



TRAFFIC MANAGEMENT ORDER

2024 No. 20

The City of London (Loading Bays) (Amendment No. 11) Order 2024

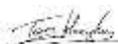
Made: 6th December 2024

Coming into operation: 3rd February 2025

The Common Council of the City of London, after consulting the Commissioner of Police for the City of London, in exercise of the powers conferred by sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984(a) and section 8 of, and Part I of Schedule 5 to, the Local Government Act 1985(b), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order may be cited as The City of London (Loading Bays) (Amendment No. 11) Order 2024 and shall come into operation on 3rd February 2025.
2. In this Order, “enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument, having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by of any subsequent enactment.
3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, The City of London (Loading Bays) (Consolidation No. 1) Order 2019 (as amended by The City of London (Loading Bays) (Amendment No. 9) (King William Street) Order 2023) (c) shall have effect as though:-
 - (a) the provisions of that Order shall apply to the item in Schedule 1 to this Order as if that item was in Schedule 1 to that Order;
 - (b) there was added to the items in Schedule 3 to that Order item ‘E’ set out in Schedule 2 to this Order; and
 - (c) Item 1 of Schedule 1 of The City of London (Loading Bays) (Amendment No. 9) (King William Street) Order 2023 is revoked.

Dated this 6th day of December 2024

 Director, City Operations

SCHEDULE 1
(see Article 3(a))

Loading Bays

1	2	3
No. of Loading Bay	Designated Loading Bay	Permitted hours (see Article 2 & Schedule 3 to 2019/5)
37	King William Street The north-east side, from a point 25 metres south-east of the south-eastern kerb-line of Lombard Street south-eastward for a distance of 13.5 metres	E

SCHEDULE 2
(see Article 3(b))

Permitted Hours

1	2
Item No.	Permitted Hours
E	Between midnight and 7am, 10 and noon, 2pm and 4pm and 7pm and midnight on Mondays to Fridays, and at any time on Saturdays and Sundays. Maximum stay 40 minutes, no return within 1 hour.

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport).

This Order further amends The City of London (Loading Bays) (Consolidation No. 1) Order 2019 (as amended by The City of London (Loading Bays) (Amendment No. 9) (King William Street) Order 2023), in the City of London in:-

(a) **King William Street** to:-

- (i) introduce a loading bay on the north-east side outside No. 87; and
- (ii) revoke the existing loading bay on the north-east side outside No. 81.



Statement of Reasons

The City of London (Loading Bays) (Amendment No. *) Order 2024

The City of London (Waiting and Loading Restriction) (Amendment No. *) Order 2024

Proposals

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

(a) **King William Street** to:-

- (i) introduce a 'midnight to 7am, 10am to noon, 2pm to 4pm and 7pm to midnight Mon to Fri, and at any time on Sat and Sun' loading bay on the north-east side outside No. 87;
- (ii) revoke the existing 'at any time' loading bay on the north-east side outside No. 81;
- (iii) introduce a '7am to 10am, noon to 2pm and 4pm to 7pm Mon to Fri' loading restriction on the north-east side outside No. 87, with loading provision in place at all other times;
- (iv) replace sections of the existing '7am to 7pm Mon to Fri' loading restrictions with 'at any time' loading restrictions; and
- (v) introduce sections of 'at any time' loading restrictions.

(b) **Abchurch Lane** to introduce 'at any time' loading restrictions on the northern section, both sides north-east of its junction with King William Street.

(c) **Clements Lane** to introduce 'at any time' loading restrictions on both sides north-east of its junction with King William Street.

(d) **Sherborne Lane** to introduce 'at any time' loading restrictions on both sides south-west of its junction with King William Street.

(e) **St Swithin's Lane** to introduce 'at any time' loading restrictions on both sides south-west of its junction with King William Street.

Proposed traffic calming – Humps

As part of the scheme proposals, flat-topped road humps will be introduced and amended as per below;

- a) Lombard St Junction – at its junction with King William Street
- b) King William Street - at its junction with Lombard Street
- c) St Swithin's Lane at its junction with King William Street (Extension of existing raised carriageway to new widened pavement on King William Street)
- d) Sherbourne Lane at its junction with King William Street (Extension of existing raised carriageway to new widened pavement on King William Street)
- e) Abchurch Lane (North-East arm) at its junction with King William Street
- f) Abchurch Lane (South-West arm) at its junction with King William Street (Extension of existing raised carriageway to new widened pavement on King William Street)
- g) King William Street at its junction with Nicholas Lane (North-East arm).
- h) Nicholas Lane (North-East arm) at its junction with King William Street. (Extension of existing raised carriageway to new widened pavement on King William Street)
- i) Nicholas Lane (South-West arm) at its junction with King William Street. (Extension of existing raised carriageway to new widened pavement on King William Street)
- j) Clements Lane at its junction with King William Street.

