

Team London Bridge response to the TfL Tooley Street Healthy Streets proposal, Jan 2019

1. Team London Bridge (TLB) is the Business Improvement District (BID) representing over 300 businesses in the area between London Bridge to the west, Tower Bridge to the east, and south towards Bermondsey. TLB has a strong remit from businesses since 2015 to deliver the [London Bridge Plan](#). Our mission is to ensure London Bridge excels as a leading place for global commerce and continues to develop as a pioneering local centre for enterprise, culture and entertainment.
2. We work with our members, major landowners, Transport for London and the London Borough of Southwark to shape the district in a way that reflects our shared values and aspirations. In particular, we have a Placeshaping objective to ensure a world class, engaging and distinctive physical environment. We prioritise clean travel by promoting convenient, safe and attractive walking and cycling routes.
3. We support the Mayor's London Plan and Transport Strategy aspirations for improved air quality and more active travel. To this end, in 2017 we led a collective response with 17 central London BIDs to support the Mayor's focus on moving towards 80% of journeys being walked, cycled or on public transport by 2041 – a proportion which should be even higher in Central London.
4. Our recently-launched Cycling Strategy underlines these aspirations. Our extensive stakeholder engagement exercise revealed that over 70% of business members that responded support measures to increase the safety and attractiveness of cycling. The detailed strategy sets out our ambition to realise the extension of Cycle Superhighway 4 (CS4) along Tooley Street and a host of measures in the wider TLB area including junction danger reduction measures, increased permeability for cyclists and a Liveable Neighbourhood scheme to deliver public realm, walking and cycling improvements across our network of smaller borough roads.
5. Our vision for Tooley Street is set out in the [London Bridge Plan](#) (Fig 1), endorsed by Southwark Council, which recognises that the street is important as the area's front door. The plan sets out our aspirations to deliver a world-class public realm including wider footways, landscape treatments and a softer appearance so that people feel welcomed and encouraged to stay longer. It also states the need to "reduce and control the movement of vehicular traffic". This in turn will support the high street role of Duke Street Hill and Tooley Street and encourage more inward investment.

**PLACESHAPING
PROJECT:
HIGH STREET LONDON BRIDGE**

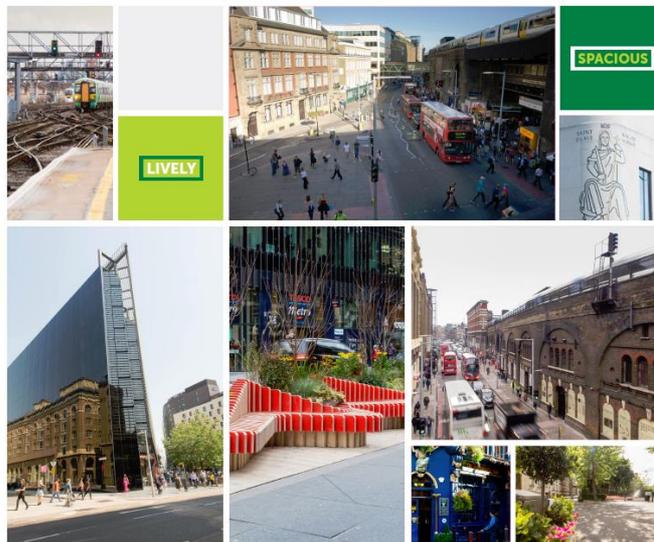
A permeable integration of the revamped London Bridge Station and Tooley Street will create a reinvigorated public realm which improves wayfinding at the station's entrances and exits, and better links London Bridge's assets and amenities.

Tooley Street will ensure that the area has the capacity to deal with the large, and ever-increasing, amounts of pedestrian traffic, and that **access to the station is safe**, by reducing and controlling the movement of vehicular traffic.

This **cohesively designed public realm** will see the station integrate the neighbouring areas, **improving connectivity** between London Bridge City Pier, London Bridge Station and the London Bridge Low Line.

Retail, food and beverage provision in the arches at the station periphery will provide public realm activation, and **cycling routes** and amenities will be provided to increase **accessibility at every level**.

Improving **access, wayfinding and safety** around the station is important to creating an integrated interchange.



