



Will Tuckley
Tower Hamlets Town Hall
Mulberry Place
5 Clove Crescent
London
E14 2BG

Transport for London
Palestra
197 Blackfriars Road
London
SE18NJ

Sent via email

15 August 2022

Dear Mr Tuckley,

Liveable Streets consultation

Thank you for the opportunity to respond to the consultations on the London Borough of Tower Hamlets Liveable Streets schemes.

These four schemes have progressed to date using funding from Transport for London (TfL). Unfortunately, TfL was not formally notified of your intention to consult on the removal of these schemes until 29 July.

We understand removing these schemes was a manifesto commitment of the Mayor of Tower Hamlets. However, the consultation did not provide sufficient monitoring and evaluation to explain and support your course of action. As a result, without the borough following consultation guidance for these types of schemes, TfL objects to the removal of these schemes

We welcome your commitment to improving air quality in Tower Hamlets in your manifesto. Active travel can and will play a vital role in fulfilling this pledge. TfL data shows residents in your borough prefer active travel options:

- Tower Hamlets has the third lowest rate of car ownership across London boroughs with 71 per cent of residents not owning a car; and
- Tower Hamlets has above average proportion of people choosing to use active travel modes with 80.6 per cent walking, cycling, or using public transport on a regular basis.

Based on this, TfL continues to support schemes, such as these that make it safer and easier for people walking, cycling, and using public transport in the borough.

One of the schemes you are consulting on, the Bow Liveable Streets Low Traffic Neighbourhood, was funded by the Department for Transport's (DfT) Active Travel Fund through TfL and implemented using an Experimental Traffic Order (ETRO). Any schemes funded and implemented this way cannot be removed without Tower Hamlets engaging with TfL first.

Our guidance from October 2021 states that 'monitoring is required for changes or removal to be made at the end of the ETRO.' Guidance also states that any consultation local authorities must provide ongoing monitoring and evaluation, which can include traffic counts, cycle counts, air quality data or feedback from residents. Ideally consultation would last up to six months, as this length of time provides opportunity for an experimental scheme to embed and for the public and other stakeholders to come to a view about their experiences of it.

This reflects government Statutory guidance [Traffic Management Act 2004: network management to support active travel](#). The Secretary of State for Transport noted that '*Schemes must not be removed prematurely or without proper evidence. And any decisions on whether to remove or modify them must be publicly consulted on with the same rigour as we require for decisions to install them*'. He is also clear this must be an evidence-led approach '*rather than listening only to the loudest voices*.'

The Bow consultation does not provide any evidence of ongoing monitoring and evaluation.

For the other three schemes, which used Local Implementation Plan (LIP) funding, section 5.3 of the TfL LIP Finance and Reporting Guidance (which can be found at <https://content.tfl.gov.uk/lip-finance-guidance-19.pdf>) requires TfL to undertake an audit of work. Only once TfL has been engaged with can the borough then consult with residents.

We are concerned about the removal of these schemes without that decision being supported by a full set of evidence, including how you are meeting your public sector equality duty. If these issues are not satisfied it may impact TfL's decision on future funding for any schemes in Tower Hamlets. I am aware there are local concerns regarding your plans to remove the schemes, which should be listened to.

Another factor we would like to raise is that the removal of some of these schemes will have a negative impact on bus services and quality of life. Particularly, it is important to stress the bus gate you intend to remove at Wapping is not part of the Liveable Streets Programme, rather it was installed using TfL bus priority funding, and allows for faster and more reliable journeys on the route 100.

Furthermore, removing the Old Bethnal Road scheme would prevent TfL introducing a bus priority scheme on Hackney Road as cyclists who currently benefit from the scheme would be forced back to use that road, meaning it would not be possible to designate space for the bus priority scheme specifically. This, in turn, would affect bus journey times, as well as the experience of cycling in the borough

We also want to highlight that TfL funding cannot be used to remove any of these schemes.

