

THE
NORTHBANK



TRAFALGAR SQ · STRAND · ALDWYCH

A VISION FOR ALDWYCH

July 2016

Publica

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INTRODUCTION

In December 2015, the Northbank BID commissioned Publica to develop a public realm vision for the Aldwych, which would establish an overarching, integrated framework for the transformation of this important part of the West End. The vision builds on the 2015 Northbank Public Realm Vision and Strategy. Publica have worked in collaboration with Norman Rourke Pryme (NRP) who have been commissioned to develop the traffic management options for the removal of the gyratory. In developing the framework, Publica undertook extended research, observation and study of the operation, design and programme of the Aldwych area between May 2015 and May 2016.



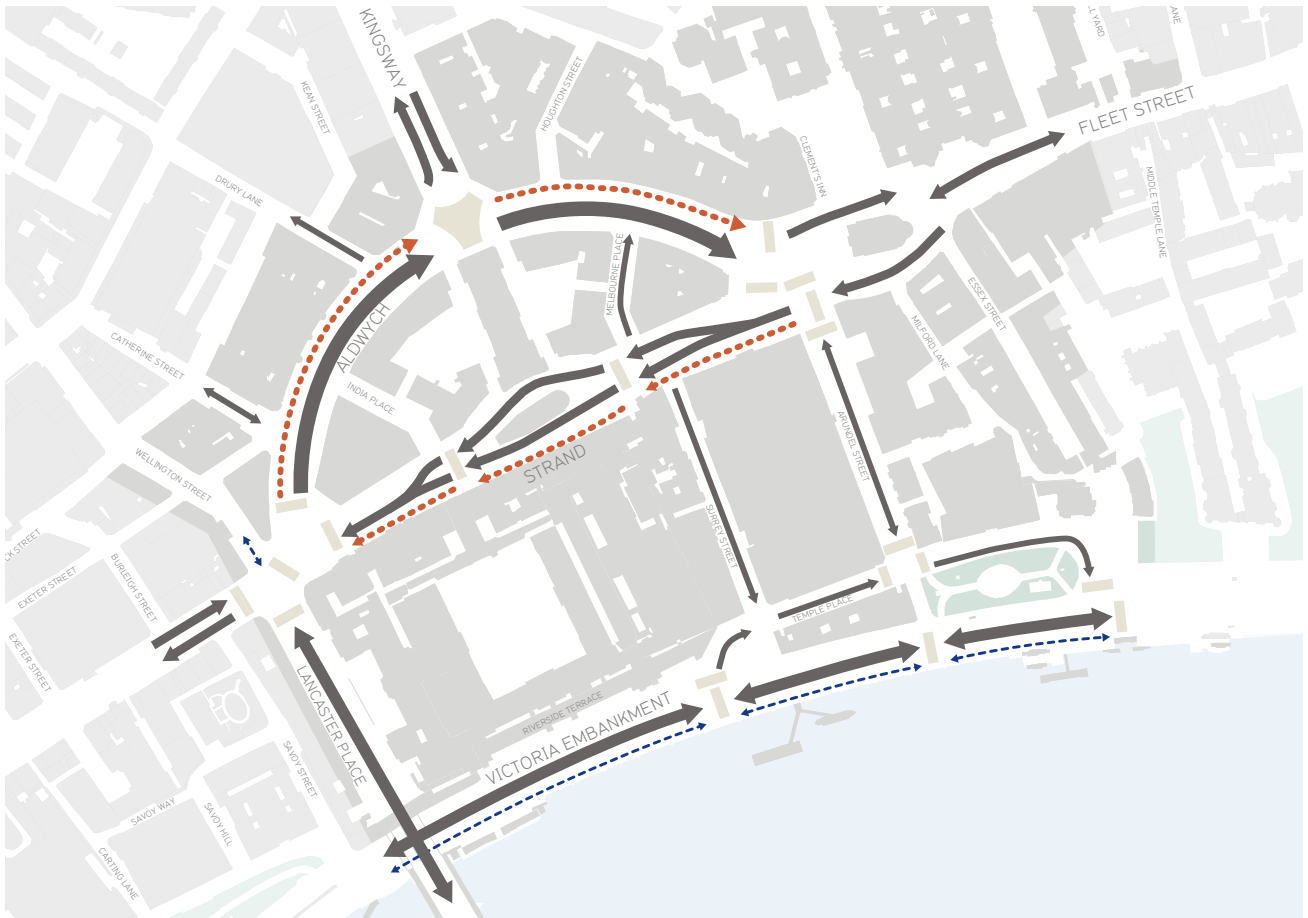




Waterloo Euston 168

NatWest

PRIMER



Map showing the Aldwych gyratory

- Existing traffic
- ⋯ Bus lane
- - - Cycle provision
- Crossing

EXECUTIVE SUMMARY

London and the West End are currently experiencing significant growth in population, creating an increased demand for services and amenities. As a vibrant part of the West End, the Aldwych is home to a diverse range of institutions - the London School of Economics (LSE) and Political Science; King's College London; Somerset House and the Courtauld Institute of Art; - as well as numerous theatres, hotels and businesses. However, the current condition and quality of the public realm does not reflect the area's significance. The streetscape is overwhelmingly dictated by the one-way gyratory, which prioritises vehicular traffic at the expense of all other users. Conditions for pedestrians and cyclists are inadequate, often uncomfortable and occasionally dangerous. Many routes through the area are also, both convoluted and counter-intuitive, resulting in extended journey times.

Public realm improvements, together with a reconfiguration of the traffic layout, present a timely opportunity to transform this part of the West End. A number of significant developments are already underway at The Aldwych, such as the expansion of Somerset House, the King's College Campus expansion into Bush House, developments at 190 Strand and Arundel Great Court, and the potential Garden Bridge.

This report seeks to address the particular issues caused by the gyratory system, in particular the creation of an island in the centre, and the isolation of the churches of St Mary le Strand and St Clement Danes. The implementation of a series of integrated changes to the gyratory could potentially create a number of significant new public spaces; provide a high quality setting for the world class cultural and educational institutions; and improve and increase connections through the area. This report is designed to inform the early design stage and will require further development and testing in order to progress the designs through the concept phase. The traffic options will also need to be tested in liaison

with Westminster City Council (WCC), Transport for London (TfL) and relevant stakeholders, and refined alongside the public realm proposals. In setting out the key objectives and spatial principles for the project in the context of the changing infrastructural and development context, the report establishes a framework whereby the various findings and recommendations can be progressed and implemented.

CURRENT CONDITION



View from Wellington Street towards Lancaster Place

The existing traffic network creates conflict points. The cyclists pictured above are proceeding on a green signal but need to navigate hazardous bus traffic.



Junction of the Strand, the Aldwych and Lancaster Place

This important junction is a significant part of the West End's traffic network, but one where the majority of space is given over to vehicles.

CURRENT CONDITION



Western footway of the Aldwych

Footways are subject to significant pressure due to the high levels of footfall drawn by the area's cultural attractors and employment uses. This pressure reaches its peak as the matinée theatre crowds and evening rush hour commuters, compete for space.



Statue of William Gladstone in front of St Clement Danes

Important townscape views and monuments are overshadowed by the dominance of the traffic network.

A CHANGING CONTEXT



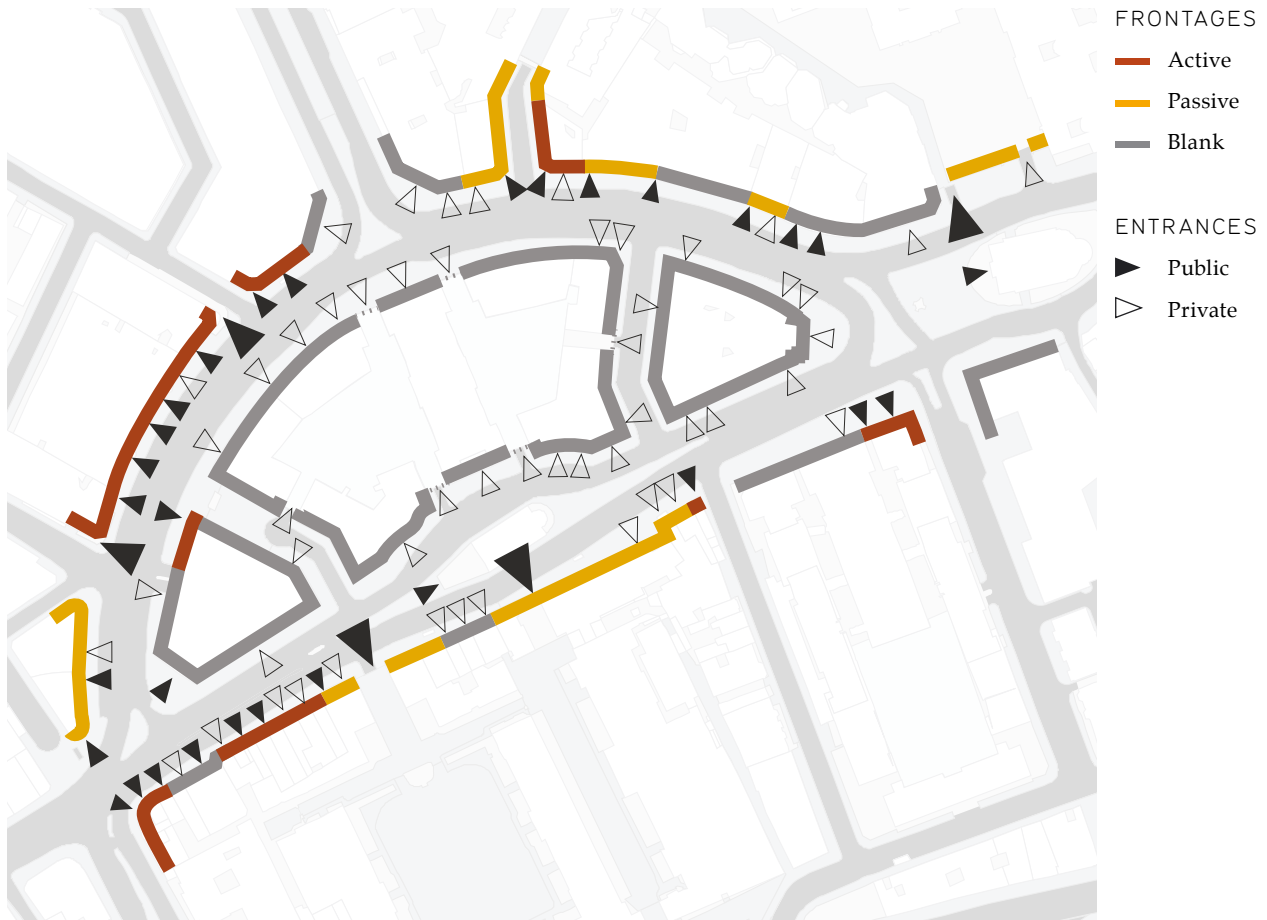
Map showing the changing development context of the Aldwych area

DEVELOPMENT CONTEXT

The West End is undergoing significant development and change. As populations grow, the provision of new walking and cycling routes will become increasingly important. The publication of a draft Walking Strategy by Westminster City Council (forthcoming summer 2016) will undoubtedly reinforce the need to accommodate growing numbers of pedestrians and cyclists on Westminster's streets, through the promotion and improvement of suitable routes.

Within the Aldwych area, a number of major development schemes are in various stages of planning and construction, and are likely to transform the way people move through and use the district. Schemes including the Cycle Superhighway on the Embankment and the Quietway on Wellington Street, will improve cycling conditions on the edges of the area and are likely to increase numbers arriving into the area by bicycle. Major public realm strategies are proposed by the LSE for its campus and by the City of London for the Fleet Street area. Additionally, a traffic scheme for the removal of the Holborn gyratory is in development in the London Borough of Camden. Major developments such as 190 Strand, Arundel Great Court and the King's College London expansion, will introduce new populations to the area including residents, employees, students, and visitors. Finally, the potential Garden Bridge could introduce an additional attraction to the Aldwych.

It is important that a vision for the area recognises these changes and allows for their potential impacts.