Reasons

The introduction and amendment of the loading restrictions 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 cycling and crossing.

The proposed changes to the loading bay is in response to the highway proposal on King William Street, which will make the road narrower so; in order to maintain a free flow of traffic, the new loading bay will be introduced on the proposed widened pavement. The loading bay is proposed to operate during off-peak times only thereby to ensure no vehicles are on the pavement during peak pedestrian hours. This will help to maintain safety for people walking and create a more pleasant environment.

The flat-topped humps will reduce traffic speeds and therefore improve road safety. It will also provide an accessible and a step-free route for people walking and wheeling.

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 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: No Impact. Access maintained as existing.

(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 maintained as existing. The proposed loading restrictions will reduce loading/unloading opportunities, however, loading bays have been maintained which, according to survey data, provides adequate provision to local businesses.

(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 in this area along by encouraging the use of sustainable and active modes of transport. This may be achieved through the widening of the pavements and making walking, wheeling and cycling easier and safer by the introduction of loading restrictions and flat top road humps, which will create a more pleasant environment and encourage the use of more sustainable and active travel.

(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: Public service vehicles and those desiring to use them were considered during scheme design. The loading restrictions and loading bays aim to facilitate the flow of traffic to all

classes of vehicle, including public service vehicles. The raised road humps improve the conditions for people walking and wheeling to and from using these vehicles.

(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 Transport Strategy.

Highways Act 1980

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

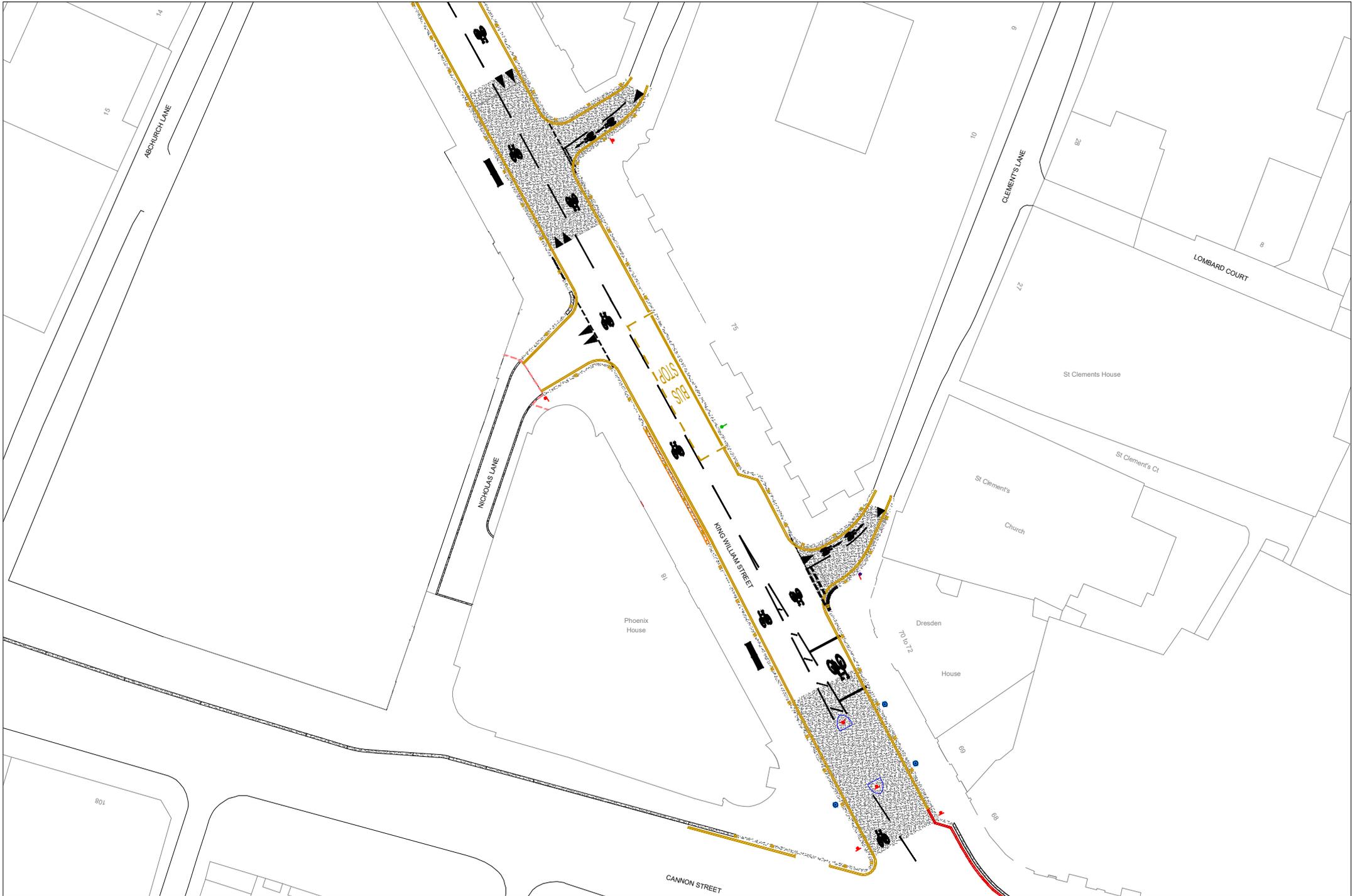
This proposal has been designed adhering to The Highways (Road Humps) Regulations 1999 and associated guidance.

