



## Streets and Walkways Sub (Planning and Transportation) Committee

**Date:** TUESDAY, 5 SEPTEMBER 2017  
**Time:** 10.30 am  
**Venue:** COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

- a) Tudor Street/New Bridge Street - Alternative layout Update (Pages 1 - 8)  
Report of the Director of Built Environment

Item received too late for circulation in conjunction with the Agenda.

**John Barradell**  
**Town Clerk and Chief Executive**

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<b>Committee(s)</b>	<b>Dated:</b>
Streets & Walkways Sub – For decision	05/09/2017
Planning & Transportation – For decision	03/10/2017
Court of Common Council – For decision	12/10/2017
<b>Subject:</b> Tudor Street/New Bridge Street – Alternative layout Update	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Decision</b>
<b>Report author:</b> Sam Lee	

## Summary

The City Corporation agreed to accept and support Transport for London's (TfL's) proposal for Cycle Super Highways (CSH) within the City at its Policy and Resources Committee meeting on the 19 February 2015. TfL later set out proposals in relation to the design detail of how the North/South CSH would impact on local streets, including the Tudor Street/New Bridge Street junction. These were agreed by the Streets and Walkways Sub-Committee (S&W) on the 22 February 2016, having first deferred the decision to facilitate further local consultation. Thereafter, TfL proceeded to implement their scheme with immediate effect.

In March 2016, the S&W decision was 'called-in' and was considered by the Court of Common Council (CoCo) at its meeting of 21 April 2016 when the S&W decision was overturned. Despite this TfL proceeded to deliver their CSH scheme at Tudor Street through a Works Permit issued in late 2015, and an Experimental Order which the City was unable to prevent as this Order related to construction and movement on New Bridge Street for which TfL are the Highway Authority. The impact of this Experimental Order on Tudor Street was that vehicles were prevented entering from New Bridge Street. The pre-existing restriction limiting Tudor Street egress to left turning vehicles only was retained.

Officers were consequently instructed to work with TfL, the Temples and their transport consultant to establish if a more effective scheme could be developed.

At its meeting on 12 January 2017, the Chairman of the Planning and Transportation Committee advised CoCo that TfL had agreed to work with the City to progress an alternative Tudor Street/New Bridge Street Junction layout and that a scheme had been agreed in principle by TfL which would improve egress by introducing the option of a right turn. The CoCo was consequently recommended, and approval was given to:

- the alternative layout, with officers instructed to continue to work with TfL to progress this;
- a total estimated cost of £195,000, of which £175,000 would be a contribution towards TfL's costs in delivering the alternative layout; and
- the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation).

CoCo were advised that the alternative layout was subject to detailed design including safety assessments and traffic modelling. Ultimately the approved layout proved to be undeliverable for TfL on safety grounds.

TfL were committed to developing an alternative layout that would deliver the same benefits as the layout agreed by CoCo. They have, therefore, been working closely with City officers and the consultant engaged by the Temples (Vectos) to establish a viable scheme. A number of different layouts have now been considered in some detail but it is TfL's view that only one of these appear acceptable. Other layouts have been discounted as TfL consider they would result in increased road danger or excessive congestion. The preferred draft layout is shown in Appendix 1.

This report seeks agreement for officers to work with TfL to confirm whether this new alternative layout is viable through detailed design and modelling but also draws to Members' attention that if it is found to be so, then the cost would be in excess of £2.3M for which funding has not currently been identified.

TfL advise that subject to final design and modelling demonstrating that the new layout is viable, funding being identified and the scheme being supported by consultation, then it could potentially be implemented from late 2018.

### **Recommendation(s)**

Members are asked to:

- Agree that officers continue to work with TfL and representatives of the Temples to establish the viability of the new layout ( see Appendix 1) through detailed design, and traffic modelling, and
- Endorse officers to investigate possible funding options for the scheme.

### **Main Report**

#### **Background**

1. In response to the number of cyclists killed or seriously injured on London's streets the Mayor of London announced his intention to build a Cycle Super Highway (CSH) network physically separating cyclists from other traffic. His proposals included an East/West and North/South CSH which would both travel through the City.
2. On the 19 February 2015 the City Corporation's Policy and Resources Committee agreed to accept and support the Mayor's initiative.

