



Statement of Reasons

The City of London (Chancery Lane) (No.1) Experimental Order 2023

The City of London Corporation are implementing a timed no entry for motor vehicles in Chancery Lane at its junction with Carey Street. The restriction will operate between 7.00am and 7.00pm on Mondays to Fridays. Exemptions will apply for taxis and vehicles requiring access to properties, parking and loading facilities.

The scheme will improve the amenity of the street for pedestrians and cyclists reducing motor traffic, this will also help reduce road danger and air pollution.

The City Corporation is introducing the restriction by way of an Experimental Traffic Order so that the effects and operation of the change may be monitored. This also allows the City Corporation to modify or suspend the provisions of the Order, or remove it, should operational experience show this to be necessary. The City Corporation will consider in due course whether the provisions of the Experimental Order should be continued in force indefinitely by the making of a Permanent Traffic Management Order.

The City Corporation has received positive feedback from the introduction of a Temporary Order restricting all vehicles from using Chancery Lane north of Carey Street, introduced under special measures to permit social distancing during the Covid-19 pandemic. However, representations were made concerning taxis and vehicles requiring access. This feedback is reflected in this Experimental Order. The effects of the closure on the surrounding streets including the area immediately adjacent to the restriction will be monitored to allow the City Corporation to determine, along with any feedback or representations received during the consultation period, the success of the experiment and make an informed decision as to whether to make the restriction under a Permanent Order.

This Experimental Traffic Order is to 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 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 generally assist to secure the safer movement of pedestrian and cyclist traffic and reduce and prevent danger during the hours of operation. 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: The restriction has an exception for taxis and for access to enable reasonable access to premises.

(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;

Comment: The amenity of the street is improved by restricting through traffic on Chancery Lane.

(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 and this scheme is anticipated to make an improvement in this area.

(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 restriction will not impact on the passage of public service vehicles as there are no public service vehicle routes that use this street.

Thorough consideration has been given to the equalities duty of the City Corporation under Section 149 of the Equality Act 2010 and an Equalities Impact Assessment/Screening was completed and reported to the City Corporation's Streets and Walkways Committee as part of the decision making process. This assessment found that the Experimental Order will not have any negative impacts on persons **with accessibility issues**, arising from the fact that during the specified hours motor vehicles will be permitted to drive through the restricted part of Chancery Lane to gain access, so car passengers or drivers with mobility impairments and need to be dropped off or park close to their destination will be permitted to do so. The City Corporation will monitor that there are no negative impacts of the experimental scheme before a decision is made whether to continue to make a Permanent Order.