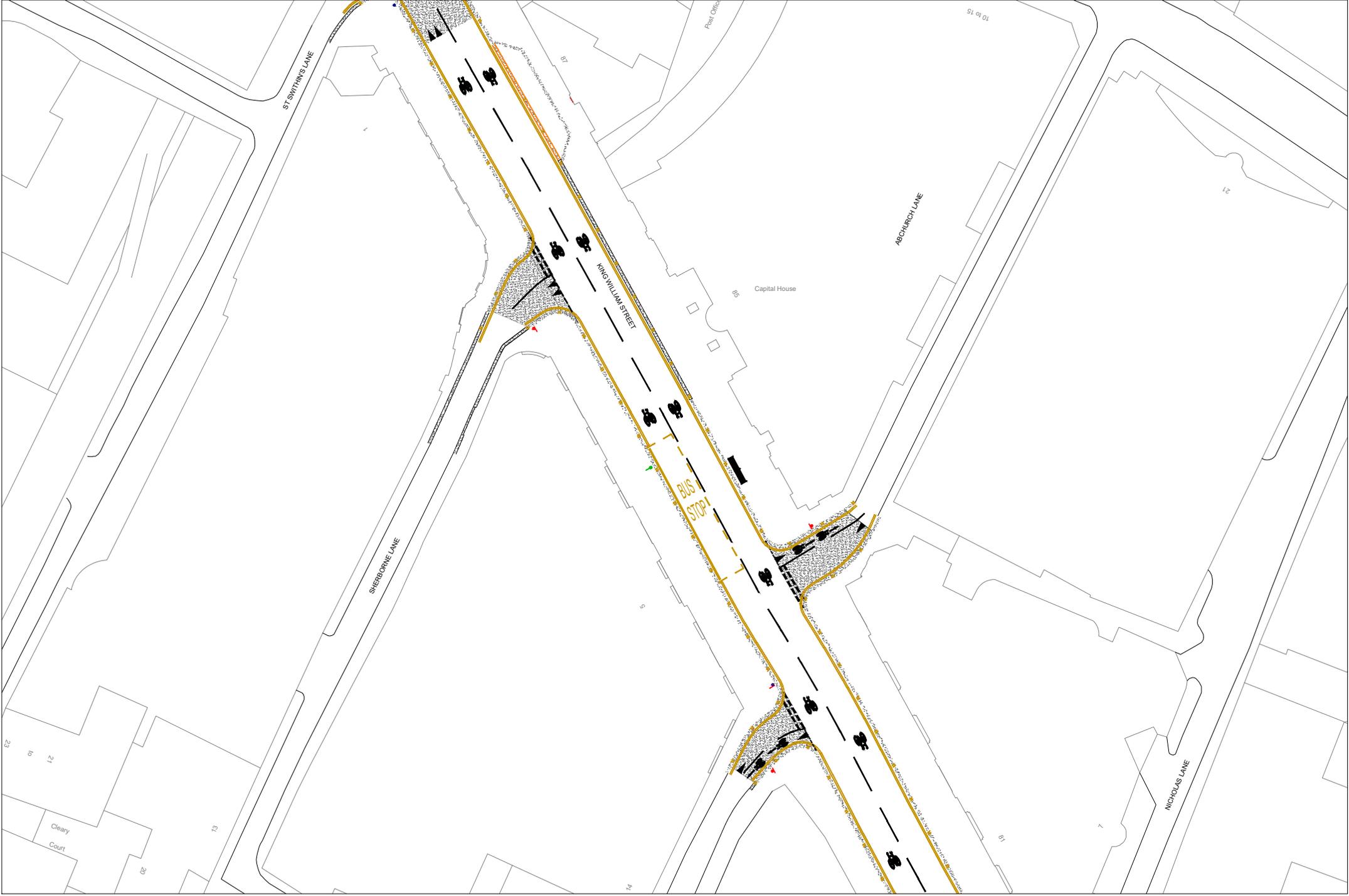
Traffic Signs Regulations and General Directions 2016

