



## Statement of Reasons

The City of London (Waiting and Loading Restriction) (Amendment No. \*) Order 2023 and; Traffic Calming measures (humps) at various locations within the City of London

### Proposals

To introduce no waiting and no loading restrictions on Basinghall Street and Nicholas Lane.

To introduce flat-topped humps on Bevis Marks/ Dukes Place, Golden Lane, Aldersgate Street, Basinghall Street, Minories, Finch Lane, Gophir Lane, St Georges Court, Limeburner Lane and Nicholas Lane.

### Reasons

The introduction of 'at any time' waiting and all day (7am-7pm) loading restrictions is intended to prevent obstructive parking at the proposed locations and thereby improve visibility, accessibility safety particularly for people crossing in those locations.

The flat top humps proposed at existing zebra crossings and informal pedestrian crossing desire lines will reduce traffic speeds and therefore improve road safety. They will also provide an accessible and a step-free route for pedestrians.

### Road Traffic Regulation Act 1984

This traffic 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 generally assist to secure the safer movement of vehicular and pedestrian traffic and reduce and prevent 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;
- (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;

(c) the strategy prepared under section 80 of the Environment act 1995 (national air quality strategy);

(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;

### **Highways Act 1980**

The specific grounds which the Council are using for the implementation of the flat top hump are contained in Sections 90A-F 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 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.