

<b>Committee(s)</b>	<b>Dated:</b>
Streets & Walkways Sub – For decision	21/05/2018
Planning & Transportation – For decision	29/05/2018
Court of Common Council – For decision	21/06/2018
<b>Subject:</b> Tudor Street/New Bridge Street – Update Report	<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

Following the decision of the Court of Common Council, officers have been working with Transport for London (TfL) and the Temples to establish if a new layout to improve access, egress and safety at the Tudor Street/New Bridge Street junction is viable.

TfL have now completed their technical assessments and have confirmed that the scheme is viable but to proceed to the next stage of the scheme, they require confirmation of funding. However, since this scheme was formally debated by Members in September 2017, two key developments in the area have come to light. These include a new combined court building and potential new police station, and the re-development of Fleet House.

The transport and security requirements to facilitate a new combined court are not yet known but are likely to be very significant; particularly in relation to security needs. It is likely that this development would require improved security and greater restriction or control on vehicular movement, including access. These needs could therefore impact the Tudor Street/New Bridge Street scheme.

The main work to deliver the Fleet House development could commence from early next year. If the Tudor Street/New Bridge Street scheme was implemented, then the Fleet House development is likely to require temporary changes to be made to enable lorry access or egress from New Bridge Street.

Therefore, to avoid the likelihood of abortive works and unnecessary costs, it is recommended that the Tudor Street/New Bridge Street scheme be deferred until the transport and security needs of the new combined court are known, the scheme no longer impacts on the Fleet House construction and the strategy for servicing Fleet House has been finalised.

## **Recommendation(s)**

Members are asked to:

- Agree to the scheme in principle as shown in Appendix 1 (excluding the wider hostile vehicle mitigation (HVM) across Blackfriars Bridge and the urban realm improvements in Bridewell Place) but further progression subject to funding being identified and approved.
- Agree to defer progressing this scheme until the transport and security needs of the new combined court service/potential new police station are known, the scheme no longer impacts on the Fleet House construction and the strategy for servicing Fleet House has been finalised.

## **Main Report**

### **Background**

1. In October 2017, the Court of Common Council authorised officers to continue to work with TfL and the Temples to establish the viability of a new layout at the Tudor Street/New Bridge Street junction to improve motor vehicle access, egress and road safety. The scheme is shown in Appendix 1. Members also endorsed officers to explore potential funding opportunities.
2. To confirm scheme viability, Members were advised that TfL would be taking the layout through their formal assessment process including traffic modelling and safety audits. Members were advised that the scheme would cost in the order of £2.3M.

### **Current Position**

3. TfL have now completed their assessments and have advised officers that the scheme is viable. They have provided a more detailed cost estimate and have advised that to proceed to the next stage of the scheme, which is public consultation, confirmation of funding is required.
4. Since the above-mentioned committee meetings, two key developments in the area have come to light. These developments could potentially have very significant implications, particularly relating to access, egress and security needs both during construction and once those buildings are in use.
5. This report therefore informs members of the outcome of TfL's assessments and the potential implications arising from these developments.

### **TfL assessments**

6. TfL's assessment included carrying out traffic modelling and road safety audits. They have also carried out a detailed cost exercise and have consulted internally with different departments. Based on these assessments, they have confirmed that the scheme is viable. A summary of the assessment is detailed below and in Appendices 2 to 4.

- a. The traffic modelling assessment has shown that the scheme would introduce very marginal increases in some journey times. In the worst-case scenario, of up to 2 minutes for buses but in most cases, there are no changes when compared to the existing performance. See Appendix 2. The principle reason for the bus delay is the introduction of an additional bus stop.
- b. The Stage 1 Road Safety Audit (an audit based on concept/outline design) identified three minor road safety problems and six design issues with the proposed scheme. TfL believe that the audit findings are not very significant and believe that they can be addressed in the detailed design or that the risks are low and therefore the risks are acceptable.
- c. TfL has estimated that to deliver the scheme it would cost £2.33M. However, in their estimation, they have included a tolerance of +/- 30% to address any issues around estimating accuracy. Consequently, the cost range of the scheme is between £1.63M to £3.03M. A summary breakdown of the estimate is provided in Appendix 3. It should be noted that the estimate includes a small element of urban realm improvements (to maximise the opportunity) on Bridewell Place but does not include any hostile vehicle mitigation (HVM) works which may be necessary around the bus stop on Blackfriars Bridge. HVM is not currently included because the nature and type of HVM requirements are still being assessed. Any HVM costs which may be necessary because of this scheme may therefore need to be factored in at a later date.

