

## Appendix 3: Supplementary information 2 (RSPG Slides)

# London Bridge

Road Space Performance  
Review Group

4<sup>th</sup> November 2021



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## LONDON BRIDGE LSP SCHEME

### Context

The London Bridge LSP, was a response to the COVID pandemic and supports both the Bishopsgate and Borough High Street Streetspace schemes by significantly reducing the amount of traffic that can enter either of those locations. London Bridge is located between these two schemes.

Prior to the scheme, London Bridge was closed from March to September 2020 for planned maintenance work by the City of London. Buses, taxis and motorcycles were permitted across. Subsequently TfL introduced a Temporary Traffic Order which:

1. prohibited cars, vans and lorries from crossing the bridge Mon-Fr 7am to 7pm
2. introduced separated cycle lanes
3. relocated the bus lanes outside of the cycle lanes
4. reduced general traffic lanes from 2 to 1 in each direction
5. prohibited left turns from the bridge into Duke Street Hill, except for cycles, buses and taxis



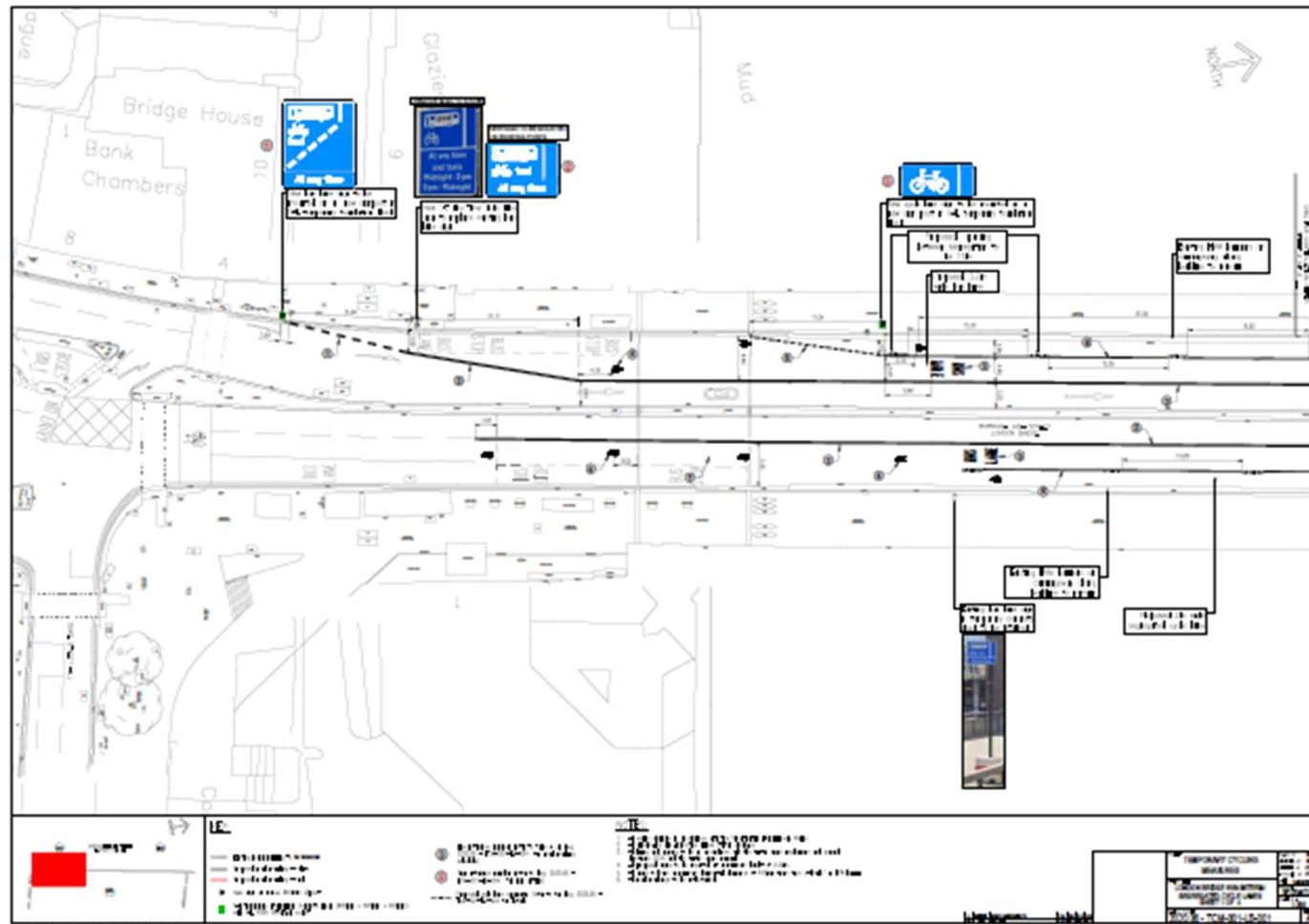
## London Bridge LSP Objectives

1. Support LSP schemes at Borough High Street and Bishopsgate
2. Improve bus journey times and reliability – alternative to tube travel
3. Improve safety and experience of cyclists
4. Improve conditions for pedestrians in the City by reducing traffic levels – easier to cross roads, reduced cycle times, better environment