Map showing the varying nature of the building frontages of the Aldwych and the 'island' effect at its centre

ENTRANCES AND FRONTAGES

The frontages shown in the map above fall into three categories; active, passive and blank. Active frontages have a direct interaction with, and public uses on, the streets to which they front. While passive frontages have a less direct relationship with the street, such as a window display, or a well designed façade. Active and passive frontages are currently concentrated around the outer edge of the Aldwych, with the entrances to hotels, cafes, theatres and universities animating the street.

The frontages of Bush House and the central island of the Aldwych are presently inactive and blank, yet there is a high density of entrances to the buildings. The forthcoming changes in occupancy of Bush House with the arrival of King's College London, are likely to change this condition, and provide an opportunity to increase the amount of activity in the centre of the Aldwych.

PRINCIPLES FOR THE VISION

The public realm vision outlined in this document builds upon the previous work in the Northbank BID's *Public Realm Vision and Strategy*, launched in June 2015. This previous report introduced four over-arching principles to guide the public realm strategy. These principles have been carried through into the current public realm vision for the Aldwych and have been expanded to include an additional principle.

IMPROVE CONDITIONS FOR ALL ROAD USERS

- Remove the gyratory system, reintroduce two-way traffic operations and ensure the efficient movement of vehicles through the Aldwych.
- Facilitate the shortest and most direct bus routes to improve bus journey times.
- Consider and address the needs of all road users.
- Rationalise and improve the efficiency of kerbside activity, including parking.
- Develop a comprehensive servicing strategy and explore opportunities for servicing consolidation and timed servicing.
- Create clear, legible and direct routes through the area through the provision of infrastructure for cyclists.

MITIGATE THE IMPACT OF TRAFFIC

- Balance vehicle, pedestrian, cycle and bus movements by increasing footway provision and reducing the scale of the carriageway, whilst maintaining the capacity and efficiency of the network.
- Create areas of pedestrian priority, particularly around the institutions of Somerset House, the Courtauld Institute of Art, King's College London and the London School of Economics.

CELEBRATE PUBLIC LIFE

- Ensure that the significance of the area's cultural and educational institutions is reflected in their setting. Create a world class public realm and civic spaces that can be programmed by the institutions, and create appropriate settings for the historic churches St Mary le Strand and St Clement Danes.
- Create additional footway space on the west side of the Aldwych to celebrate the life of the theatres located here, improve pedestrian comfort levels and improve connections to Covent Garden and its theatres.
- Improve and diversify the public amenity in the area available to workers, students, visitors and residents.

CONNECT THE PUBLIC REALM

- Facilitate major improvements to pedestrian crossings at the three main junctions of the Aldwych to provide direct and simplified crossings.
- Create new crossings on desire lines on the east and west sections of the Aldwych to improve safety and to strengthen routes through the area.
- Improve cycle connections to the east-west Cycle Superhighway by considering Surrey Street (a street with little vehicular traffic) as a primary north-south connector.
- Improve north-south pedestrian connections from Embankment and the proposed Garden Bridge to the Aldwych, and beyond to Covent Garden and the West End.

IMPROVE THE PUBLIC REALM

- Create a public realm that is flexible and able to respond and react to changing uses and future development.
- Improve the quality of materials used, by implementing the Westminster Way Design Code and palette, using special materials to define specific spaces and routes.
- Develop a comprehensive tree strategy for the area, seeking opportunities for new tree planting and considering the removal of trees which obstruct important townscape views.
- De-clutter the public realm and develop a strategy for the provision of new public seating and the position of street furniture, to minimise impact on pedestrian movement.
- Commission a lighting strategy that responds to the architecture and hierarchy of spaces, to enliven the area after dark.



London School of Economics

KINGSWAY

ALDWYCH

Bish House

WELLINGTON STREET

King's College London

SURREY STREET

STRAND

LANCASTER PLACE

Somerset House

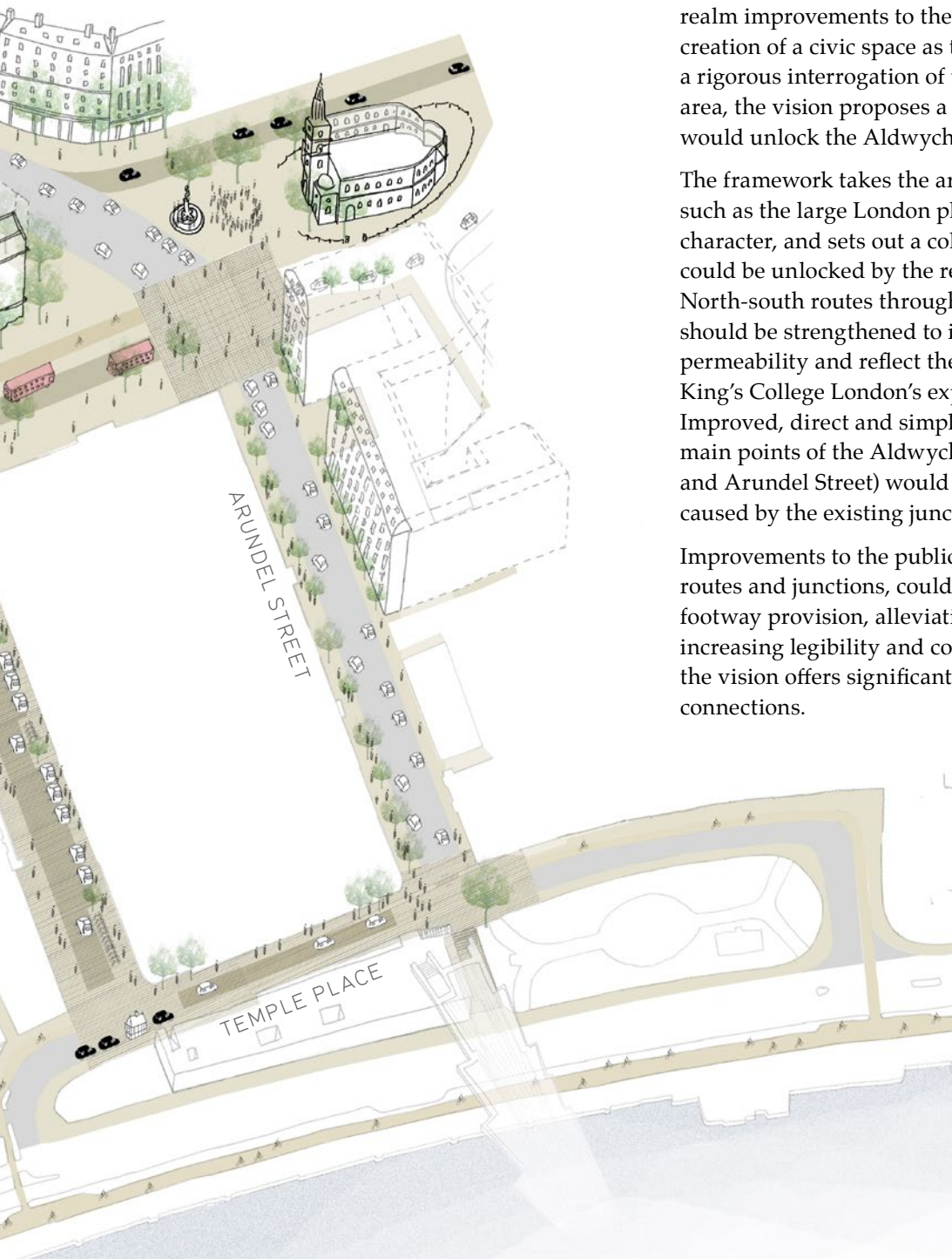
THE VISION

The Aldwych is one of the West End's most distinctive areas, both in terms of its strong architectural character, planned streetscape and the concentration of cultural and educational activity. However, this distinctiveness is largely obscured by the dominance of vehicular traffic to the detriment of all other users. The significant transformation and growth planned for this important part of the West End, will serve to exacerbate the pressure on the area's streets and public spaces.

The vision establishes a holistic framework for public realm improvements to the Aldwych which proposes the creation of a civic space as the heart of the area. Through a rigorous interrogation of the existing condition of the area, the vision proposes a series of strategies which would unlock the Aldwych's inherent potential.

The framework takes the area's assets into consideration, such as the large London plane trees and architectural character, and sets out a collection of improvements that could be unlocked by the removal of the gyratory. North-south routes through the centre of the Aldwych should be strengthened to improve connectivity and permeability and reflect the increase in activity around King's College London's expansion into Bush House. Improved, direct and simplified junctions at the three main points of the Aldwych (Lancaster Place, Kingsway and Arundel Street) would further address the severance caused by the existing junction arrangements.

Improvements to the public realm that connects these routes and junctions, could offer large increases in the footway provision, alleviating pressure points and increasing legibility and connectivity. In addition, the vision offers significant improvements to cycle connections.

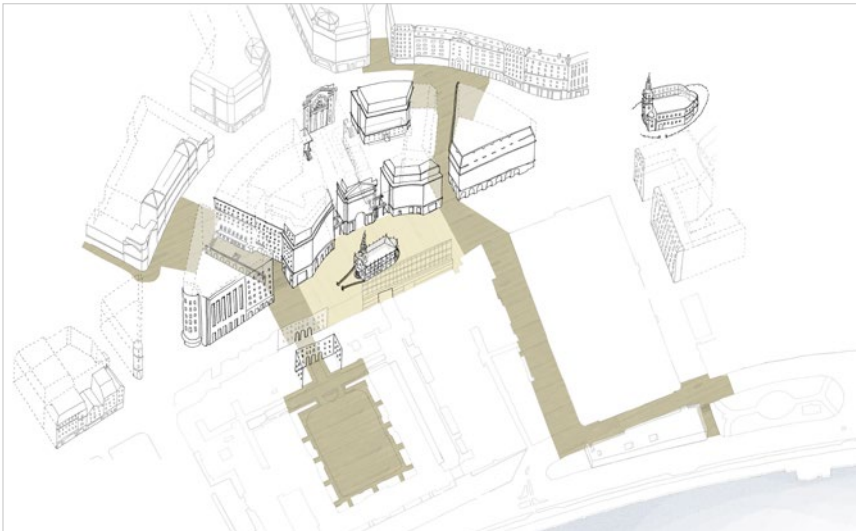


ESTABLISHING THE VISION



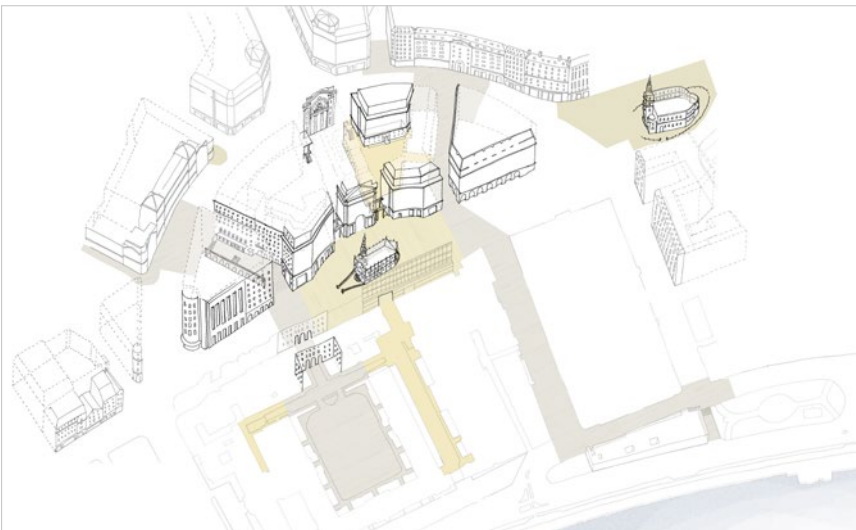
1. THE HEART OF THE STRAND

Create a grand civic space around St Mary le Strand to provide a uniquely appropriate setting for the major cultural institutions and impressive architecture that enclose it.



