



Statement of Reasons

The City of London (Parking Places) (Amendment No. *) Order 202*

The City of London (Waiting and Loading Restriction) (Amendment No. *) Order 202*

The City of London (One Way Streets) (Amendment No. *) Order 202*

Proposals

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

(a) **Brackley Street:-**

- (i) to revoke the existing payment parking place (2 bays) on the south side adjacent to Cripplegate House, No. 1 Golden Lane;
- (ii) to replace the existing '7am to 7pm Mon to Fri and 7am to 11am Sat, any such day not being Christmas Day, Good Friday or a Bank Holiday' waiting restrictions with 'at any time' waiting restrictions on both sides, for its entire length;
- (iii) to extend the existing 'at any time' loading restrictions on both sides to cover its entire length;
- (iv) to introduce a one way except pedal cycles restriction for its entire length from east to west;

(b) **Fann Street** to introduce a payment parking place (2 bays) on north-west side outside Bowater House, Golden Lane Estate, Golden Lane;

(c) **Viscount Street:-**

- (i) to replace the existing '7am to 7pm Mon to Fri and 7am to 11am Sat, any such day not being Christmas Day, Good Friday or a Bank Holiday' waiting restrictions with 'at any time' waiting restrictions on both sides, between its junction with Cripplegate Street and a point 7.1 metres north of Brackley Street;
- (ii) to extend the existing 'at any time' loading restrictions on the east side to cover the length between Cripplegate Street and Brackley Street;
- (iii) to introduce 'at any time' loading restrictions on the west side from a point 9.2 metres south of Brackley Street to a point 7.1 metres north of Brackley Street.

Proposed Road Humps

As part of the scheme, a flat-topped road hump is also proposed at the following locations;

- (a) Brackley Street from the eastern kerb-line of Viscount Street westwards for a distance of 13.1 metres.

- (b) Viscount Street from a point 9.2 metres south of the southern kerb-line of Brackley Street to a point 7.1 metres north of the northern kerb-line of Brackley Street.

Reasons

The scheme has been proposed to accommodate the anticipated increase of footfall generated by the new building and new building entrances, and to create a better environment for vulnerable road users, particularly cyclists and pedestrians.

The payment parking bays on Brackley Street south side, are being removed to allow for pavement widening works to be carried out, these bays are being relocated nearby to Fann Street so there will be no net loss of parking bays in the area.

The one-way restriction on Brackley Street is being introduced due to pavement widening which will mean that the road is not ideal for two-way traffic. However, contraflow cycle provisions are being introduced which will allow cyclists to travel in both directions and will help to encourage people to use more sustainable modes of transport.

The flat-topped road humps will 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: Reasonable access to premises has been maintained. Although some journeys that previously used Brackley Street (eastbound) will be required to use Fann Street instead, which is a very minor diversion.

- (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 will be restricted to westbound on Brackley Lane. Eastbound access will be diverted to Fann Street, which is a very minor diversion. Although the proposed waiting and loading restrictions reduce the availability for people to park and load (outside of the existing prohibited times), they aim to prevent obstructive and unsafe parking or loading at all times. The payment parking bays that are being revoked will be re-introduced at a nearby location to ensure this facility is retained for local users. Additionally, all neighbouring buildings have off-street loading/car parking provisions or can use alternative nearby locations if required.

- (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, cycling, wheeling, using micromobility modes and aim to reduce road danger, which will contribute towards the City'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.

(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, which will create a safer and accessible Square Mile.

Highways Act 1980

The specific statutory powers which the City Corporation 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:

(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 and will be advertised and consulted on 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.

The proposed pavement widening and raised carriageway at key crossing points, support safer and more accessible provisions for people walking, wheeling and cycling are therefore expected have an overall neutral to positive impact on equality.