

<b>Committee(s):</b> Streets & Walkways Sub – For Information	<b>Dated:</b> 15/02/2022
<b>Subject:</b> TfL's London Bridge Experimental Scheme	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	1. People are safe and feel safe 9. We are digitally and physically well-connected and responsive 12. Our spaces are secure, resilient and well-maintained
<b>Does this proposal require extra revenue and/or capital spending?</b>	<b>N</b>
<b>If so, how much?</b>	<b>£N/A</b>
<b>What is the source of Funding?</b>	
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	<b>Y/N</b>
<b>Report of:</b> Executive Director, Environment	<b>For Information</b>
<b>Report author:</b> Sam Lee, Environment	

### Summary

In September 2020, Transport for London introduced a temporary Streetspace scheme on London Bridge to improve conditions for bus users, cyclists and improve the street environment for pedestrians to reduce crowding on public transport and prevent an increase in private motor traffic which would increase congestion.

The scheme was in response to the Covid-19 pandemic and included bus gates prohibiting vehicles other than buses, taxis, motorcycles and pedal cycles from crossing London Bridge 7am to 7pm Monday to Friday. The scheme reallocated road space and provided a full-width bus lane, a separated cycle lane and a single 'general traffic' lane in each direction.

It has improved bus journey times and appears to have provided safer spaces for cycling across the bridge. Walking across London Bridge is now more pleasant because of reduced noise, traffic fumes and views are largely unobstructed by vehicles.

Since the scheme was introduced, the government has lifted all social distancing requirements but due to the likelihood of danger to the public if the measures were removed, TfL replaced the original temporary order with a new temporary traffic order in August 2021.

TfL are now in the process of developing an experimental traffic order (ETO) based

on the current arrangements and to combine it with measures at Borough High Street to provide additional footway space. The ETO allows a scheme to be tested before making it permanent and includes the first 6 months for public consultation. Any objections must be made within this period. The ETO scheme is inter-connected with the Bishopsgate scheme and could have implications for the City such as access needs, traffic reassignment as well as the ability for the City to deliver our transport projects. However, in principle the scheme largely aligns with the aims of our Transport Strategy and would support the delivery of the Climate Action Strategy.

If the ETO does proceed, its impacts will be monitored by and reviewed with TfL to seek mitigation of any adverse impacts. A further report will be brought back to this committee for a final decision on whether or not to object to the scheme being made permanent before the end of the 6-month consultation period.

### **Recommendation(s)**

Members are asked to:

- Note the report and that a further report will be brought to consider if the City Corporation should object to and/or make other representations in respect of the ETO being made permanent, in its current or modified form.

## **Main Report**

### **Background**

1. In response to the Covid-19 pandemic, Transport for London introduced a Streetspace scheme on London Bridge, King William Street and Borough High Street in September 2020. The scheme used a temporary traffic order to introduce restrictions at a series of locations to prevent the use of London Bridge by through traffic (except buses, taxis and motorcycles and pedal cycles) between 7am – 7pm, Monday to Friday.
2. A plan of the Streetspace scheme is provided in Appendix 1. The main measures introduced are:
  - A northbound bus gate at Borough High Street on the south side of London Bridge
  - A southbound bus gate on King William Street just north of London Bridge
  - A northbound bus gate on Fish Street Hill
  - A separated cycle lane in each direction on London Bridge
  - A bus lane in each direction on London Bridge uninhibited by Hostile Vehicle Mitigation barriers.
  - Banned left turn (except buses, taxis and cycles) from Borough High Street into Duke Street Hill just to the south of London Bridge (at all times).
  - Suspended loading and blue badge parking on the southbound side of London Bridge outside Adelaide House.
3. The reduction in motor vehicles has enabled the reallocation of carriageway space to provide wider bus lanes and separated cycle lanes. The restrictions have also resulted in some longer journeys for private motor vehicles including private hire vehicles, and some properties are not directly accessible during hours of operation.
4. The scheme became operational on 21 September 2020 and was due to expire on 22 March 2022 or when social distancing measures are no longer required, whichever is the sooner.
5. Since the government lifted all social distancing measures, the original temporary order no longer applies and has now been replaced by a new temporary traffic order. This new order is to address the “likelihood of danger to the public” if the original order and measures were removed. The new temporary order can remain in place until 22 March 2022 (the date of the original order was to expire) and retains the current measures and restrictions as is.
6. In October 2021, Members were updated on a similar ETO Streetspace scheme (except taxis were also prohibited) along Gracechurch Street, Bishopsgate and Norton Folgate. This ETO was eventually made on 17<sup>th</sup> January 2022 and consultation commenced on 25<sup>th</sup> January 2022 for a period of 6 months.