## **Key developments**

7. Members will be aware of the decision taken by the City Corporation in October last year, to commission a feasibility study on a new combined court service (NCC) to be built in the Fleet Street area. The site being considered could also potentially be used to accommodate a new police station.
8. Plans for the court are being developed in partnership with HM Courts and Tribunal Services and feasibility studies are in progress to assess the scheme.
9. However, as this development is in the early stages, the transport and security requirements to support the NCC have not yet been scoped out but some discussions have taken place with relevant officers.
10. One of the requirements that appears to be relevant, is the need to protect crowded and iconic places as well as critical national infrastructure from international terrorism. It is highly likely that a NCC would be seen as an iconic or critical establishment and therefore security needs would be essential.
11. Members may also be aware of the Corporation's own Fleet House development located on the corner of New Bridge Street and Bridewell Place. The main servicing for the development had been identified to take place on-street from two locations, Bridewell Place and New Bridge Street. Only the location on New Bridge Street

has a dedicated loading bay marked out. Implementation of the planning permission has taken place; however, the main deconstruction and construction of the new building is not expected to start until Q2 2019 at the earliest. When these works start, there will be a need for lorries to transport material, plant and spoil to and from the site.

## **Implications**

12. The transport and security requirements to facilitate the NCC are not yet known but it is likely to be very significant particularly in relation to security needs. It is likely that this development may require improved security with greater restriction and control on vehicular movement including access. The wider transport needs are also not known. If the Tudor Street/New Bridge Street scheme was to be progressed, it may subsequently be required to make changes to facilitate the new NCC. This could result in costly abortive works.
13. It should be noted that part of the agreed design for the Tudor Street/New Bridge Street scheme requires the closure of Bridewell Place (at its junction with New Bridge Street) together with a new bus stop positioned opposite. If the scheme was implemented, it would therefore impact the Fleet House development both during construction and when it is in occupation thereafter.
14. With one of the identified servicing areas for the Fleet House development located on Bridewell Place, servicing vehicles would either need to reverse from Tudor Street or if they have already arrived in a forward direction, they could then reverse, utilising the “lay by” to the west of the site to then leave in a forward direction. See Appendix 4. Although reversing is not ideal, on-street servicing in Bridewell Place can still be carried out and as with many cul-de-sacs in the City, this is not an uncommon scenario. Furthermore, the development has the benefit of using another, specifically marked out, loading bay in New Bridge Street. TfL’s suggested urban realm improvements in Bridewell Place as shown in Appendix 1, would however, not be possible without further implications to servicing.
15. The proposed closure of Bridewell Place would severely hinder the construction of Fleet House because lorries would not be able to easily access or leave the site. It would therefore most likely require temporary alterations to the closure to enable lorry access or egress. If temporary changes weren’t possible, which is a likely possibility because of additional safety and bus operational impacts, transport movements servicing the development would then need to be managed in a much more confined space, such as a requirement to reverse up or down Bridewell Place. As a result, the number of lorries accessing the site at any time may also have to be limited.
16. While the traffic and highway authority cannot necessarily be required make changes to accommodate developments, it is acknowledged that without suitable adjustments, it is unlikely the needs of the City can be met. It has also been found unreasonable for the highway authority to prevent development which has been granted planning permission by withholding highway approvals. The City as street

authority must also use best endeavours to co-ordinate the execution of works of all kinds in the streets, including to minimise inconvenience to road users.

17. Given the potential implications arising from these two developments, it is proposed that the Tudor Street/New Bridge Street scheme be deferred until the transport and security needs of the NCC are known and until this scheme would no longer impact on the Fleet House construction and the strategy for servicing Fleet House has been finalised. This would avoid the likelihood of any abortive works and un-necessary costs and help meet the City's responsibility for co-ordination of works.

18. This report does not currently address the funding strategy that would be required to deliver the scheme. However, funding options will be set out when the scheme is brought back for authorisation to progress.

### **Corporate & Strategic Implications**

19. The deferment of the scheme will ensure improved co-ordination of highway works, which will reduce unnecessary inconvenience and achieve better value for money by reducing potential for abortive costs.

### **Conclusion**

20. TfL has confirmed that the scheme is viable but to proceed to the next stage they require confirmation of funding. Their assessment has revealed some minor implications, but these are not insurmountable.

21. Two key developments in the area which may have material access, egress and security needs have come to light. To improve co-ordination of works and avoid abortive and un-necessary costs, it is recommended that this scheme is deferred.

### **Appendices**

- Appendix 1 – The proposals
- Appendix 2 – Summary of traffic modelling
- Appendix 3 – Cost estimate summary
- Appendix 4 – Fleet House – Bridewell Place servicing swept path

### **Sam Lee**

Group Manager, Department of the Built Environment

T: 020 7332 1921

E: [citytransportation@cityoflondon.gov.uk](mailto:citytransportation@cityoflondon.gov.uk)