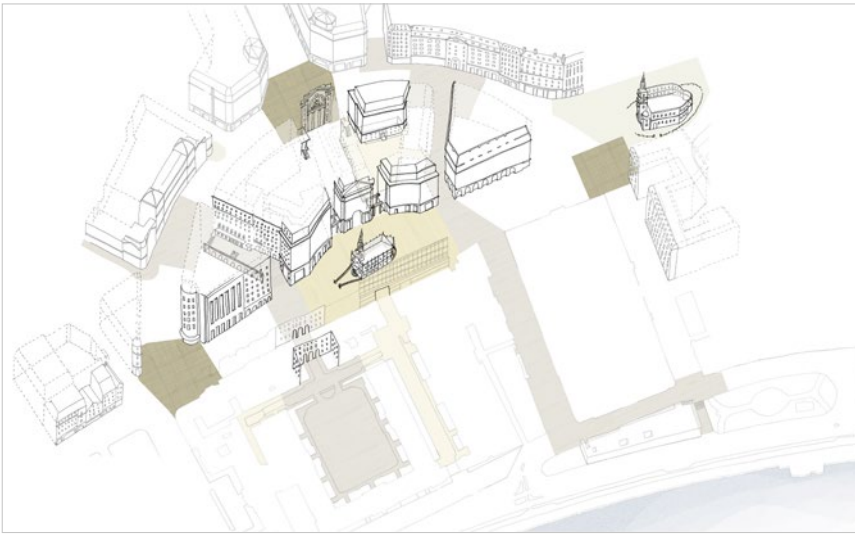
2. ESTABLISH TWO PARALLEL NORTH-SOUTH ROUTES

Provide new connections through the centre of the Aldwych to unlock its potential as a destination, as well as responding to existing desire lines. Establish two north-south routes, from Somerset House to Covent Garden, and from Temple Station to the LSE, enabling and reinforcing these through the introduction of new crossings and re-aligning of existing crossings. These new routes will provide both physical and visual connections through the area.



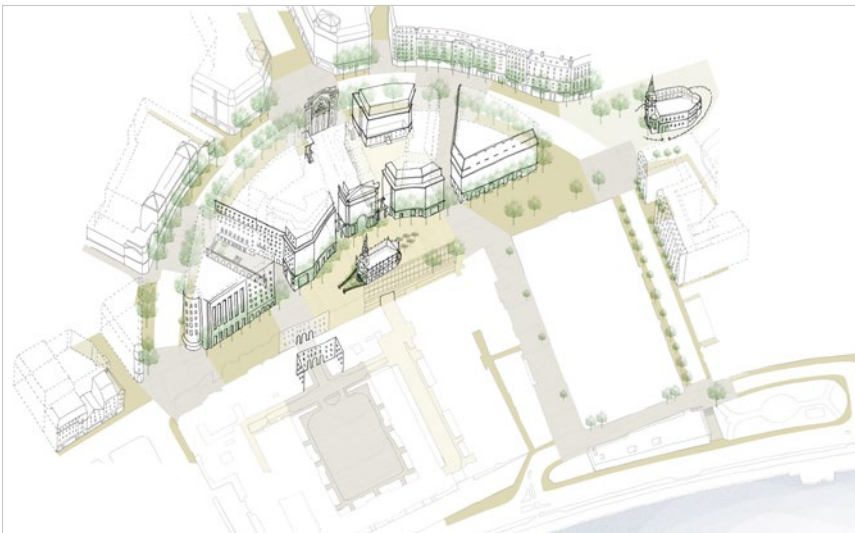
3. CREATE SIGNIFICANT SPACES

Provide additional significant spaces on the Aldwych, including the forecourts of St Clement Danes church and the theatres on the western section of the Aldwych. Acknowledge and strengthen connections to the publicly accessible spaces off the Aldwych, such as the King's College Quadrangle and Somerset House's Riverside Terrace.



4. IMPROVE JUNCTIONS

Provide improved connections and rationalised crossings at the three principal junctions of the Aldwych. These crossings should be direct and as short and wide as possible, with diagonal crossings to be considered where appropriate. These crossings will link the constituent parts of the Aldwych and establish pedestrian priority upon entry to the area.



5. DEFINE SECONDARY SPACES

Connect the major spaces, routes and junctions through a series of secondary spaces that can accommodate additional and essential functions, such as the location of bus stops, street furniture and other objects in the public realm.

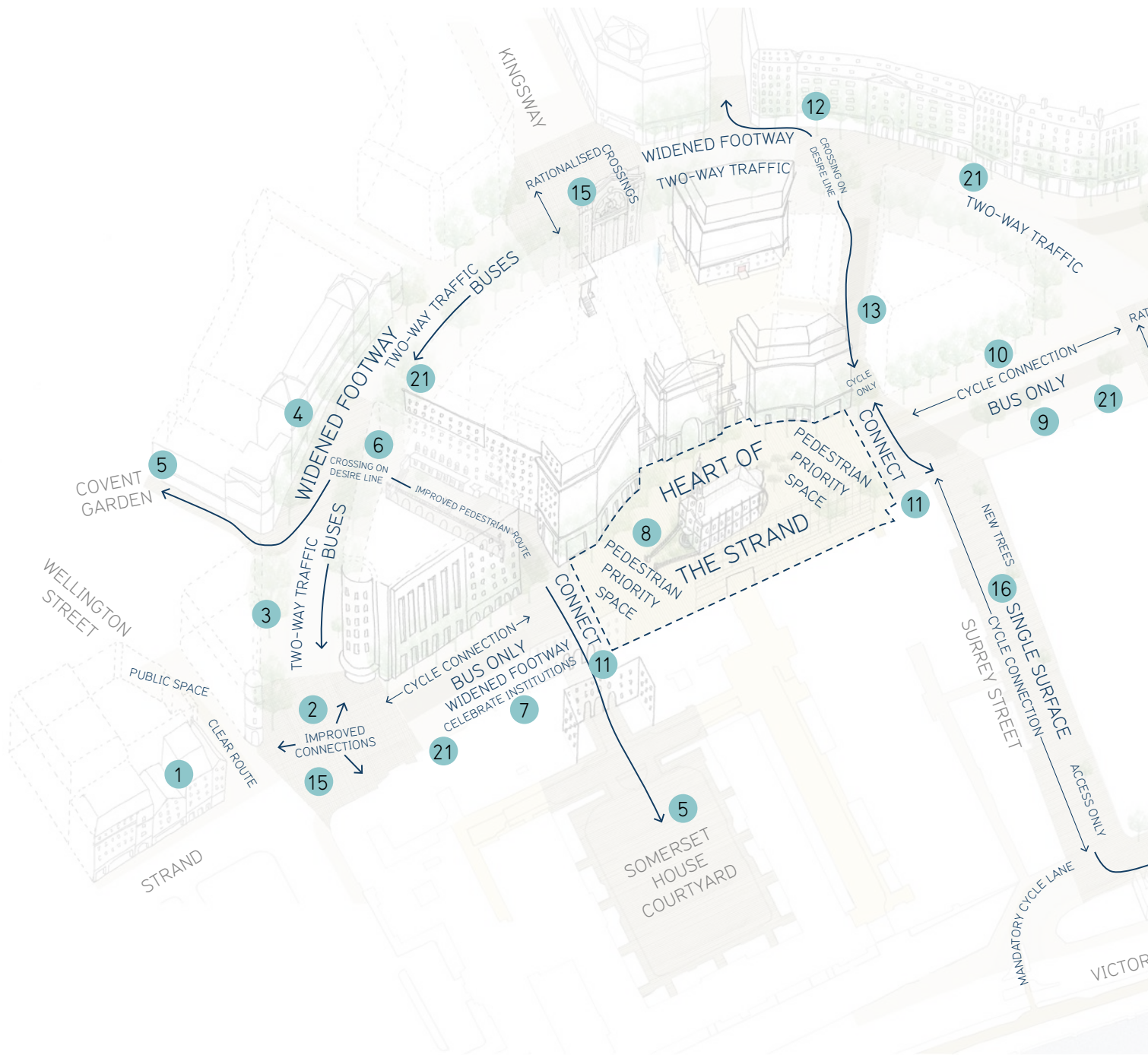


6. REALIGN CARRIAGEWAYS

Ensure that the carriageway alignment responds to the spatial hierarchy of the public realm vision, while being responsive and flexible enough to accommodate the traffic options developed by NRP.

ELEMENTS OF THE VISION

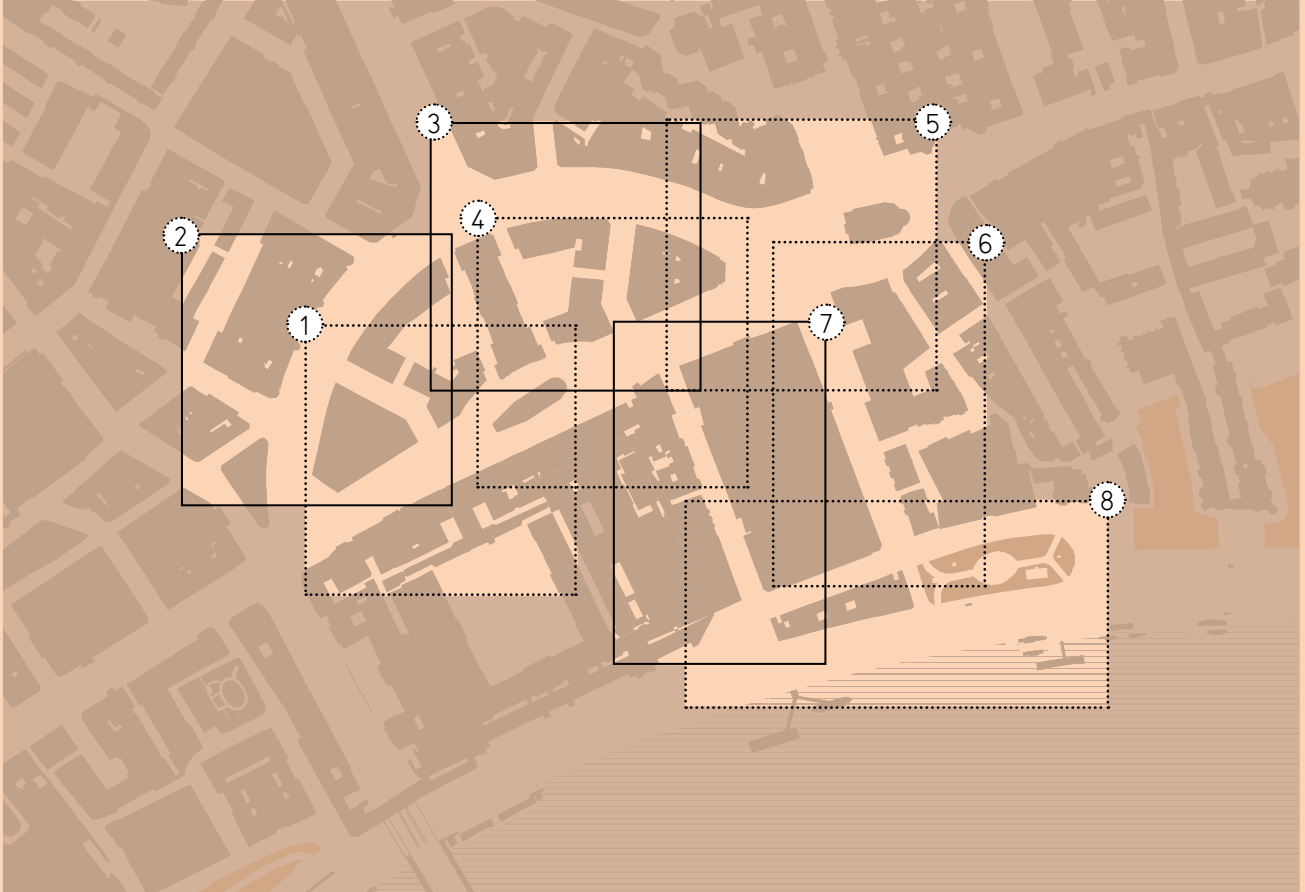
The elements of the public realm vision outlined below are the culmination of a series of detailed studies of the Aldwych. They seek to address specific issues and challenges in the area and shape the brief for an ambitious public realm. These are the key elements that should be addressed and considered in the traffic management options that are taken forward for further testing.