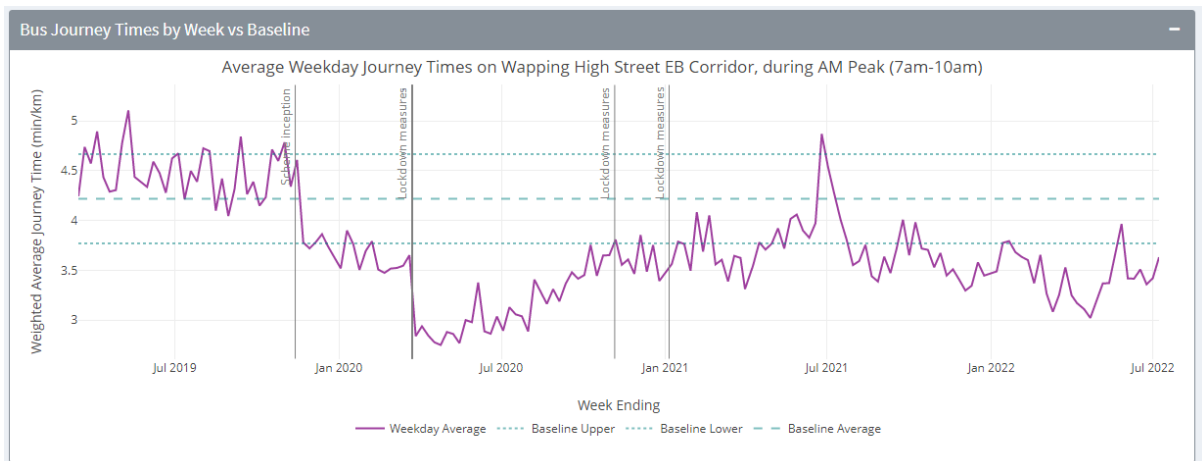
TfL would like to work more closely with borough officials and elected representatives to ensure that these consultations follow DfT guidance. We have invited the Mayor of Tower Hamlets to discuss the borough's plans to encourage people to walk, cycle or use public transport and how we can work together to improve air quality in the borough. Please respond to my colleague [REDACTED] in the Local Communities and Partnerships team ([REDACTED]@tfl.gov.uk) to accept our invite for a meeting to discuss this.

