



Statement of Reasons

The City of London (Free Parking Places) (Disabled Persons) (Amendment No. *) Order 2025

The City of London (Parking Places) (Amendment No. *) Order 2025

The City of London (Waiting and Loading Restriction) (Amendment No. *) Order 2025

The City of London (Prescribed Routes) (Road Closure) (Amendment No. *) Order 2025

Proposals

To introduce the following measures in the City of London in:-

- (a) **Black Friars Lane** to introduce 'at any time' waiting and 'at any time' loading restrictions on both sides at its junction with Ludgate Broadway;
- (b) **Carter Lane** to introduce 'at any time' loading restrictions on both sides at its junction with Ludgate Broadway;
- (c) **Knightrider Court** to introduce 'at any time' waiting and 'at any time' loading restrictions on the south and east side from its junction with Knightrider Street;
- (d) **Knightrider Court** to introduce a no vehicles restriction from a point 4.55 metres south of its junction with Knightrider Street, for a distance of 8 metres in a southerly direction;
- (e) **Ludgate Broadway** to introduce 'at any time' waiting and 'at any time' loading restrictions on both sides, except for a 13.5 metres section on the east side outside No.11 Ludgate Broadway;
- (f) **Pageantmaster Court** to introduce 'at any time' waiting and 'at any time' loading restrictions on both sides at its junction with Pilgrim Street
- (g) **Pilgrim Street** to introduce 'at any time' waiting and 'at any time' loading restrictions on both sides, at its junction with Pageantmaster Court;
- (h) **Pilgrim Street** to introduce 'at any time' waiting and 'at any time' loading restrictions on both sides, at its junction with Ludgate Broadway; and
- (i) **St. Andrews Hill (northern arm)** to introduce 'at any time' waiting restrictions on the east side outside No. 39.
- (j) **St. Andrews Hill (northern arm)** to relocate the payment parking places on the east side outside Nos. 39 – 41 northwards by 9 metres;
- (k) **St. Andrews Hill (northern arm)** to extend the current no motor vehicles restriction by 5 metres in a north easterly direction; and
- (l) relocate the existing two disabled persons parking places on **Knightrider Court** to the west side of **Distaff Lane** adjacent to No. 4 Cannon Street.
- (m) an extended raised carriageway is also proposed on Ludgate Broadway, extending to Pageantmaster Court, Pilgrim Street, Black Friars Lane and Carter Lane.

Reasons

The introduction and amendment of the waiting and loading restrictions is intended to prevent obstructive and inappropriate parking and loading at the proposed locations and thereby improve visibility, accessibility and road safety for all road users. These changes are required to enable and support the delivery of public realm changes and in particular introduce climate resilience and pedestrian priority measures in line with the City of London Corporation's Transport Strategy and Climate Action Strategy.

The relocation of the payment parking place on St Andrews Hill is required to enable the improvement measures on St Andrews Hill to be implemented.

The relocation of the disabled persons parking bays is required to enable the improvement measures on Knightrider Court to be implemented.

The road closures are being proposed as part of an enhanced public realm design for the area to accommodate greening and drainage improvement initiatives as part of our climate action strategy.

The raised carriageway is intended to provide an accessible and a step-free route for people who walk or use wheeled mobility aides. It will also reduce traffic speeds and therefore improve road safety for all road users.

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.

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. 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: No Impact. Access maintained as existing.

(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: No Impact, access for heavy goods vehicles is unaffected. Although the proposed waiting and loading restrictions reduces the availability for people to park and load, they aim to protect junctions and raised carriageways from obstructive and unsafe parking or loading. Additionally, under other existing legislations (the Traffic Management Act) and guidance (Highway code) parking or loading at or close to junctions and on raised carriageways intended to aid pedestrians crossing are already prohibited but this proposal will make this prohibition clearer. There is however a section of Ludgate Broadway which is left unchanged where loading

and parking can continue as currently. The proposed relocation of the disabled persons and payment parking places retains these amenities in the immediate area.

(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 in this area along with encouraging the use of sustainable and active modes of transport. The proposed measures will improve conditions for people walking, wheeling, using micromobility modes and reduce road danger, which will contribute to the City Corporation's Air Quality 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. However, proposals which improve conditions for people walking and wheeling improves the safety and convenience for people desiring to use public service vehicles.

(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 Corporation's Transport Strategy to prioritise the needs for people walking, wheeling and using micromobility modes and to deliver safer and healthier streets.

Highways Act 1980

The specific grounds which the Council are using for the implementation of the raised carriageway are contained in Sections 90A & 90C of The Highways Act 1980 – Construction of road humps by highway authority:

(1) A highway authority may construct road humps in a highway maintainable at the public expense for which they are the highway authority if—

(a) the highway is subject to a statutory speed limit for motor vehicles of 30 miles per hour or less.

This proposal has been designed adhering to The Highways (Road Humps) Regulations 1999 and associated guidance.

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.