LONDON BRIDGE PLAN

PLACESHAPING: HIGH STREET LONDON BRIDGE

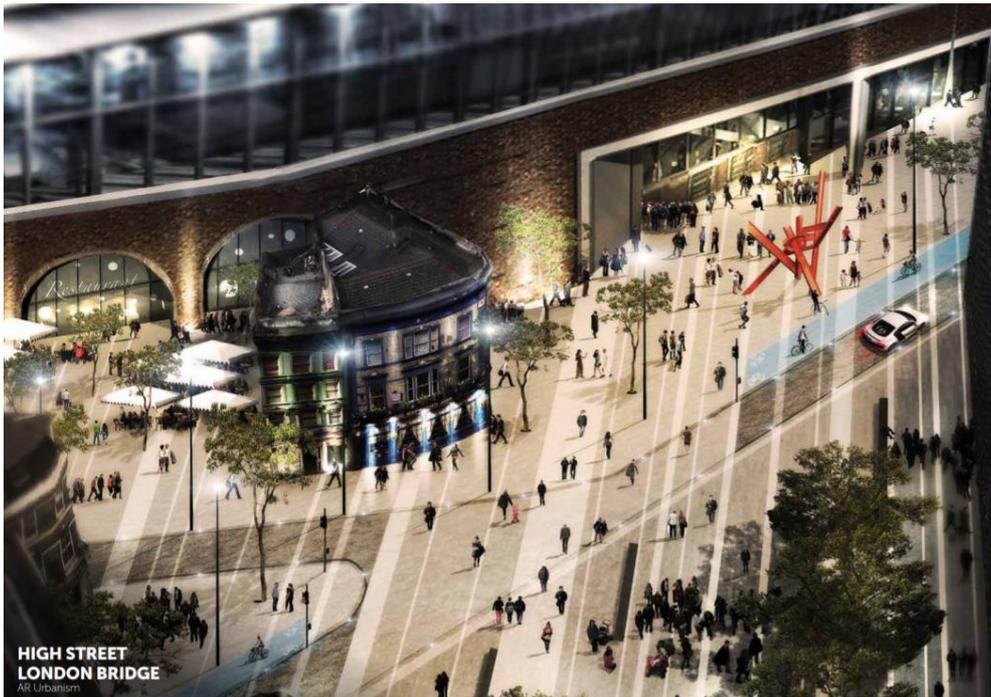


Fig 1. Tooley Street and Duke Street Hill Placeshaping ambition in the London Bridge Plan

6. The 'London Bridge Connectivity' study and traffic modelling report that we commissioned in 2015 is based on extensive stakeholder consultation and sets out options on the road network to prevent non-local traffic reassignment to the area, reduce congestion around the station and enhance safe connectivity between transport modes. Some of the measures in this consultation are aligned with the traffic reduction options set out in that report.
7. In 2017, we supported the production of the TfL London Bridge Outcome Plan, which found that London Bridge has some of the highest cycling flows (up to 7,900 passing over London Bridge itself daily) and also some of the highest collision risks for pedestrians in central London. It also shows that our streets are currently under-performing when assessed against Healthy Streets criteria.
8. The Outcome Plan was signed off by the Healthy Streets Board and approved by the TLB Board. It recommends the following priorities in London Bridge, in order:
 - Primary priorities (area wide)
 - i. Improve TLRN walking conditions
 - ii. Improve TLRN cycling conditions (including CS4)
 - iii. Enhance TLRN air quality & greening (including improving Healthy Streets scores)
 - iv. Reduce TLRN levels of general motor traffic (to enable priorities i, ii, and iii)
 - Secondary priorities (location specific)
 - v. Reinstate bus services along Tooley St with priority measures where appropriate
 - vi. Enhance road safety at collision hotspot junctions
 - vii. Manage & consolidate servicing
 - viii. Enhance River Services connectivity
9. Tooley Street (west) performs particularly poorly with regard to a walking experience that visitors to the area would value. The report is clear that motor traffic reduction is needed to address the three key priorities of improving walking and cycling conditions including reducing road danger at key locations, enhancing air quality and greening the area. The report recommends the reintroduction of west-east bus services following their suspension during the redevelopment of the station – a proposal that TLB supports.

10. Following assessment against Healthy Streets criteria as part of the Outcome Plan, Tooley Street performs poorly for clean air, shade and shelter, noise, safety, choosing to walk or cycle, and feeling relaxed (Fig 2.)

