

Your voice on
Common Council:



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for other news of the ward

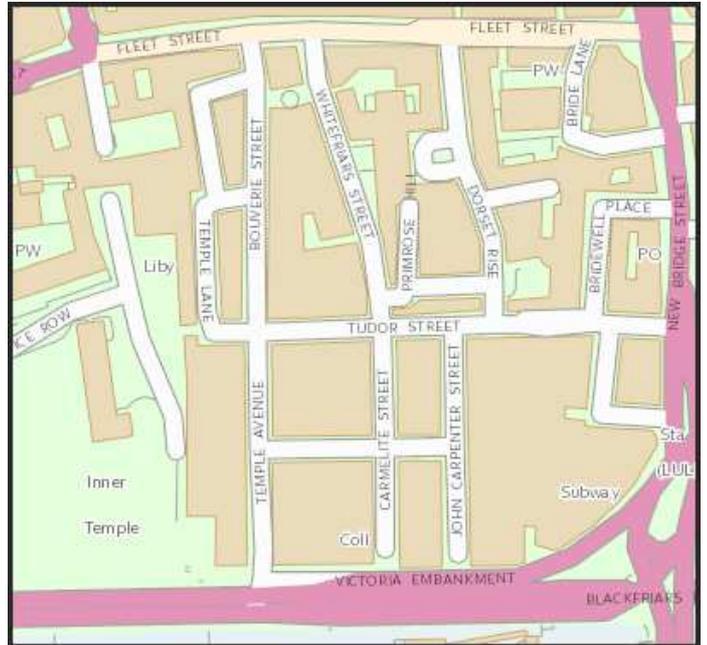
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PROPOSED CLOSURE OF TUDOR STREET/NEW BRIDGE STREET JUNCTION

You may be aware that proposals have been made to close the Tudor Street/New Bridge Street junction to vehicular traffic.

This is a direct consequence of Transport for London's plans for the North-South Cycle Superhighway along the west side of New Bridge Street which is currently under construction.

After a period of public consultation (which regrettably included the Christmas and New Year holiday periods) a detailed proposal to change traffic flows in the Tudor Street area was presented to the City Corporation's Streets & Walkways Sub-Committee at its meeting on February 22nd. To summarise the proposals briefly:



- Northbound traffic on New Bridge Street wishing to enter Tudor Street will be redirected to Bridewell Place, which would be altered and would become a two-way street again.
- Traffic leaving Tudor Street for New Bridge Street north bound would use Kingscote Street and Watergate which would become one-way streets.
- Traffic from the north heading for Whitefriars and the streets south of Fleet St will be unable to turn right into Tudor St and will have to access the area from one of the south bound side roads off Fleet Street.
- Traffic from Tudor Street wishing to go south on New Bridge Street would leave from Bridewell Place (as at present).

There would be additional "at any time" waiting or loading restrictions in a number of streets and junctions. Several parking spaces and the taxi rank on Tudor Street near Whitefriars Street would be relocated. There would also be alterations to the police check point island on Tudor Street, kerb lines, footways and street furniture at several junctions.

Significant opposition to these proposals was expressed by the Inner and Middle Temple and by others. The two main concerns raised were:

Access from New Bridge Street via Bridewell Place for fire tenders and goods vehicles would be more difficult than via Tudor Street primarily because of the ninety degree dog-leg in Bridewell Place and because Bridewell Place would become a two-way street.

Castle Baynard Special Issue

The proposed changes in access from New Bridge Street would cause a greater number of vehicles (including goods vehicles) seeking to access Tudor Street and the Inner and Middle Temple to use Bouverie Street or Dorset Rise/Salisbury Court, which are roads that are already straining to cope with existing traffic demand, pedestrian safety in particular being a frequent problem in these narrow roads.

One unintended positive impact of the proposed changes, however, would be the likely reduction of rat-running especially by taxis which currently account for a third of the traffic in the Tudor Street area.

These proposals were brought (and recommended) to the Streets & Walkways Sub-Committee by the Corporation's experienced highways officers on February 22nd.

However, given the issues raised by the objectors Graham Packham (one of our Ward Councilmen on the Sub-Committee) proposed that instead of agreeing to implement the proposed changes as recommended, the Corporation should instead grant Experimental Traffic Orders and that these orders would not become permanent unless the mitigation measures proved to be effective in addressing the concerns for a minimum period of 6 months. This proposal was unanimously agreed by the Streets & Walkways Committee.

Whilst the introduction of Experimental Traffic Orders for these proposed changes in the Tudor Street area is a great improvement to the original recommendation, there are still many people who believe that the scheme is so flawed that the changes should not go ahead in their present form even on an experimental basis. As a result, it is likely that the whole matter will be called in for discussion at the next meeting of the full Court of Common Council on April 21st.

If this is the case this will result in a public debate on this matter in the Guildhall, and it is possible that the strength of the arguments against implementing the Traffic Orders even on an experimental basis will be sufficient to persuade a majority of the members of the Court to agree to scrap the proposals entirely in their current form.

This process of calling in a Committee's decision is used quite rarely, and the outcome of the vote by the 125 Members of the Court to agree to overturn the decision made to grant the Experimental Order is difficult to predict.

On the assumption, however, that the Court of Common Council does not agree to overturn the decision to implement the proposed changes on an experimental basis, your Castle Baynard Ward Team is determined to ensure that the effects of the traffic changes during the experimental period are evaluated thoroughly and fairly. To facilitate this evaluation, two of our Ward Team will act as individual points of contact for residents and businesses in the area to co-ordinate all feedback (both negative and positive) once the experimental scheme is in place and to compile as comprehensive a record as possible of any accidents, near misses, congestion and access problems which may occur.

We intend to present that evidence to the Corporation when the success, or otherwise, of the experimental period is being assessed. The two contacts will be Graham Packham (for residents) and Emma Edhem (for businesses). They can be contacted at graham.packham@cityoflondon.gov.uk and at emma.edhem@cityoflondon.gov.uk respectively. Please feel free to pass any comments, concerns you have about this issue to either Graham or Emma.

In April, we will distribute another newsletter to residents and businesses in the area shortly after the meeting of the Court of Common Council to let you know the outcome of that debate. We will then be in a more certain position to say how we will be taking this issue forward on your behalf.