

# THAMESLINK 2000

## Summary Proof of Evidence on Effects of Blackfriars LU Closure and other Transport Issues

By  
Roy McGowan

**NR/7/A**

**Town and Country Planning Act 1990**  
**Planning (Listed Buildings and Conservation Areas) Act 1990**  
**Transport and Works Act 1992**

**Railtrack (Thameslink 2000) Order 1997**  
**Railtrack (Thameslink 2000) (Variation) Order 1999**

1. Inquiry into applications by Network Rail for the Thameslink 2000 railway project sites at

11-15 Borough High Street, London SE1  
2-4 Bedale Street, London SE1  
7 Stoney Street, London SE1  
16-26 Borough High Street and 7 Bedale Street, London SE1  
Blackfriars Railway Bridge, London EC4  
Blackfriars Station North, London EC4  
Blackfriars Railway Bridge, London SE1 (includes proposed south bank station entrance)

2. Re-opened inquiry into applications made by Railtrack plc for orders under the Transport and Works Act 1992 and associated applications

## **CONTENTS**

<b>1.0</b>	<b>SIGNIFICANT CHANGES SINCE THE FIRST INQUIRY (3.0)</b>	<b>2</b>
<b>2.0</b>	<b>THE IMPLICATIONS OF THE BLACKFRIARS LU STATION CLOSURE (4.0)</b>	<b>2</b>
<b>3.0</b>	<b>EFFECTS OF CONSTRUCTION AND OPERATION OF THE SCHEME ON THE CHARACTER OF THE BOROUGH HIGH STREET/ BOROUGH MARKET AREA (5.0)</b>	<b>3</b>
<b>4.0</b>	<b>LONDON BRIDGE STATION (6.0)</b>	<b>3</b>
<b>5.0</b>	<b>CONSTRUCTION ISSUES</b>	<b>3</b>
<b>6.0</b>	<b>OPERATIONAL EFFECTS IN THE LONDON BRIDGE AREA (7.5)</b>	<b>4</b>
<b>7.0</b>	<b>DEVELOPMENT AT BLACKFRIARS STATION AND BRIDGE AND PPG 13</b>	<b>5</b>

## **1.0 SIGNIFICANT CHANGES SINCE THE FIRST INQUIRY (3.0)**

1.1 It is now proposed that Blackfriars LU Station should be closed for a period of up to 24 months during construction of the project. London Bridge Masterplan has been substituted for the proposal considered at the first inquiry.

## **2.0 THE IMPLICATIONS OF THE BLACKFRIARS LUL STATION CLOSURE (4.0)**

2.1 During the am peak, St Paul's, Mansion House and Temple Stations would experience increases in the number of passengers entering of 25%, 13% and 85%.

2.2 As regards the numbers exiting the figures are 17%, 19% and 29% respectively. Chancery Lane would experience an increase of 4% in the number of passengers exiting. The majority of these (nearly 80%) would then walk to their final destinations.

2.3 LU considers that the stations affected will continue to be able to operate safely with the additional passengers or that LU will be able to divert additional demand to where it is best able to cope with it. Some station management measures may be required and an important mitigation measure will be an advertising and signage campaign informing passengers of suitable alternatives.

2.4 It is recommended that the footways on either side of Temple Place should be widened to provide additional capacity for passengers leaving Temple Station on foot.

2.5 It is considered that the local bus network will be able to cope easily with the expected increase in passenger levels.

2.6 The closure of Blackfriars LU station, although causing an inconvenience, will not be of such significance as to be unacceptable.

**3.0 EFFECTS OF CONSTRUCTION AND OPERATION OF THE SCHEME ON THE CHARACTER OF THE BOROUGH HIGH STREET/ BOROUGH MARKET AREA (5.0)**

3.1 The only significant effect that can be identified is the closure of Borough High Street over a single bank holiday weekend. Flows will be much lower than on a weekday and reasonable alternative routes exist.

**4.0 LONDON BRIDGE STATION (6.0)**

4.1 The Masterplan proposal provides improved arrangements for buses and taxis. The introduction of articulated buses was not a matter considered in the design of Masterplan. TfL is engaged in ongoing discussions with developers to secure changes to the bus and taxi arrangements. It is satisfied that Masterplan does not conflict with this work.

**5.0 CONSTRUCTION ISSUES**

**Transport Management Plan**

5.1 Contractors will be required to prepare and implement a Traffic Management Plan to minimise the adverse effects of construction upon traffic.

### **Cowcross Street**

- 5.2 Existing flows on Cowcross Street are low and the effect of its closure both during construction and thereafter will not give rise to significant adverse effects.

### **Blackfriars Area**

- 5.3 Appropriate traffic management measures will be implemented.

### **Thames Path South Side**

- 5.4 For the period of the construction of the new entrance from the south of Blackfriars Bridge, the river path under the railway bridge will be closed.

### **London Bridge Masterplan**

- 5.5 The construction of London Bridge Masterplan will not have a significant adverse effect on traffic.

### **Closure of Borough High Street**

- 5.6 See paragraph 3.1 above.

### **Pedestrian Effects in the London Bridge area.**

- 5.7 No significant adverse effects are predicted.

## **6.0 OPERATIONAL EFFECTS IN THE LONDON BRIDGE AREA (7.5)**

- 6.1 A section 106 agreement is in place which provides for an appropriate range of management measures.

**7.0 DEVELOPMENT AT BLACKFRIARS STATION AND BRIDGE  
AND PPG 13**

- 7.1 In accordance with PPG 13, the proposals would improve the pedestrian environment at Blackfriars, facilitate better integration between National Rail and underground services and improve facilities for those whose mobility is impaired.