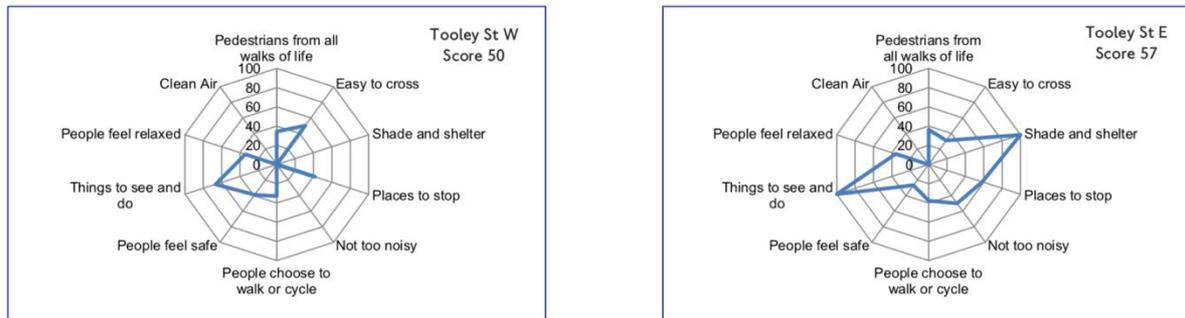


Fig 2. Tooley Street performs poorly against Healthy Streets criteria. Source: TfL Outcome Report 2017.

11. To deliver against priorities in point 8, TLB and local partners are working with TfL and the GLA to deliver the following priorities:
- i and iii. Improve walking along Low Emission Routes (away from the TLRN)
 - i and viii. Wayfinding at the 'Tooley Street triangle' space by Colechurch House – which is a scheme which can complement this Tooley Street proposal, and
 - iv and vii. Reducing deliveries through the Cargo-bike deliveries project and the London Bridge Freight Forum.
12. With this in mind, we welcome the opportunity to review and comment on the proposals for Duke Street Hill and Tooley Street. We understand that the proposals set out are interim and deliberately achievable without capital works. We have therefore set out our comments bearing in mind what is possible now, what can be delivered in the short term with some capital investment, and with some reference to the longer-term transformation of CS4.

The proposed changes

13. We suggest the proposed changes are helping deliver some, but not all, of the priorities set out by TfL in the Outcome Plan, in particular:
- ii. Improving cycling conditions including: wand-separated mandatory cycle lane westbound on Duke Street Hill leading to an advance-stop-line for cyclists; a mix of mandatory and advisory cycle lanes to the east; a new right turn pocket for cyclists accessing Bermondsey Street
 - iii. Improving air quality and healthy streets scores through reduction in some traffic and improved cycling safety
 - iv. Reducing levels of motor traffic by restricting eastbound traffic, particularly taxis
 - v. Improving bus priority
 - vi. Enhancing road safety at Duke Street Hill and Bermondsey Street junctions
14. Overall we support TfL's interim proposal, and recognise that on balance the proposed limitation on eastbound traffic from King William Street is the primary mechanism to achieve the ambition for the area set out in the reports above. We would however like to ensure provisions for the business community and propose some amendments that we think can enhance the scheme, in particular:
- a. While the scheme is not delivering anything as restrictive as the temporary traffic management during the station works, it will be essential to monitor the impact on business servicing and deliveries so that there is minimal disruption, and particularly no longer term reputational risks on London Bridge as a place where business can flourish. Access will be increasingly dependent on flowing traffic from Tower Bridge Road and Crucifix Lane, and any extended delays there should be met with some easing of restrictions from Borough High Street and King William Street. It is also essential to monitor any potential knock-on effect on

Montague Place and Tooley Street (western slip road) and traffic management there should be considered by Southwark Council to complement this scheme.

- b. We retain one serious concern in relation to cyclist safety at the junction of Duke Street Hill and Borough High Street (elaborated in point 19)
 - c. We strongly suggest additional measures are delivered in order to improve the street for pedestrians, which is TfL's primary priority (i) in the area and the mode of travel which far outweighs any other in this location. We suggest these improvements should take place next year, if not in the initial round of improvements. Specific measures are elaborated at specific locations in our response below, but broadly include:
 - wider crossings
 - continuous footways of all side streets
 - flush treatment of a greater number of parking bays, and
 - improvement of some outdated junctions including removal of trieff kerbs
15. Finally, we would welcome discussion about more wholesale transformation of the street in conjunction with the delivery of CS4, which should extend over London Bridge to the City of London.

