Cycle Highway North/South

TfL Lane Rental Industry Publication

TRANSPORT FOR LONDON

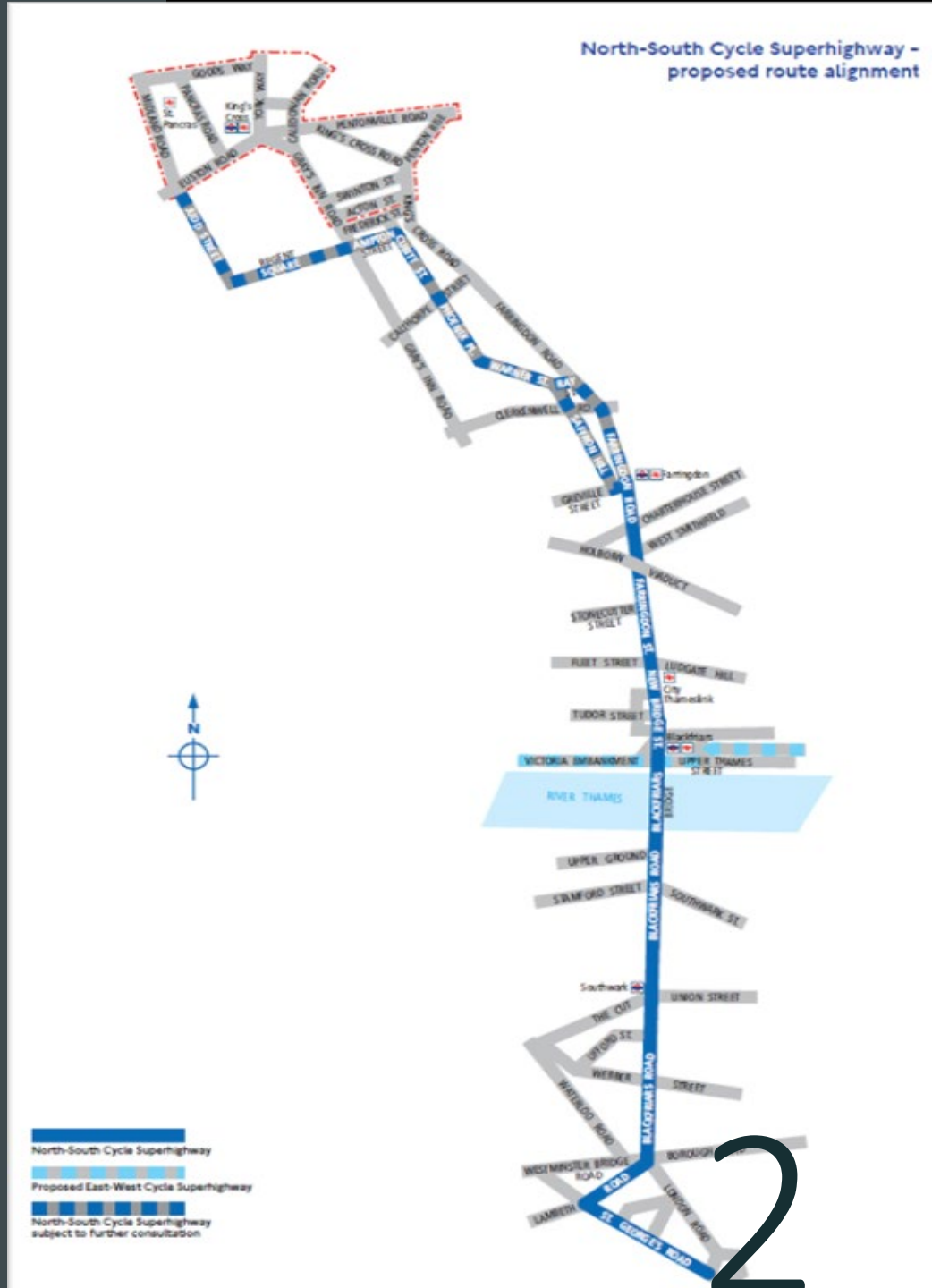
Introduction

Cycle highways are cycle routes running from outer London into and across central London. They offer safer and more direct journeys, improving cycling conditions for people who already commute by bike, and aim to encourage new cyclists. As part of London's Road Modernisation Plan (RMP), innovative safety features and new segregated cycle lanes, separating cyclists from motor traffic, will make travelling around London safer for cyclists and other road users.

The construction of the North-South Cycle highway (CS6) forms part of the RMP, and runs from Elephant and Castle to Stonecutter Street, near Holborn Viaduct – it will later be extended further North to King's Cross.

An extensive amount of redevelopment work is due to take place over the coming years, which will almost certainly warrant increased capacity for utility services along this route in order to adequately facilitate these new developments.

With this in mind it was agreed to provide additional ducting beneath the new island segregating cyclists from vehicular traffic during the construction phase. This would mitigate the requirement for future major works on the road network to supply these new services – the estimated social cost of delay saved as a result of future proofing the network in this way has been estimated at £996,800.



The Project

Ducts were installed as part of the construction of Cycle highway North South (CS6) within the segregated island between St George's Circus and Stamford Street in the London Borough of Southwark. This was to provide greater resilience to the network and reduce future interventions.

While carrying out the project specific engineering difficulties were encountered. Blackfriars Road was once an old tram route and when the tram was decommissioned the structure to support the tram lines was not removed. As a result there was a requirement to use specialist excavation equipment.

Similar issues were experienced in other sections of the route, with some having to be de-scoped from the project due to the vast quantity of unacceptable material discovered.

Given the position of existing apparatus it was also necessary to increase the depth of excavation at some sections from 750mm to 1250mm.

Due to the difficulties highlighted above it was decided to increase the provision of ducts from 4 to 6 in order to further reduce the requirement to excavate at this depth again in the future.

In addition, four ducts were laid perpendicular to the main ducting run where known developments were proposed as shown in the plan below. These spurs terminate in the footway, and again limit the necessity to excavate in the future and unnecessarily disrupt road users.

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Outcomes

The project set out to achieve a number of objectives and benefits for the road user, the highway authority and work promoters. Following completion of the project these should now be recognised in the shape of minimising disruption to road users and reduced costs to both work promoters and the economy.

Not only did the project future proof the road asset, opportunities were also taken to collaborate with various other companies during the construction programme, The additional ducting will mean that future developments will require less intervention on the network for new connections.

Due to the unforeseen circumstances previously highlighted, the project was delivered slightly over budget, although still within the 10% contingency.

Lessons Learnt

There are three main areas where more consideration should be given;

- More investigatory works should be undertaken prior to works starting to obtain a better understanding of the work required.
- Earlier engagement with stakeholders and the relevant highway authority departments to better facilitate works.
- Agree scope of works with all parties to avoid deviations and cost implications.

Conclusion/ Recommendations

CS6 was a major flagship project that incorporated an ambitious ducting programme to match. While the work has been completed, various issues were experienced throughout that were unforeseen (i.e. tram lines under Blackfriars Road). This future proofing will however prevent future disruption on the network and enable various service providers to benefit from the ducts installed.

It is recommended that these initiatives continue to be funded in lieu of the substantial benefits that can be delivered to all stakeholders – principally the travelling public.

TfL Lane Rental Scheme

Optimising customer journeys through the delivery of safer, innovative and sustainable roadworks

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