

TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004
LONDON UNDERGROUND VICTORIA STATION UPGRADE ORDER

VICTORIA INTERCHANGE GROUP LIMITED

PROOF OF EVIDENCE OF ANTHONY HURST

TRAFFIC ON ECCLESTON BRIDGE

DOCUMENT REFERENCE: OB/12.P4

3 October 2008

1. My name is Anthony Hurst and I live at 33 Hugh Street, SW1V 1QJ.
2. Traffic on Eccleston Bridge and the intersection with Buckingham Palace Road is already very congested, and the proposed arrangements will make it significantly worse because:
 - A significant amount of additional traffic (26,774 vehicles per day, VSU.A31 TA para AA 7 and 8) will be diverted onto the bridge from Vauxhall Bridge Road via Bridge Place.
 - Additional traffic, including coaches, will be diverted onto the bridge via Bullied Way.
 - Increased use of the taxi rank on the Air Deck will add to the congestion.
3. There is little scope for manipulating the traffic where the Bridge crosses Buckingham Palace Road (VSU.A31 TA para 8.4.1) because of the need to make proper allowance for pedestrians, many of whom are confused and carrying heavy luggage, walking between the Railway Station and the Coach Station. Also there will be an increase in vehicle traffic in both directions on Buckingham Palace Road. The result will be tailbacks extending down Belgrave Road and Bridge Place. Easing the right turn from Eccleston Bridge into Buckingham Palace Road (para 8.4) will make little difference since it will be the delays at the traffic lights which cause the congestion.
4. For the reasons stated above, the current plans for managing traffic in Bridge Place, Eccleston Bridge and Buckingham Palace Road are not workable: permission should not be given for VSU unless and until LUL puts forward a fully worked through and workable plan to manage that traffic. We contend that LUL needs to consider the options more widely, though we make it plain that the diversion of Bridge Place traffic into Hugh Street would not be a viable or acceptable option: Hugh Street is a narrow residential street which would be incapable of absorbing any additional traffic flow.