Location specific comments: Duke Street Hill

16. Proposals at Duke Street Hill comprise:

- A mandatory cycle lane leading westbound, uphill, into an Advance Stop Line (ASL) box at the head of the queue. The proposal is to protect the lane using flexible 'wands'.
 - Motor traffic travelling eastbound along Duke Street Hill and Tooley Street will be restricted to buses and cycles only. This will result in very minimal, low-speed traffic flows (a few buses only per hour) eastbound, hence a cycle lane or track is not proposed.
 - Turning bans are proposed as follows:
 - o The left turn from London Bridge into Duke Street Hill (north to east) will be restricted to buses and cycles only in order to address an acknowledged conflict between motor vehicles and cyclists. Taxis are not permitted.
 - o The right turn from Borough High Street into Duke Street Hill (south to east) will be restricted to buses and cycles only. Taxis are not permitted.
17. We support the proposed turning bans as these will meet our objective of reducing traffic and pollution in London Bridge whilst facilitating public transport (on the proviso of monitoring impact and mitigation measures set out in 14b). The reduction of motor traffic will make a significant contribution to the current Healthy Streets Score by making the street easier to cross and more of a sociable place (TfL Outcome Report 2017). This will not impact on access for taxis to taxi ranks on Bermondsey Street and Railway Approach, but it will deter u-turning taxis in front of the station and picking-up on the side of the road which creates conflict points between cyclists, buses and other traffic.
18. The existing cycle lane and ASL at the top of Duke Street Hill at its junction with Borough High Street creates an area of conflict between cyclists turning right and drivers turning left. The cycle lane runs uphill all the way to the junction, which means there is no effective merge-in-turn of cycles and motor vehicles. As the green phase draws to a close the urgency of getting through the junction increases, as does the conflict.
19. The proposed nearside cycle lane still leads cyclists into a conflict zone and therefore the issue of conflicts within the junction will remain. We would like to see this situation addressed. Potential solutions are suggested and illustrated below:

- a. Retain an ASL but make it deeper to accommodate rising flows of cyclists and provide cyclists with a head start. This could be complemented with a cycle pre-signal to enable cyclists to clear the ASL (although the conflict will remain for cyclists arriving after the pre-signal) and promote the primary riding position. We strongly suggest widening the pedestrian crossing, which is significantly over capacity at peak times (this will need proper assessment with the redevelopment of Colechurch House, and potential loss of London Bridge Walk, the pedestrian overpass)

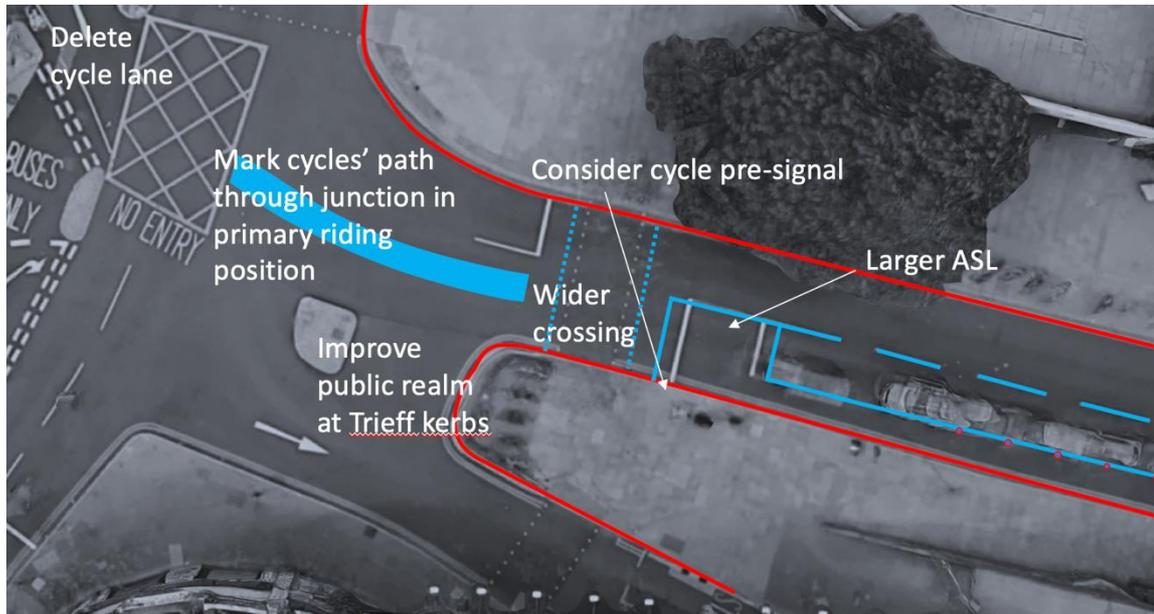


Fig 3. Suggested measures a) to improve Duke Street Hill junction for walking and cycling

- b. Stopping the cycle lane about 20m from the junction, halving the ASL and splitting traffic flows into a left-turn and right turn lane. Consider a central right turn lane for cyclists leading into a deep half-width right turn ASL. Design the arrangement so that cyclists arriving at the end of the cycle lane get a guaranteed green due to the available green time and the length of the merge and can merge effectively into the stream of moving traffic. We have illustrated some initial options to consider in the sketches below.

