

From: RafiDown Maria
Sent: 17 August 2021 14:23
To: [REDACTED]@towerhamlets.gov.uk>
Subject: RE: Comments for Proposal NP/REGULATION/STOT/GLA/2021/0202

Thanks [REDACTED],

Hope to hear from you soon.

Maria

TfL RESTRICTED

From: [REDACTED]@towerhamlets.gov.uk>
Sent: 16 August 2021 09:46
To: RafiDown Maria [REDACTED]@tfl.gov.uk>
Subject: RE: Comments for Proposal NP/REGULATION/STOT/GLA/2021/0202

Hi Maria

I've got some comments back from [REDACTED] but need to discuss with my head of department. Will get back to you ASAP.

[REDACTED]

From: RafiDown Maria [REDACTED]@tfl.gov.uk>
Sent: 13 August 2021 10:58
To: [REDACTED]@towerhamlets.gov.uk>
Subject: RE: Comments for Proposal NP/REGULATION/STOT/GLA/2021/0202

Hi [REDACTED]

Just wanted to check in and see if you would be able to provide a confirmation for proceeding with the TRO advertisement by today?

Sorry for the urgent request, it takes a few days to prepare the advertisement and as mentioned if it doesn't go out next week it will affect the current programme of works.

Many thanks,

Maria Rafi Down

Principal Sponsor – Cycling | Investment Delivery Planning

Phone: [REDACTED] ([REDACTED]-auto)

Floor 4R4, Palestra, 197 Blackfriars Road, London SE1 8NJ | [REDACTED]@tfl.gov.uk



EVERY JOURNEY MATTERS

TfL RESTRICTED

From: RafiDown Maria

Sent: 12 August 2021 16:17

To: [REDACTED] <[REDACTED]@towerhamlets.gov.uk>

Cc: DPTB [REDACTED] <[REDACTED]@towerhamlets.gov.uk>; [REDACTED]

[REDACTED] <[REDACTED]@towerhamlets.gov.uk>; [REDACTED] <[REDACTED]@towerhamlets.gov.uk>;

Herrington Andrew (ST) <[REDACTED]@TfL.gov.uk>; Cansick Helen (ST)

[REDACTED] <[REDACTED]@TfL.gov.uk>; Tallon Alexander [REDACTED] <[REDACTED]@tfl.gov.uk>; Begum

Aysha Cycling Sponsorship - IDP <[REDACTED]@tfl.gov.uk>

Subject: RE: Comments for Proposal NP/REGULATION/STOT/GLA/2021/0202

Dear [REDACTED]

Thank you for your email and for our useful discussion this week by phone. I apologise for the late reply due to unplanned leave.

We are keen to resolve these outstanding items as we know that both Tower Hamlets and TfL are keen to be able improve the cycling facilities in this area. In response to your outstanding queries:

- The modelling of the scheme is nearly 2 years old and we believe with multiple schemes occurring throughout the borough, including most pertinently for this scheme, the Bow Liveable Streets scheme which has now been approved by LBTH Cabinet. We are concerned that the cumulative impacts of both schemes has not been assessed and we will understand the full impacts in advance. Can this be addressed with updated modelling?

The C37 scheme was approved prior to the COVID-19 Pandemic by both TfL and Tower Hamlets and so predates the Bow Liveable Streets scheme. We fully understand the need of schemes to work together on the network and understand LBTH has commissioned Traffic Modelling with TfL for the Bow Liveable Streets scheme, with results due next month. The C37 scheme is included in this as a base item because it predates the Bow Liveable Streets Scheme, as is standard practice. TfL has previously shared the C37 modelling with LBTH and we are happy to provide additional information required for the Bow Liveable Streets Scheme if required.

