

Committee(s)	Dated:
Streets & Walkways Sub-Committee	06/12/2016
Planning & Transportation Committee	13/12/2016
Court of Common Council	12/01/2017
Subject: Tudor Street – Alternative Design & Mitigation Measures	Public
Report of: Director of the Built Environment	For Decision
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Summary

On the 28th April 2016, TfL opened their North – South cycle superhighway from Blackfriars to Stonecutter Street. However, this layout was not supported by the Temples nor by the Court of Common Council. Officers were therefore instructed to work with TfL, the Temples and their transport consultants to establish if a more effective scheme could be developed. As a result an alternative design for the Tudor Street junction has been agreed in principle by all parties and this is shown at Appendix 2.

It has also been recognised that there is a need to implement mitigation measures ahead of the revised scheme. This is because it has been observed that since TfL's cycle superhighway schemes have been introduced there is more traffic on other City streets which is causing circulation implications for lorry movements within the area.

Due to the level of interest from Members when the Court of Common Council considered earlier proposals for experimental traffic orders to be made in relation to Tudor Street on 21st April 2016, the alternative design (at Appendix 2) is to be presented to the Court of Common Council for approval under cover of a report from the Planning Committee. The report and new proposals will be presented to Planning Committee on 13 December 2016 and the matter will be reported to the Court of Common Council in January 2017.

Recommendation(s)

Members of the Streets & Walkways Sub-Committee are asked to recommend to the Planning Committee and the Planning Committee is asked to recommend to the Court of Common Council to:

- Agree and instruct officers to continue to work with TfL to progress the alternative layout as shown in Appendix 2.
- Approve a total estimated cost of £195,000, of which £175,000 is a contribution towards TfL's costs in delivering the alternative layout.
- Approve and agree to the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation) as shown in Appendix 3.

Main Report

Background

1. The North – South Cycle Superhighway from Blackfriars to Stonecutter Street was opened on 28th April 2016 by TfL. However, the measures at Tudor Street and Bridewell Place were not supported by the Temples as they considered the arrangements did not meet their needs and the measures were not supported by the Court of Common Council. Appendix 1 shows the current layout at the Tudor Street and Bridewell Place junctions.
2. Officers were instructed to work with TfL and the Temples to establish if a more effective layout could be developed which would improve road safety and make access and egress better for larger vehicles. Since then, a number of meetings to explore alternative layouts have been held.

Current Position

3. A revised junction layout has now been developed which is supported in principle by all concerned parties. This revised scheme is shown in Appendix 2.
4. It has also been recognised that there is a need to implement some mitigation measures in advance of the revised junction scheme because traffic on the City's streets has increased since TfL's current cycle superhighway schemes have been introduced. This has, in particular, caused circulation implications for lorry movements within the area. The proposed mitigation measures are shown in Appendix 3.

Options & Proposals

5. As part of the discussions, various options have been assessed but only the proposals shown in Appendix 2, meet the needs of all parties involved and therefore this is the only option being taken forward.
6. The revised junction layout includes:-
 - a. Signalising the Tudor Street/New Bridge Street junction to enable traffic to exit left or right out of Tudor Street. Access into Tudor Street from New bridge Street would remain prohibited;
 - b. A formal pedestrian crossing across the Tudor Street arm;
 - c. Converting Bridewell Place to be a one-way street, allowing traffic to enter from New Bridge Street only;
 - d. Amendments to parking, waiting and loading restrictions in Bridewell Place.
7. Similarly, the mitigation measures are linked directly to the need to improve lorry movements within the area so only one option has been developed.
8. The mitigation measures include:-
 - a. Additional waiting and loading restrictions at key junctions and locations;
 - b. Amendments to traffic islands and street corners;

- c. Alterations which include the removal of parking bays and the relocation of the taxi rank.
9. If Members are minded to approve the proposals as set out above, the mitigation measures could be implemented within 3 months (subject to there being no objections to the Traffic Orders and TfL's funding payment). The revised junction layout could be delivered by the end of 2017.

Implications

10. To progress with the revised junction layout, TfL will need to carry out detailed design and traffic modelling work as well as obtaining various approvals. It should be noted that this work will assess the feasibility of the scheme, particularly in terms of network capacity and road safety, and if there are any material implications, they will need to take these into consideration to ensure that they are meeting their duties and responsibilities as the strategic Highway Authority for Greater London. They may also need to consider whether it will be necessary to carry out wider public consultation and if so, take into account the responses received.
11. To effect the changes, the City will need to exercise its powers under S.6 and S.45 of the Road Traffic Regulation Act 1984 to introduce the waiting and loading restrictions, changes to parking bays (including the removal of them) and to traffic movements within the streets managed by the City. As part of this, statutory public consultation will be carried out and any outstanding material objections would be reported to committee for resolution. The Commissioner of the City Police would be requested to amend a taxi rank order. TfL would need to exercise their powers in relation to changes on their network.
12. TfL has estimated that to deliver the revised junction layout, it would cost £330,000. To support TfL's delivery, it is therefore proposed that the City makes a contribution of £175,000, with TfL agreeing to meet the remaining costs. An additional £15,000 would also be needed for CoL officer time and £5,000 for Traffic Order fees. The total funding required is therefore £195,000, which, through compensatory savings, would be met from the Department of the Built Environment's Local Risk budget for 2016/17.
13. There are no financial implications for the City in relation to the mitigation measures. This is because TfL has agreed to fund these measures to mitigate against the impact caused by their cycle superhighways.

Conclusion

14. Following a number of meetings between TfL, the Temples and their consultant, and City Officers, a revised design for the Tudor Street/New Bridge Street junction has been agreed in principle. The need to implement the mitigation measures in advance of the revised junction scheme has also been recognised.
15. The alternative design (at Appendix 2) is to be presented to the Court of Common Council for approval under cover of a report to be presented to Planning Committee on 13 December 2016 and reported to the Court of

Common Council in January 2017. It is therefore recommended that with the concurrence of the Court of Common Council, Members agree and instruct officers to continue to work with TfL to deliver the revised proposals as detailed in Appendix 2; and agree for the mitigations measures as detail in Appendix 3 to be implemented (subject to the outcome of the statutory public consultation).

Appendices

- Appendix 1 – Current Layout at the Tudor Street and Bridewell Place junctions
- Appendix 2 – The proposed revised layout
- Appendix 3 – The revised mitigation measures

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