

Report – Planning and Transportation Committee

Tudor Street – Alternative Design & Mitigation Measures

To be presented on Thursday, 12th January 2017

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

On 28 April 2016, Transport for London (TfL) opened their North-South cycle superhighway from Blackfriars to Stonecutter Street. However, concerns about the impact of the superhighway on the area around Tudor Street were expressed by the Temples and other residents and, following debate, proposals put forward to help mitigate the position were not supported by the Court of Common Council. Officers were consequently instructed to work with TfL, the Temples and their transport consultants to establish if a more effective scheme could be developed.

An alternative design for the Tudor Street junction has now been agreed in principle by all parties and is set out at Appendix 2 to this report. These proposals have also been endorsed by your Streets and Walkways Sub-Committee.

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.

RECOMMENDATION

The Court of Common Council is asked 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; and
- 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 28 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; the measures were also 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 and as a result 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; should there be 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 of London 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 the delivery of the revised junction layout 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 City Corporation 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 Corporation 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. It is recommended that 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

N.B. Larger-sized colour versions of these appendices will be available for inspection in the Great Hall prior to the meeting.

All of which we submit to the judgement of this Honourable Court.

DATED this 13th day of December 2017.

SIGNED on behalf of the Committee.

Christopher Michael Hayward
Chairman, Planning and Transportation Committee