- We remain concerned that the impacts of the banned left turn will introduce rat running traffic through Southern Grove and increase the risk of 'left hooking' across the westbound cycle lane as a result. While we appreciate that one of primary reasons for the left ban turn from Mile End Road into Burdett Road is to reduce road danger for peds crossing Burdett Road

Although the modelling forecasts a small increase in movements into Southern Grove the banned turn is not the primary reason. Any potential design in which the left turn from A11 westbound into Burdett Road was retained, it would not have traffic turning onto a crossing showing pedestrian green on the southbound exit of the junction.

we do think this will result in more traffic diverted onto our network than is forecast. The arrangements on the Sidney Street/ Cambridge Heath Road/ A11 junction on the same road eastbound (A11 Sydney St junction) accommodates general traffic movements and cycle and pedestrian movements- can this not be replicated here?

It would not be possible to replicate the arrangement here as the junction geometry will be tightened on the southbound lane on Burdett Road meaning it would not be possible for large vehicles to make the turn without overrunning the kerb.

The proposal on opening up the banned left turn onto Burdett Road during closure/impact on our road network is welcomed and we wish to investigate its real world methodology and the process for implementation.

This has been investigated previously with additional modelling conducted following the public consultation. It is not feasible to open up the proposed banned left turn from Mile End Road into Burdett Road 'temporarily' as a potential diversion route if there were other works on Campbell Road. This would not be possible with the new Method of Control. The entire junction would need to be put under a temporary signal phasing and the cycle lanes would need to be blocked off to enable this. In addition there will be certain vehicles unable to make the new tight turn due to the kerb buildout.

In times of roadworks TfL Network Managers will work with LBTH, buses and utility companies to implement mitigation timings to assist any diversion planning.

Also in light of the recent funding settlement between TfL and DfT and the requirement for £100m to be allocated to Healthy Streets Schemes, we are seeking to understand the implications for a reinstatement of the previously agreed funding for mitigation of the scheme's impacts on borough roads.

The £100m is committed funds for the whole Healthy Streets programme and at this point C37 cannot be covered wholly from this current funding and many other schemes in the Healthy Streets programme have had to be paused until there is greater long-term funding certainty.

The most recent funding deal unfortunately was again a short term deal expiring in December 2021 and therefore TfL's position is unchanged in regards to the non-availability of additional mitigation funding, as previously discussed.

We are committed to working alongside LBTH and keeping the discussion on this subject ongoing for future funding allocations. In addition we can continue to discuss monitoring strategies during and post-delivery, and appropriate mitigation when necessary.

Our funding allocation ends in December 2021, so our focus is on using all available resources to deliver Mile End Junction and progressing consideration for converting the temporary section on Burdett road to the permanent design. All required approvals have been sought internally at TfL and externally with LBTH regarding the design proposals and milestones for the construction phase are imminent.

Over the last few months TfL have worked with the build contractor for early discussions for the Mile End Junction work. We are due to start weekly design and construction meetings with the contractor, internal Traffic Management and Network Performance teams imminently. We would be very grateful if the LBTH network teams were able to attend these meetings to provide input into the required permitting and comments regarding the Traffic Management plans.

In regards to the progression of these works (Mile End Junction), the advertisement of the permanent TRO is due to be published next week (w/c 16/8/2021) and any

delays to this will now impact the construction start date for the works and potentially funding availability.

On receipt of this email please can you reply to confirm agreement for us to proceed with the advertisement of the TRO for Mile End Junction. Our TfL project management team will be in touch to coordinate discussions required before and during the delivery phase, including such matters as the Traffic Management plans, work site permits, Section 8 process, external communications and attendance at the weekly meeting with the construction contractor.