Alex Williams

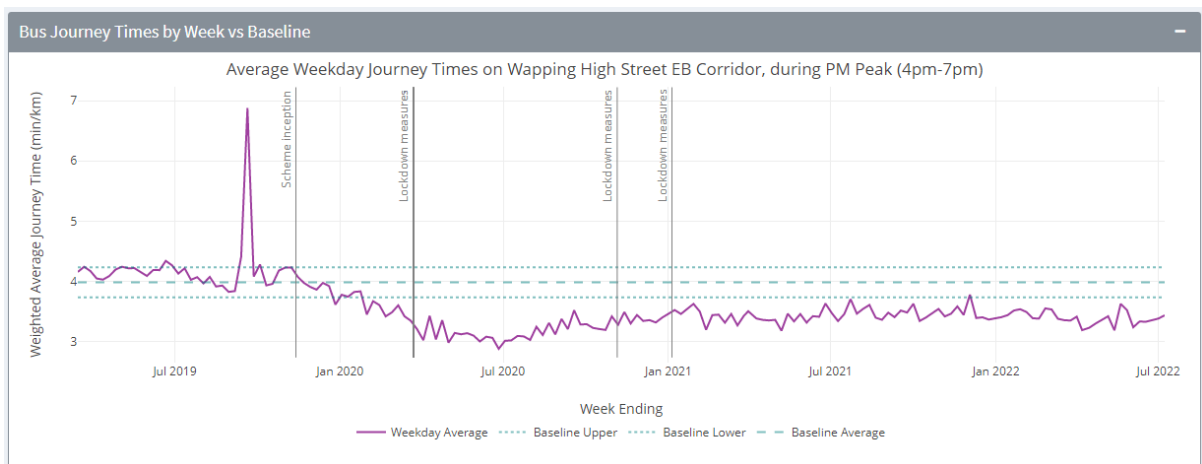
Director of City Planning

Transport for London

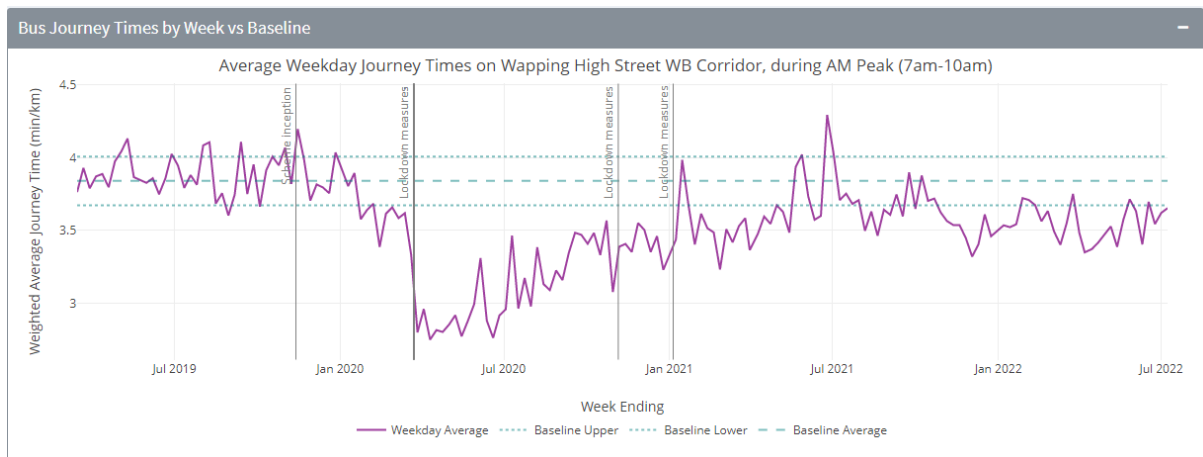
Wapping High Street – AM Peak Eastbound



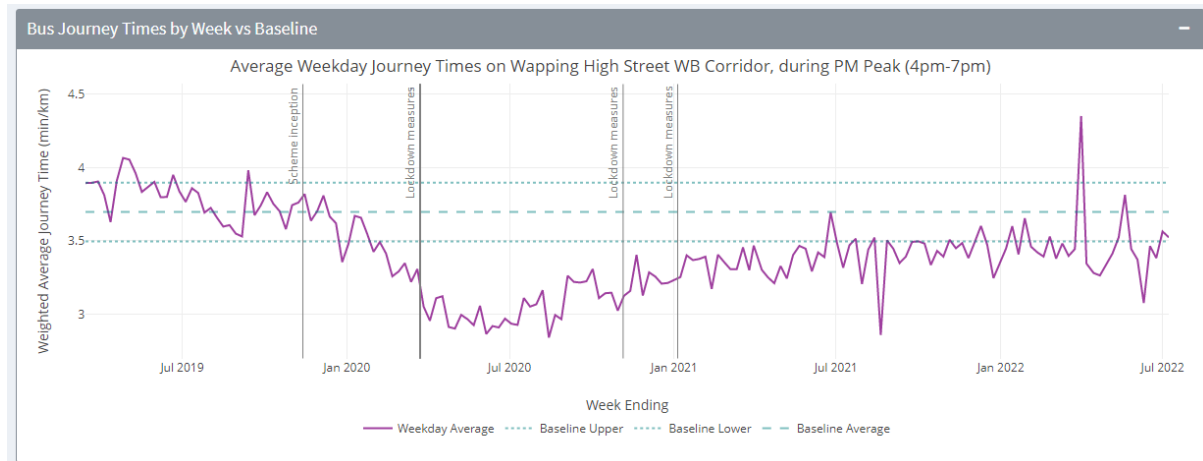
Wapping High Street – PM Peak Eastbound



Wapping High Street – AM Peak Westbound



Wapping High Street – PM Peak Westbound



FW: Wapping Buses



To [redacted]

Reply Reply All Forward ...

Tue 06/09/2022 09:46

Wapping Bus Gate Monitoring Data.docx 233 KB

20220721_iBusData_Wapping Bus Gate.csv 147 KB

From: [redacted]@tfl.gov.uk>
Sent: 21 July 2022 11:27
To: [redacted]@towerhamlets.gov.uk>
Cc: [redacted]@tfl.gov.uk>; [redacted]@tfl.gov.uk>
Subject: RE: Wapping Buses

Hi [redacted]

I have attached some bus speed data which clearly shows the beneficial impact of the bus gate. The data is speed in minutes per km, so a low number means buses are operating faster.

The speeds are measured eastbound from stop A on Vaughn Way to stop D on Wapping High Street and the equivalent pair westbound from stop R to stop U

Since scheme inception speeds have been a lot quicker in both peaks in both directions. The spreadsheet has the underlying data for the graphs if you want to do anything. It shows mean pre-scheme speed as well as an upper and lower limit which represents +/- one standard deviation. In terms of buses the scheme has been a big success.

