



Statement of Reasons

Proposals

To do the following:

- introduce no entries except for pedal cycles and emergency vehicles for a short section of Arthur Street, at its junction with King William Street,
- to introduce no waiting at any time restrictions on Arthur Street,
- to install a road hump (raised entry table) at the junction of Arthur Street with King William Street,
- to install a road hump (raised pedestrian crossing) on Cannon Street, and
- to revoke a bus lane on King William Street.

Reasons

The Arthur Street road closure (except for pedal cycles and emergency vehicles) at King William Street will provide significant improvements for people walking wheeling and cycling and reduce road danger by removing conflicts with motorised vehicles. Vehicular access to all properties is still maintained but from Upper Thames Street only.

The raised table on Arthur Street will improve accessibility, particularly for people with mobility difficulties by providing a level surface for people walking and wheeling. The raised table will also reduce the speed of pedal cycles as they enter the raised section and will therefore reduce the potential for conflict with people walking and wheeling.

The no waiting at any time restrictions on Arthur Street replaces TfL's red route markings. With the closure of Arthur Street, the red route restrictions is no longer relevant. The proposed at any time waiting restriction will continue to keep Arthur Street clear of obstructive parking.

The proposed closure of Arthur Street and associated alterations to the junction renders the bus lane on King William redundant and therefore this is being removed.

The new crossing on Cannon Street will provide a formal crossing facility for people walking, in particular to and from the new station entrance. It will also reduce road danger. The raised table will improve accessibility, particularly for people with mobility difficulties by providing a level surface for people walking. The raised table will also reduce vehicle speeds as they approach the crossing and therefore improve road safety.

Road Traffic Regulation Act 1984

The road closure and revocations of bus lane traffic orders will be implemented in accordance with Section 6 of the Road Traffic Regulation Act 1984 (as amended) (RTRA) 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 (section 1 Road Traffic Regulation Act 1984).

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 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;

Comments:- Reasonable access has been maintained, although some may need to use alternative routes.

(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, so as to preserve or improve the amenities of the area through which the roads run;

Comments:- The no entry section on Arthur Street is subject to a short length of restricted access. However, alternative routes are available to access nearby properties and the wider road network. The effect on this locality is considered minimal.

(c) the strategy prepared under section 80 of the Environment act 1995 (national air quality strategy);

Comments:- The City Corporation has a strategy to improve air quality and this scheme may make an improvement in this area. Prohibiting motor vehicles access into Arthur Street should improve local air quality.

(d) 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;

Comments:- The proposals at Arthur Street remove an exemption which facilitates the passage of public service vehicles. This decision has been taken by Transport for London who regulates public services vehicles in London following consultation and an impact assessment. The bus service which used to use Arthur Street has been on long term diversion via London Bridge and will continue to use that route. The City Corporation considers that the benefit of this scheme outweighs the disbenefits.

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

Comments:- This scheme aligns with the City's Transport Strategy.

This scheme has been designed and proposed in line with all relevant legislation and regulations, including Section 90 of the Highways Act, Section 23 of the RTRA 1984, Highways (Road Humps) Regulations 1999 and Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Traffic Signs Regulations and General Directions 2016

All associated signing 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