



Statement of Reasons

The City of London (Waiting and Loading Restriction) (Amendment No. *) Order 2024
The City of London (Loading Bays) (Amendment No. *) Order 2024
The City of London (Free Parking Places) (Taxis) (Amendment No. *) Order 2024
The City of London (Parking Places) (Buses) (Amendment No. *) Order 2024
The City of London (Parking Places) (Amendment No. *) Order 2024
The City of London (Free Parking Places) (Ambulances) (Amendment No. *) Order 2024
The City of London (One Way Streets) (Amendment No. *) Order 2024
The City of London (Prescribed Routes) (Road Closure) (Amendment No. *) 2024
The City of London (Prohibited and Compulsory Movements) (Amendment No. *) Order 2024
The City of London (Cycle Priority) (Amendment No. *) Order 2024
The City of London (Electric Scooter and Pedal Cycle Parking) (Amendment No. *) Order 2024

Proposals

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

(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;
- (m) To introduce flat top road humps on the following streets;
- i. Existing pedestrian crossing on **King Edward Street** (6m south of Little Britain);
 - ii. **Little Britain** (north west to south east arm) / at its junction with **Little Britain** (north to south arm);
 - iii. **Little Britain** (east to west arm) at its junction with **Montague Street**;
 - iv. **Albion Way** / at its junction with **Montague Street**;
 - v. **Montague Street** (7m west of Rotunda);
 - vi. **Little Britain** / **Aldersgate Street** junction;
 - vii. **St Martin's Le Grand** (on the proposed two way cycle lane approximately 59m south of Gresham Street);
 - viii. **Newgate Street** (approximately 74m north-west of Cheapside)
- (n) To introduce pedestrian crossings on the following streets;
- i. **Newgate Street** – traffic light controlled pedestrian crossing – approximately 74m north-west of its junction with Cheapside;

- ii. **Angel Street** – traffic light controlled pedestrian crossing – east of its junction with King Edward.
- (o) To introduce a zebra crossing on:
- i. **St Martin's Le Grand** – zebra crossing – on the two-way cycle lane, approximately 59 metres south of its junction with Gresham Street.

Reasons

The introduction and amendment of various measures is in response to the St Pauls Gyratory Project, which involves the pedestrianisation of the southern section of King Edward Street, along with the introduction of new cycle lanes in the surrounding area. This project aims to make the area safer, less traffic dominated for people walking, wheeling and using micromobility modes, and to create a greener and more pleasant environment for all.

The revocation of the payment parking and ambulance parking on Giltspur Street and West Smithfield are being proposed in response to the need to provide additional bus stops and bus stands to enable public service vehicles to continue to operate effectively and efficiently.

The flat-topped humps are being introduced to reduce traffic speeds and therefore improve road safety. It will also provide an accessible and a step-free route for people walking and using mobility aids.

The pedestrian crossings allow pedestrians to cross the road more safely and easily, creating a more pleasant environment for people walking and wheeling, which will help to encourage the use of more active modes of travel.

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 Orders 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: Reasonable access to premises has been maintained. Impacts on the ability to access and service local premises has been taken into consideration. Consultation with local occupiers were undertaken at an early stage to ensure their requirements were taken into consideration during the development of the scheme proposals.

- (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 for heavy goods vehicles maintained through the area except for a short section of King Edward Square, where such access is no longer needed due to the proposed changes to vehicular routing.

Although the proposed waiting and loading restrictions, positioning of new pedestrian crossings, bus stops/stands and cycle lanes reduce the availability for people to park and load, an additional loading bay and the extension of an existing one has been included which is anticipated to provide adequate provisions for local businesses due to feedback from local occupiers.

(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, which will improve air quality. The proposed measures (include widening of pavements, new pedestrian crossings, the creation of a new public space and the introduction of new and protected cycling infrastructure) will create a more pleasant and safer environment for all and encourage the use of more sustainable and active travel.

(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: During the development of the project, facilitating and safeguarding bus services was essential. The scheme ensured impacts on bus journey times, and changes to bus stop locations have been kept to a minimum. All bus routes that currently travel through the area will continue to do so but will need to follow the new road layout. The overall impact on bus journey times is predicted to be minimal and have been approved by Transport for London, the bus operator for London. The new road layout means that bus route 100 will no longer be able to stand in King Edward Street and will be re-routed to stand in Giltspur Street, and additional bus standing spaces have been created to accommodate bus services, a measure that is also supported by the Hospital as the existing bus stand can have a negative impact on blue light response times. The proposed bus stop locations provide a safer and more pleasant experience for all. The overall proposals will significantly improve conditions for people walking and wheeling and will therefore improve 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 following key aims and objectives of the City's Transport Strategy

- Prioritise the needs of people walking, make streets more accessible and deliver world-class public realm
- Enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant

Highways Act 1980

The specific grounds which the Council are using for the implementation of the flat top hump 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.

Pedestrian Crossings

Proposals to introduce pedestrian crossings are contained under section 23 of the Road Traffic Regulation Act 1984 (as amended).

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. In this regard a full Equalities Impact Assessment has been undertaken and is available on request.