

Transport for London

PUBLIC NOTICE:

ROAD TRAFFIC REGULATION ACT 1984

THE GLA ROADS AND GLA SIDE ROADS (CITY OF LONDON) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007 THE A10 GLA ROADS (BISHOPSGATE AND GRACECHURCH STREET) EXPERIMENTAL VARIATION ORDER 2022

THE GLA ROADS (CITY OF LONDON) (BUS PRIORITY) CONSOLIDATION ORDER 2009 A10 GLA ROADS (BISHOPSGATE AND GRACECHURCH STREET) EXPERIMENTAL VARIATION ORDER 2022

THE A10 GLA ROADS (NORTON FOLGATE, BISHOPSGATE AND GRACECHURCH STREET, CITY OF LONDON) (BANNED TURNS AND PRESCRIBED ROUTE) EXPERIMENTAL TRAFFIC ORDER 2022

1. Transport for London proposes to make the above-named Orders.
2. The Orders in the City of London will;
 - (1) prohibit any vehicle except buses and pedal cycles to turn right into Norton Folgate from Worship Street;
 - (2) prohibit any vehicle to turn right into Middlesex Street from Bishopsgate;
 - (3) prohibit any vehicle to turn right into Artillery Lane from Bishopsgate ;
 - (4) prohibit any vehicle except pedal cyclists to turn right into Bishopsgate from Primrose Street;
 - (5) prohibit any vehicle except pedal cyclists to turn right into Gracechurch Street from Cornhill;

- (6) remove the '2 minute pick up and set down only' parking bay outside No.155 Bishopsgate replacing it with double red lines (no stopping at any time);
- (7) change the operational timings of the loading and unloading only bay outside Nos.152-154 Bishopsgate from no stopping at any time except 10am-4pm and 7pm-7am loading for a maximum 20 minutes to no stopping at any time except Monday to Sunday 7pm-7am and Saturday and Sunday 10am-4pm loading for a maximum of 20 minutes;
- (8) change the operational timings of the loading, unloading and disabled persons' vehicle bay outside No.1 Bishopsgate from no stopping at any time except 10am-4pm and 7pm-7am loading for a maximum 20 minutes and disabled persons vehicles to park for a maximum of 3 hours to no stopping at any time except Monday to Sunday 7pm-7am and Saturday and Sunday 10am-4pm loading for a maximum of 20 minutes and disabled persons vehicles to park for a maximum of 3 hours;
- (9) prohibit any vehicles except buses and pedal cycles to proceed in northerly direction on Bishopsgate each Monday to Friday from 7am to 7pm on the western kerb-line of Bishopsgate between its junction with Liverpool Street and a point 10 metres in northerly direction;
- (10) prohibit any vehicles except buses and pedal cycles to proceed in southerly direction on Bishopsgate each Monday to Friday from 7am to 7pm on the western kerb-line of Bishopsgate between its junction with Middlesex Street and a point 11 metres in southerly direction;
- (11) formalise the removal of the loading and unloading bay adjacent to No.78 Bishopsgate replacing it with double red lines (no stopping at any time);
- (12) formalise the removal of the '2 minute pick up and set down only' parking and disabled persons' vehicle bay outside No.55 Bishopsgate replacing it with double red lines (no stopping at any time);
- (13) formalise the removal of licensed taxi bay outside No.55 Bishopsgate replacing it with double red lines (no stopping at any time);
- (14) prohibit any vehicles except local buses and pedal cycles to proceed in southerly direction on Bishopsgate each Monday to Friday from 7am to 7pm on the eastern kerb-line of Bishopsgate between its junction with Threadneedle Street and a point 8 metres in south-westerly direction;
- (15) change the operational timings of the loading, unloading and disabled persons' vehicle bay outside No.7 Gracechurch Street from no stopping at any time except 10am-4pm loading for a maximum 20 minutes and disabled persons vehicles to park for a maximum of 3 hours to no stopping at any time except Monday to Sunday 7pm-7am and Saturday and Sunday 10am-4pm loading for a maximum of 20 minutes and disabled persons vehicles to park for a maximum of 3 hours;