Many thanks,

Maria Rafi Down

Principal Sponsor – Cycling | Investment Delivery Planning



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From: [REDACTED] <[REDACTED]@towerhamlets.gov.uk>

Sent: 07 June 2021 14:52

To: RafiDown Maria [REDACTED] <[REDACTED]@tfl.gov.uk>; [REDACTED]

[REDACTED] <[REDACTED]@towerhamlets.gov.uk>

Cc: DPTB <[REDACTED]@towerhamlets.gov.uk>; Begum Aysha Cycling Sponsorship - IDP [REDACTED] <[REDACTED]@tfl.gov.uk>; Herrington Andrew (ST) <[REDACTED]@tfl.gov.uk>; [REDACTED] <[REDACTED]@towerhamlets.gov.uk>

Subject: RE: Comments for Proposal NP/REGULATION/STOT/GLA/2021/0202

Hi Maria

I have discussed matters with our Network Management team relating to the above proposed TMO and have the outstanding queries:

- The modelling of the scheme is nearly 2 years old and we believe with multiple schemes occurring throughout the borough, including most pertinently for this scheme, the Bow Liveable Streets scheme which has now been approved by LBTH Cabinet. We are concerned that the cumulative impacts of both schemes has not been assessed and we will understand the full impacts in advance. Can this be addressed with updated modelling?
- We remain concerned that the impacts of the banned left turn will introduce rat running traffic through Southern Grove and increase the risk of 'left hooking' across the westbound cycle lane as a result. While we appreciate that one of primary reasons for the left ban turn from Mile End Road into Burdett Road is to reduce road danger for peds crossing Burdett Road we do think this will result in more traffic diverted onto our network than is forecast. The arrangements on the Sidney Street/ Cambridge Heath Road/ A11 junction on the same road eastbound (A11 Sydney St junction) accommodates general traffic movements and cycle and pedestrian movements- can this not be replicated here?

- The proposal on opening up the banned left turn onto Burdett Road during closure/impact on our road network is welcomed and we wish to investigate its real world methodology and the process for implementation. Also in light of the recent funding settlement between TfL and DfT and the requirement for £100m to be allocated to Healthy Streets Schemes, we are seeking to understand the implications for a reinstatement of the previously agreed funding for mitigation of the scheme's impacts on borough roads.

Regards

■

From: RafiDown Maria <■@tfl.gov.uk>
Sent: 02 June 2021 15:16
To: ■@towerhamlets.gov.uk>
Cc: DPTB ■@towerhamlets.gov.uk>; ■
<■@towerhamlets.gov.uk>; Begum Aysha Cycling Sponsorship - IDP
<■@tfl.gov.uk>; Herrington Andrew (ST) ■@tfl.gov.uk>;
■@towerhamlets.gov.uk>
Subject: RE: Comments for Proposal NP/REGULATION/STOT/GLA/2021/0202

Hi ■,

Thank you for replying, much appreciated. I look forward to your response later this week and organising the meeting.

Many thanks,

Maria Rafi Down

Principal Sponsor – Cycling | Investment Delivery Planning



EVERY JOURNEY MATTERS

From: ■@towerhamlets.gov.uk>
Sent: 02 June 2021 14:37
To: RafiDown Maria ■@tfl.gov.uk>; ■
■@towerhamlets.gov.uk>
Cc: DPTB ■@towerhamlets.gov.uk>; ■
<■@towerhamlets.gov.uk>; Begum Aysha Cycling Sponsorship - IDP
■@tfl.gov.uk>; Herrington Andrew (ST) ■@tfl.gov.uk>
Subject: RE: Comments for Proposal NP/REGULATION/STOT/GLA/2021/0202

Hi Maria,

Regards,

Dear [Name],

Many thanks,



Dear I

Thank you for your reply. Our response was drawn from teams across TfL, and sought to set out and present the approach taken to address the points you raised. In particular, the

documents appended to the email contained a significant amount of information on modelling and traffic flow data. We would like to move the discussion forward, so would be grateful if you could provide more detail or specific examples on the areas of concern that remain outstanding. Once I receive this information I will then be able to arrange the meeting and ensure the appropriate people are present to cover your queries and get a consensus view on next steps.

