



Statement of Reasons

The City of London (Free Parking Places) (Disabled Persons) (Amendment No. 5) Order 2026

The City of London (Free Parking Places) (Police) (Amendment No. 2) Order 2026

The City of London (Parking Places) (Amendment No. 30) Order 2026

The City of London (Electric Scooter and Pedal Cycle Parking) (Amendment No. 12) Order 2026

The City of London (Waiting and Loading Restriction) (Amendment No. 27) Order 2026

Proposals

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

(a) Aldermanbury:-

- (i) to revoke the existing disabled persons parking place on the west side adjacent to No. 65 Gresham Street;
- (ii) to revoke the existing payment parking place on the west side adjacent to No. 65 Gresham Street;

(b) Gresham Street:-

- (i) to extend the length of the existing disabled persons parking place on the north-east side outside No. 65 Gresham Street by 13.2 metres (2 bays) in a north-westerly direction;
- (ii) to reduce the length of the existing payment parking place on the north-east side outside Nos. 49 to 57 Gresham Street by 13.2 metres (2 bays) at its south-eastern end;
- (iii) to introduce a payment parking place on the south-west side outside No. 20 Gresham Street with a length of 31.5 metres (5 bays);

(c) Wood Street:-

- (i) to revoke the police parking place on the north-west side outside No. 88 Wood Street;
- (ii) to introduce a payment parking place on the west side outside No. 100 Wood Street with a length of 6 metres (1 bay);
- (iii) to reduce the length of the existing electric scooter and cycle hire pedal cycle parking place on the west side adjacent to No. 31 Gresham Street by 1.5 metres at its southern end;
- (iv) to introduce an electric scooter and cycle hire pedal cycle parking place on the east side adjacent to Nos. 49 to 57 Gresham Street with a length of 9 metres;
- (v) to extend the existing 'at any time' waiting restrictions on the east side to a point 12.5 metres south of the southern kerbline of Love Lane;
- (vi) to extend the existing 'at any time' waiting restrictions on the west side to a point 19 metres south of the southern kerbline of Love Lane;
- (vii) to extend the existing 'at any time' waiting restrictions on the east side at its junction

- with Gresham Street by 5.2 metres in a northerly direction;
- (viii) to extend the existing 'at any time' waiting restrictions on the west side at its junction with Gresham Street by 6.6 metres in a northerly direction;
- (ix) to introduce 'at any time' loading restrictions on both sides from its junction with Gresham Street in a northerly direction for a distance of 13.8 metres;
- (x) to introduce 'at any time' loading restrictions on both sides from a point 27 metres north of its junction with Love Lane to a point 12.5 metres south of its junction with Love Lane.

Proposed Road Humps

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

- (a) Wood Street from a point 8.5 metres north-east of the north-eastern kerb-line of Love Lane to a point 12.5 metres south-west of the south-western kerb-line of Love Lane.

Reasons

Changing Needs of the Area: Several developments in the area are set to influence how people use the streets. There is a clear opportunity to create a more welcoming and accessible setting around the Guildhall, supported by the 65 Gresham Street development's aspiration to activate ground floor and introduce a new public space on Aldermanbury. In addition, 88 Wood Street no longer serves as a police station and is proposed to be redeveloped as a hotel, which will further shift patterns of activity and increase the need for high-quality, inclusive public realm. These changes support the City's ambitions to prioritise walking and wheeling. They also align with wider City goals on accessibility, sustainability, placemaking, and the Destination City vision for a more attractive, people-focused environment that encourages active travel and supports local business vitality.

The police parking bays on Love Lane and Wood Street are being removed completely as they are no longer required at this location following the closure of the police station. Their removal from Love Lane also enables the relocation of pay-for-parking-bays displaced from Aldermanbury.

The proposal includes additional provisions for electric scooter and electric cycle hire bicycle parking, as there is a high demand for parking of these vehicles in the area.

The additional loading restrictions at the existing and proposed raised carriageways (on Wood Street by Gresham Street and Wood Street/Love Lane) and along the north side of Love Lane are intended to keep these locations clear of vehicles to assist people crossing as well as to reduce obstruction, visibility and to improve road safety.

The proposals include pavement widening on Wood Street at its northern junction with Gresham Street. This is intended to improve pedestrian crossing conditions, reduce turning speeds and thereby improve road safety.

The proposals also include a kerb build-out on Milk Street, west side, south of its junction with Gresham Street. This is to facilitate the introduction of a Santander Cycle Hire Site which aims to encourage the use of sustainable modes of transport. This will also accommodate a priority give way system for traffic flow.

Street Closure: Aldermanbury is currently subject to a temporary road closure, which is anticipated to be in place for two years. This is to facilitate the construction works associated with 65 Gresham Street. As a result, the existing parking provisions within Aldermanbury are unavailable. Surveys show that pay-for-parking bays and disabled parking spaces are utilised for much of the weekday. The proposal therefore seeks to re-provide these parking provisions nearby to minimise the impacts on users and occupiers. This will also enable a proposal to permanently close Aldermanbury to all vehicles, which will be subject to a separate Traffic Management Order and statutory consultation anticipated in late 2026.

Adherence to standards: The proposal includes the resizing of some existing bays to comply with best practice and relevant design standards, and the introduction and amendment to waiting and loading restrictions, which is intended to prevent obstructive parking at the proposed

locations and thereby improve visibility, accessibility and road safety for all road users, particularly for people crossing in those locations.

Overall, these proposals are considered to be a practical and necessary change to mitigate against the temporary loss of parking in Aldermanbury as well as to facilitate the future delivery of the wider public realm improvements associated with the 65 Gresham Street and the Wood Street development.

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, reduce and prevent road danger and provide suitable and adequate parking provisions. 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: Access to all premises has been maintained.

(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: There is no impact on Heavy Goods Vehicles.

The relocation of parking bays will reduce the impact arising from the temporary (and proposed future closure) of Aldermanbury for local users and occupiers. The proposed locations re-provides equivalent but nearby facilities, to ensure users are not disproportionately or negatively affected including disabled people with protected characteristics.

The proposed locations of the parking bays as well as loading restrictions will remove these kerbside spaces for passenger pick up/drop off, loading or parking (outside of existing restrictions). However, the implications of this is not considered significant as alternative provisions are available nearby and all neighbouring premises have off-street provisions.

(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. The proposal includes additional provisions to encourage the use of Electric scooters and bikes which will contribute to the City's air quality improvement strategy. The proposal also facilitates the public realm improvements through the proposed future permanent closure of Aldermanbury and improvements associated with the police station redevelopment, including the proposed permanent closure of Wood Street southbound at the west side of St Albans Tower. These changes will also 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: N/A - there is no impact on public service vehicles.

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

COMMENT: N/A.

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

Consideration has been given to the Equalities duty of the Corporation under Section 149 of the Equality Act 2010. An Equality Impact Assessment (EQIA) has been completed and concludes that, with appropriate mitigation, the relocation of Blue Badge parking bays will not adversely affect disabled people or others with Protected Characteristics.

In the longer term, the closure of Aldermanbury to enable public realm improvements is expected to have a neutral to positive impact.