**It is proposed that there are no changes made to the current road layout or restrictions, and that the Experimental TRO replicates the current Temporary Traffic Order.**

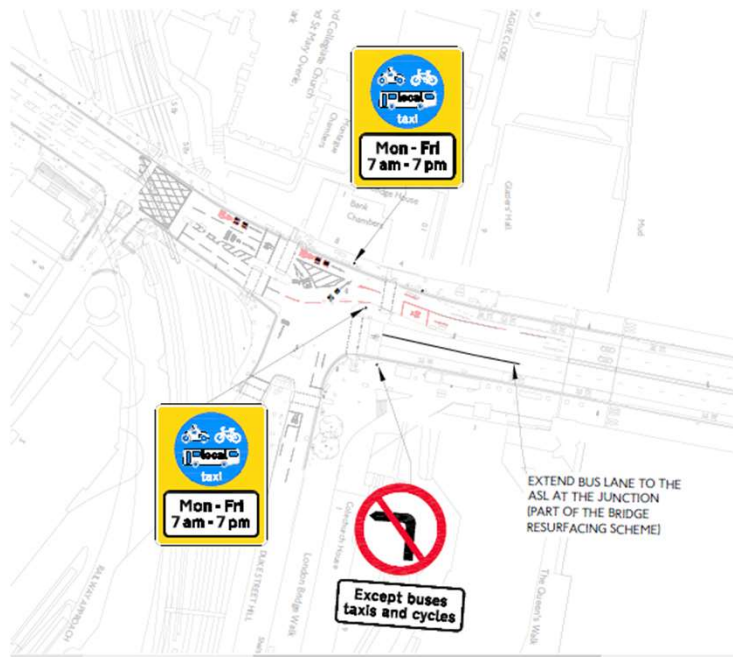


## London Bridge reallocation of road space

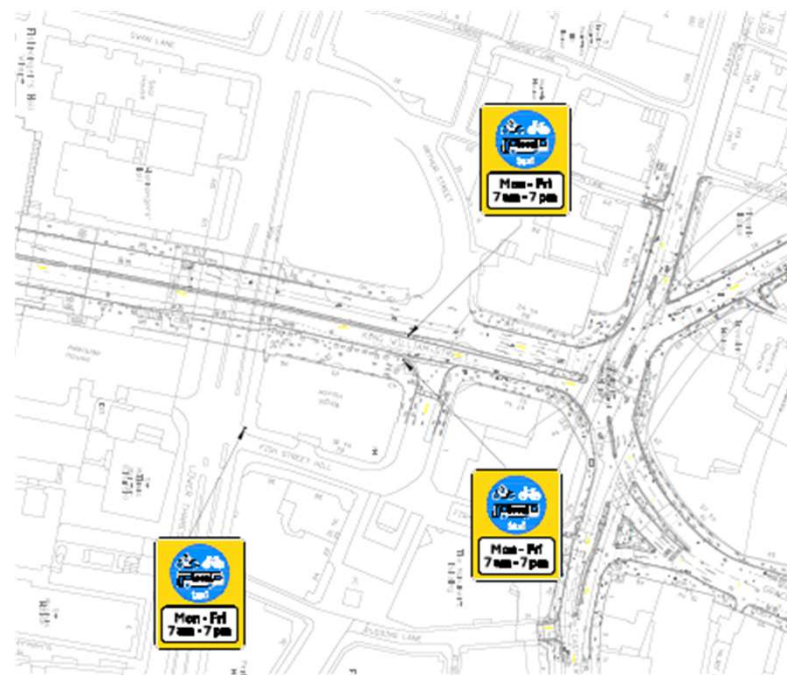


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## London Bridge Bus gate signage



Northbound bus gate



Southbound bus gate



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## London Bridge LSP

### Stakeholder feedback:

- Both the Corporation of London and LB Southwark have been approached.
- We understand from discussions that the Corporation of London are pleased with the traffic reduction the scheme has brought about. LB Southwark are very supportive.
- No written response has been received from either of these stakeholders
- The Bridge House Estates, which is run by a board of the Corporation of London, has previously expressed concern about possible increase in HGVs heavier than 18T crossing Tower Bridge as a result of restrictions on London Bridge. Their engineer wanted further interventions to reduce overweight vehicles using Tower Bridge.



# London Bridge LSP EqIA

## Issues identified

EqIA				
Change made	Impact P/N?	Explanation	Evidence Base	Action taken
Cars, vans and lorries not able to use London Bridge between 7am and 7pm Mon-Fri	P	Better environment for pedestrians and cyclists. Improved bus and taxi journey times.	Data collected during lockdown	Diversion signs
As above	N	Some car or other motor users need to take a diversion route possibly adding to journey time.	Journey time estimates	Diversion signs
Left turn into Duke Street Hill banned	N	Some car or other motor users need to take a diversion route possibly adding to journey time.	Previous TTRO	Diversion signs