3. The North/South route was designed to run on the west side of New Bridge Street and consequently impacted on side roads including Tudor Street which it proposed to close to motor vehicles for both access and egress onto New Bridge Street.
4. At its meeting of the 22 February 2016 the Streets and Walkways Committee agreed to make an Experimental Traffic Order to enable TfL's delivery of their proposals. In particular this included preventing access and egress from Tudor Street to New Bridge Street for all vehicles other than cyclists.
5. Immediately on receipt of the decision TfL began implementation of their scheme.
6. In March the S&W decision was 'called in' and on the 21 April the Court of Common Council decided not to support the S&W decision and it was overturned. Despite this TfL proceeded with their CSH by moving from a permanent to an experimental Traffic Order meaning that pre-implementation consultation was not necessary. Whilst they could not now completely close Tudor Street they were able to prohibit vehicles on New Bridge Street turning into Tudor Street. This in turn facilitated the build of the CSH at the junction.
7. TfL were able to implement their Experimental Order as they, and not the City, are the Highway Authority for New Bridge Street, and that they already had a Works Permit issued to them in late 2015
8. There followed a meeting chaired by the Chairman of the Planning and Transportation Committee between local ward Members, TfL and local stakeholders at which TfL undertook to investigate whether the Tudor Street/New Bridge Street junction could be improved in terms of safety and access/egress. This led to officers and TfL, along with traffic consultants, Vectos (engaged by the Temples), investigating a revised design.
9. On 12 January 2017, the Chairman of the Planning and Transportation Committee advised CoCo that TfL had agreed to work with the City to progress an alternative Tudor Street/New Bridge Street Junction layout and that a scheme had been agreed in principle subject to detailed design and traffic modelling by TfL which would improve egress by introducing the option of a right turn. The CoCo was subsequently recommended to, and approval was given to:
  - the alternative layout, with officers instructed to continue to work with TfL to progress this;
  - a total estimated cost of £195,000, of which £175,000 would be a contribution towards TfL's costs in delivering the alternative layout; and
  - the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation).
10. CoCo were advised that the alternative layout was subject to detailed design including safety assessments and traffic modelling.
11. Later that month it became apparent that this layout was not deliverable as it introduced additional road danger. Officers, Vectos and TfL then engaged on

further discussions to design a new layout that would still deliver the benefits of the layout approved by CoCo. Some 8 layouts were explored however all but one were considered unsuitable by TfL, largely on the grounds of increased road danger.

### **Current Position**

12. There is now only one layout (see Appendix 1) that TfL is prepared to develop and take forward to detailed design and traffic modelling. Vectos and City officers have been involved in the early evaluation and subject to TfL's final tests, consider that this new layout appears to be viable. The scheme includes:
  - a. Signalising the Tudor Street/New Bridge Street junction to enable traffic to exit left and right out of Tudor Street;
  - b. A new pedestrian crossing across Tudor Street. Relocating the existing crossing on New Bridge Street by Bridewell Place further south;
  - c. Closing Bridewell Place to motor vehicles at New Bridge Street but incorporating access and egress for pedals cyclists. Moving northbound access for motor vehicles into the area to the Tudor Street junction;
  - d. Removing the bus stop currently located on New Bridge Street, south of Tudor Street and replacing it with two new stops, one located opposite Bridewell Place and the other, on the north side of Blackfriars Bridge;
  - e. Additional waiting and loading restrictions in Tudor Street to ensure the junction does not get obstructed;
  - f. Additional loading bay(s) along New Bridge Street;
  - g. Re-instating the original parking bays and a relaxation of the waiting and loading restrictions in Bridewell Place.
13. To confirm scheme viability, TfL now must take the layout through their formal assessment processes including detailed design and modelling work. It is expected this should be completed and an answer known by early 2018.
14. TfL advise that this new layout will cost in the order of £2.3m. Funding has not been identified.
15. In the event that TfL consider this scheme viable it should be noted that it would still have to be subject to a statutory consultation process before it could be finally approved.
16. Assuming the detailed design and modelling shows that the new scheme is viable, funding is identified and the scheme is supported through the consultation processes, TfL have advised that it could potentially be implemented from late 2018.

### **Corporate & Strategic Implications**

17. No safety audit has been carried out for this new layout. It is therefore not possible, at this stage, to predict whether it would contribute towards the City's road danger reduction targets.

## **Implications**

18. Under section 122 of the Road Traffic Regulation Act 1984 (RTRA), the City as highways authority for the City's roads must exercise its powers under the RTRA so as 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. These powers must be exercised so far as practicable having regard to the following matters:-

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
- the national air quality strategy;
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers;
- any other matters appearing to the City to be relevant.

19. It should be noted that Transport for London is the strategic Highway Authority for New Bridge Street and that this is a TfL project albeit one encouraged and supported by the City. The new alternative layout is therefore wholly reliant on their support and their various approval processes. They will need to exercise their powers in relation to changes on their network and consider any objections or representations as part of that process.