As mentioned in my earlier response, following extensive coordination and information provided by TfL, approval for the scheme was provided by Lead Members and Ward Councillors in December 2019 and following this subsequent approval was secured with the LBTH Executive Transport Mayor in October 2020. We have also received numerous pieces of correspondence from local residents asking when the measures will be delivered. TfL has progressed the scheme to the current detailed design phase following these approvals, with the intent of commencing construction of these road safety measures this year. You have mentioned a higher level approval, please could you clarify who would this be required from and the process for this? We have jointly attended and presented at all known and usual forums for scheme development and approvals, so it is disappointing that a further step is only now being identified.

Many thanks,

Maria Rafi Down

Principal Sponsor – Cycling | Investment Delivery Planning

Floor 4R4, Palestra, 197 Blackfriars Road, London SE1 8NJ | [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)



EVERY JOURNEY MATTERS

From: [REDACTED] [@towerhamlets.gov.uk](mailto:[REDACTED]@towerhamlets.gov.uk)>

Sent: 19 May 2021 18:48

To: RafiDown Maria <[REDACTED]@tfl.gov.uk>

Cc: [REDACTED] [@towerhamlets.gov.uk](mailto:[REDACTED]@towerhamlets.gov.uk)>; DPTB [REDACTED] [@towerhamlets.gov.uk](mailto:[REDACTED]@towerhamlets.gov.uk)>

Subject: RE: Comments for Proposal NP/REGULATION/STOT/GLA/2021/0202

To Maria,

Thank you for your feedback to the concerns we have raised. I want to reiterate that network management involvement occurred later after the initial senior members involvement. Our scrutiny of the information presented and previous responses to the concern we have for the network impact has led us to this ongoing communication.

The objections are not entirely resolved from our perspective and furthermore would also require higher level approval before we agree to the scheme moving forward. Can we please arrange a meeting to go over the responses provided.

Regards,

[REDACTED]

Place Directorate, Public Realm
London Borough of Tower Hamlets
John Onslow House
1 Ewart Place, London E3 5EQ

T: [REDACTED]
M: [REDACTED]

From: RafiDown Maria <[REDACTED]@tfl.gov.uk>
Sent: 13 May 2021 18:38
To: [REDACTED]@towerhamlets.gov.uk>
Cc: Herrington Andrew (ST) <[REDACTED]@tfl.gov.uk>; [REDACTED]
<[REDACTED]@towerhamlets.gov.uk>
Subject: Comments for Proposal NP/REGULATION/STOT/GLA/2021/0202

Dear [REDACTED]

Transport for London (TfL) has received your objections as part of the pre consultation period for the Traffic Regulation Order (TRO) for Mile End Junction as part of the Cycleway 37 route proposals, and we have also been made aware you have raised these points within your team at London Borough of Tower Hamlets (LBTH).

TfL has worked closely with LBTH to develop the designs for Cycleway 37 throughout the project's lifecycle. In 2017 the route was identified as a key improvement corridor as part of the Mayors Healthy Streets agenda, and it is a priority to ensure conditions are improved at Mile End Junction following a pedestrian fatality.

Throughout the design stage, liaison between TfL and LBTH included weekly meetings attended by council officers and the councils DPTB Network Coordination team members, site visits and detailed responses to any queries raised.

The points you have raised have been covered extensively and in detail with LBTH during the design development, and the information provided to LBTH was sufficient to secure approval to proceed to construction last year. Indeed, the Executive Mayor of Tower Hamlets gave support of the preliminary design for the section of CFR5/Cycleway 37 on LBTH Highway on West India Dock Road at the 'Mayors Traffic Meeting' October 2020.

With that historic context in mind, we are now keen to progress with the delivery of these important network infrastructure and safety changes. It is important that we continue to work together for the benefit of residents, businesses and end users. We have set out below a response to each of the points made in your representation to the Mile End Junction TRO pre consultation.

Point 1

- Concerns with the modelling information- In regard to the banned left turn into Burdett Road and the reinstituted right turn into Mile End Road from Burdett Road. We are still not made fully aware of the modelling figures on actual volume and numbers to determines the baseline to judge on its effectiveness. The recent change to reimplement the banned right needs further scrutiny from a modelling perspective.