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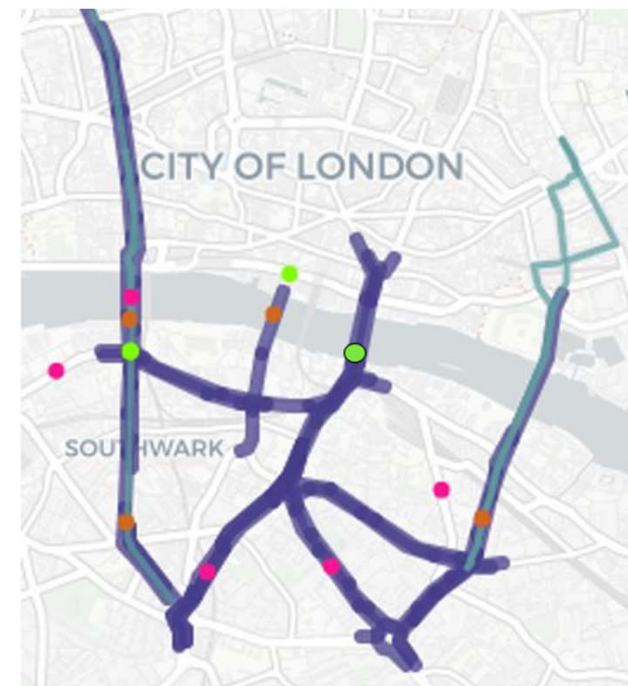




## LONDON BRIDGE and BOROUGH HIGH STREET

### MONITORING TO DATE

- Bus route monitoring corridors
- LCAP links
- Existing ATC
- Existing ACC
- Vivacity count-lines

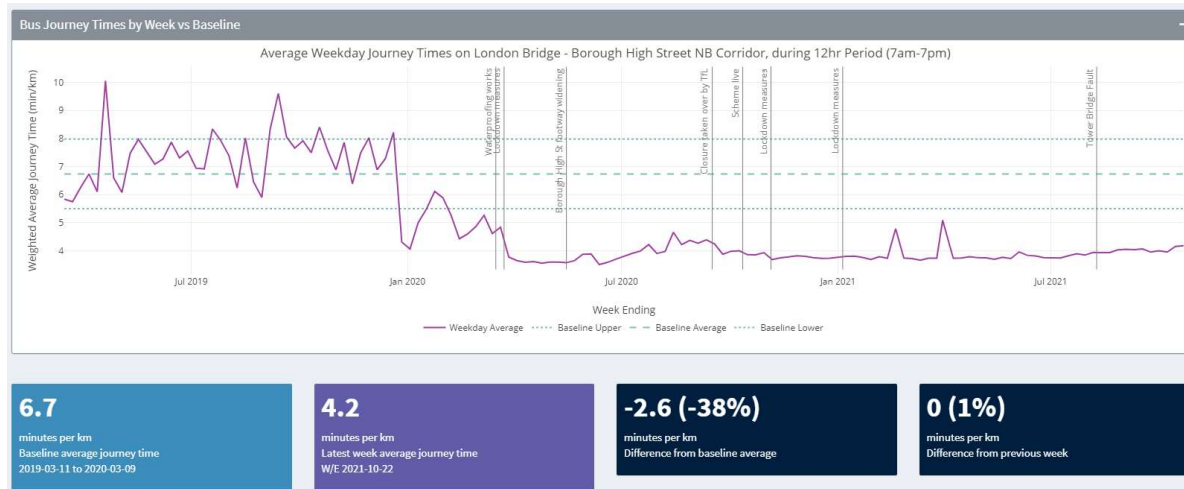


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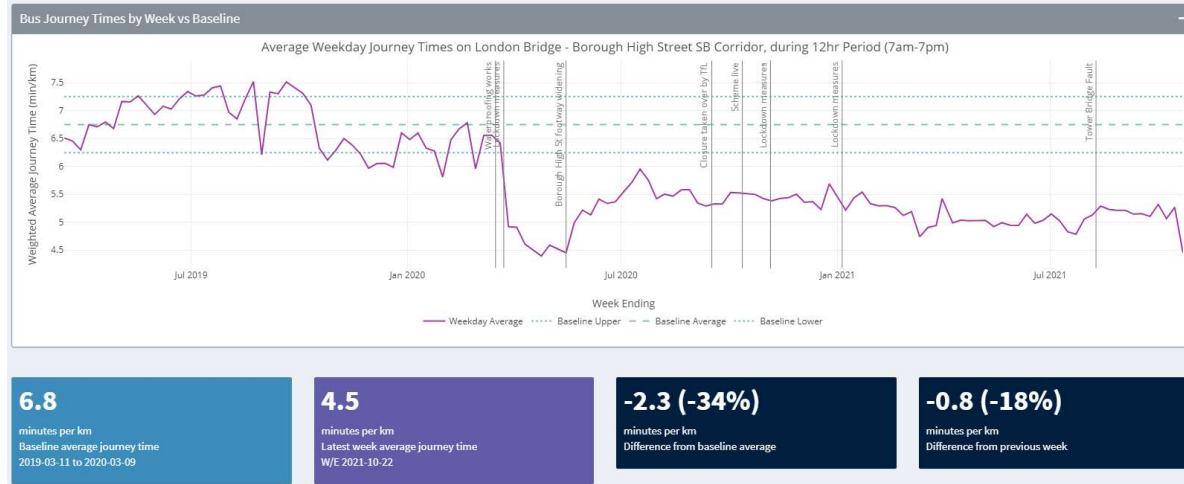