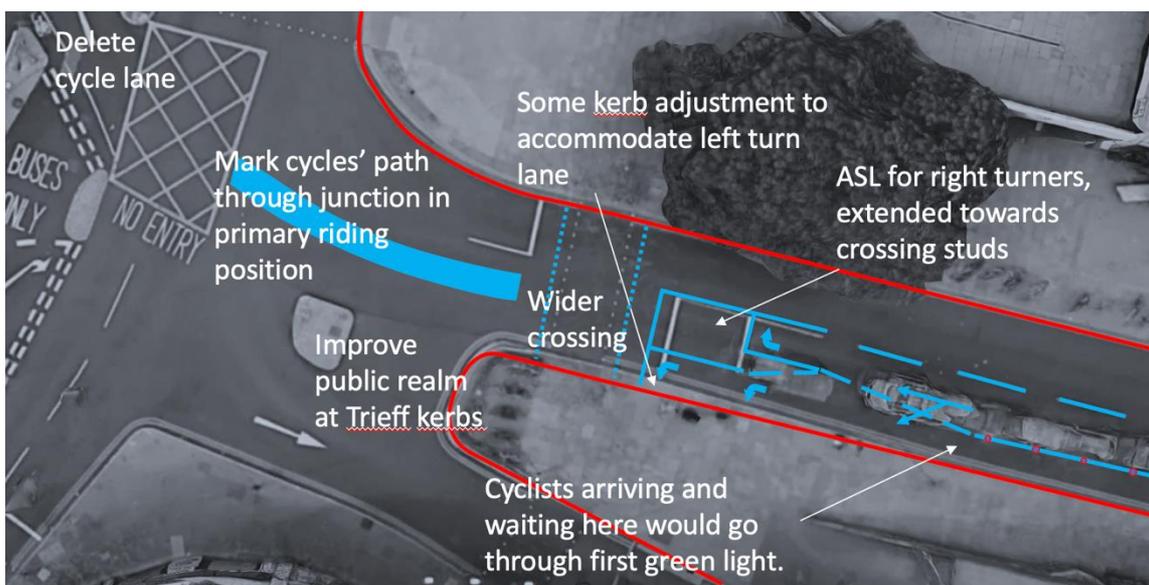


Fig 4. Suggested measures b) to improve Duke Street Hill junction for walking and cycling

20. In either case we would like to see the wand-separated cycle lane at 2.2m minimum width (as shown in LCDS 2014).
21. At the bus stop cages, cycle logos should be placed in a central position between the outside of the cage and the centre-line to remind drivers that cyclists may be present, overtaking buses.
22. In addition, we suggest the following measures:
 - a. Widen the pedestrian crossing at the bottom of Duke Street Hill to the 10m maximum width, due to the weight of demand at peak times.
 - b. Improve the appearance of the trieff-kerbed peninsula at the entrance to the bus station to make additional space for a wider crossing
 - c. Remove the ban on cycling in Railway approach (where there are several hundred new cycle parking spaces).

Tooley Street from Duke Street Hill to Bermondsey Street

23. Proposals on this section include:
 - An eastbound bus and cycles only lane
 - A westbound mandatory cycle lane
 - Turning bans from side roads on to Tooley Street and Duke Street Hill
24. We support the proposed cycle lane measures on this section. We would like the cycle lane width to be adjusted to 2.2m as per London Cycle Design Standard 2014.
25. We question the proposal for motorised delivery vehicles and taxis to make a mandatory right turn from side roads into Tooley Street into Duke Street Hill, since no tangible benefits have been outlined for the proposed restriction. The proposal as it stands would reduce the efficiency of deliveries and other business operations (including patient access) given all-day congestion and regular traffic restrictions and closures on London Bridge. Volumes of delivery traffic and taxis are relatively low and therefore we think that allowing left turns east of Duke Street Hill can be justified as an acceptable compromise. We are confident that allowing the left-turns would not push vehicle numbers above the 500 vehicles per hour higher threshold specified in the new London Cycling Action Plan for cyclists to share confidently and safely with motor-traffic. Ideally, we would like some signage or other clear indication that cyclists going eastbound have priority over motor traffic on this section in order to retain the scheme's wider safety and comfort objectives.
26. In addition, we suggest the following improvements:
 - a. Enhance public space on the triangle at the junction of Tooley Street and Duke Street Hill, in particular so that there is a single crossing point
 - b. Install continuous footways along the northern side of Tooley street

