



Statement of Reasons

The City of London (Waiting and Loading Restriction) (Amendment No. *) Order 2023; and Introduce traffic calming (flat top humps)

Proposals

- To amend waiting and loading restrictions on the following streets; Black Friars Lane, Cullum Street, Furnival Street, Garlick Hill, Tallis Street and Temple Avenue.
- To introduce flat top road humps in the following streets; Black Friars Lane, Cullum Street, Distaff Lane, Furnival Street, Garlick Hill, Queen Victoria Street, St Mary At Hill and Tallis Street.

Reasons

The introduction of 'at any time' waiting and loading restrictions is intended to prevent obstructive parking at the proposed locations and thereby improve visibility, accessibility and safety particularly for people crossing in those locations.

The raised junction table will reduce traffic speeds and therefore improve safety for all road users. They will also provide an accessible and a step-free route for people walking.

Road Traffic Regulation Act 1984

The waiting and loading restrictions order is 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. Impacts on the ability to access and service local premises has been taken into consideration.

(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 is maintained, the detailed design of the traffic calming has taken this into account, to ensure an appropriate height of feature installed in an urban area.

(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 and prioritising pedestrian access in this area along with encouraging the use of sustainable and active modes of transport. This will aim to improve air quality, and this may be achieved with the amendment of waiting and loading restrictions which will improve visibility for pedestrians. The introduction of flat top humps will slow traffic and make road users feel safer, including vulnerable road users such as cyclists and pedestrians, by utilising desire lines and step free access to cross the road at informal crossing points.

(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. Public Service Vehicles were considered during scheme design. The waiting and loading restrictions will aim to facilitate the flow of traffic to all classes of vehicle, including public service vehicles. The improvement to pedestrian facilities aims to encourage access to more sustainable modes of transport. The detailed design of traffic calming has taken this into account, to ensure an appropriate height of feature installed in an urban area.

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

Highways Act 1980

The specific grounds which the Council are using for the implementation of the raised junction table are contained in Sections 90A and 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.

These proposals have been designed 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.