## Current Position

7. TfL are now in the process of developing an experimental traffic order (ETO) for London Bridge, based on the current temporary arrangement and incorporating measures at Borough High Street. Their aim is to have the ETO in place by 21 March 2022. Monitoring, which includes engagement feedback and traffic data (bus performances, traffic and cycle flows and freight and general journey times) will take place throughout the experimental period and public consultation will be carried out over the first six months. The outputs of the monitoring and consultation will inform a potential permanent scheme. TfL will also undertake engagement with stakeholders, including briefing local CoL Members, before the commencement of the ETO. Further supplementary information provided by TfL is in Appendix 2 and 3.
8. It is recognised that in principle, limiting the use of London Bridge by cross-London traffic aligns with our Transport Strategy and street hierarchy; and that this is likely to be necessary to improve conditions for bus users, cyclists and the street environment. These improvements also align with our Climate Action Strategy by supporting sustainable transport.
9. We have requested that TfL incorporate improvements at various locations for their Bishopsgate scheme including to the Monument junction. We'll continue to press for these as part of the ongoing engagement with them.
10. The ETO scheme on Bishopsgate largely depends on the current temporary traffic restrictions on London Bridge being retained as this safeguards the City from large volumes of traffic reassignment, particularly to Cannon Street, Eastcheap but also to the wider city road network. Similarly, the London Bridge ETO scheme, will also depend on the Bishopsgate restrictions being in place for the same reason. The success of both schemes is therefore directly interconnected.
11. Tower Bridge has an 18-tonne vehicle weight limit. There is concern that more over weight traffic is being reassigned to Tower Bridge, particularly as a result of both London Bridge and Bishopsgate Streetspace schemes. Data provided by TfL (see Appendix 5) shows that immediately prior to these temporary schemes (and the waterproofing works on London Bridge) being implemented, average monthly penalty charge notices issued for overweight vehicles was 43. Average monthly PCN's issued after both Streetspace schemes were in place was 157. However, TfL has stated that there was a fault in the enforcement cameras prior to the scheme commencing which has resulted in lower numbers of PCN's being issued. Officers will continue to engage with TfL to review any additional data and to investigate measures to reduce over-weight vehicles using the bridge. Depending on the outcome of this review, further considerations may be necessary.
12. A summary of TfL's monitoring strategy is provided in Appendix 4. The monitoring largely covers the area south of the City but will also include a few locations and routes in the City. This monitoring strategy together with those proposed for Bishopsgate will cover quite an extensive area, however, further discussions on

this will still continue to ensure the monitoring incorporates all anticipated areas of concern.

13. The London Bridge proposals provide opportunities for improve the Arthur Street junction further as part of the reinstatement plans being developed from the Bank underground works. Discussions on this is still ongoing.

## **Next Steps**

14. Experimental traffic orders allow for a scheme to be introduced to test the arrangements before it is made permanent. An ETO must be in operation for at least 6 months before it can be made permanent but must not exceed 18 months. Public consultation will be undertaken in the first 6 months and any objections must be made within this period.
15. Officers will continue to engage and work with TfL to ensure the implications arising from their schemes are addressed, particularly the inter-relations between London Bridge, Bishopsgate and the City's current and planned projects as well as on Tower Bridge. A further report will be brought back to this committee prior to the expiry of the 6-month consultation deadline so that a final view on whether or not to object, and/or whether to make other representations can be taken by your Sub-committee and submitted to TfL.

## **Corporate & Strategic Implications**

16. Strategic implications – Reducing general motor traffic using London Bridge enables more effective and efficient use of street space. It improves conditions for people walking, cycling and using bus transport. It also reduces transport related carbon emissions, improves air quality and reduces road danger. Traffic reduction supports delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected and responsive; the Transport Strategy; Climate Action Strategy and the Air Quality Strategy.
17. Financial implications – None. It is anticipated that any future mitigation measures required as a result of the scheme will need to be met by TfL
18. Resource implications – None
19. Legal implications – These are contained within the body of the report
20. Risk implications – Reducing motor traffic in the Square Mile helps mitigate Corporate Risks CR20 – Road Safety, CR21 – Air Quality and CR30 – Climate Action.
21. Equalities implications – At the time of writing, TfL is still undertaking an Equalities Impact Assessment of the proposed scheme. Although this is not yet available, officers are aware of some accessibility issues, particularly for those requiring vehicular access to some properties on the bridge, where no access is permitted at all, as well as through the route to access other facilities. In coming

to a view on whether to object or make other representations on the scheme following the future report to your sub-committee, regard will be had to any equality impacts which may be considered to arise.

22. Climate implications – Reducing motor traffic supports the delivery of the Climate Action Strategy by reducing carbon emissions and reallocating space for people Walking, cycling and using public transport.
23. Security implications – None

## **Conclusion**

24. TfL's proposed ETO scheme extends the temporary scheme which has been in place since September 2020. The proposal is expected to provide significant benefits such as road safety, cycling conditions and improved bus journey times. It aligns with our Transport Strategy and the improvements support the delivery of the Climate Action Strategy.
25. The scheme, however, is inter-connected with the Bishopsgate scheme and together these could make it more difficult for the City to deliver some of our pipeline projects. However, TfL has agreed to review these together with their schemes which is now due to commence imminently, so that all schemes can be delivered.

## **Appendices**

- Appendix 1: Plan of the London Bridge Streetspace/ETO scheme
- Appendix 2: Supplementary Information 1 – containing additional information on the ETO scheme
- Appendix 3: Supplementary Information 2 (RSPG Slides). This provides background information on the original temporary scheme
- Appendix 4: Monitoring Strategy
- Appendix 5: PCN enforcement data on 18T weight restriction on Tower Bridge

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