- (16) change the operational timings of the loading, unloading and disabled persons' vehicle bay outside Nos.77-82 Gracechurch Street from no stopping at any time except 10am-4pm and 7am-7pm except loading for a maximum 20 minutes and disabled persons vehicles to park for a maximum of 3 hours to no stopping at any time except Monday to Sunday 7pm-7am and Saturday and Sunday 10am-4pm loading for a maximum of 20 minutes and disabled persons vehicles to park for a maximum of 3 hours and move the bay 18 metres in a northerly direction;
- (17) prohibit any vehicles except local buses and pedal cycles to proceed in southerly direction on Gracechurch Street each Monday to Friday from 7am to 7pm between its junction with Eastcheap to a point 30 metres in north-easterly direction;
- (18) prohibit any vehicles except local buses and pedal cycles to proceed in northerly direction on Gracechurch Street each Monday to Friday from 7am to 7pm on the western kerb-line of Gracechurch Street(central link) between its junction with King William Street to a point 20 metres in north-easterly direction;
- (19) prohibit any vehicles except local buses and pedal cycles to proceed in northerly direction on Gracechurch Street each Monday to Friday from 7am to 7pm between its junction with Lombard Street and for a point 12 metres in the northerly direction;
- (20) prohibit any vehicles except local buses and pedal cycles to proceed in northerly direction on Bishopsgate each Monday to Friday from 7am to 7pm between its junction with Cornhill and for a point 19 metres in the northerly direction;
- (21) prohibit any vehicles except local buses and pedal cycles to proceed in southerly direction on Gracechurch Street each Monday to Friday from 7am to 7pm between its junction with Leadenhall Street and for a point 6 metres in the southerly direction.

This Order will also:

- (22) require all vehicles proceeding on Liverpool Street to turn right only upon reaching its junction with Bishopsgate;
 - (23) require all vehicles except pedal cycles to turn left into Gracechurch Street at its junction with Fenchurch Street;
 - (24) allow all vehicles to turn left into Bishopsgate from Cornhill;
 - (25) require all vehicles travelling northbound on Gracechurch Street upon reaching its junction with Lombard Street to proceed in an ahead only direction, except buses and pedal cycles who will be permitted to turn right into Fenchurch Street and pedal cycles who will be permitted to turn left into Lombard Street.
3. The reason for introducing the Order is to trial whether the exclusion of through motor traffic from the A10 Bishopsgate corridor during the operational hours of the scheme is successful in delivering benefits to sustainable modes. These are namely improved conditions for pedestrians and cyclists, improved bus journey times without an undue impact on the surrounding bus network and improved road safety.

The Order will be introduced on the A10 corridor within the City of London between a point to the north of the Monument Junction to the junction of Norton Folgate with Worship Street. The order comprises the introduction of bus gates and banned turns on the corridor for the purposes of restricting through traffic movements on the corridor to improve conditions for pedestrians, cyclists and buses.

The experimental order is similar to, but not the same as, the temporary order that is currently in place. The changes originally made under the temporary order will remain. Due to changes proposed by the City of London for their 'All Change at Bank' scheme and the potential for the reintroduction of a bus gate on Leadenhall, TfL have proposed additional bus gates over those included in the temporary order to accommodate the changes in access these schemes would necessitate. In doing so, by making changes to the bus gates on street contained within the order, it is anticipated that the experiment would be able to run its course without the requirement to revoke and reintroduce another ETRO or any other TRO whilst the ETRO is running. An additional bus gate is introduced north of Lombard Street for the purposes of road safety.

This order will be delivered under an Experimental Traffic Regulation Order (ETRO). Unknown changes in travel demand, for a number of reasons, as London recovers following the COVID-19 pandemic mean it is not certain that the results seen during the period of the temporary order will be maintained without potential negative consequences to users elsewhere on the network as demand potentially increases. The ETRO means that a consultation will take place and will allow us to obtain the views of the public, as well as monitoring data to check how the scheme is performing. The ETRO will allow the aspects of the scheme that stakeholders like/dislike to be understood and to identify appropriate mitigation and, if necessary, make changes to the scheme. The provisions of an ETRO allow TfL to understand the effect of changes on the network before a final decision is made. For this reason, it is suggested that the use of an experimental traffic order, rather than a permanent traffic order, is a more considered approach to testing the traffic restrictions on the Bishopsgate corridor while London recovers.

4. In due course Transport for London will be considering whether or not the provisions of the Order should be continued in force indefinitely.