

Proposal name		A10 Bishopsgate corridor - introduction of experimental traffic order					
EqIA number and stages record (allocated by D&I)		Number:		Stage	A	Version:	1
Key dates		Date submitted	28/10/2021	D&I review and response		IDAG review	
Recorded dates of sign-off							
Stage	Version	Stage definition				Date signed off	
A		Scheme proposal/concept stage. This is signed off as part of the decision to progress with the scheme and engage with external stakeholders.				26/11/2021	
B		This stage records the changes to the impacts and mitigations during detailed design and consultation. It is signed off prior to construction.					
C		Stage C commences during construction and is signed off once construction is completed. It represents decisions reflecting the completed project.					
D		An update following evaluation and what has been learnt from the work.					
TfL modes affected (X)		Summary of key residual risks					
Buses	x	<p>Access to two parts of the corridor remains possible only via bus, on foot or by bike, during operational hours. Some premises, including shops and offices, are therefore unable to be reached by motorised vehicle. It is acknowledged that this will impact those with protected characteristics that must use a vehicle to access these premises. It is considered that the benefits of making an experimental order to improve conditions for pedestrians, cyclists and bus passengers; outweighs the potential negative impacts arising from this risk, although it is acknowledged that the residual risks may increase as people continue to return to central London following the lifting of restrictions. It is advised that this is kept under review through the experimental traffic order process.</p>					
LU							
LO							
TfL Rail							
DLR							
Trams							
TPH	x						
LRS							
EAL							
Cycle	x						
Pedestrians	x						
DAR							

An experimental order is proposed to be introduced on the A10 Bishopsgate corridor, replacing the current temporary traffic order that was introduced in August 2021. This order extends measures that were originally introduced in August 2020 as part of TfL’s response to the coronavirus pandemic. Both traffic orders support interventions on the corridor to improve the available space for pedestrians, encourage the growth in cycle trips and speed up bus journeys.

The temporary traffic order introduced on 16th July 2020 was made for reasons of public safety arising from the onset of the coronavirus pandemic for a period of 18 months or “until social distancing measures were no longer required”. Following Central Government’s decision that social distancing measures were to be removed from July 19th 2021, the original temporary traffic order expired in line with its wording. However, the measures contained within in it were subsequently renewed with a new temporary traffic order introduced on 21st August 2021.

The results obtained from the monitoring of the temporary scheme support the contention that the proposed experimental scheme could deliver further benefits in the context of London’s recovery, both in the short term and to address longer term challenges and policy objectives set out in the Mayor’s Transport Strategy (MTS). On that basis, TfL is proposing to implement an experimental traffic order on Bishopsgate to understand if objectives contained within the MTS, namely those under Healthy Streets and Vision Zero headings,

can be delivered whilst taking into account the change in movement patterns following the pandemic and allowing for adjustment in what may remain a changing situation. The primary purpose of the experimental traffic order is to address four key objectives:

- To provide a safe and attractive environment for cycling, through lower traffic levels, as defined by Criteria 1 of the New Cycle Route Quality Criteria document to encourage the take up of this more sustainable mode, and
- To ensure bus journey times improve on the corridor to make bus passengers journeys faster and more attractive.
- To provide safe and attractive conditions for pedestrians
- To take into account the remaining transport challenges in Step 4, and beyond

The situation in relation to the pandemic continues to develop and has changed from when the original temporary traffic order was made. It is likely that the demand for movement will shift in a post-pandemic situation, but the location of the A10 corridor, the proximity of so many rail termini and the continued growth of the vibrant business and employment centre in the City, all suggest that overall numbers coming to, from and through the City area will remain very high. The pre-pandemic situation indicates that a return to that state of affairs without making any improvements would not be ideal but long term post-pandemic movement patterns remain unclear. Under the experimental traffic order now being proposed, therefore; we would continue to monitor flows and impacts on key indicators as per the scheme specific monitoring strategy.

The design being proposed is similar to that under the original temporary order. An updated design is necessary to reflect changes arising from the 'All Change at Bank' scheme as well as uncertainty over whether the City of London will reinstate a bus gate on Leadenhall Street. Both of these proposals have an impact on access on the Bishopsgate corridor itself as well as on adjacent side roads. The updated design maximises access, whilst reducing through traffic along the Bishopsgate corridor to ensure that the outcomes of the ETRO have the best chance of being met. There are impacts on access to premises on parts of the corridor as part of the changes.