# Bus journey times on London Bridge – Borough High Street Corridor

## Northbound

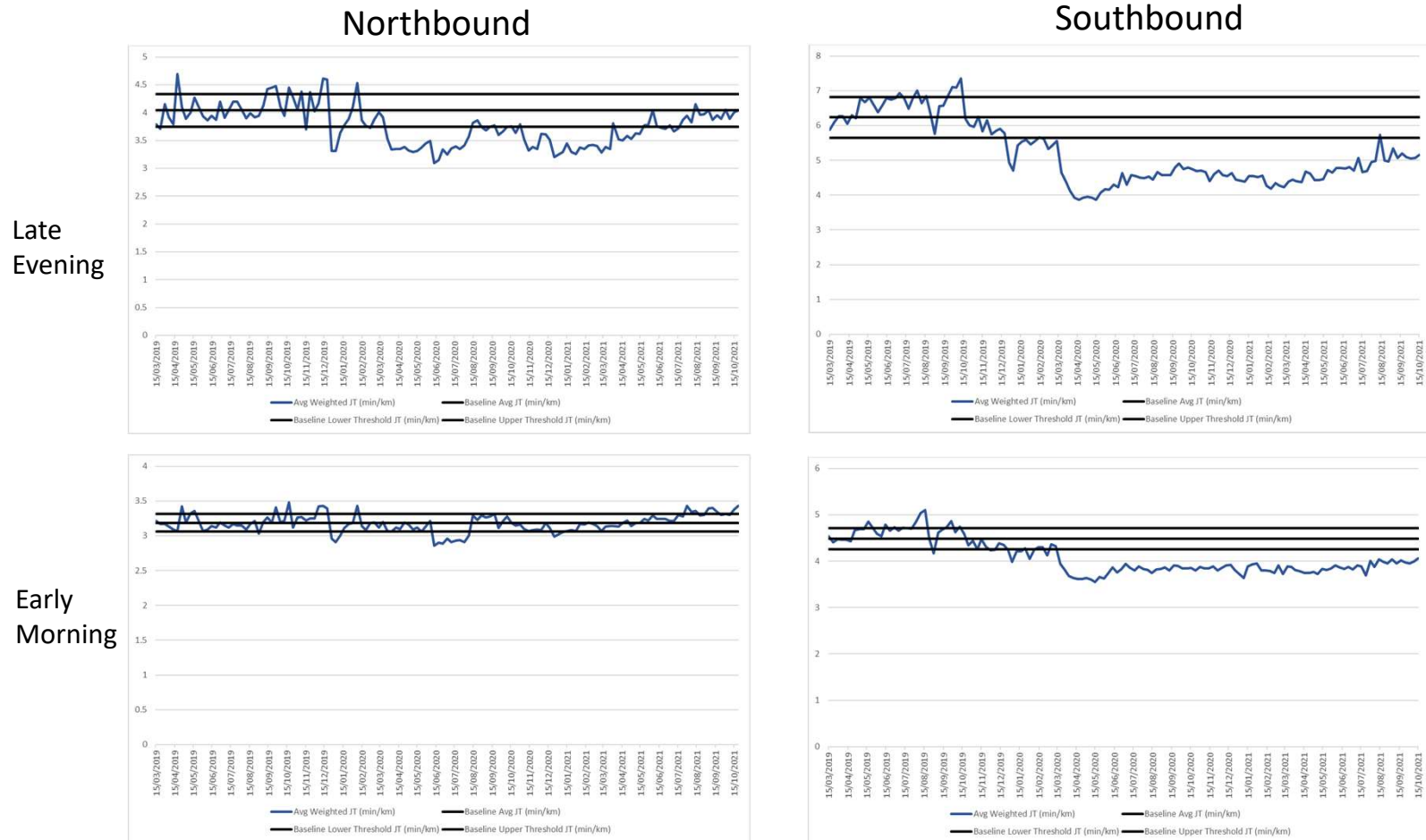


## Southbound

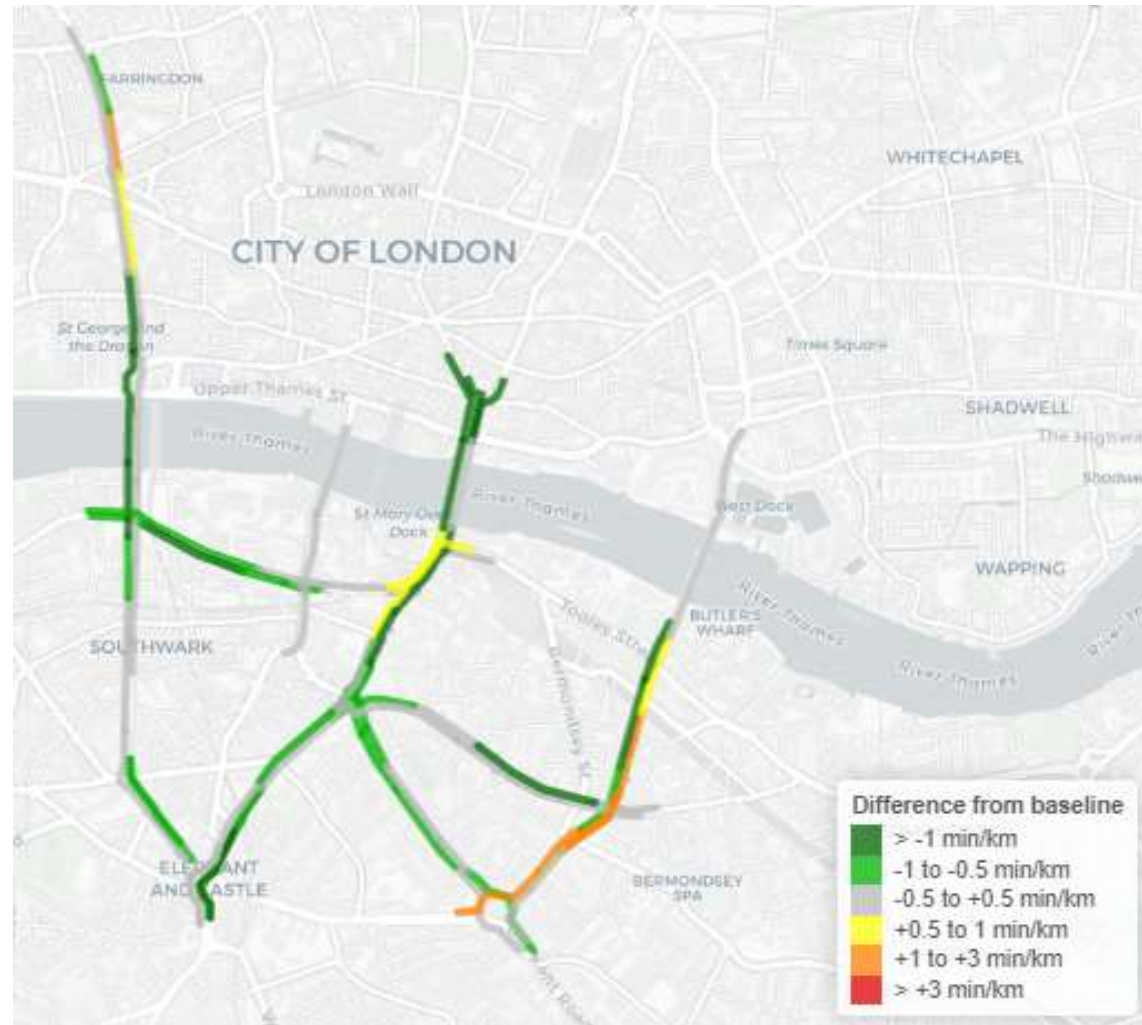


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# Bus journey times on London Bridge – Borough High Street Corridor: Out of Operational Hours