Bermondsey Street and Tooley Street junction

27. The proposal here is to provide a right turn 'pocket' for cyclists.
28. We agree that a pocket is needed at this location, however we do not think its width is adequate for adapted cycles, cargo bikes and other non-standard cycles. We would like the design to address this without loss of footway.
29. In addition, we suggest the following improvements:
 - a. A raised table or crossing at to enable safe pedestrian crossing along the railway viaduct into Holyrood Street (the Low Line)
 - b. At the taxi rank, make the existing kerb flush rather than with an upstand – to improve cyclist safety.

Tooley Street from Bermondsey Street to Magdalen Street

30. The proposal here is to introduce advisory cycle lanes in both directions.
31. Noting that the general traffic lanes should ideally be not more than 3.0m wide (with a small allowance on corners) we would like the cycle lanes to be at least 2.2m wide in each direction. If this is not achievable, consider:
- omitting the eastbound cycle lane and providing a 2.2m westbound cycle lane with 0.5m buffer where there are parked vehicles or
 - providing a 1.5m eastbound cycle lane (as shown) and ensuring that the westbound lane is at least 2.2m wide preferably with an 0.5m buffer where there are parked vehicles.
32. In addition, we suggest the following improvements:
- a. Continuous footways on Shand Street and Magdalen Street junctions with Tooley Street. This will have the added benefit of indicating that Shand Street is not an appropriate route for rat-running between Tooley Street and Crucifix Lane.
 - b. Further flush treatment of loading bays, as has been proposed on two of the loading bays

Opposite Shand Street

33. The proposal here is to have a section of plain link with no cycle-specific treatment.
34. We would like to see a 2.2m eastbound cycle lane on the northern side to protect cyclists from motor vehicles overtaking on the bend. If this is not possible, we would like diag.1057 cycle logos painted centrally in the traffic lanes in each direction to highlight the presence of cyclists in the primary position.

East of Weaver's Lane to Queen Elizabeth street

35. The proposal is to install cycle lanes in each direction.
36. We would like the cycle lanes to be a minimum of 2.2m wide except where available width restricts this to 1.5m.
37. We would like to see a right turn pocket for cyclists turning into Druid Lane, which provides a connection southwards. This will require moving the northern zig zag back to the kerb, omitting a cycle lane in this section.
38. We would like to see a long-term solution to the regular ponding outside La Lit hotel on the Tooley Street junction with Queen Elizabeth Street, as well as fewer stationary buses in the bus stand

Comments relevant across the scheme

39. Support for the 20mph speed limit. We would like to see additional 20mph roundels along the length of Tooley Street.
40. The cycle lane should be 2.2m where possible, as per London Cycling Design Standard.
41. We would like all the priority junctions on Tooley Street to feature continuous footways. Where appropriate, turning geometries should be tightened to reduce turning speeds and enhance the intended effect.
42. All inset loading bays should be raised to footway level so that they can be used by pedestrians outside of their hours of operation.

43. We would like to see additional public cycle parking in areas of greatest demand and away from busy footways.

Support for the scheme

44. We support the principle of the proposed scheme which is a step forward in terms of meeting wider objectives set out in our London Bridge Plan, the London Bridge Connectivity report, and the TfL London Bridge Outcome Plan. The measures proposed will address many of the concerns expressed to us by stakeholders engaged in the development of our cycling strategy.

45. However, we will seek assurance that the measures proposed are only interim in nature. This means:

- If there is significant detrimental reputational impact on London Bridge as a place for business, then the scheme can be reverted or modified.
- The scheme does not go far enough to provide improved priority for pedestrians outside the station, which will need to be addressed through follow-up capital measures.

We look forward to further, ongoing discussions with TfL about delivering these improvements and making sure that it benefits our business members as well as looking to future longer-term transformation delivering the CS4 on Tooley Street.

Yours faithfully



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Team London Bridge