KEY ELEMENTS

- 1 New public space with a clear and defined cycle route on Wellington Street
- 2 Improved pedestrian connections at the Strand, Aldwych, Lancaster Place junction
- 3 Two-way traffic and south-bound buses on the western section of the Aldwych
- 4 Widened footway on the western side of the Aldwych
- 5 Clear pedestrian route through the centre of the Aldwych between Somerset House and Covent Garden
- 6 New pedestrian crossing on the western section of the Aldwych to India Place
- 7 Widened footways outside the cultural institutions on the Strand
- 8 A singular, grand civic pedestrian space in the heart of the Strand surrounding St Mary le Strand church
- 9 Bus-only traffic on the Strand between Lancaster Place and Arundel Street
- 10 East-west cycle connection along the Strand, which is segregated from bus traffic
- 11 Realign pedestrian crossings across the Strand to align with India Place and Melbourne Place
- 12 New crossing and widened footway outside the London School of Economics
- 13 No through-route for motor vehicles on Melbourne Place
- 14 Limited traffic access on the Strand north of St Clement Danes and a surface treatment that define the public space
- 15 Rationalised, simple and direct crossings at major junctions
- 16 Single surface with an aspiration for contraflow cycling on Surrey Street
- 17 New tree planting on Arundel Street to create a green avenue, as part of a comprehensive tree strategy for the area
- 18 Widened footway on the western side of Arundel Street
- 19 Traffic calming and widened footway on Temple Place
- 20 Cycle tracks at either end of Temple Place, to connect with east-west Cycle Superhighway on the Embankment
- 21 Rationalised locations for bus stops, street furniture and other objects in the public realm, in appropriate secondary spaces



KEY SPACES

The reconfiguration of the Aldwych has the potential to radically transform the district for the benefit of all users. The following pages illustrate the potential impact of the proposed public realm vision on some of the key spaces and should be viewed collectively as part of a holistic, integrated approach.

.....
1 SOMERSET HOUSE
.....

2 WESTERN FOOTWAY OF THE ALDWYCH
.....

3 LSE TO MELBOURNE PLACE
.....

4 KING'S COLLEGE LONDON AND BUSH HOUSE
.....

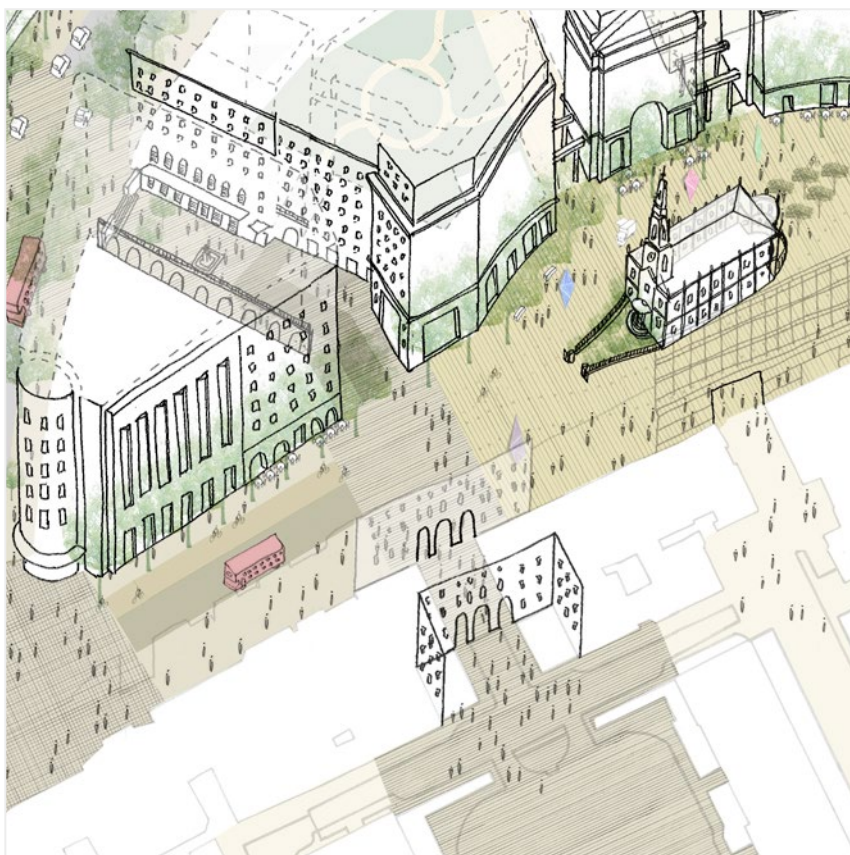
5 ST CLEMENT DANES
.....

6 ARUNDEL STREET
.....

7 SURREY STREET
.....

8 TEMPLE PLACE
.....

1. SOMERSET HOUSE



The significance of Somerset House, its façade and the Courtauld Institute of Art, is difficult to appreciate from the street and this is further constrained by the Strand's wide split carriageway. In addition, the existing crossing, although direct, is long and does not align with an onward route.

The area immediately in front of Somerset House should be part of the heart of the Strand and connect to the space around St Mary le Strand church. The institutions could potentially take on a programming role for this space to maximise its potential as a civic space.

A significant increase in the footway space on the south side of the Strand is proposed to celebrate the presence of the major institutions which front onto it. Re-aligning the carriageway would create a generous forecourt condition. Additionally, a more direct approach could be made by re-aligning the pedestrian crossing and improving the route through India Place and on to Covent Garden. Limiting vehicles to buses only at this point (i.e. two-way operation) would greatly reduce the dominance of traffic.

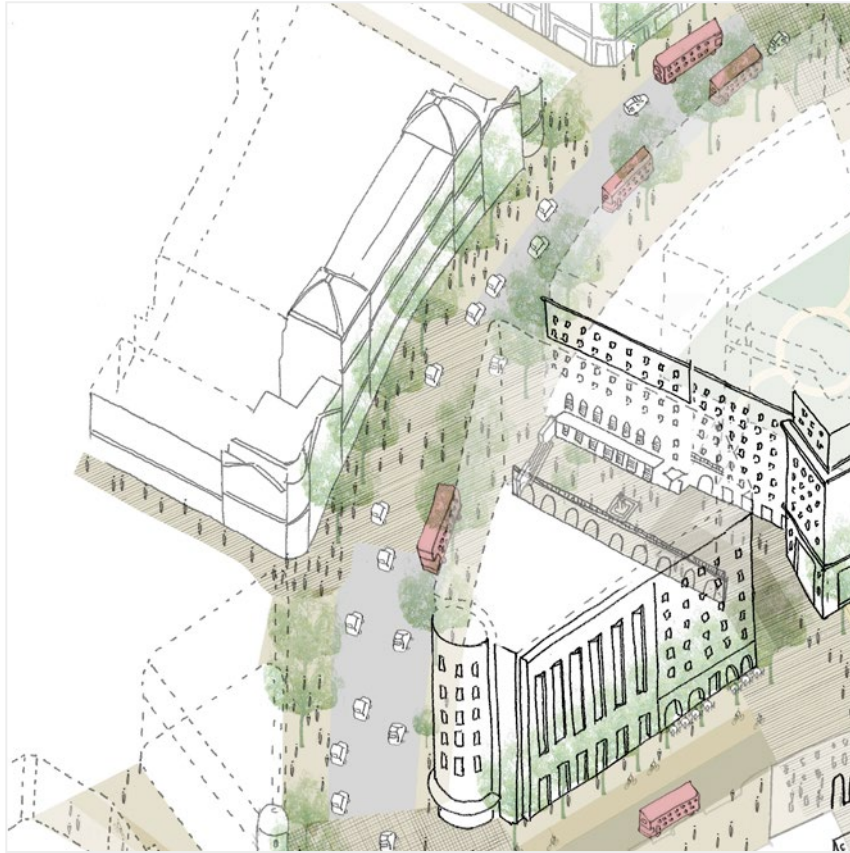


View south across the Strand towards Somerset House



PROPOSED

2. WESTERN FOOTWAY OF THE ALDWYCH



The western edge of the Aldwych is lined with theatres and hotels, which often make it the busiest stretch of the street, especially when accommodating large crowds. However, the western footway along this stretch is relatively narrow and therefore frequently congested.

A realignment of the carriageway would allow for significant footway widening. This could be combined with the re-distribution and consolidation of many of the objects in the public realm into appropriate zones, allowing the public life on this stretch to be celebrated.

A new crossing to align with India Place would also help to facilitate movement along desire lines through the area and to improve connections.

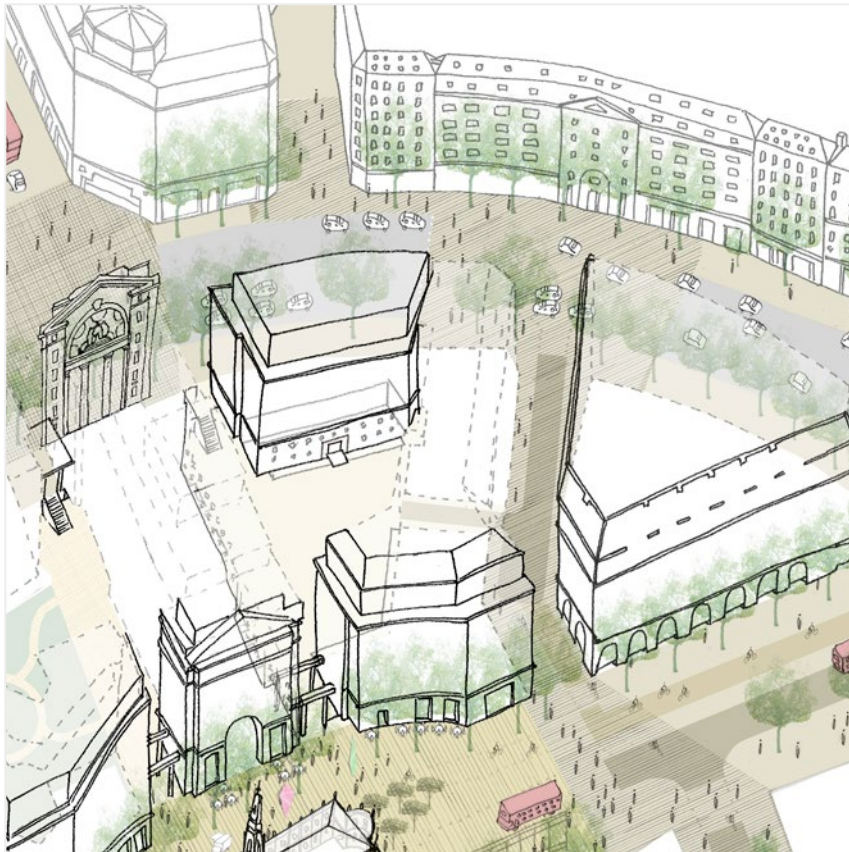


View south along the western footway of the Aldwych



PROPOSED

3. LSE TO MELBOURNE PLACE



The section of the Aldwych to the east of Kingsway is one of the main entrances to the LSE campus. The footway here is disproportionately narrow in comparison to the carriageway and there is no provision for a pedestrian crossing.

The addition of a new crossing at the LSE to align with Melbourne Place, would facilitate connectivity with Temple Station and the Embankment via the Strand. This connection and route could be further reinforced through the use of distinct materials or design features.

Additional footway space would also provide an improved forecourt for the LSE befitting of its standing as an institution of international importance.