## Recent Weekly Snapshot of Bus Performance

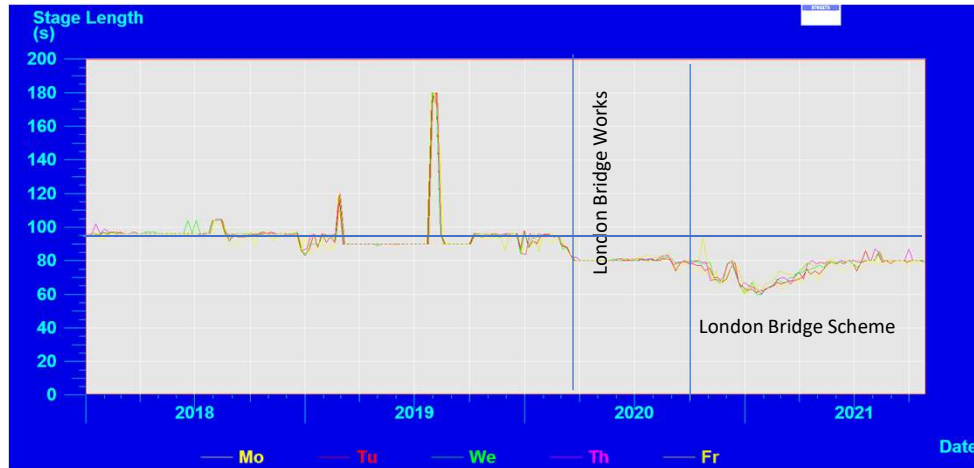


## Bus Performance on all corridors is generally within 1 S.D.

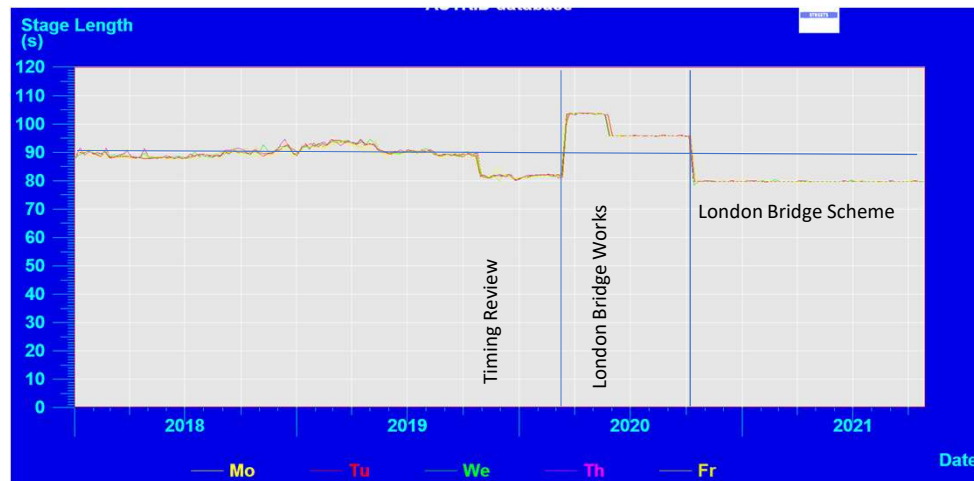
Corridor	Dir	Avg buses p/h	Baseline Lower	Baseline Avg	Baseline Upper	2021-08-06	2021-08-13	2021-08-20	2021-08-27	2021-09-03	2021-09-10	2021-09-17	2021-09-24	2021-10-01	2021-10-08	2021-10-15	2021-10-22
1 Farrington	NB	27	4.9	5.2	5.5	4.9	4.8	5.3	4.9	4.9	5	5.1	5.5	5.1	5.3	5.1	5.1
2 Farrington	SB	26	5.1	5.6	6	5.1	5.2	8	5.2	5.4	5.5	5.8	6.3	5.6	6	5.9	5.5
3 Great Dover Street	NB	8	4.2	4.4	4.6	3.9	4.1	3.9	3.8	4.5	4.2	4.1	4.1	3.8	4	4.1	3.9
4 Great Dover Street	SB	8	4.2	4.4	4.5	3.8	3.8	3.7	3.8	3.9	3.9	3.9	3.8	3.8	4.1	3.8	3.8
5 London Bridge - Borough High Street	NB	88	5.5	6.7	8	3.9	3.9	3.9	4	4.1	4	4.1	4	4	4	4.2	4.2
6 London Bridge - Borough High Street	SB	70	6.2	6.8	7.3	5.1	5.3	5.2	5.2	5.2	5.1	5.2	5.1	5.3	5.1	5.3	4.5
7 Long Lane	EB	7	4.5	4.8	5.1	4.2	4.2	4.2	4.2	4.6	4.5	4.6	4.5	4.3	4.3	4.3	4.3
8 Long Lane	WB	7	5.6	6.1	6.6	5.6	5.4	5.3	5.2	5.8	5.8	6	5.9	5.6	5.6	5.7	6.1
9 Newington Causeway	NB	60	4.4	4.5	4.7	4.1	4	4.1	4	4	4.1	4.1	4.1	4.2	4.3	4.1	4.1
10 Newington Causeway	SB	47	4.1	4.2	4.4	4.2	4.1	4.1	4.1	4.3	4.2	4.1	4.2	4.3	4.4	4.2	4.2
11 Southwark Bridge	SB	7	4.4	4.6	4.8	4.1	4.5	4.2	4.3	4.4	4.4	4.6	4.8	5.5	4.6	4.6	4.5
12 Southwark Street	EB	5	6.8	7.2	7.5	6.7	6.9	6.6	6.4	6.9	7	7.2	7.1	7.2	7	6.9	7
13 Southwark Street	WB	5	6.8	7.6	8.5	6.1	6.3	6.6	5.8	6.4	6.2	6.6	6.7	6.4	6.9	6.4	6.6
14 Tower Bridge	NB	28	5.7	7.5	9.3	6.8	5.9	6.9	6.5	8.6	8.4	10.8	7.3	5.6	6.7	6.9	7.5
15 Tower Bridge	SB	29	4.8	5.2	5.6	5	4.8	5	5.3	5.7	5.4	5.5	5.4	4.9	4.9	5.2	5.6



## London Bridge and other nearby schemes have reduced flows facilitating the lowering of pedestrian and cycle wait times



Monument junction cycle time has reduced from 96 seconds pre-covid to 72-80 seconds from October 2020 to October 2021