20. The City would need to exercise its powers under S.6 and S.45 of the RTRA to introduce the waiting and loading restrictions, changes to parking bays and traffic movements within our streets (including the closure of Bridewell Place) necessary to support and facilitate the introduction of the new layout. As part of this, statutory public consultation will be carried out and any outstanding material objections with respect to the City's streets would be reported back to Committee for resolution.

## **Appendices**

- Appendix 1 – Draft new layout

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Potential cycle access

Additional waiting & loading restrictions in Tudor Street to keep junction clear of obstruction

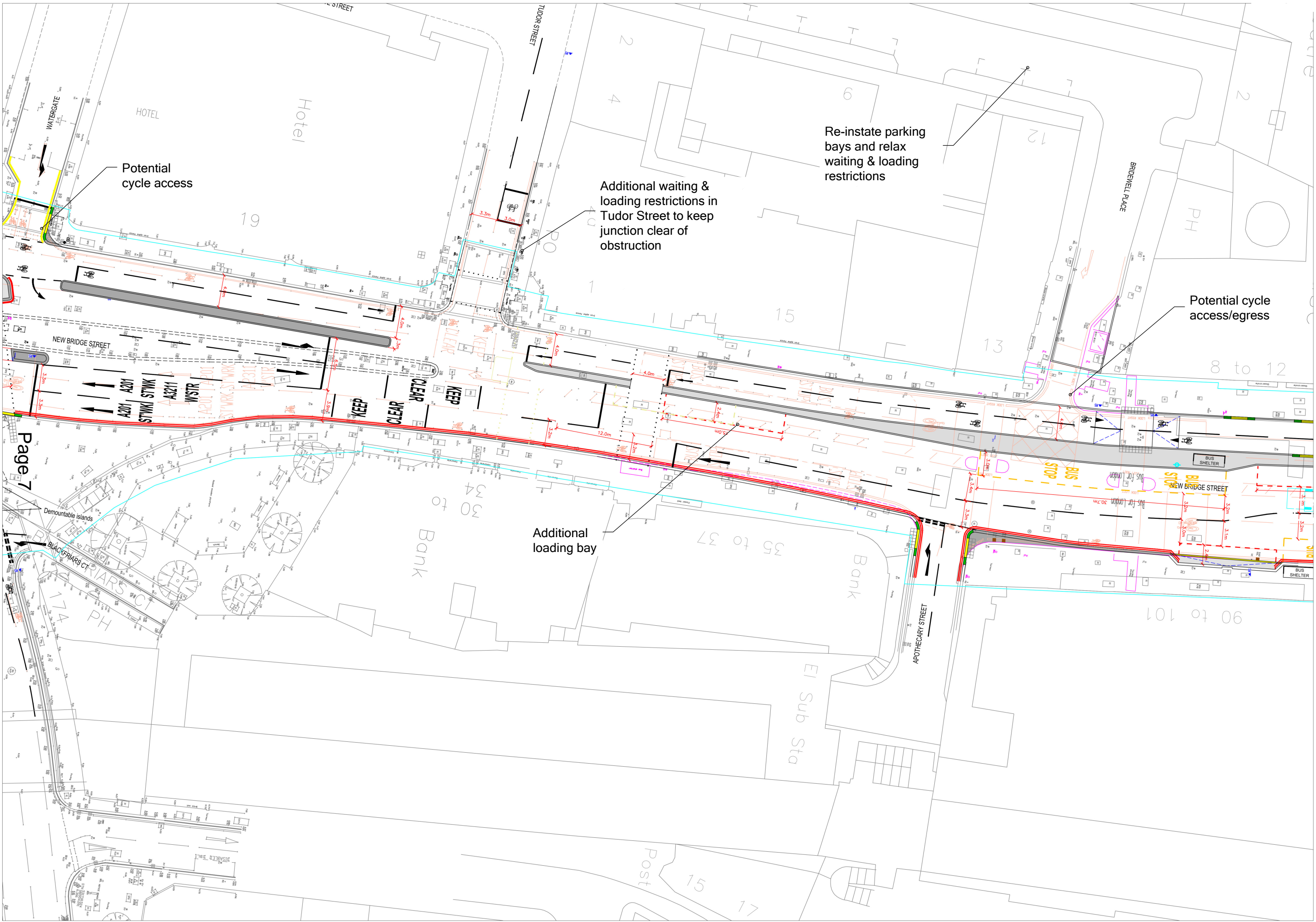
Re-instate parking bays and relax waiting & loading restrictions

Potential cycle access/egress

Additional loading bay

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APPENDIX 1



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