In September 2019 TfL's lead modeller for C37 presented the modelling outputs at LBTH offices. Briefings with senior members of LBTH including [REDACTED], [REDACTED] and [REDACTED] have also been arranged to ensure LBTH concerns are taken into account and addressed. Following these meetings TfL and LBTH discussions have continued regarding traffic reassignment and LBTH Network Coordination team requested the proposed banned left turn into Burdett Road and the right turn from Burdett Road to Mile End Road was reinstated.

Upon this request we conducted further modelling and concluded the right turn from Burdett Road into Mile End Junction could be reinstated and the design was updated. The results of

the additional modelling and a copy of the updated LINSIG modelling outputs were shared with LBTH in November 2019 and LBTH review comments were responded to. Please refer to the attached email *RE CFR5 Complementary Measures*

However, the results from the additional modelling showed the left turn into Burdett Road was not possible without increasing wait times for all users of the junction. It was also noted the modelling outputs showed traffic reassignment levels to be low and vehicles would choose to disperse over a number of different routes rather than just one alternative route. I would like to refer you to the original presentation attached given to LBTH, *19.09.09 CFR5 Modelling results presentation slides*, which explains the modelling results and predicted traffic reassignment in greater detail.

In addition to this data a detailed briefing note was also provided to LBTH ahead of a meeting with between the Mayor, Lead Members and Ward Councillor in December 2019, *please see attached Cycleway between Mile End Road and Westferry Road*.

Point 2

- The modelling is primarily based on the best case scenario, the modelling doesn't take into consideration the worst case scenario especially with real world issues that affect road networks (emergency and planned works, breakdowns, network failures) Even now the preparatory works on Burdett Road has meant that the floating bus stops are causing buses to stop traffic movement on the one available lane, having a knock off negative impact on the junction and also on our road network.

The modelling undertaken reflects 'normal' network conditions on an average non-School holiday weekday AM & PM peak. The assessment however can be considered a worst-case scenario in that where we do not have in depth information on pedestrian and cyclist numbers we predict that the relevant stages affected by this will always appear, whilst in reality demanded dependency means that certain stages will actually skip, reallocating time back to signal stages which serve traffic including buses.

In cases of on street works or traffic incidents we will deploy mitigation contingency strategies in real time from the Network Traffic Control Centre or via timetabled UTC plans and procedures to alter the signal timings. We do not model these scenarios as there is no robust way of accurately predicting what any particular incident might be.

If you have the locations of the concerns you raise regarding your network, please do discuss the details of these with our teams and we can try to make changes to address them or include them in our monitoring work as appropriate.

Point 3

- Bus journey times- following on from the point above, the impact of journey times due to the scheme itself, but also taking the worst case scenario into account, will the buses have to curtail their services for a large subsection of local area and its residents because no real mitigation measures or consultation with the stakeholders have been undertaken. We are not aware of overall impact from TfL buses on the scheme and what contingencies are in place.

TfL buses are a key stakeholder involved in the design of this scheme and have been consulted throughout the design phase of the project. The modelling undertaken is continuously iterated and optimised to reduce delays for buses in both directions. Following the regular discussions with LBTH, we have tested various options of banned turns, as mentioned in the briefing note 10 options were tested which is a very high level in comparison to normal process. The final design offers the greatest balance of benefits. The modelling results show Bus journey times improve for the majority of routes and where there

is a slight delay, mitigation measures have been identified. Please refer to the modelling presentation for further details.

Since the section between Mile End Road and Bow Common Lane has been implemented no negative impacts on buses have been reported. We will continue to monitor the permanent scheme once implemented and if observations show there is an opportunity for improvement, it is common place for our networks management teams to make slight adjustments to the network operation to improve performance. This is usually done once users have had some time to settle into the new layout.

