



Statement of Reasons

The City of London (Parking Places) (Amendment No. *) Order 2024

The City of London (Free Parking Places) (Disabled Persons) (Amendment No. *) Order 2024

The City of London (Free Parking Places) (Motor Cycles) (Amendment No. *) Order 2024

The City of London (Electric Scooter and Pedal Cycle Parking) (Amendment No. *) Order 2024

The City of London (Waiting and Loading Restriction) (Amendment No. *) Order 2024

Proposals

The City of London Corporation (“the City Corporation”) are proposing to make the following amendments in the City of London in:-

St. Bride Street to:-

- a. revoke the motor cycle parking place on the north-east side;
- b. relocate the disabled persons parking place north-westwards by 12.5 metres;
- c. relocate the 4 payment parking places on the north-east side;
- d. introduce electric scooter and pedal cycle hire parking places on the north-east side for a distance of 18.7 metres;
- e. introduce no waiting at any time and no loading at any time restrictions on the north-east side from a point 47.2 metres south-east of the southern kerb-line of Stonecutter Street south-eastward to a point 13.1 metres north-west of the south-east side of Harp Alley.

Reasons

The amendment of the parking places at the proposed locations is in response to the need to accommodate a new access point into the building.

The introduction of shared parking bays for electric scooters and pedal cycle hire users is to cater for the increased demand in these modes of transport. Electric scooters and pedal cycles provide a low-emission form of transport, and the dedicated bays will help keep surrounding streets free from obstruction.

The repositioning of the disabled persons parking place is to ensure the kerbside space is better utilised and ensure the bay is fully accessible. The proposal is aligned to ensuring equal access to public facilities and services for all people.

The revocation of the motor cycle bay is due to the position of a new vehicle crossover at this location, and the need to accommodate demand for rental electric scooter and pedal cycle parking in this area. This motorcycle parking bay has also not been in use since 2022, and alternative parking places for motor cycles are nearby, such as on Farringdon Street. The rearrangement and provision of other parking facilities in the street is to accommodate

changing demand for parking in the area. The introduction of no waiting and no loading at any time at the vehicle crossover is intended to prevent obstructive parking and ensure that access is maintained at all times.

Road Traffic Regulation Act 1984

These traffic orders are to be implemented in accordance with Section 6 of the Road Traffic Regulation Act 1984 (as amended) as it appears to the City Corporation that it is expedient to make the Order for the purpose of facilitating the passage on the road or any other road of any class of traffic (including pedestrians), and for avoiding danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising, and for the provision of suitable and adequate parking facilities on and off the highway, and for the purpose of preserving or improving the amenities of the area through which the road runs.

When considering whether to make a traffic order, the City Corporation is under a duty pursuant to section 122 of the Road Traffic Regulation Act 1984 (as amended), to secure so far as practicable the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to the matters specified in section 122(2).

It is considered that the proposals will assist to secure the safer movement of vehicular and pedestrian traffic and reduce and prevent road danger, and ensure the provision of suitable and adequate parking facilities on and off the highway. Furthermore, it is considered that the proposals will affect the matters specified in section 122(2) as follows:

(a) the desirability of securing and maintaining reasonable access to premises;

COMMENT: The proposal secures access to a new premise.

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, to preserve or improve the amenities of the areas through which the roads run;

COMMENT: Access to amenities in the area are improved by the provision of additional electric scooter and dockless cycle hire parking places. However, this necessitate the removal of the motor cycle parking provision but alternative motorcycle parking is available nearby on Farrington Street. Access for heavy goods vehicles is unaffected.

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);

COMMENT: The City Corporation has a strategy to improve air quality and encouraging the use of sustainable modes of transport will improve air quality. The provisions to encourage the use of electric scooters and bikes as well as measures which support people walking and wheeling contributes to the City's air quality improvement strategy.

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;

COMMENT: No Impact.

(d) any other matters appearing to the strategic highways company or the local authority to be relevant.

COMMENT: The proposals promote the aims and objectives of the City's Transport Strategy to prioritise the needs for people walking, wheeling and using micromobility modes and to deliver safer streets.

Traffic Signs Regulations and General Directions 2016

All associated signing and lining will be in accordance with Traffic Signs Regulations and General Directions 2016.

Equality Act 2010

Thorough consideration has been given to the Equalities duty of the Council under Section 149 of the Equality Act 2010. A Test of Relevance has been completed, which indicates a full Equalities Impact Assessment (EqIA) is not required, as any adverse equality impacts were found to be minimal.