Let me know if you want to talk through the data I have sent and if there is anything else I can provide.

Regards

[redacted]

From: [redacted]@towerhamlets.gov.uk>
Sent: 18 July 2022 16:43
To: [redacted]@tfl.gov.uk>
Subject: Re: Wapping Buses

[redacted]

Thanks very much, that's a great start. I might get back to you later to ask for a few lines for the report so I'm reporting accurately.

Cheers

[redacted]

From: [redacted]@tfl.gov.uk>
Sent: Monday, July 18, 2022 4:16:57 PM
To: [redacted]
Cc: [redacted]
Subject: RE: Wapping Buses

[redacted]

I have attached a snapshot of some data, which shows for the past 4 weeks of journey time data in the AM (7-10) and PM (16-19) peaks compared to the equivalent four weeks in 2019. It shows the difference in speed measured as minutes per km between then and now with green lines showing faster journeys. The data is showing buses operating faster than they were. I have asked to see whether we can get more comprehensive data and will share with you if it becomes available.

Regards

[redacted]

From: [REDACTED] <[REDACTED]@towerhamlets.gov.uk>

Sent: 18 July 2022 15:18

To: [REDACTED] <[REDACTED]@tfl.gov.uk>

Cc: [REDACTED] <[REDACTED]@tfl.gov.uk>

Subject: RE: Wapping Buses

[REDACTED]

That's right Loci did. This is what I wrote in my report at the time but that was over 2 years ago now.

Transport for London has provided journey times and reliability data for the D3 and 100 buses that serve Wapping.

The run times for the D3 and the 100 has broadly stayed the same following the implementation of the restriction. Any improvement is focused around the evenings and early mornings with the D3 gaining more than 100 but is minimal.

There has been a significant improvement in reliability of the D3 and 100 following the implementation with a gain in the estimated wait time for a bus. The probability of waiting less than 10 minutes has improved along with a reduced probability of long gaps and lower maximum gaps in the service.

A full breakdown of figures is available but as with other data within this report the before and after data available is limited at this time due to TFL's method of capturing data. Further investigation is required as part of a long term review.

I don't really recall what the results were but there was definitely a positive impact it was only from Nov to March so I think it was a little limited at the time.

I think we need to get the report ready within the next 3 weeks or so, the consultation ends next week.

Thanks

[REDACTED]

From: [REDACTED] <[REDACTED]@tfl.gov.uk>

Sent: 18 July 2022 15:12

To: [REDACTED] <[REDACTED]@towerhamlets.gov.uk>

Cc: [REDACTED] <[REDACTED]@towerhamlets.gov.uk>; [REDACTED] <[REDACTED]@tfl.gov.uk>

Subject: RE: Wapping Buses

Hi [REDACTED]

I had heard! 😊

I recall Loïc digging out some data for a previous report. Did that show anything? Could it be used again or was it too soon after implementation?

[REDACTED] – could you agree between you what data we have on the impact of the Wapping bus gate that we could share please? Worth also discussing direct with Tom too to prevent duplication I would suggest.

I would expect the bus gate to have a small but useful benefit to bus journey times & reliability all the time but where it really pays dividends is in terms of resilience. I don't know if we have any data on how often The Highway falls over. I suspect that is when rat-running is especially a problem causing problems for bus passengers as well as local residents.

What's your timescales [REDACTED]?

[REDACTED]

From: [REDACTED] <[\[REDACTED\]@towerhamlets.gov.uk](mailto:[REDACTED]@towerhamlets.gov.uk)>

Sent: 18 July 2022 13:09

To: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

Cc: [REDACTED] <[\[REDACTED\]@towerhamlets.gov.uk](mailto:[REDACTED]@towerhamlets.gov.uk)>

Subject: Wapping Buses

[REDACTED]

Hope you are well. You may be aware that we have a new mayor in Tower Hamlets and one of his manifesto pledges is to review Liveable streets schemes which includes the Wapping bus gate.

We are in the process of writing a report on the future of the Gateway so I am interested if you or colleagues could provide any analysis on the impact of the bus gateway on bus performance please. Has it improved since Nov 19 for example? Would increase traffic levels at the various Highway signal junctions impact the routes at all? Obviously Covid will mess the data up a bit but anything will be useful.

Happy to have a chat if necessary

Thanks

[REDACTED]

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