



			Sep. 2021	<p>quality in the public realm remains.</p> <p>The experiment concluded on the 18<sup>th</sup> September. All measures have been removed and Beech St is now open to all vehicles. The gaps in the central reservation have been maintained, and as per the Road Safety Audit some safety measures in the form of “wands” have been implemented to protect cyclists from vehicles encroaching into the cycle lanes.</p> <p>The restriction on Fortune Street was removed by Islington on the 24<sup>th</sup> September.</p> <p>There are no initial analyses of traffic counts as these have been affected by southbound traffic on Aldersgate Street being diverted onto Beech Street due to utilities work. But the ANPR cameras are capturing the raw data.</p> <p>Traffic and noise surveys were successfully carried out in the last ten days of the experiment. This data is just being received for analysis. Air quality will be assessed over the coming months.</p> <p>The Project team are meeting regularly with the working group from the Barbican Association to consider options for the new phase of Beech St. A report setting out an approach for next Options for Beech Street will be submitted for December Committee. This will include traffic analysis and other monitoring data, along with the consultation results from the experiment.</p> <p>A comprehensive 6-week public consultation is expected to begin in late March 2022 (after the elections, in line with CoL legal advice), with the intention of a permanent scheme in summer</p>
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15 Feb 2022 03 May 2022	<b><u>TfL London Bridge Experimental Scheme</u></b>	Executive Director, Environment	May 2022	An update has been provided on data relating to the London Bridge Experimental Scheme (including enforcement and traffic volumes): data suggested that around four overweight vehicles were travelling over the bridge per day. TfL is considering other approaches, including street design and greater penalties. The Corporation has expressed its concern to TfL around heavy traffic on Tower Bridge