



Statement of Reasons

The City of London (Cheapside) (Bus Priority) (No. 3) Experimental Order 2023
The City of London (Cheapside) (Prohibited and Compulsory Movements) (No. 17) Experimental Order 2023

Proposals

To suspend the existing no entry except buses and pedal cycles on Cheapside and replace with a priority bus route except for buses, pedal cycles and taxis, at the same location for the duration of the experiment.

Reasons

The current no entry except buses and pedal cycles will be amended to include an additional exemption for taxis. This change aims to continue to reduce car journeys by encouraging modal shift and the use of more sustainable transport options, while mitigating potential taxi availability issues on Cheapside in response to concerns raised by local stakeholders. This issue was also raised in the Equalities Assessment as a potential disbenefit for some people with protected characteristics under the Equality Act 2010.

Legislation

The bus priority route will be implemented in accordance with section 9 of the Road Traffic Regulation Act 1984 (as amended) as it appears to the City Corporation that it is expedient to make the experimental traffic 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. A decision to utilise the Experimental Traffic Order process was made so as the City Corporation can monitor the impact of public service vehicles and the availability of taxi provision to establish if there is a need for an amendment or if the issue is a perceived concern.

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. Access to all premises as

a result of the bus priority restrictions can still be made, albeit some journeys may involve longer distances or 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, to preserve or improve the amenities of the areas through which the roads run;

COMMENT: The changes to the traffic restriction on Cheapside will continue to prohibit heavy goods vehicles from using Cheapside as a through route, however reasonable alternative routes are available to them.

(c)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, encouraging the use of sustainable modes of transport will improve 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;

COMMENT: The proposed bus priority route will secure the passage, safety and convenience of people using public service vehicles through Cheapside.

(e)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 Pedestrian Priority Programme, which itself aligns with the City's Transport Strategy.

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.