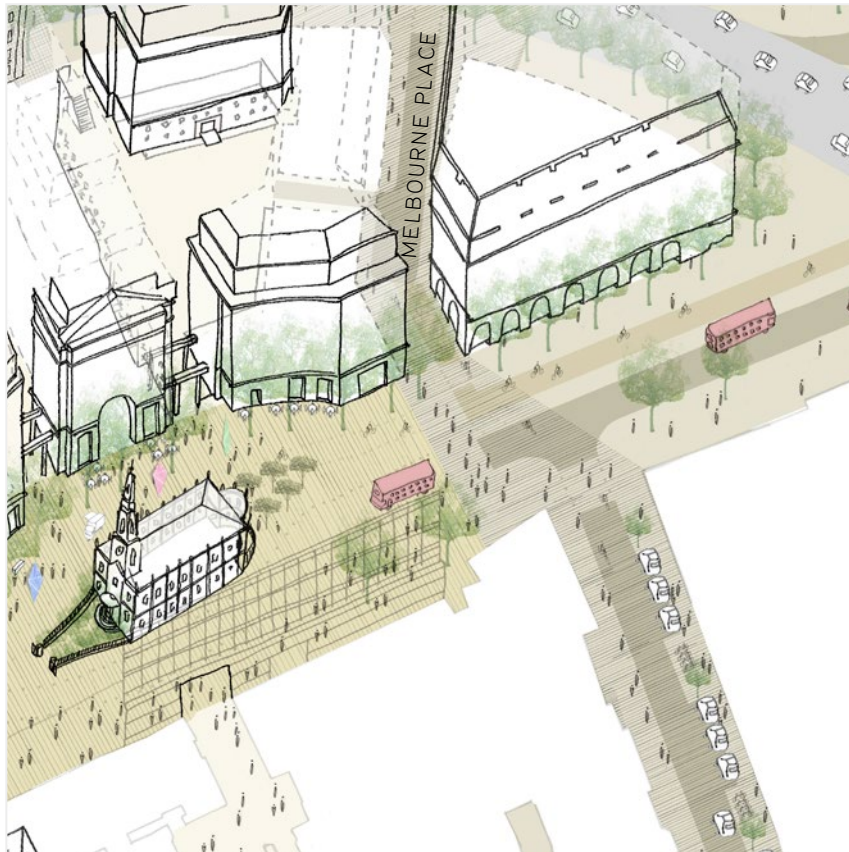


View south across the Aldwych from the London School of Economics



PROPOSED

4. KING'S COLLEGE LONDON AND BUSH HOUSE



Improved connections across the Strand are critical to overcoming the fragmented nature and island condition of the centre of the Aldwych.

The expansion of the King's College London campus across the Strand to Bush House presents the need for a coherent link between the two parts of the campus due to the expected increase in footfall of staff and students between buildings.

Creating a new crossing across the Strand which prioritises pedestrians would define as well as strengthen the north-south connection between the Embankment and the Aldwych through Melbourne Place. By aligning the crossing of the Strand with Melbourne Place to the north, a clear link could be made to facilitate pedestrian movement. Furthermore, the connection to Melbourne Place could be made a cycle-only link, with vehicle access provided only from the Aldwych.



View south across the Strand towards King's College London



PROPOSED

5. ST CLEMENT DANES



The existing public space in front of St Clement Danes church, built by Sir Christopher Wren in 1682, is currently under-used and isolated from its surroundings by traffic arrangements and convoluted crossings.

Through new surface treatments, alterations to the traffic management and rationalisation of crossings, a new definition of the space could be achieved, which ties in to the northern footway of the Strand to create a singular space. This would not only create a much better space and setting for the church but also help to create safe routes along pedestrian desire lines.

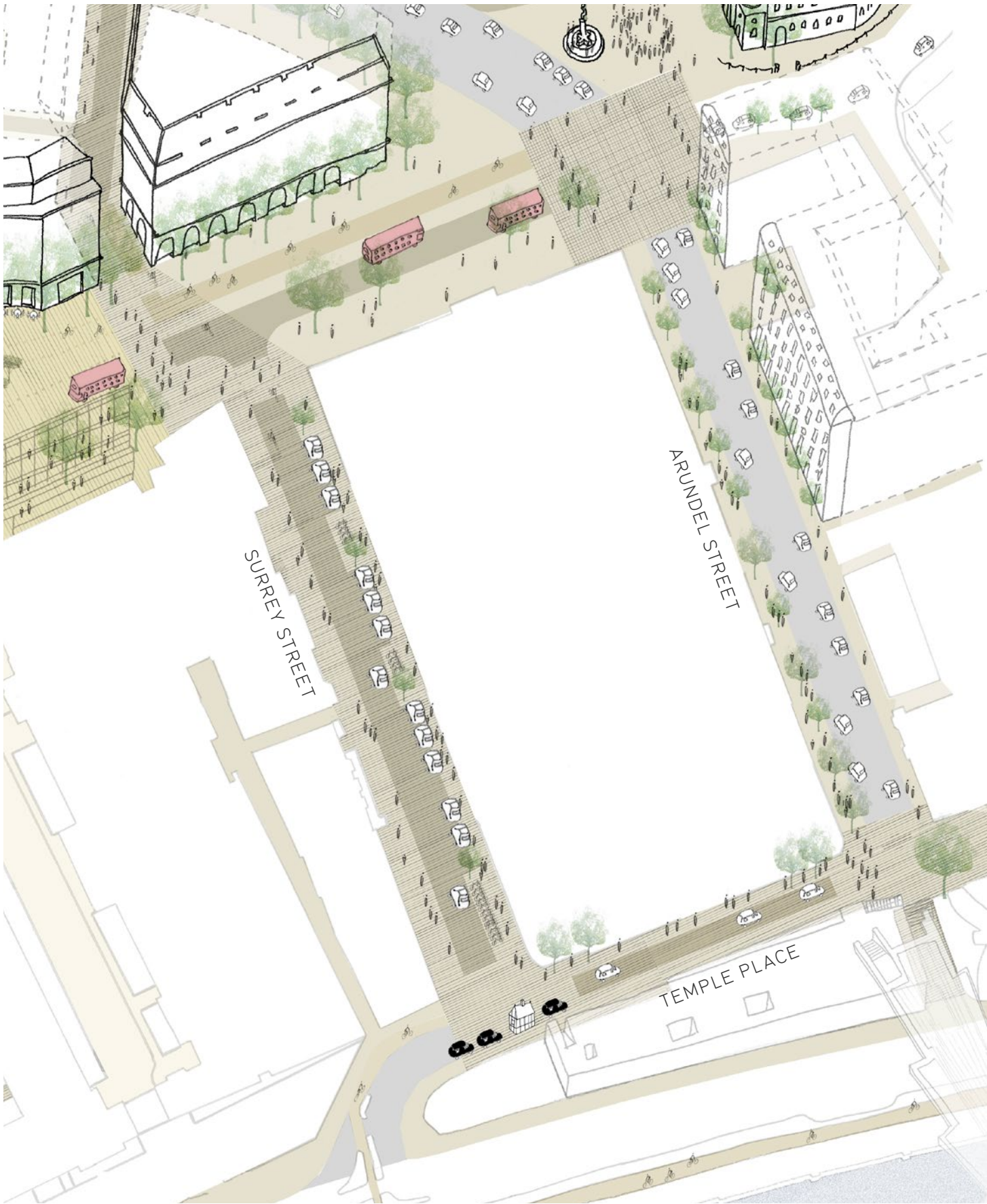
The Gladstone statue could be relocated westwards to align with the centre of Arundel Street, to provide an improved, more prominent setting for this focal point and wayfinding assistance from the Embankment and the proposed Garden Bridge.



View south east from the Aldwych towards St Clement Danes and 190 Strand



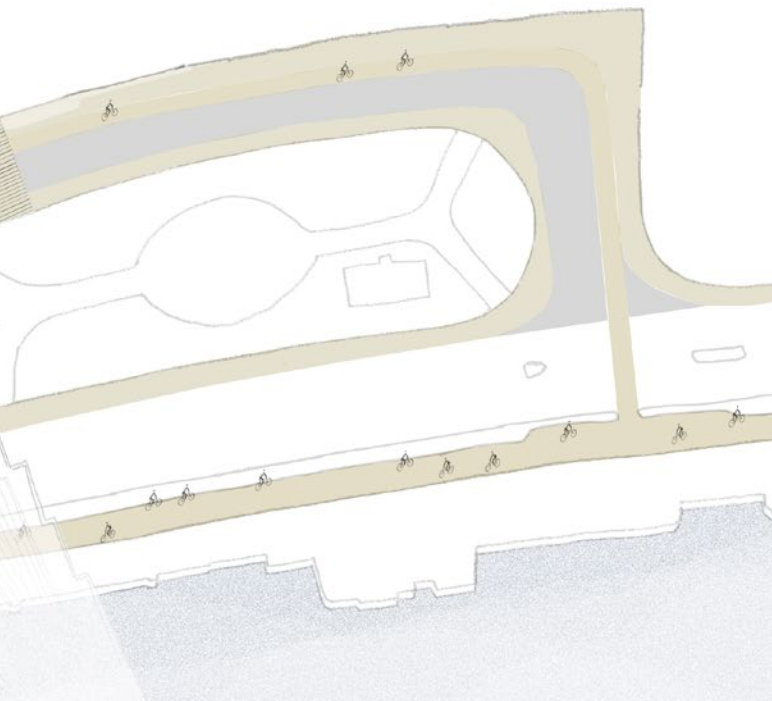
PROPOSED



ARUNDEL STREET, SURREY STREET AND TEMPLE PLACE

Arundel Street, Surrey Street and Temple Place make up a secondary network of streets that provide crucial links and connections to Temple Station, the Embankment and the proposed Garden Bridge. Several large developments are located in the area, including 190 Strand, Arundel Great Court and potential development on the site of Macadam House. This changing context presents an opportunity to invigorate these streets.

What follows is an outline of the vision for each of these individual streets to address the existing issues and establish the opportunities for the public realm. This vision sets out the broad principles for improvement, but is flexible enough to adapt to upcoming changes.



6. ARUNDEL STREET



Arundel Street is an important vehicular connection between the Strand and the Embankment but in its current condition provides a poor pedestrian environment. Two major developments (190 Strand and Arundel Great Court) will renew many of the street frontages along the length of the street.

Through a redistribution of carriageway space and rationalisation of kerbside functions, a number of public realm improvements can be achieved to provide additional pedestrian space ahead of the upcoming developments and projected uplift in footfall.

There is an opportunity to create a pleasant tree-lined avenue along Arundel Street, connecting the Strand to Temple Station, the Embankment and the proposed Garden Bridge. Footway widening is of paramount importance on the western side, to improve pedestrian comfort along this important connecting street. This would have the additional advantage of maximising vistas already accentuated by the topography.



View south along Arundel Street towards Temple Station and the site of the proposed Garden Bridge



PROPOSED

7. SURREY STREET



Surrey Street is currently a somewhat overlooked, neglected and unused connection, that could potentially offer a pleasant north-south pedestrian and cycle connection.

Surrey Street has a low vehicular traffic volume which presents the opportunity to employ a different approach to the layout of the carriageway, potentially through the use of a single surface. There is also an opportunity to locate a number of kerbside and street functions within the space. These could include parking, cycle parking and tree planting. There is also the aspiration to create a cycle contraflow along Surrey Street, which would unlock a missing connection and provide an opportunity to connect further north through Melbourne Place.

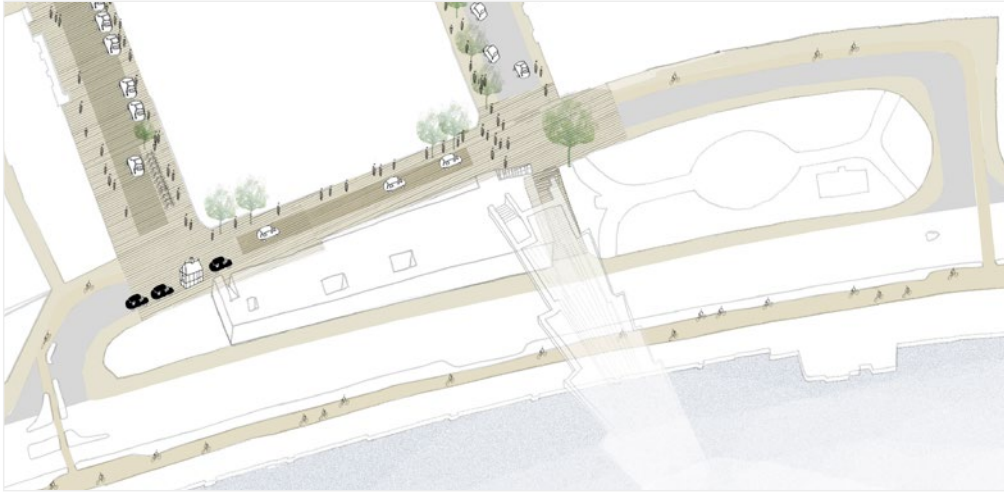


View south along Surrey Street



PROPOSED

8. TEMPLE PLACE



Temple Place is a one-way street that forms a part of the north-south routes connecting the Aldwych, with the Embankment and Temple Underground station. It is currently dominated by traffic and also accommodates a taxi refreshment rank as well as coach parking.

