

City of London – Notice of Proposal

Amendments to waiting and loading restrictions, parking places (bus parking, taxi parking, payment parking, ambulance parking, E-Scooter & dockless pedal cycle hire and loading bays) one way, road closure, prohibited and compulsory movements, and cycle priority restrictions at various locations surrounding the St Pauls Gyrotory system and proposing the introduction of traffic calming features (flat-topped road humps) and pedestrian crossings.

In exercise of the powers conferred by sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 and of all other powers, NOTICE IS HEREBY GIVEN that the Common Council of the City of London intend to make the orders set out in section 1 to this notice, with the effect set out in section 2 to this notice, by amending the orders set out in section 3 to this notice.

1. It is intended to make the following orders;

- (a) The City of London (Waiting and Loading Restriction) (Amendment No. *) Order 2024
- (b) The City of London (Loading Bays) (Amendment No. *) Order 2024
- (c) The City of London (Free Parking Places) (Taxis) (Amendment No. *) Order 2024
- (d) The City of London (Parking Places) (Buses) (Amendment No. *) Order 2024
- (e) The City of London (Parking Places) (Amendment No. *) Order 2024
- (f) The City of London (Free Parking Places) (Ambulances) (Amendment No. *) Order 2024
- (g) The City of London (One Way Streets) (Amendment No. *) Order 2024
- (h) The City of London (Prescribed Routes) (Road Closure) (Amendment No. *) 2024
- (i) The City of London (Prohibited and Compulsory Movements) (Amendment No. *) Order 2024
- (j) The City of London (Cycle Priority) (Amendment No. *) Order 2024
- (k) The City of London (Electric Scooter and Pedal Cycle Parking) (Amendment No. *) Order 2024

2. The orders set out in section 1 to this notice will propose to have the following effect;

(a) **Aldersgate Street** to:-

- (1) introduce 'at any time' loading restrictions on both sides between its junctions with St Martin's Le Grand and The Rotunda;
- (2) introduce a northbound contra-flow cycle lane on the west side between its junctions with St Martin's Le Grand and the Rotunda;

(b) **Angel Street** to:-

- (1) introduce 'at any time' loading restrictions on the south side between King Edward Street and St Martin's Le Grand;
- (2) introduce 'at any time' loading restrictions on the north side, at its junction with King Edward Street for a distance of 10 metres in an easterly direction;
- (3) introduce 'at any time' loading restrictions on the north side from a point 42.4 metres east of the junction with King Edward Street to a point 38.7 metres west of the junction with St Martin's Le Grand;
- (4) introduce 'at any time' loading restrictions on the north side from the junction with St Martin's Le Grand to a point 21.9 metres west of that junction;
- (5) revoke the taxi parking place for two taxis on the north side adjacent to No. 1 St Martin's Le Grand;

- (6) revoke the bus parking places on the north side adjacent to No. 1 St Martin's Le Grand and reintroduce two bus parking places on the same side;
- (7) Reverse the direction of the existing one way restriction from west to east to east to west;
- (8) revoke the no motor vehicles restriction;
- (9) introduce an E-Scooter and Cycle Hire Pedal Cycle Parking Place, on the north side from a point 10m east of its junction with King Edward Street, for a distance of 8 metres in an easterly direction;

(c) **Cheapside** to:-

- (1) introduce a two way cycle lane on the north-east side from its junction with St Martin's Le Grand to a point 10 metres north-west of its junction with Cheapside (the east to west arm);
- (2) revoke the existing cycle lane on the north-east side from a point 5 metres south-east of the junction with New Change and its junction with Cheapside (the east to west arm) to a point 23 metres northwest of that point;
- (3) revoke the existing cycle lane on the south-west side from its junction with New Change to a point 37 metres north-west of that junction;

(d) **Giltspur Street** to:-

- (1) revoke the four payment parking places on the west side outside No. 1 Giltspur Street;
- (2) revoke the four payment parking places on the west side outside Nos. 5 – 7 Giltspur Street;
- (3) revoke the ambulance parking place on the east side opposite No. 1 Giltspur Street;

(e) **Gresham Street** to:-

- (1) replace a section of the '7am to 7pm Mon to Fri' loading restrictions on both sides east of its junction with St Martin's Le Grand with 'at any time' loading restrictions;
- (2) introduce a taxi parking place for four taxis on the south-west side outside No. 2 Gresham Street;

(f) **King Edward Street** to:-

- (1) replace all existing loading restrictions with 'at any time' loading restrictions and extend to cover its entire length;
- (2) introduce a pedestrian zone, no vehicles restriction between Newgate Street and Angel Street, except for access to premises, including Greyfriars Passage;

(g) **Little Britain** to:-

- (1) introduce a southbound contra flow cycle lane on the east side from its junction with Little Britain (the north-west arm) to its junction with Little Britain (the east to west arm);

(h) **Montague Street** to:-

- (1) replace all existing loading restrictions with 'at any time' loading restrictions to cover its entire length;
- (2) revoke the existing one way restriction;
- (3) introduce a mandatory right turn except pedal cycles restriction from Montague Street (southbound carriageway) into Little Britain (the north west to south east arm);

(i) **New Change** to:-

- (1) extend the length of the existing 'at any time' loading restriction by 3.2 metres in a southerly direction;

