

Transport for London

GLA/2022/0206,0207,0209

THE A3 GLA ROADS (LONDON BRIDGE, KING WILLIAM STREET AND BOROUGH HIGH STREET, CITY OF LONDON AND LONDON BOROUGH OF SOUTHWARK) BANNED TURN EXPERIMENTAL TRAFFIC ORDER 2022

THE GLA ROADS (CITY OF LONDON) (BUS PRIORITY) CONSOLIDATION ORDER 2009 A3 GLA ROADS (LONDON BRIDGE AND KING WILLIAM STREET) EXPERIMENTAL VARIATION ORDER 2022

THE GLA ROADS (CITY OF LONDON AND SOUTHWARK) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2009 THE A4 GLA ROADS (LONDON BRIDGE, KING WILLIAM STREET AND BOROUGH HIGH STREET) EXPERIMENTAL VARIATION ORDER 2022

STATEMENT OF REASONS

1. Transport for London proposes to make the above-named Orders.
2. The Orders in London Borough of Southwark and City of London will:
 - (1) prohibit any vehicle except buses, taxis and pedal cycles to turn left from A3 Borough High Street onto A200 Duke Street Hill;
 - (2) prohibit any vehicle travelling northbound on Borough High Street from turning right into Duke Street Hill;
 - (3) prohibit any vehicle to enter St Thomas Street at its junction with Borough High Street;
 - (4) remove the loading and unloading bay outside Nos. 31 - 41 Borough High Street replacing it with double red lines (no stopping at any time);
 - (5) remove the loading and unloading bay outside No. 6 Southwark Street replacing it with double red lines (no stopping at any time);

- (6) remove the loading and unloading bay outside No. 8 St Thomas Street replacing it with double red lines (no stopping at any time);
 - (7) remove the pay and display borough bays outside Nos. 8 - 26 St Thomas Street replacing it with double red lines (no stopping at any time);
 - (8) remove the licensed taxi only bay outside Guy's Hospital on St Thomas Street replacing it with double red lines (no stopping at any time);
 - (9) shorten the existing loading and unloading bay outside Nos. 63 - 73 Borough High Street by 2 meters replacing it with double red lines (no stopping at any time);
 - (10) introduce double red lines (no stopping at any time) on the eastern side of the A3 London Bridge from a point 31 metres south of a point opposite the extended northern building line of Nos. 109 to 110 Fishmongers' Hall, Lower Thames Street for a distance of 44 metres in a southerly direction;
 - (11) introduce bus gates on King William Street and Borough High Street restricting vehicular access to London Bridge in either direction between 7am and 7pm each Monday to Friday for all vehicles except local buses, pedal cycles, solo motor cycles and taxis;
 - (12) introduce a bus gate on Fish Street Hill restricting northbound access to fish Street Hill from Lower Thames Street between 7am and 7pm each Monday to Friday for all vehicles except local buses, pedal cycles, solo motor cycles and taxis;
 - (13) Introduce an at any time with flow bus lane on the northbound carriageway of London Bridge and King William Street between a point 4 metres north of the extended southern building line on No.2 London Bridge and a point opposite a point 42 metres south of the extended northern building line of Adelaide House, London Bridge restricted to local buses, pedal cycles and taxis only;
 - (14) Introduce an at any time with flow bus lane on the southbound carriageway of King William Street London Bridge and Borough high Street between a point 4 metres north of the extended southern building line of Regis House, King William Street and a point opposite a point 4 metres north of the extended common boundary of Nos.4 and 6 Borough High Street restricted to buses, pedal cycles and taxis only.
3. The reason for introducing the Order is to address key objectives, set out below:
- (1) To provide a safe and attractive environment for cycling
 - (2) To provide a better, more comfortable pedestrian environment
 - (3) To support the LSP scheme on Bishopsgate
 - (4) To ensure bus journey times improve on the corridor to make bus passengers journeys faster and more attractive.
 - (5) To manage the remaining transport challenges after the lifting of COVID restrictions and beyond, for central London

The objective of this order is to take forward the Mayor's Transport Strategy,

notably the objectives around Healthy Streets and Vision Zero. An ETRO will allow us to understand if these objectives can be delivered whilst monitoring the change in movement patterns following the pandemic and allowing for adjustment in what may remain a changing situation. The delivery of Healthy Streets objectives, which encourage the uptake of sustainable travel modes, is also in line with the local City of London Transport Strategy, London Borough of Southwark Movement Strategy and central Government plans to decarbonise the transport system.

There are additional reasons for making this order. It is anticipated that the scheme will help enable the economic recovery of the area, and in particular aid movement along and across the corridor between key trip attractors within the area. These include the transport termini of London Bridge and Cannon Street (close to the corridor at the northern end of the bridge) and the City. The scheme could also help to address the previously identified safety concerns at the junctions along the corridor from Borough High Street to the City, although the experimental order period may show that further or different changes are required at these locations.

The situation in relation to the pandemic continues to develop and has changed from when the original temporary traffic order was made. Traffic levels are lower in central London, although pan-London monitoring shows that the return of motor traffic is much faster than a return to public transport. It is likely that the demand for movement will shift in a post-pandemic situation, but the location of the London Bridge/Borough High Street corridor, the proximity to London Bridge Station and the continued growth of the business and employment centre in the area, all suggest that overall numbers coming to, from and through the corridor will remain very high. As part of the experiment, we will closely monitor the benefits and impacts of the changes on all road users, including those with protected characteristics to ensure that the changes achieve the desired outcome, the details of which are set out in a monitoring plan. Given the as yet unknown pattern of travel demand post pandemic, TfL believes that it is important to monitor and collect live transport and survey data to provide a credible basis in coming to decision about whether the scheme should be made permanent at the end of the experiment

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