Point 4

- Rerouting/reassignment of traffic into LBTH road network, effectively rat running through the borough to go southbound- either before the banned left turn into Burdett Road(Campbell Road, Devons Road, St Paul, Bow Common Lane, Thomas Road etc) or past the banned turn further on Mile end road into Harford St, Ben Johnson Road, St Paul etc) If the reinstituted banned right turn on Burdett road alleviates congestion onto LBTH Network, the issue related to the southbound left ban still stands. Furthermore the scheme also entails more travel for our residents in the affected area and some access issues to traverse around as a fallout from tackling the target group (external traffic).

As requested by LBTH Networks Coordination team we investigated and responded to LBTH request for reinstating the left turn into Burdett Road (southbound) to be made possible temporarily during closures of roads such as Campbell Road, which would provide buses and/or general traffic an alternative route to travel south during road works. LBTH requested a further review of the road closures proposed in particular the resilience of the works in the light of other utility programmes affecting the area, and the potential for accommodating diversion routes when necessary for other affected roads.

The modelling team provided an explanation of the modelling results following the reinstatement of the right turn at A11/Burdett Road/Grove Road junction and that this did not increase traffic on Burdett Road. Please see attached email chain –*RE CFR5 Complementary Measures*

Point 5

- In regard to routing and reassignment of traffic we are not aware of any updates of freight/HGV and abnormal route movement in regards to mitigation- situations in which a reassignment route is closed- with significant developments occurring in the borough this is a concern. This could cause unnecessarily movement into our road network as the optimum route is removed. We would like to see any further assessment on this.

Abnormal load routes are considered at the outset of any design for a project and in this location neither the A13 or Burdett Road are known as abnormal load routes. We have ensured that all vehicles that could currently make the movement at junctions were maintained. Tracking has successfully been conducted for the largest UK road legal vehicle, an Articulated Lorry and for wider vehicles a Large Refuse Vehicle was tracked.

Point 6

- Planned works/emergency works occurring on the reassigned route on LBTH network, the pressure to deal with this displaced traffic goes back onto LBTH network, meaning whichever alternative route is available to rat run through the borough will be utilised.

Please see response to 2 on resilience.

Point 7

- The current banned right turn on Burdett road in the scheme will be made available would mean the northbound TfL traffic on Burdett Road can carry on and have the route opened back up to take the turn and carry on eastbound on Mile End Road, but the banned left turn on St Pauls Way would stop local traffic utilising this very same turn- rather local traffic would have to traverse further into St Pauls way, then Bow common lane and back to the Burdett Road junction.

Please see response to Point 1 regarding traffic displacement on local roads and in particular the following attachments which cover expected traffic displacement.

- *RE CFR5 Complementary Measures*
- *Cycleway between Mile End Road and Westferry Road*

Point 8

- Impact, both financially and operationally for utility undertakers works, that may require additional resources to be applied to work in term of TTRO/TM. The absorption of the impact needs to be considered.

In 2010 TfL introduced the Roadworks Permit Scheme to ensure any works currently undertaken on the network would need to be carefully coordinated and planned to minimise disruption. TfL has a dedicated Works Coordination and Permits team (WCaP) to assess and coordinate all road work permits across its road network to minimises disruption for users.

As part of the Roadworks Permit Scheme utility companies can claim a reduction in fees if they can show innovative ways of working which reduce the normal length of works or through collaborating with other companies by sharing the worksite and completing works within a single site and timeframe to avoid multiple periods of disruption to the same part of the network.

The C37 scheme improves the current network performance as some junctions are currently operating at or over capacity. Therefore we would not expect there to be a significant change to the resources required or ability for utilities companies to carry out works post implementation of C37.

With the information provided above I hope this has alleviated your concerns and regard these objections to be resolved and LBTH and TfL can continue to work together as we move forward to coordinate the works onsite. If you would like to discuss any of the points further, we would be happy to discuss these outside of the TRO process with yourself and your team to ensure the view of the borough is being taken into account all times.

Many thanks,

Maria Rafi Down

Principal Sponsor – Cycling | Investment Delivery Planning

Floor 4R4, Palestra, 197 Blackfriars Road, London SE1 8NJ | [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)



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