

## **Healthy Streets: A10 Bishopsgate scheme**

### **Information requested by City of London Corporation officers for Streets and Walkways sub-committee on Tuesday 12 October**

**NB.** The following is the current view and thinking of TfL officers on an experimental A10 Bishopsgate scheme. No final decision has yet been taken by TfL. Details may change as further work is undertaken.

#### **Data and feedback collected during initial TTO**

A summary of the main data sources and of feedback received from the temporary scheme can be found in the RSPG slides that have previously been shared with CoL officers. In summary, the data (up to August 2021, the date at which the slides were prepared) shows that:

- Bus journey times on Bishopsgate are currently 38% lower northbound and 26% lower southbound
- There has been no consistently poor bus performance on the wider road network associated with the scheme
- Current two-way cycle flows on Bishopsgate are approaching 500 per hour over a 12 hour daytime period, with highs of 700+ in the PM peak
- Average weekday cycle flows (0600-2200 in both directions) are consistently over 6000, with highs of over 8000 reached on some days
- Average vehicle flows have reduced from circa. 500 vehicles/hour per direction to circa. 200 vehicles/hour over a 12 hour daytime period
- Internal feedback from TfL's Buses and Network Performance departments has been supportive of the benefits of the scheme, while having minimal impacts on other parts of the respective networks and understanding that traffic conditions continue to change as society reopens. Given the nature of the restrictions, Taxi and Private Hire stakeholders have concerns over the effect of the scheme on likely impact on their trades, increases in fares and accessibility.
- External feedback has been less positive from the feedback received during the temporary scheme. Concerns have been raised about the impact of the scheme on emergency services, traffic congestion and accessing businesses. The majority of respondents when asked were against the scheme becoming permanent.

#### **Modelling outputs**

Network Performance have shared their initial outputs with you and will respond to your follow up questions in due course.

#### **Details of any mitigation measures**

Mitigation of any emerging network impacts will take the form of a signal timing review in the first instance.

#### **Scheme benefits and success criteria**

TfL has set out 4 key objectives for the experimental traffic order

- To provide a safe and attractive environment for cycling, through lower traffic levels, as defined by Criteria 1 of the New Cycle Route Quality Criteria document to encourage the take up of cycling
- To ensure bus journey times improve on the corridor to make bus passenger journeys faster and more attractive
- To provide safe and attractive conditions for pedestrians
- To take into account the remaining transport challenges in Step 4, and beyond

TfL has set out core success criteria based around Healthy Streets objectives set out in the Mayor's Transport Strategy. These are fundamentally around cycling and pedestrian conditions and bus journey times.

### **Monitoring Strategy**

The Monitoring Strategy pertaining to the experimental scheme has not yet been finalised at the time this pack was prepared and hence is not included.

### **Communications and Engagement Strategy (Separate attachment)**

See separate document attached.

### **EqIA**

The EqIA pertaining to the experimental scheme has not yet been finalised at the time this pack was prepared and hence is not included.

### **Journey time impacts, delivery and servicing arrangements and alternative routes**

Modelling work for the Bishopsgate Experimental scheme is only possible within the high level 2026 strategic model. The constraints of time and changing network conditions do not allow for the normal level of detailed assessment that would be associated with permanent traffic schemes. This is a key reason for the proposals to be made under an experimental traffic order with a supporting monitoring strategy and decision making process. This type of modelling does not support detailed journey time impacts, instead it can support monitoring by highlighting:

- Likely rerouting – helping to understand where monitoring/mitigation might be needed
- Areas of congestion / saturation – again, to indicate areas of monitoring/mitigation

Delivery and servicing arrangements are anticipated to remain similar to the temporary scheme that is currently in place. Certain parts of the corridor are anticipated to continue with restricted access during the hours of scheme operation (Monday to Friday, 7am to 7pm). Delivery and servicing in these areas is required to occur outside of these hours and the timings of the bays will reflect that. These will be confirmed once the scheme design has been finalised.

Alternative routes were considered prior to the launch of the Bishopsgate scheme last Summer. These remain valid for Bishopsgate, but there may need to be a wider area review following the introduction of the All Change at Bank scheme and dependent on the outcome of the City's own review on moving schemes on to experimental traffic orders.

### **Summary of alternative options that were explored and why these were ruled out**

The scheme implemented under the temporary order in Summer 2020 has resulted in measurable bus journey time improvements and levels of cycling on the corridor that are greater than before the onset of coronavirus. The recent increase in people returning to work in the area is likely to see the footways that were widened as an integral part of the scheme also demonstrate benefits. As these benefits contribute towards the objectives set out in the Mayor's Transport Strategy for increasing the uptake of sustainable travel modes, TfL has not proposed to make major changes to a scheme that is considered to work well at the current time and contributes to London's pandemic recovery.

Changes have needed to be made to the design of the A10 Bishopsgate scheme as a result of other road network changes in the vicinity proposed by the City of London themselves pertaining to the 'All Change at Bank' scheme and to address the suspension of the bus gate on Leadenhall Street. These are designed to facilitate as much access as possible to those buildings on the corridor.