

Appendix 2 – Supplementary Information 1

Healthy Streets: London Bridge & Borough High Street

Supplementary information for Streets and Walkways sub-committee on Tuesday 15th February 2022.

NB. The following is the current view and thinking of TfL officers on an experimental A3 London Bridge and Borough High Street 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 RSPRG slides which has been shared with CoL officers for this report. In summary, the data (up to October 2021, the date at which the slides were prepared) shows that:

- Bus journey times on Bishopsgate are currently 38% lower northbound and 34% lower southbound
- There has been no consistently poor bus performance on the wider road network associated with the scheme
- Current cycle flow on London Bridge southbound are approximately 4,800 between 0600-2000 Monday to Friday.
- Quarter 2 (September) 2020 weekday cycle flow counts (0600-2200 in both directions) exceeded 10000, with highs of over 8000 reached on some days
- Average vehicle flows have reduced from circa. 420 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
- Consultation responses about the temporary scheme have been largely positive, with 70% supporting the measures. Concerns have been raised about the impact of the scheme on disruption to taxis, freight or other essential road users
- The number of Penalty Charge Notices (PCNs) issued to vehicles in excess of 18 tonnes using Tower Bridge has been shown to have increased between April 2019 and October 2021. It was found that at the beginning of this period enforcement cameras were not working or not working effectively, with no southbound vehicles being captured (in February and March 2020) on camera. Work has been carried out to fix the faults. Consequently, more PCNs have been issued. In June 2020 during bridge maintenance works on London Bridge, when it was closed to goods vehicles, the number of PCNs issued at Tower Bridge was 176. TfL has introduced additional signs on the approaches to Tower Bridge. In October 2021 the number of PCNs issued was 212, which could reflect an increase in the number of excess-weight vehicles using Tower Bridge or improved enforcement, or both.

Modelling outputs

The scheme has not been modelled.

Details of any mitigation measures

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

If monitoring identifies that the core success criteria are not being met TfL will identify the reasons and propose changes to the experimental scheme to improve the outcomes.

Scheme benefits and success criteria

TfL has set out 3 core success criteria for the experimental traffic order, based on Healthy Streets objectives set out in the Mayor's Transport Strategy:

- To reduce risk and injuries, and that make people feel safer travelling in the vicinity
- Bus journey times are not unreasonably impacted by the experimental scheme. Journeys are faster and more attractive
- Pedestrian and cyclist numbers remain high and pedestrian comfort levels improved

Monitoring Strategy

The Monitoring Strategy pertaining to the experimental scheme is included.

Communications and Engagement Strategy

At the time of writing, this has not been included.

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. Positive impacts identified include reduced journey times for bus and taxi users crossing London Bridge. However, it is noted that journey times may be longer for journeys made by private car or Private Hire Vehicles that have to use diversion routes, particularly for journeys originating near to London Bridge. The experimental scheme increases the availability of blue badge parking in Borough High Street compared to the temporary scheme, however there is still less provision of blue badge parking space compared to the pre-scheme, 2019, scenario.

Journey time impacts, delivery and servicing arrangements and alternative routes

Journey times of trips across London Bridge during the bus gate operational hours (7am to 7pm Mon-Fri) have been found to be much reduced during the temporary scheme giving benefits to users of taxis, buses, motorcyclists, and pedal cyclists. Bus journeys have been an average of 2.6 minutes per km quicker southbound and 2.3 minutes per km southbound compared to the baseline averages. Outside of the hours of the bus gates, there are still journey time benefits for bus users and taxi users because the bus lane is wider and previously vehicles became stuck due to the Hostile Vehicle Mitigation (HVM) barrier reducing the bus lane width. Cyclists also have journey time benefits from having a separated cycle lane which does not get obstructed by motor vehicles on the bridge.

A circa 42m dual-use loading and blue badge parking bay outside Adelaide House on King William Street has been suspended to provide continuity for the southbound cycle lane and bus lane across London Bridge. This had previously been reduced in width and made difficult to access by the HVM barrier installed at the kerbside.

TfL monitoring of traffic journey times has shown for the links Tower Bridge Road – Commercial Street and Farringdon- Blackfriars Bridge, since the introduction of the London Bridge scheme journey times have been quicker than the reference baseline year 2019, however traffic levels have also been reduced due to lockdowns and COVID rules. Traffic is also diverted to use Southwark Bridge. Concern about congestion on Southwark Bridge has been raised with TfL who are investigating possible mitigation measures.

At Monument junction the cycle time of the traffic signals from 96 seconds to 72-80 seconds, which reduces the length of time that pedestrians have to wait for a green signal to cross. This has been possible due to the reduction in traffic passing through the junction.

Alternative routes have been signposted throughout the temporary scheme at London Bridge and Borough High Street and will continue to be signed during the experimental scheme. Services supplying mapping to drivers have been informed of the controls applied to London Bridge and have adjusted their services to re-route users.