



## Statement of Reasons

The City of London (Doctor Parking Places) (Amendment No. 2) Order 2024  
The City of London (Parking Places) (Amendment No. 20) Order 2024  
The City of London (Free Parking Places) (Disabled Persons) (Amendment No. 6) Order 2024  
The City of London (Free Parking Places) (Motor Cycles) (Amendment No. 12) Order 2024  
The City of London (Electric Scooter and Pedal Cycle Parking) (Amendment No. 3) Order 2024  
The City of London (Waiting and Loading Restriction) (Amendment No.15) Order 2024

### Proposals

To make the following amendments in the City of London in: -

#### **Finsbury Circus to:-**

- (a) Relocates the doctor's parking place from the eastern side of the outer kerblines of the rotunda to the northern side of the eastern arm of Finsbury Circus to from a point 7 metres east of the extended outer kerb-line of the rotunda, eastward for a distance of 12.5 metres.
- (b) Relocate north-eastwards and introduce an additional disabled persons parking place on the north-west side of the outer edge of the rotunda.
- (c) Revoke two disabled persons parking places on the south-west side of the outer edge of the rotunda.
- (d) Relocate the two disabled persons parking places from the eastern arm to the outer edge of the rotunda, the north-east side, from a point 35 metres north of the northern kerblines of the eastern arm of Finsbury Circus north-westward for a distance of 13.2 metres.
- (e) Revokes the Electric Scooter and Cycle Hire Pedal Cycle Parking Place on the inner kerblines of the rotunda either side of the south entrance to the gardens.
- (f) Revokes the Electric Scooter and Cycle Hire Pedal Cycle Parking Place on north- west side of the inner kerblines of the rotunda north-east of the west entrance to the gardens.
- (g) Revokes the Pedal Cycle Parking Place on the inner kerblines of the rotunda near the south entrance to the gardens.
- (h) Revokes the payment parking places on the outer kerblines of the rotunda on the northern side.
- (i) Introduces an Electric Scooter and Cycle Hire Pedal Cycle Parking Places on the inner kerblines of the rotunda:
  - a. from a point 6 metres south of the extended southern kerb-line of the eastern arm of Finsbury Circus south-westwards for a distance of 15 metres;
  - b. from a point 4 metres south of the western entrance to the gardens, clockwise for a distance of 15m.
- (j) Introduces an Electric Scooter and Cycle Hire Pedal Cycle Parking Places on the south side

of the eastern arm, from a point 10 metres west of its junction with Blomfield Street westwards for a distance of 11 metres.

(k) Extend the motor cycle parking place on the south side of the eastern arm by 12 metres.

(l) Shorten the motor cycle parking place on north eastern rotunda opposite number 18 on the inner or garden side by 9 metres, to a total length of 36 metres.

(m) Relocate the motor cycle parking place on the east side of the inner or garden side to a point 4 metres north of the north side of the west gateway, extending clockwise for a distance of 23m.

(n) Revoke the motor cycle parking places on the north side of the inner or garden side on both sides of the north gateway.

(o) Amends the payment parking places on the inner kerbline of the southern side of the rotunda.

(p) Introduces 18 payment parking places on the inner kerbline of the rotunda to the west of the northern entrance to the gardens.

(q) Introduces 11 payment parking places on the inner kerbline of the rotunda to the east of the northern entrance to the gardens.

(r) Introduce at any time waiting and loading restrictions to cover all raised carriageway sections;

(s) Introduces no waiting at any time restrictions on:

- a. both sides of the carriageway of the rotunda outside the western entrance to the gardens.
- b. both sides of the carriageway of the rotunda, outside the northern entrance to the gardens.
- c. the inner kerbline of the rotunda, opposite the eastern arm of Finsbury Circus.
- d. the inner kerbline of the rotunda, opposite circus place.
- e. the outer kerbline of the Finsbury Circus rotunda, north of the northern kerbline of the eastern arm for 9 metres.

(t) Revokes the at any time loading restrictions on:

- a. the outer kerbline of the south side of the rotunda, from a point 8 metres east of the eastern kerb-line of Circus Place, eastwards for 39 metres.
- b. the outer kerbline of the south side of the rotunda, from a point 8 metres west of the western kerb-line of Circus place, westwards for 14 metres.
- c. eastern arm, south side, for a distance of 13.9m at junction of Blomfield Street

(u) Introduces no loading at any time restrictions at;

- a. both sides of the eastern arm at its junction with Blomfield Street
- b. both sides of the eastern arm at its junction with Finsbury Circus
- c. both sides (inner and outer kerblines of the Rotunda) of Finsbury Circus at its junction with the eastern arm of Finsbury Circus
- d. both sides (inner and outer kerblines of the Rotunda) of Finsbury Circus at its junction with Circus Place

- e. both sides (inner and outer kerblines of the Rotunda) of Finsbury Circus at its junction with the western pedestrian entrance to the gardens
- f. both sides (inner and outer kerblines of the Rotunda) of Finsbury Circus at the northern entrance to the gardens

### **Proposed Road Humps**

As part of the scheme, flat-topped road humps are also proposed to be introduced at the following locations:

- i Finsbury Circus at its junction with Circus Place
- ii Finsbury Circus at its junction with the eastern arm
- iii Finsbury Circus (eastern arm) at its junction with Blomfield Street
- iv Finsbury Circus outside the western entrance to Finsbury Circus Gardens
- v Finsbury Circus outside the northern entrance to Finsbury Circus Gardens

### **Reasons**

The proposed amendments to the parking, waiting and loading layout on Finsbury Circus will help improve accessibility to the entrances to the recently upgraded greenspace in the centre of the circus.

The proposed “at any time” waiting and loading restrictions are to improve considerate parking, prevent obstruction and improve visibility, specifically at junctions and places where people will be crossing, thereby improving road safety.

The revocation of loading restrictions is proposed because these are no longer necessary due to the proposed alterations to parking bays and pavement widening.

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 amendments to the parking places at the proposed locations are in response to the proposed measures to improve access and safety into Finsbury Circus Gardens as well as more generally within the area, and to accommodate increased demand for electric scooter and pedal cycle hire users.

The proposed flat-top road humps will improve accessibility by providing step-free routes for people walking and wheeling and crossing the junctions and accessing the gardens. They will also reduce the speed of vehicles and therefore improve road safety.

### **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, 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: No impact. The proposals does not affect access to premises.

(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 cycle hire parking places. Access for heavy goods vehicles is unaffected. Although there are reductions in parking provision for motor cycle and disabled users, surveys have shown that the proposed changes still provide adequate provisions. Furthermore, additional parking facilities are available in the nearby car park.

Although the proposed waiting and loading restrictions reduce the availability for people to park and load, they are proposed at locations where it is inappropriate or unsafe for parking or loading. It should be noted that under other existing legislations (Road Traffic Regulation Act 1984 & Traffic Management Act 2004) and guidance (Highway code) parking or loading at or close to junctions and at pedestrian crossings is already prohibited but this proposal will make this prohibition clearer. Furthermore, the proposed revocation of some loading restrictions will provide additional space for loading/unloading.

(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. However, proposals which improve conditions for people walking and wheeling improves the safety and convenience for people desiring to use public service vehicles. The length of the bus stand is being reduced and retained for contingency use for buses, following the temporary enlargement for cross rail works.

(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.

### **Highways Act 1980**

(1) The specific grounds which the Council are using for the implementation of the flat top road humps are contained in sections 90A and 90C of the Highways Act 1980. Section 90A states: 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.