

Date: 23 January 2013

Item 15: Better Junctions Programme

This paper will be considered in public

1 Summary

- 1.1 This paper introduces the Committee to the Better Junctions Programme and requests the approval of Project Authority. The primary objective of the programme is to create road junctions which are safer, attractive and more functional for cyclists, vulnerable road users and other transport modes.
- 1.2 At its meeting on 8 January 2013, the Projects and Planning Panel considered a paper on this programme and supported the recommendations.

2 Recommendations

- 2.1 The Committee is asked to:
 - (a) note the paper; and
 - (b) approve Project Authority of £16.5m, provided for within the current Business Plan, to cover costs incurred by the Programme to December 2013 and so enable the completion of 100 junction reviews, 50 improvement schemes, and a programme of off-street trials.

3 Background

- 3.1 Following a number of cyclist fatalities on London's roads in late 2011, the Mayor asked TfL to review all junctions on the current Barclays Cycle Superhighways, as well as all planned major junction improvement schemes on the Transport for London Road Network (TLRN). This work has been ongoing since January 2012. An initial and high level review of these around 500 locations was completed and TfL identified 100 priority locations (the Top 100) for which it has started to explore possible options to enhance facilities for cyclists and other vulnerable road users. TfL has established review groups including, a range of stakeholder interests to discuss and consider options for improvement at each of the Top 100 locations.
- 3.2 The primary objective of the programme is to create junctions which are safer, attractive and more functional for cyclists, vulnerable road users, and other transport modes. The benefits delivered at each junction will vary dependent on the specific issues faced at that location, however, it is anticipated that the following benefits will be realised and are applicable to the majority of junctions:

- (a) reduced collisions and casualties for all modes at junctions, including cyclists and other vulnerable road users;
 - (b) an increase in, and modal shift to, cycling and walking;
 - (c) improved urban realm and sense of place;
 - (d) address severance (where the nature of the location prevents cyclists and pedestrians going in the direction that they wish) and faster, simpler journeys for cyclists/pedestrians;
 - (e) an enhancement of London's image as a leading and innovative city for cycling;
 - (f) smooth traffic and achieve reliable journeys to and through the network; and
 - (g) a contribution to environmental objectives such as reduced emission of greenhouse gases and improved health, through increased cycling and walking.
- 3.3 An initial assessment has been undertaken to provide an indication of the level of quantified safety benefit which may be realised through infrastructure improvement schemes at the Top 100 locations. This initial work has focused on safety, as that is the key driver behind the programme; it does not yet include other quantifiable benefits, such as journey time savings and ambience improvements, which are expected to be significant. The assessment shows that, based solely on safety benefits, the programme realises a positive benefit to cost ratio (BCR) of 2.3:1.
- 3.4 The Better Junctions Programme primarily comprises the scope of work involved in reviewing, designing and implementing improvement schemes at all of the Top 100 locations. In addition, a small number of schemes at non-Top 100 locations have been brought into the Better Junctions Programme, to enable piloting of an enhanced business-as-usual process, which seeks to embed lessons arising from the reviews into TfL's ongoing forward programme of improvement schemes on the TLRN. The programme also encompasses a series of innovations and trialling of new cycle infrastructure concepts.
- 3.5 The programme has objectives of delivering 100 reviews and 50 schemes by December 2013 and implementing schemes at the other Top 100 junctions after 2013. The programme will also undertake off-carriageway trials of new and innovative cycling interventions during 2013, which will include low level traffic signals, cycle specific signals and segregated cycle tracks at roundabouts and signalised junctions.
- 3.6 Reviews and preliminary designs are being undertaken and managed almost entirely through in-house resources, with some additional consultancy resource brought in to support traffic modelling and design work as required. Schemes are being contracted through TfL's highways maintenance contracts. A specialist external consultant has been procured to undertake the innovations and trials programme.

- 3.7 A clear drive was established early on for reviews, design and implementation to progress as a matter of priority and for that progress to be maintained throughout the 2012 Games period when, for example, other business as usual processes were suspended.
- 3.8 Funding of £18.9m has been identified as below. Additional budget to fund the remainder of the cost of the programme will be allocated from the cycling package in TfL's Business Plan. The extent of the programme is not yet fully quantified, although it is estimated to be approximately £93m. This is made up of an estimated £66m base cost with a 41 per cent degree of uncertainty (£27m)¹.

Current Funding (£m)	2012/13	2013/14	Total
DfT	3.7	11.3	15.0
TfL TLRN Annual Improvement Programme	3.9		3.9
	7.6	11.3	18.9

- 3.9 The £15m one-off block grant from the DfT providing funding for infrastructure improvements for cyclists at road junctions is not time-bounded.
- 3.10 Forecast spend to the end of December 2013 is shown below, with the relevant Project Authority requests.

Forecast Spend (£m)	Cost to end December 2013		Project Authority Requested	
	FY 2012/13	FY 2013/14		
Reviews	0.9	0.1	1.0	
Schemes: Tranches 1-3	5.8	7.5	13.3	
Schemes: Future tranches	-	0.2	0.2	
Innovations and trials	0.9	1.1	2.0	
Total	7.6	8.9	16.5	

- 3.11 The Committee is therefore asked to approve Project Authority of £16.5m to cover costs incurred by the Programme to December 2013 and so enable the completion of 100 junction reviews, 50 improvement schemes, and a programme of off-street trials.
- 3.12 Cost estimates for schemes within the £16.5m Project Authority request include a degree of risk allowance due to the uncertainties in the estimates

¹ A flat allowance of between five per cent and 50 per cent has been added to the base cost estimate for each scheme depending on the degree of certainty. Schemes earlier in the programme, which are further developed in design, have a greater degree of certainty and hence the lower bracket five per cent is added to the latest cost estimates. At the other extreme, locations which have not yet started pre-feasibility have a much higher degree of uncertainty as (a) the scale of scheme is unknown; and (b) the risks around those schemes, such as the necessary extent of utility works, are also largely unknown. For the programme as a whole, this equates to £27m, 41 per cent of the £66m base cost estimate.

(this will be in the order of 10-20 per cent depending on the nature and complexity of the junction). Due to the high-level nature of the estimates, it is therefore likely that the ultimate scheme costs will vary from those currently estimated. It is the project team's intention to manage variations within the allocated Project Authority and to reallocate increases and decreases in cost between schemes as necessary, such that the objective of 50 schemes by December 2013 is achieved.

- 3.13 Further Project Authority will be sought in due course for the carrying out of any further junction improvements under the Better Junctions Programme.

Views of the Projects and Planning Panel

- 3.14 At its meeting on 8 January 2013, the Projects and Planning Panel noted the proposals in this paper and supported the recommendations to the Committee. Members were informed that all issues raised by the Project Management Office and Independent Investment Programme Advisory Group on the programme had been addressed.

List of appendices to this paper:

None

List of Background Papers:

None

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