The central section between Surrey Street and Arundel Street should prioritise pedestrian movement, through its design and character. The kerbside functions could be reviewed, with widened footways and traffic-calming measures.

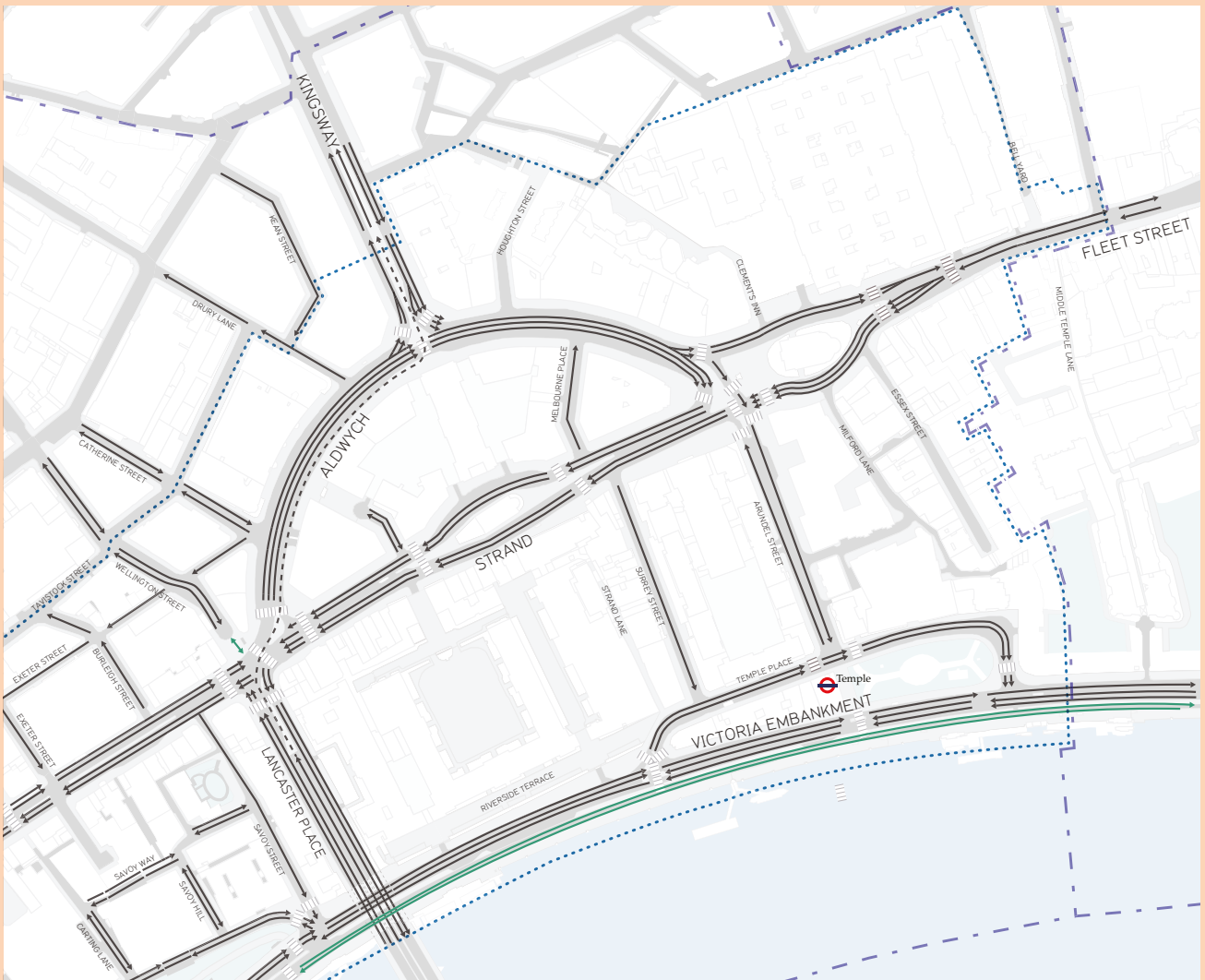
Temple Place is also the landing point of the proposed Garden Bridge, which, if built would bring a significant uplift in pedestrian numbers. The street's material finish should reflect its new status as the entrance point to the Aldwych area and the West End. Temple Place is also an integral link to the east-west Cycle Superhighway and a mandatory cycle track should be used to facilitate this connection and improve safety.



View across Temple Place towards Temple Station and the proposed Garden Bridge



PROPOSED



Map showing the existing traffic arrangement

Existing Traffic Arrangement

- Traffic lane with direction
- Cycle lane with direction
- ||||| Pedestrian crossing
- Northbank BID boundary
- - - Borough boundary

TRAFFIC OPTIONS

In tandem with Publica's vision for the public realm and in response to 2015 Northbank BID Public Realm Vision and Strategy, Norman Rourke Pryme (NRP) was commissioned (December 2015) to devise and test a number of options for the management of traffic around the Aldwych. Publica's public realm vision has been devised to take account of all of the options identified by NRP and is adaptable to any of them. The full analysis of these options can be found in the NRP report (April 2016), and below is an executive summary of the report with an overview of those options outlined in the following pages.

NRP's Concept Study identifies a range of potential traffic management and transport strategies that have been developed through workshops and discussions with stakeholders. These establish a framework against which to develop and assess the proposals aimed at achieving improvements to bus journey times, air quality, cyclist and pedestrian amenity, while maintaining provision for parking and loading, and an appropriate level of traffic capacity and network resilience so that traffic congestion is avoided and delays to traffic, particularly buses, can be avoided.

Westminster City Council supports the removal of gyratories (one way systems), recognising the benefits that can be achieved in shortening routes, reducing vehicle mileage and improving air quality and safety, particularly for cyclists. It is recognised that sufficient road width must be maintained, there should be no loss of footway, no substantial adverse impact on bus services and there should be appropriate provision of parking and loading facilities.

In the response to the Northbank BID Draft Public Realm Strategy (February 2015), Transport for London (TfL) provided comment on the aspirations for changes to Aldwych gyratory in terms of traffic and transport issues. This included benefits for bus operations and retention of bus stands (subject to potential changes to bus service provision and routes across central London), provision for taxi ranks, appropriate levels of kerbside access (parking and loading), improved pedestrian comfort level and a good, acceptable Cycling Level of Service.

The NRP Concept Study demonstrates that the strategies for pedestrian, cycling and bus improvements in particular can be delivered to a high degree with most of the Concept Option arrangements, and so option refinement will depend upon stakeholder preference and further detailed traffic modelling analysis. It is considered that three

of the Concept Options should be taken forward to form the basis of the next stage of the project.

These are:

Option 3 – Two-way traffic on northern side, closure to all traffic on southern side (except for access) and creation of significant areas of pedestrianised space on Strand (with an option for improvement around St Clement Danes Church);

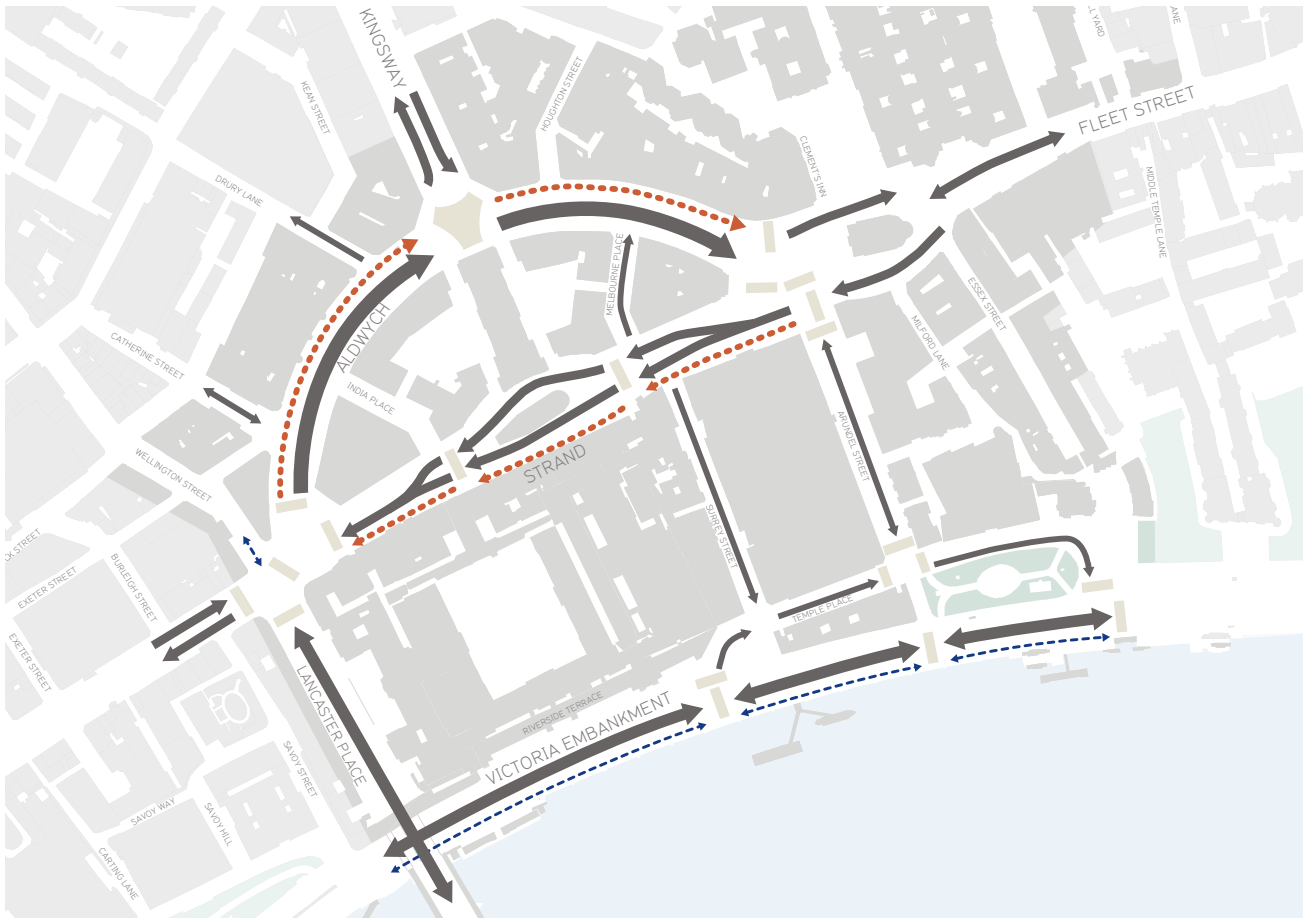
Option 6 – Two-way traffic on northern side, two-way bus and cycle traffic only on southern side and significant increases to pedestrian area on Strand (with an option for improvement around St Clement Danes church);

Option 7 – Two-way traffic on northern side, two-way bus and cycle traffic only on southern side with cyclists segregated from buses and significant increase to pedestrian area on Strand (with an option for improvement around St Clement Danes Church).

Each of these options has different relative strengths and weaknesses when considering particular design elements, but would all deliver significant improvements against the key policies and strategies established by Westminster City Council and Transport for London.

The next step of the project will involve the development of detailed local, micro-simulation and potentially strategic traffic modelling, which is to be scoped with Transport for London. Detailed traffic surveys to enable the construction of these models have been commissioned and data are expected to be available in April 2016. Through iteration between design workshops, traffic modelling and street and public realm design development, the aim will be to achieve an agreed design that can be adopted by the scheme Project Board and issued for scheme and traffic modelling approvals through Westminster City Council, Transport for London and key stakeholders.

