scheme to ensure that it does not discriminate, and that all appropriate opportunities to advance equality and foster good relations have been taken. These changes are outlined in question 4 of the EIA. The proposal prioritises the majority of local residents who do not have access to motor vehicles² and who are reliant upon walking, cycling and access to public transport. In these ways, the project will assist in addressing health and access inequalities in the borough.
- 5.4.2 It is acknowledged that the proposals, if implemented, would have some negative impacts on some people with protected characteristics (e.g. people who rely on taxis to get around, and whose journeys could become less direct as a result of closing Lansdowne Terrace to through traffic). However, the project seeks to minimise some of the potential impacts, by, for example, maintaining reasonable access by motor vehicle while introducing measures to reduce motor traffic on certain streets and the associated negative impacts. This would benefit residents of all ages and abilities. Monitoring will also be undertaken including traffic flows and air quality together to inform possible and appropriate mitigation measures to address displaced traffic. Ongoing engagement with groups representing people with protected characteristics would be undertaken including with RNIB and Guide Dogs on all scheme proposals should further improvements be taken forward.
- 5.4.3 The project has the potential to advance equality and foster good relations between protected groups and other groups in the local community by encouraging sustainable healthy travel amongst a wider variety of groups, including people who shared a protected characteristic and people who do not. Reducing the dominance of motor traffic and improvements to the public realm are likely to encourage social interaction between all groups of people.
- 5.4.4 Overall, the project is considered to have a positive impact, and officers have sought to avoid or mitigate any negative impacts.

² 2011 Census Key Statistics & Quick Statistics Summary for:

London Borough of Camden (Created by: Corporate Strategy, © LB Camden, 2013)

6 WHAT ACTIONS WILL BE TAKEN, AND WHEN FOLLOWING THE DECISION, AND HOW WILL THIS BE MONITORED?

- 6.1.1 Following this decision, if all the recommendations are approved, the measures will be designed in detail and implemented, subject to the outcome of relevant statutory consultation processes. The timing of implementation will be governed by the coordination of all construction works in the area.
- 6.1.2 Post-implementation monitoring will assess the effectiveness of the scheme and measure its impacts alongside those of other schemes in the area. Mitigation will be proposed as necessary should any unforeseen negative impacts be identified. Monitoring will take the form of an assessment of motor traffic, cycle traffic and pedestrian impact as well as road traffic collision analysis.
- 6.1.3 The highway design layout will also be subject to an independent road safety audit to ensure the design is safe to build and conforms to regulations. Once the scheme is implemented, a stage 3 safety audit will be commissioned to ensure what has been built is functioning safely.

7 LINKS TO THE CAMDEN PLAN OBJECTIVES

- 7.1.1 The proposals meet the objectives of the Camden Plan, including:
- *Clean, vibrant and sustainable places by providing high quality and fully accessible public realm that is safe, legible, convenient and tackles barriers to walking and cycling.*
 - *Healthy, independent lives by increasing walking and cycling levels in Camden for all types of journeys – to work, to education, to transport and activity hubs, and for recreation.*

8 CONSULTATION

- 8.1.1 The public consultation ran for five weeks, from 15 February 2016 to 20 March 2016. Consultation materials were sent to approximately 5067 consultees, including 4967 letters that were posted to properties within the consultation area. Fifty local groups and associations, Camden Councillors and statutory groups were also consulted. The consultation area is shown in the consultation documents in Appendix A.
- 8.1.2 In total 339 responses were received via the questionnaire (109 by post and 230 online). This represents a response rate of approximately 7%. Overall the proposals were supported by 68% of respondents. These are summarised below and detailed in Appendix B.

Summary of Overall Scheme Support	
	Overall
Support	68%
Don't Support	29%
No Opinion	3%

- 8.1.3 To explain the scheme and potential interactions between the schemes, a number of community consultation events were held by TfL and Camden at which officers were able to show materials and answer queries on the combined schemes.

8.1.4 Comments received through the consultation process from stakeholders have helped form the basis of the recommend option. Officer responses to issues raised during the consultation process and subsequent design changes are discussed in Appendix B.

9 LEGAL IMPLICATIONS (comments of the Borough Solicitor)

9.1.1 The Council has a duty under section 122 of the Road Traffic Regulation Act 1984 (“RTRA 1984”), so far as practicable, to exercise its functions under that Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In performing this duty the Council must have regard to:

- I. the desirability of securing and maintaining reasonable access to premises;
- II. the effect on the amenities of any locality affected (including the importance of regulating and restricting the use of roads by heavy commercial vehicles), so as to preserve or improve the amenities of the areas through which the roads run;
- III. the National Air Quality Strategy;
- IV. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- V. any other matters appearing to the authority to be relevant.

9.1.2 Under section 39 of the Road Traffic Act 1988, the Council is required to prepare and carry out a programme of measures designed to promote road safety, to carry out studies into accidents arising out of the use of vehicles, to take such measures as appear to the Council to be appropriate to prevent such accidents, including giving training and advice and other measures taken in the exercise of its powers for controlling, protecting or assisting the movement of traffic on roads. The recommendations outlined in this report comply with the objectives of the duties outlined above.

10 RESOURCE IMPLICATIONS (finance comments from the Executive Director Corporate Services)

10.1.1 This paper seeks approval from the Leader of the Council to proceed with the implementation of the scheme as recommended in Option 2 (Section 3 and Appendix B) of this report, subject to detailed design and compliance with statutory processes.

10.1.2 The estimated cost of this option is £835k. This work has been planned and will be fully funded from TfL for the implementation costs with contributions from the Central London Cycle Grid/Quietways and Cycle Superhighways programmes.

10.1.3 If the scheme does not go ahead, or the cost is lower than anticipated, the funding will be returned to TfL. Costs will be monitored very closely during implementation to ensure that the scheme costs do not exceed the anticipated budget. In the event that the costs after detailed design are estimated to be higher than expected then further discussions will be held with TfL to secure additional funding or to de-scope the scheme elements in terms of material choice to ensure scheme costs remain within budget.

11 APPENDICES

Appendix A	Consultation Documents
Appendix B	Consultation Results, Comments, Officer Responses and Design Changes
Appendix C	Traffic Reassignment Assessment
Appendix D	Equalities Impact Assessment

REPORT ENDS