

Committee(s)	Dated:
Streets and Walkways Sub-Committee – For decision Planning and Transportation Committee – For information	16/5/2017 13/6/2017
Subject: Tudor Street Area Mitigation Measures – Statutory Public Consultation responses	Public
Report of: Carolyn Dwyer	For Decision
Report author: Gerry Lightfoot – City Transportation	

Summary

The North-South cycle superhighway was introduced by Transport for London (TfL) along New Bridge Street in April 2016. 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 subsequently worked with TfL, the Temples and their transport consultants to develop a more effective scheme.

This scheme has been agreed in principle by the Court of Common Council on 12 January 2017 and is now subject to detailed assessment. It has been recognised that there is a need to continue to implement mitigation measures ahead of the introduction of the revised scheme.

The City of London Corporation consulted on measures to improve the circulation of traffic within the Tudor Street area in February 2017. There were five responses received during the consultation objecting to the relocation of a length of motor cycle parking from Carmelite Street to Tallis Street. This report identifies an alternative location for the motor cycle parking. The remainder of the proposed measures that drew no comment will be implemented.

Recommendations

Members are asked to:

1. agree not to relocate the motor cycle parking to the western section of Tallis Street as agreed previously by the Court of Common Council on 12 January 2017.
2. agree to the proposed alternative location for the motor cycle parking to the eastern section of Tallis Street (subject to no objections arising from the statutory public consultation) as shown in Appendix 3.
3. agree to delegate the resolution of any objections arising from the Tallis Street consultation to the Committee Chairman for resolution.
4. agree that the objectors be informed of your decision accordingly.

Main Report

Background

1. On 12 January 2017, the Court of Common Council approved recommendations, as detailed below, to resolve some of the concerns around the Tudor Street area following TfL's implementation of their North – South Cycle Superhighway.
 - a. agree and instructed officers to continue to work with TfL to progress an alternative Tudor Street junction layout;
 - b. 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
 - c. approve and agree to the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation).
2. In relation to the discussions with TfL on an alternative junction layout, these are still in progress and it is too early to provide any material updates at this stage. This report therefore concerns the objections received following the statutory consultation on elements of the mitigation measures.
3. The mitigation measures include:
 - (a) Additional 'at any time' waiting and loading restrictions at the junctions along Tudor Street and throughout Bridewell Place;
 - (b) Removal of the parking places in Bridewell Place;
 - (c) Relocation of the taxi rank in Tudor Street;
 - (d) Relocation of part of the motor cycle parking from Carmelite Street to the western section of Tallis Street; and
 - (e) Amendments to traffic islands and some street corners.

Current Position

4. Statutory public consultation was carried out during February 2017 using press and street notices, and as a result five responses of objection were received. The consultation covered only those measures that are subject to traffic orders and not the works to amend the traffic islands and street corners.
5. The objections were all concerning the proposal to relocate part of the motor cycle parking from Carmelite Street to the western section of Tallis Street, where it would be on the north side, adjacent to the London Cycle Hire station at the rear of No. 21 Tudor Street (Victoria House).
6. The respondents all believed that locating the motor cycle parking place outside a residential building would result in unacceptable noise disturbance for the residents, particularly early in the morning and late at night. An alternative location in the eastern section of Tallis Street where there is already an existing motor cycle parking place with no nearby residential properties was suggested. There was a further suggestion that the Baynard House car park in Queen

Victoria Street provided sufficient space that did not require the relocation of the space from Carmelite Street.

7. One respondent was concerned that, with the existing London Cycle Hire station already in that length of Tallis Street, an additional motor cycle parking place may risk the street becoming too narrow and congested.

Options

8. During the working day, motor cycle parking places in the City are usually full and requests to the City Corporation for more parking places are very frequent. Reducing parking space is therefore not desirable when demand is so high. The suggestion that motorcyclists can use Baynard House car park instead, is not recommended as a comparable alternative as it is some 0.5km away or about 7 to 10 minutes walk including the need to cross the Blackfriars junction or other busy streets.
9. The current proposed motor cycle parking place is only 5 metres in length and 2 metres wide. It would leave 4.5 metres for through traffic. This is not considered to be narrow and many of the City streets are much less than this. The street is also not highly trafficked, so it is very unlikely that the proposal would cause traffic congestion.
10. However, in view of the concerns expressed and the possibility that the proposed relocation of the motor cycle parking could cause noise disturbances to residents, an alternative location, if possible, should be considered. The suggestion to re-position the bay towards the eastern end of Tallis Street, adjoining an existing motor cycle parking bay appears to be viable (see appendix 3) without adversely affecting other users or occupiers. It would retain this facility within the local area, serving local needs.

Proposals

11. The City Corporation is proceeding with the implementation of all the proposed measures that received no objections to avoid delaying the benefits the measures will deliver to the traffic flow in the Tudor Street area.
12. The proposed motor cycle parking place in the western section of Tallis Street should be withdrawn and the extension of the existing motor cycle parking place in the eastern section proposed as an alternative.

Conclusion

13. As there appears to be a viable alternative location for the motor cycle parking bay to be provided, without impacting on other road users or occupiers, the proposal should be amended to address the residents' concerns. To effect this change, a further statutory consultation will be necessary and can proceed separately to the implementation of the rest of the proposed measures that received no comment.

Appendices

- Appendix 1 – Objections received
- Appendix 2 - Plan of existing parking places in Tallis Street
- Appendix 3 - Plan of existing parking places in Tallis Street

Background Papers

Report – Planning and Transportation Committee
Tudor Street – Alternative Design & Mitigation Measures

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