TRAFFIC OPTIONS



EXISTING

The existing traffic arrangement at the Aldwych is a gyratory system, which has been in place since 1923, with all traffic travelling around the Aldwych in one direction. Bus movements are assisted through the provision of bus lanes and the wide carriageways carry large traffic volumes in a single direction. As a result vehicles have an overwhelming impact on the experience of the area.

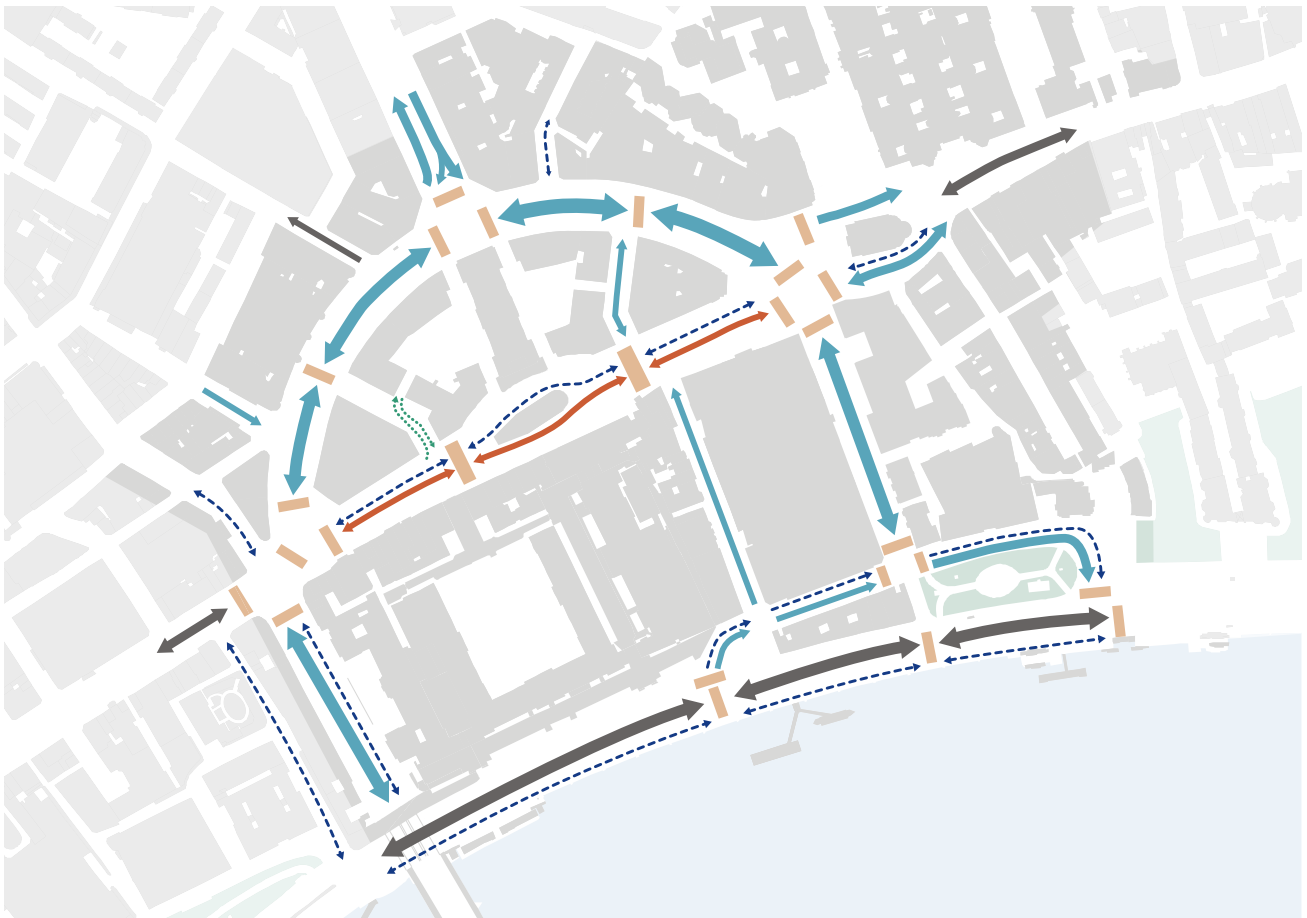
The current arrangement creates difficulties for all user groups, as it results in delays and extends the distance of many journeys through the area. This is particularly acute for bus users and those travelling by bicycle, with confusing bus stop layouts and extended journey times for the former, and convoluted routes through a hazardous traffic environment for the latter. The gyratory also creates a number of circuitous pedestrian routes around the major junctions, and results in an island layout in the centre of the Aldwych.

- Existing traffic
- ... Bus lane
- - - Cycle provision
- Crossing

OPTION ASSESSMENT

Each option is presented alongside a score table outlining its benefits as measured against key transport objectives set by TfL, with additional objectives of network resilience and air quality. A total score is also awarded to each option.

5	MAXIMUM BENEFIT	-1	POTENTIALLY MITIGABLE NEGATIVE IMPACT
4	STRONG BENEFIT	-2	PROBABLE NEGATIVE IMPACT
3	SIGNIFICANT BENEFIT	-3	CLEAR NEGATIVE IMPACT
2	CLEAR BENEFIT	-4	STRONGLY NEGATIVE IMPACT
1	EXPECTED BENEFIT	-5	SEVERELY NEGATIVE IMPACT
0	NEUTRAL		



OPTION 7

(RECOMMENDED TO BE TAKEN FORWARD FOR FURTHER TESTING - PREFERRED)

The option shown above introduces two-way traffic on both sections of the Aldwych, allowing for shorter bus journey times between Kingsway and the junction with Lancaster Place. The Strand becomes bus-only in both directions, either north or south of St Mary le Strand church (shown indicatively south in diagram above), with limited access for servicing on Surrey Street and India Place, and features an east-west cycle connection separated from the bus traffic. Other important features include limited vehicular access to the Strand north of St Clement Danes church. An aspiration for a cycle contra-flow on Surrey Street could also be considered within this option.

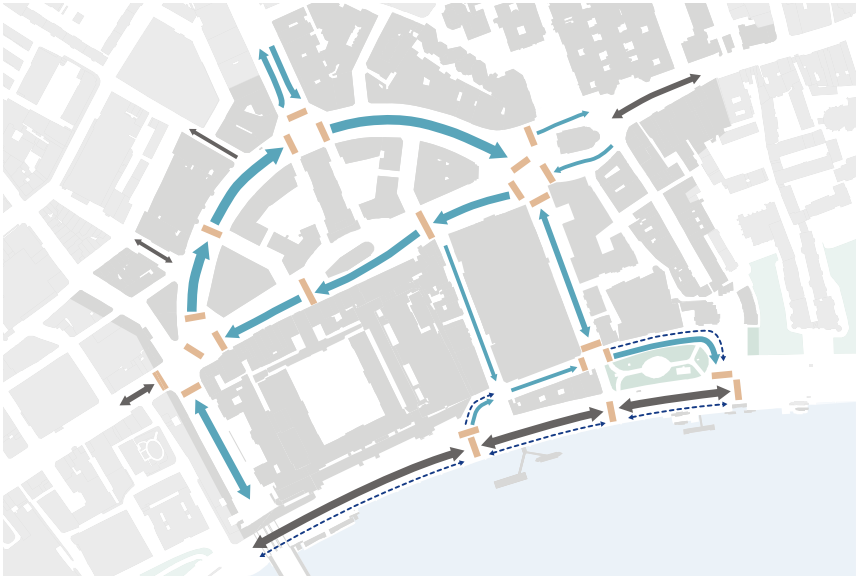
NRP's Concept Study report recommends that three options (3, 6 and 7) are taken forward for further testing and modelling at the next stage of the project. These, and additional options, are shown overleaf for information.

From a public realm perspective, the traffic arrangement above (option 7) is the preferred option, as it offers significant improvements for all users and would best address the principles that have been established in the public realm vision outlined in this document.

- Existing traffic
- All traffic
- Bus only
- Cycle provision
- Bus and cycle shared
- Service/Access
- Crossing

5	BUS
5	CYCLE
-1	KERBSIDE
3	PEDESTRIAN
0	NETWORK
5	AIR QUALITY
17	TOTAL

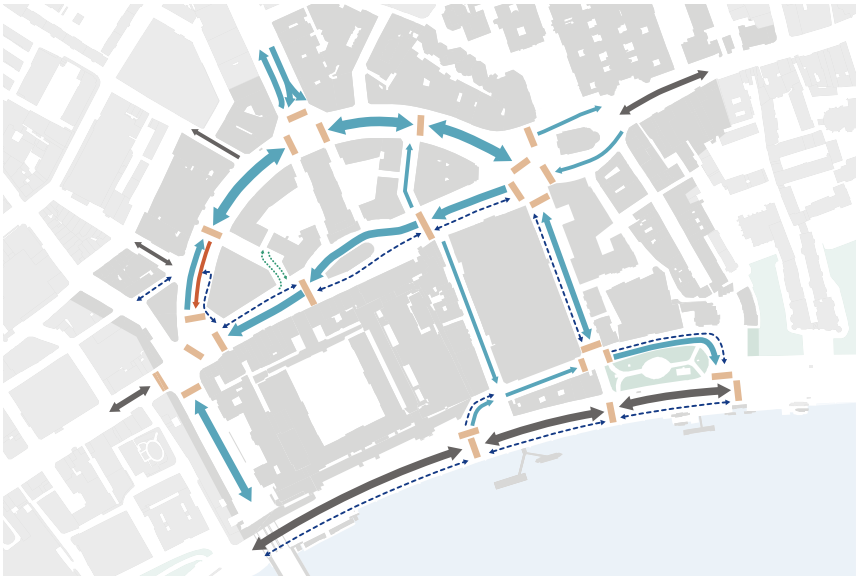
TRAFFIC OPTIONS



OPTION 1

One-way traffic movement retained, with public realm improvements.

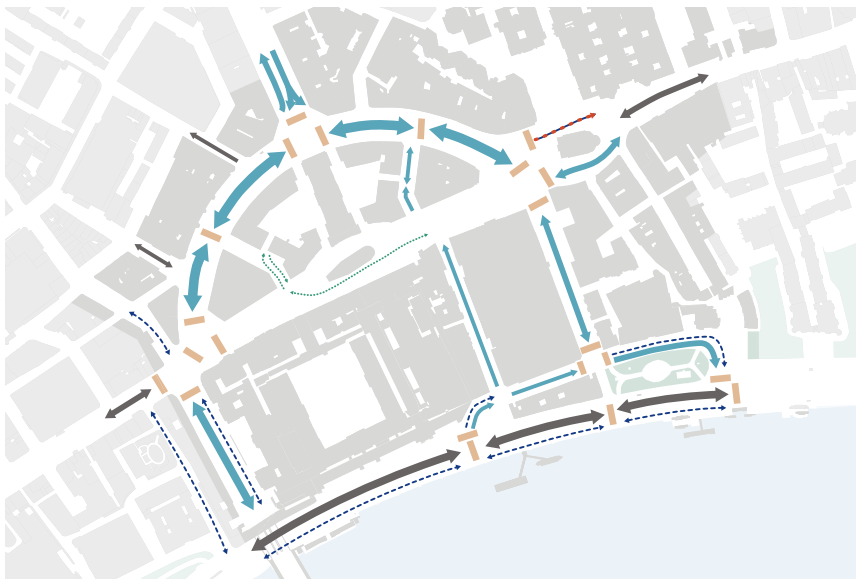
0	BUS
1	CYCLE
0	KERBSIDE
2	PEDESTRIAN
0	NETWORK
0	AIR QUALITY
3	TOTAL



OPTION 2

Two-way operation for all traffic on the Aldwych and west-bound only on the Strand.