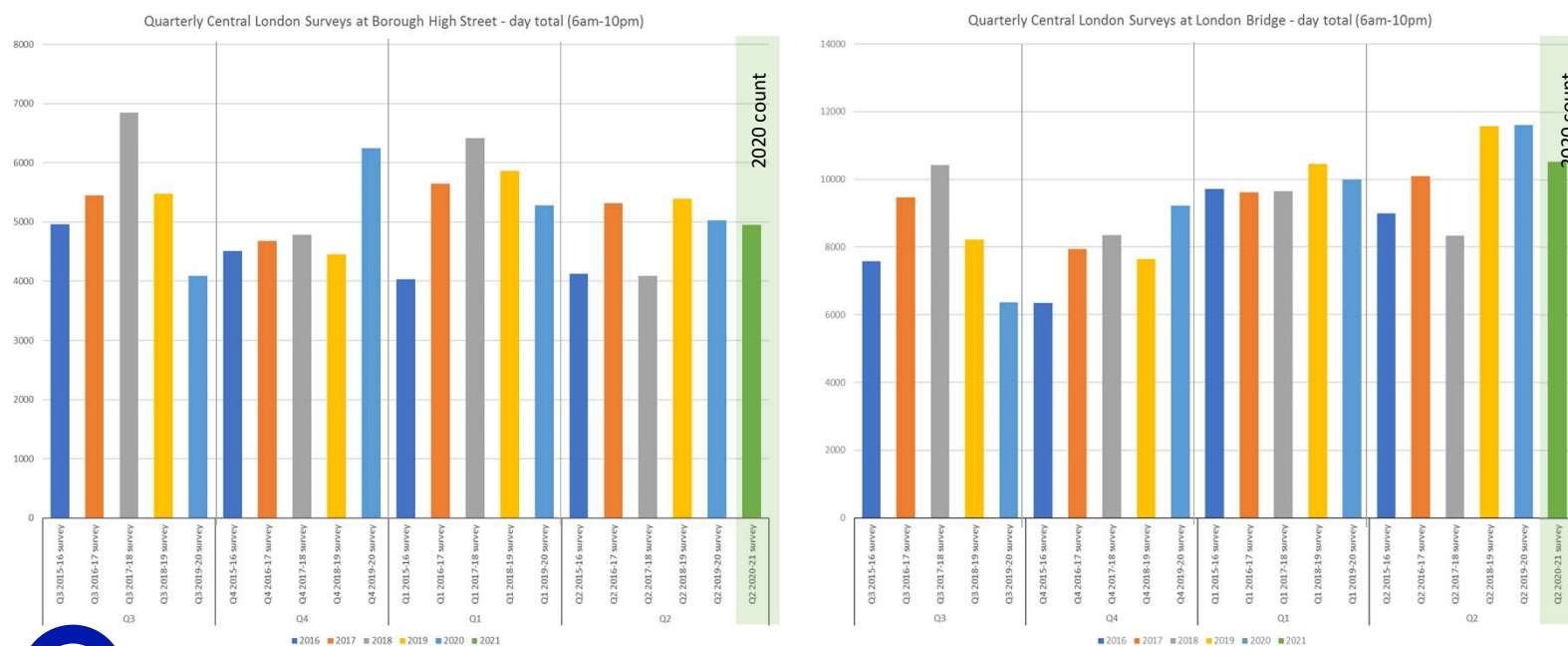
Borough High Street cycle time has been maintained at 80 seconds from October 2020 to October 2021. This matches timing review changes made in Autumn 2019, despite the Borough High Street scheme providing additional road space to pedestrians. Pedestrians are benefitting from additional space and low wait times.



## Cycle Flows up to 2020

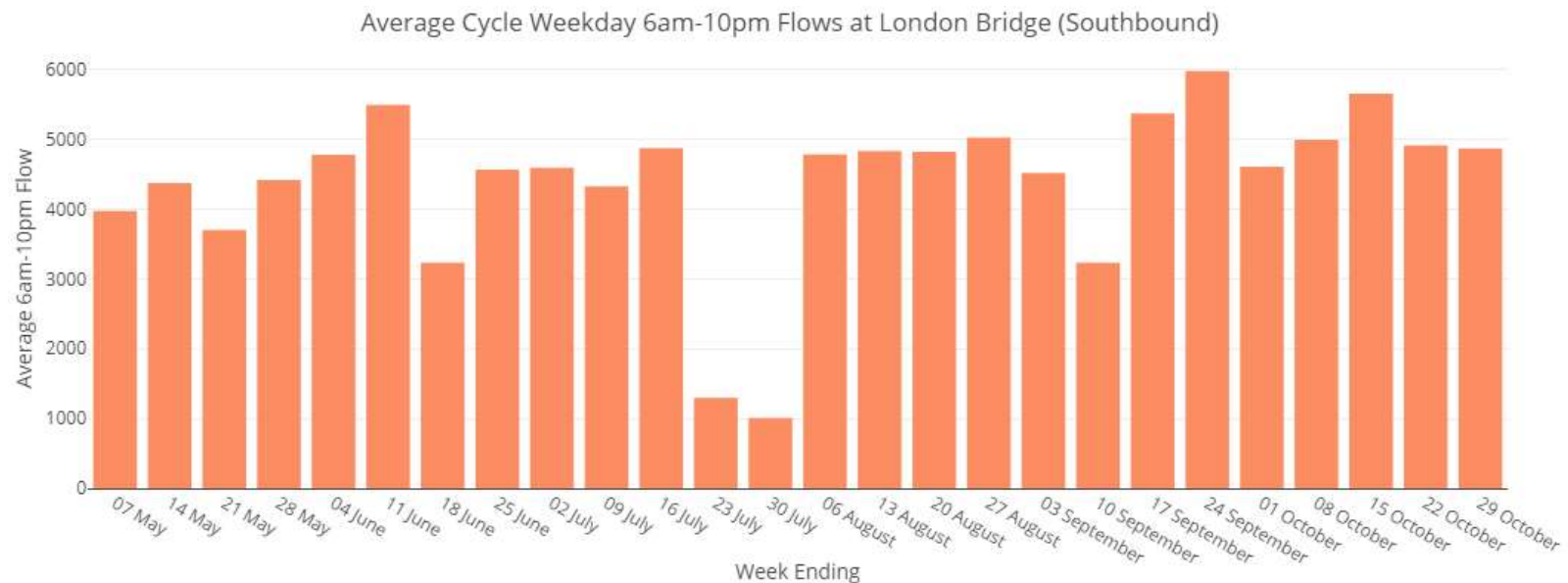
Quarterly Central London Cycle Surveys conducted between 2016 and 2020 counted **6am-10pm** flows across both directions ranging from **~4,100 to ~6,800 at Borough High Street**, and from **~6,300 to ~11,600 at London Bridge**. However, it should be noted that these surveys are only conducted over a sample of days so can vary significantly.