(j) **Newgate Street** to:-

- (1) replace all existing loading restrictions with 'at any time' loading restrictions from its junction with Cheapside to its junction with Warwick Lane;
- (2) introduce a loading bay on the north-east side outside Vestry House, for a length of 14.1 metres;
- (3) revoke the existing one way restrictions;

(k) **St Martin's Le Grand** to:-

- (1) replace all existing loading restrictions with 'at any time' loading restrictions and extend to cover its entire length;
- (2) extend the length of the existing loading bay on the east side outside No. 61 St Martin's Le Grand by 3.6 metres;
- (3) revoke the taxi parking place for two taxis on the east side opposite No. 1 St Martins Le Grand;
- (4) revoke the two bus parking places on the west side adjacent to No. 3 St Martin's Le Grand and revoke the two bus parking places on the east side opposite No. 3 St Martin's Le Grand;
- (5) revoke the existing one way restriction;
- (6) introduce a mandatory left turn restriction from St Martin's Le Grand into Angel Street (except for people cycling northbound on the two-way cycle lane on the east side of St Martin's Le Grand);
- (7) introduce a northbound contra-flow cycle lane on the west side from its junction with Angel Street to its junction with Aldersgate Street;
- (8) introduce a two way cycle lane on the east side from its junction with Cheapside to a point 45 metres south of its junction with Gresham Street;

(l) **West Smithfield** to revoke the three payment parking places on the south-west side outside Nos. 20 – 22 West Smithfield;

3. The orders will be made by amending the following orders;

- (a) The City of London (Waiting and Loading Restriction) (Consolidation No. 2) Order 2021 (as amended by The City of London (Waiting and Loading Restriction) (Amendment No. 10) Order 2023)
- (b) The City of London (Loading Bays) (Consolidation No. 1) Order 2019 (as amended by The City of London (Loading Bays) (Amendment No. 2) Order 2019)
- (c) The City of London (Free Parking Places) (Taxis) Order 2011(as amended by The City of London (Free Parking Places) (Taxis) (No.2) Order 2011)
- (d) The City of London (Parking Places) (Buses) (No.2) Order 2011
- (e) The City of London (Parking Places) (Consolidation No. 1) Order 2018 (as amended by The City of London (Parking Places) (Amendment No. 8) Order 2019)
- (f) The City of London (Free Parking Places) (Ambulances) Order 2016
- (g) The City of London (One Way Streets) Traffic Order 2015
- (h) The City of London (Prescribed Routes) (Road Closure) (No.1) Order 2016,
- (i) The City of London (Prohibited and Compulsory Movements) (Consolidation No. 1) Order 2019
- (j) The City of London and Southwark (Cycle Priority) Traffic Order 2011
- (k) The City of London (Electric Scooter and Pedal Cycle Parking) (No. 1) Order 2022
- (l) The City of London (Prescribed Routes) (No. 5) Traffic Order 1992 (as amended)

4. The City of London also gives notice that it proposes to introduce flat-topped road humps under sections 90A & 90C of the Highways Act 1980 (as amended) at the following locations:

Location	Max Height	Ramp Length	Flat Top Length	Width	Gradient
Existing pedestrian crossing on King Edward Street (6m south of Little Britain)	100mm	2m	5m	4.7m	1:20
Little Britain (north west to south east arm) / at its junction with Little Britain (north to south arm)	100mm	1.2m	3.5m	5.2m	1:12
Little Britain (east to west arm) at its junction with Montague Street	100mm	1.2m	3.2m	6.5m	1:12
Albion Way / at its junction with Montague Street	100mm	1.2m	4.6m	6m	1:12
Montague Street (7m west of Rotunda)	100mm	2m	5m	8m	1:20
Little Britain / Aldersgate Street junction	100mm	1.2m and 2m	5.1m to 19.1m	4.6m to 7.4m	1:12 and 1:20
St Martin's Le Grand (on the proposed two way cycle lane approximately 59m south of Gresham Street)	100mm	2m	5m	3.6m	1:12
Newgate Street (approximately 74m north-west of Cheapside)	100mm	2m	17m	10.3m	1:12

5. The City of London also gives notice that it proposes to introduce pedestrian crossings under section 23 of the Road Traffic Regulation Act 1984 (as amended) at the following locations;
- Newgate Street** – traffic light controlled pedestrian crossing – approximately 74m north-west of its junction with Cheapside.
 - Angel Street** – traffic light controlled pedestrian crossing – east of its junction with King Edward.
 - St Martin's Le Grand** – zebra crossing – on the two-way cycle lane, approximately 59 metres south of its junction with Gresham Street.

Copies of the proposed Orders, the statement of reasons for proposing to make the Orders and plans showing the proposals, along with copies of the Orders which will be amended can be inspected during normal office hours on Monday to Fridays inclusive at Technology Support Desk, North Wing, Guildhall, London, EC2V 7HH and on <https://www.cityoflondon.gov.uk/services/streets/traffic-schemes-and-proposals/traffic-order-consultations>. Further information may be obtained from Policy & Projects, City of London, PO Box 270, Guildhall, London EC2P 2EJ or by telephone No. 020 7332 1208 or email to policy.projects@cityoflondon.gov.uk. Persons desiring to object or make representation to the proposals should send a statement of their objection or representation and the grounds thereof in writing to the Head of Street Space Planning at the address or email set out above to arrive by 2nd January 2025 quoting the reference NW201.

Dated 5th December 2024

Ian Hughes, Director, City Operations