4	BUS
4	CYCLE
-1	KERBSIDE
2	PEDESTRIAN
0	NETWORK
2	AIR QUALITY
11	TOTAL

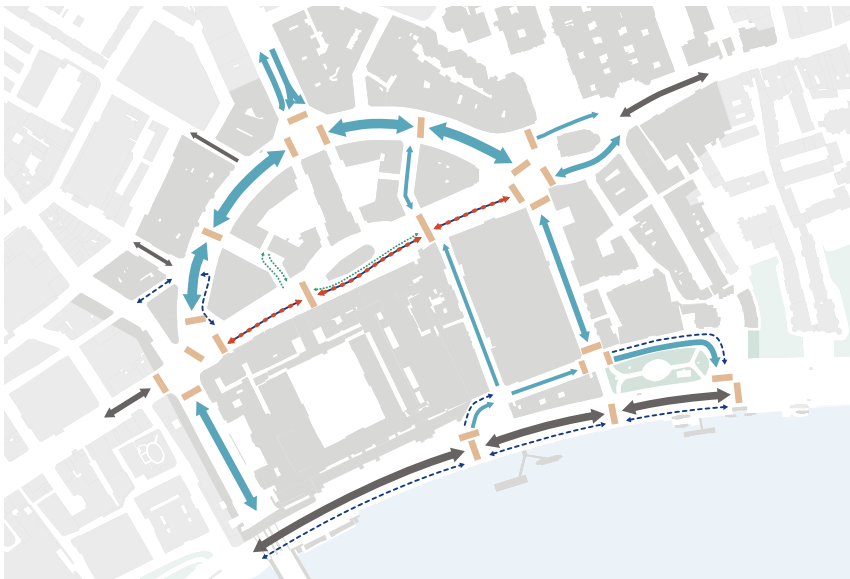


OPTION 3

(RECOMMENDED TO BE TAKEN FORWARD FOR FURTHER TESTING)

Two-way operation for all traffic on the Aldwych. Closure of the Strand with access for servicing and deliveries only from Surrey Street.

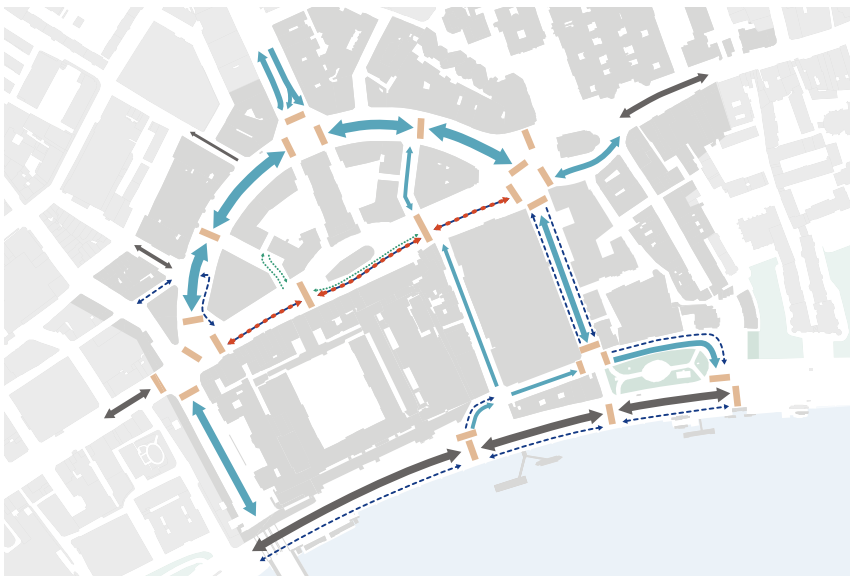
3	BUS
3	CYCLE
0	KERBSIDE
5	PEDESTRIAN
0	NETWORK
5	AIR QUALITY
17	TOTAL



OPTION 4

Two-way operation for all traffic on the Aldwych with two-way shared bus and cycle movements on the Strand.

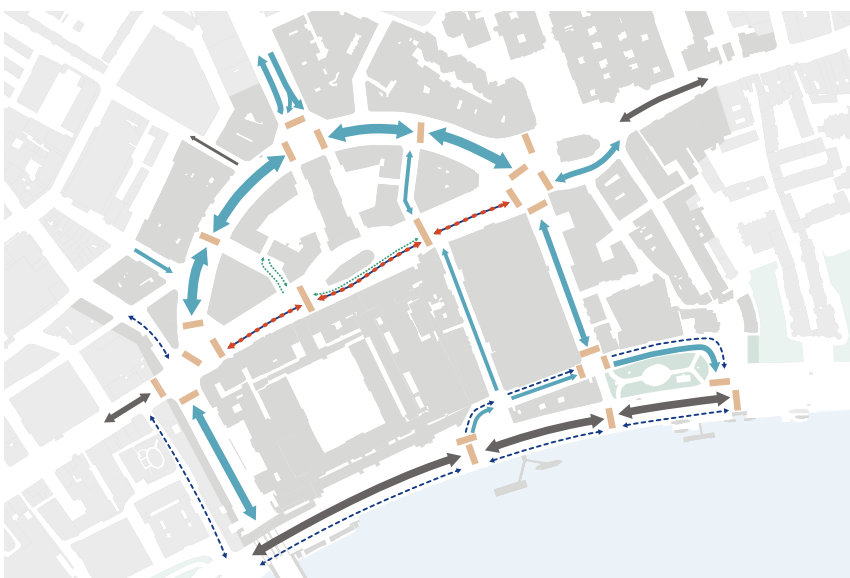
5	BUS
4	CYCLE
-1	KERBSIDE
3	PEDESTRIAN
0	NETWORK
5	AIR QUALITY
16	TOTAL



OPTION 5

Two-way operation for all traffic on the Aldwych with two-way shared bus and cycle movements on the Strand. Closure of the Strand to traffic north of St Clement Danes church. Cycle routes connecting Aldwych to Exeter Street and on Arundel Street.

5	BUS
3	CYCLE
-1	KERBSIDE
4	PEDESTRIAN
0	NETWORK
5	AIR QUALITY
16	TOTAL



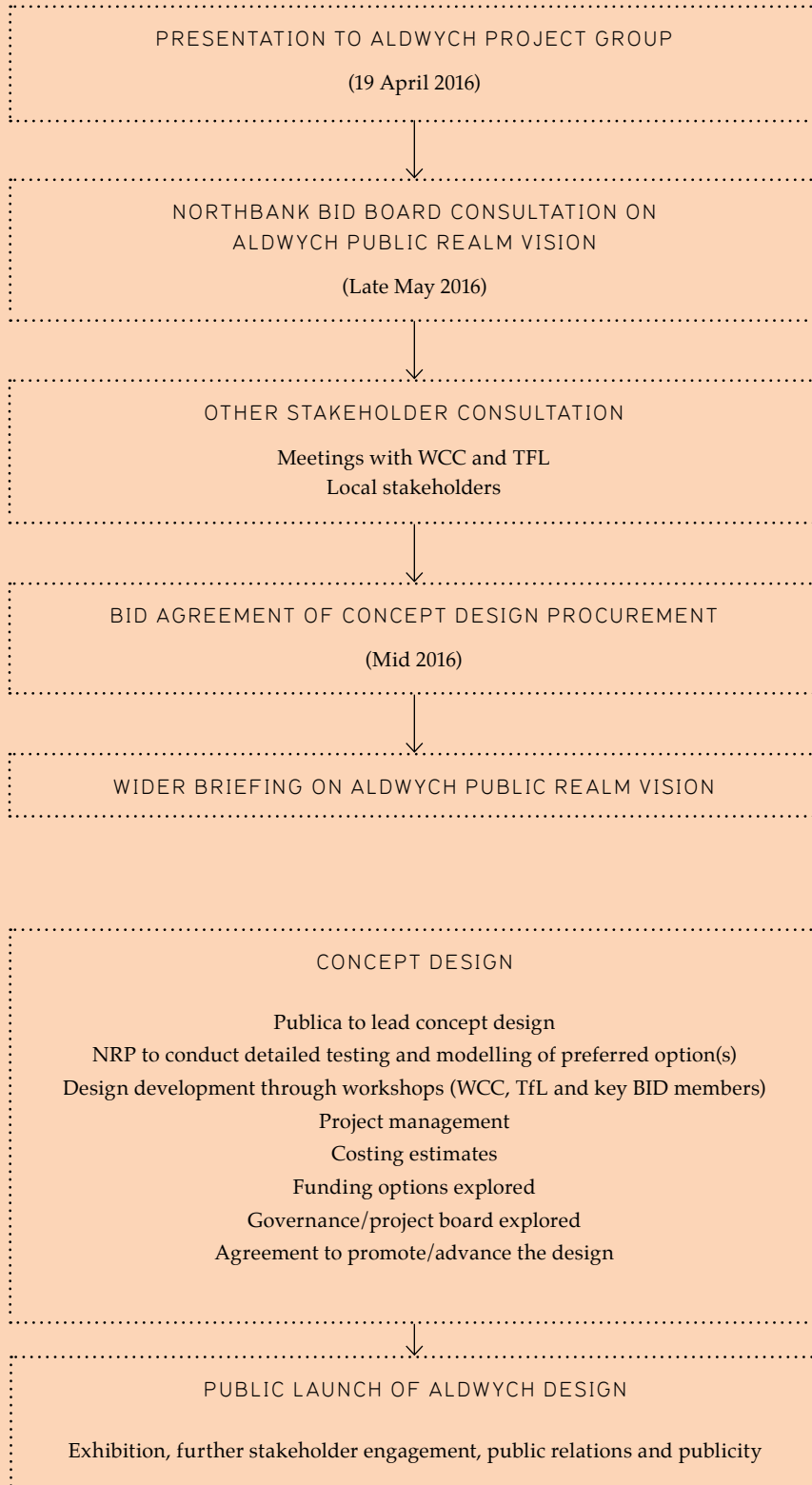
OPTION 6

(RECOMMENDED TO BE TAKEN FORWARD FOR FURTHER TESTING)

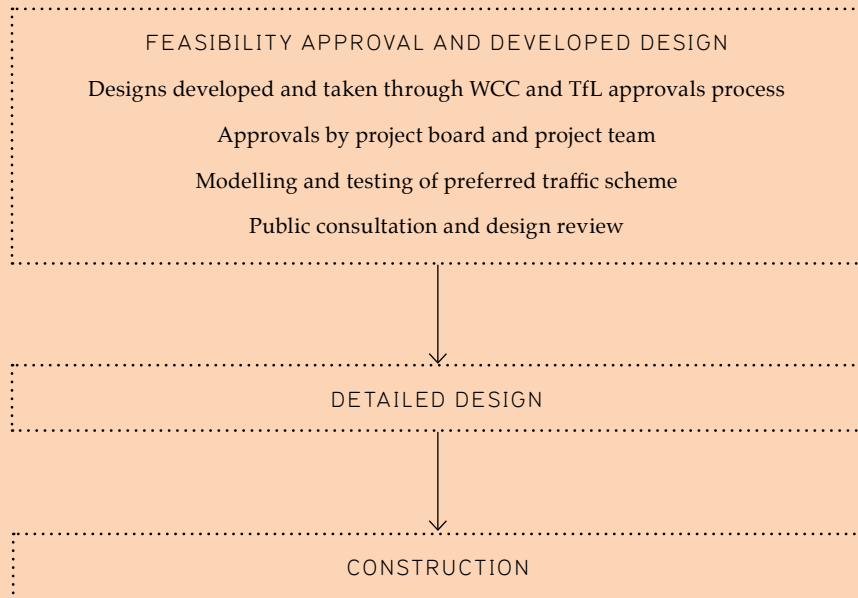
As Option 5 but with cycle routes on Wellington Street and on Surrey Street.

5	BUS
4	CYCLE
-1	KERBSIDE
4	PEDESTRIAN
0	NETWORK
5	AIR QUALITY
17	TOTAL

POSSIBLE NEXT STEPS AND FUTURE PROGRAMME



ESTABLISHMENT OF CLIENT STRUCTURE THROUGH PROJECT BOARD



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NORTHBANK



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April 2016

REVISION A
1 JULY 2016

This report is the result of on-street surveys, fieldwork, desk based research and design development undertaken between April 2015 and May 2016. All maps using Ordnance Survey digital mapping as base information Crown Copyright City of Westminster LA100019597.

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