The scheme, and therefore extent of the experiment supported by the ETRO, runs between a point to the north of the Monument Junction to a point south of its junction with Commercial Street and Great Eastern Street. The A10 forms part of the Transport for London Road Network (TLRN), for which TfL is both the highway and traffic authority. The extents of the ETRO match those of the temporary traffic order introduced in Summer 2020 and subsequently renewed in August 2021.

The experiment seeks to understand if the exclusion of through motor traffic from the corridor, during the operational hours of the scheme (Monday to Friday, 7am to 7pm), which is considered necessary to deliver the outcomes to pedestrians, cyclists and bus passengers set out above, in the context of a changing level of overall demand for movement during the economic recovery. The ETRO will continue to restrict through traffic as per the previous temporary traffic order, through the use of bus gates and banned turns at certain junctions along the length of the corridor. Access and egress to the majority of the length of the corridor will continue to be available via side roads. However, two sections of the corridor will need to exclude all traffic other than cycles and buses completely during the hours of control to avoid dangerous "U turn" manoeuvres within the confines of the highway. These are between Middlesex Street and Liverpool Street and between Threadneedle Street and Leadenhall Street or between Leadenhall Street and Fenchurch Street, depending on the option (further set out below). The experiment will identify how and if these changes deliver Mayor's Transport Strategy objectives, enabling the recovery through enabling maximised sustainable movement.

There is currently no operational bus gate on Leadenhall Street, a City of London highway. However, the City are exploring re-providing a bus gate here which TfL understands to be similar to the proposal that was in place as part of the City of London's original interventions in response to the pandemic. To accommodate the possibility of the bus gate being reinstated, two options are proposed. Scenario 1 reflects the current arrangement on street, where there is no bus gate on Leadenhall Street. This option is proposed to allow the Bishopsgate scheme to best meet its outcomes for as long as there is no bus gate on Leadenhall Street. Should the City reinstate its bus gate, then scenario 1 will be removed and scenario 2 implemented to accommodate it. The layout of this option allows access to the western end of Leadenhall Street, from Bishopsgate, while continuing to restrict through traffic both on Bishopsgate and through the wider area. The single additional bus gate required for scenario 2 will be drafted into the experimental traffic order but will not be brought into force on street by means of road traffic signage unless it is necessary. Section 10 (3) of the Road Traffic Regulation Act 1984 states that modifications, but not additions, can be made to an experimental traffic order.

Both scenarios will have an impact on access to certain sections of the corridor, as is the case with the temporary traffic order scheme. In both scenarios, two stretches of the corridor will only be accessible to pedestrians, cycles and buses during the hours of operation. This is as a result of the locations of the bus gates. In both scenarios, the stretch of the corridor between Middlesex Street and Liverpool Street will only be accessible in this manner. This is a total distance of 170m. This is the same as in the temporary traffic order. In scenario 1, the stretch of corridor between Threadneedle Street and the Cornhill/Leadenhall Street junction will be walk/cycle/bus only during operational hours. This is a total distance of 115m. In scenario 2, the stretch of corridor between the Cornhill/Leadenhall Street junction and Fenchurch Street will be walk/cycle/bus only during operational hours. This is a total distance of 180m. This is the same as in the temporary traffic order. As previously, access would be available up to either end of each stretch, from where the final access to properties would be on foot or on bike. As with the temporary traffic order layout, the locations of the bus gates have been chosen to reduce the requirement on vehicles to u-turn on the corridor to avoid the offense of passing through the bus gates. This has subsequent safety benefits because of the volume of cyclists on the corridor as well as practical reasons, as certain vehicle types would have difficulty easily u-turning in the space available. It is acknowledged that this arrangement, in both scenarios, will cause access issues for users that have a requirement to be dropped as close as possible to their destination.

In both options, an additional bus gate is now included north of the Lombard Street/Fenchurch Street junction for northbound traffic. It has been observed on site that vehicles are turning left out of Fenchurch Street in a southbound direction before u-turning after the central median island to travel north on the corridor, which is prevented by the bus gate at Monument. The introduction of this bus gate is predicted to prevent these movements and improve road safety by reducing the number of u-turning vehicles in the road.

Scheme Extents