The only **2020 counts** available counted **6am-10pm flows of ~5,000** at Borough High Street in September, and **6am-10pm flows of ~10,500** at London Bridge in August. These were in line with previous Q2 counts which ranged from ~4,100-5,300 and ~8,300-11,600 respectively.



## 2021 Vivacity Data: Southbound Cyclists / Eastern Footway Only

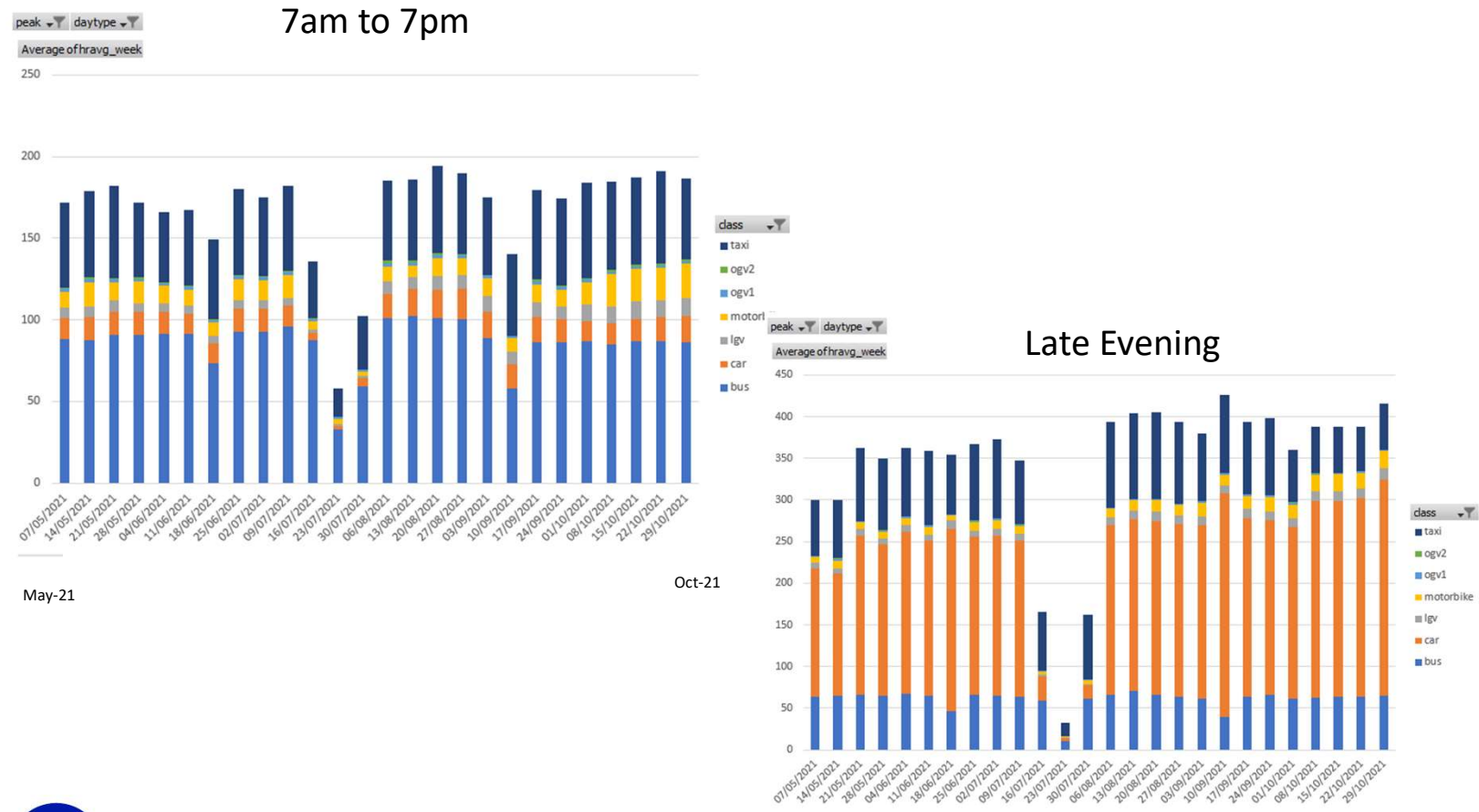
- Approx. 4800 cyclists travel southbound across London Bridge daily 6am to 10pm Mon-Fri (Aug – Oct 21)
- Approx. 20,000 pedestrians use the eastern footway from 7am to 7pm Mon-Fri (May- Oct 21)





## 2021 Vivacity Data: Southbound Carriageway Motorised Flow

Southbound average hourly flow of motorised vehicles is just under 200 vph from 7am to 7pm Mon-Fri (May- Oct 21)



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