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.







MANSION HOUSE PLACE

ST SYMTHINS LANE

LOMBARD STREET

Guild Church
of St Mary
Woolnoth

Post Office Court

Piper's Head Alley

6 to 10

8 to 1

82

77

14

15 to 22

73

71

10 to 15

LANE



TRAFFIC MANAGEMENT ORDER

2024 No. 21

The City of London (Waiting and Loading Restriction) (Amendment No. 14) Order 2024

Made: 6th December 2024

Coming into operation: 20th December 2024

The Common Council of the City of London, after consulting the Commissioner of Police for the City of London, in exercise of the powers conferred by sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984(a) and section 8 of, and Part I of Schedule 5 to, the Local Government Act 1985(b), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order may be cited as The City of London (Waiting and Loading Restriction) (Amendment No. 14) Order 2024 and shall come into operation on 20th December 2024.
2. In this Order, “enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument, having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by of any subsequent enactment.
3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, The City of London (Waiting and Loading Restriction) (Consolidation No. 2) Order 2021(c) shall have effect as though:-
 - (a) the item in Schedule 2 to that Order numbered 77 there were substituted the item similarly numbered and set out in Schedule 1 to this Order; and
 - (b) the provisions of that Order shall apply to the items in Schedule 2 to this Order as if those items were in Schedule 2 to that Order.

Dated this 6th day of December 2024

Director, City Operations

(a) 1984 c.27. (b) 1985 c.51. (c) 2021/18

SCHEDULE 1

(see Article 3(a))

RESTRICTED STREETS REFERRED TO IN ARTICLE 5(2)

1 Item Number	2 Street	3 Restricted hours – see Schedule 3 to 2021/18
77	<p>King William Street the north-west to south-east arm</p> <p>(a) the north-east side</p> <p style="padding-left: 20px;">(i) from the south-eastern kerb-line Lombard Street to a point 25 metres south-east of that kerb-line;</p> <p style="padding-left: 20px;">(ii) from a point 25 metres south-east of the south-eastern kerb-line of Lombard Street to a point 38.5 metres south-east of that kerb-line;</p> <p style="padding-left: 20px;">(iii) from a point 38.5 metres south-east of the south-eastern kerb-line of Lombard Street to a point 5.2 metres south-east of the south-eastern kerb-line of Abchurch Lane;</p> <p style="padding-left: 20px;">(iv) from a point 5.2 metres south-east of the south-eastern kerb-line of Abchurch Lane to a point 12.6 metres north-west of the north-western kerb-line of Clements Lane</p> <p style="padding-left: 20px;">(v) from a point 12.6 metres north-west of the north-western kerb-line of Clements Lane to a point in line with the property boundary of Nos. 68 and 69 King William Street</p> <p>(b) the south-west side</p> <p style="padding-left: 20px;">(i) from its junction with Lombard Street to the north-western kerb-line of Abchurch Lane</p> <p style="padding-left: 20px;">(ii) from the south-eastern kerb-line of Abchurch Lane to a point 14 metres south-east of the south-eastern kerb-line of Abchurch Lane</p> <p style="padding-left: 20px;">(iii) from a point 26.5 metres north-west of the north-western kerb-line of Nicholas Lane to a point 14.1 metres south-east of the south-eastern kerb-line of Nicholas Lane</p> <p style="padding-left: 20px;">(iv) from a point 14.1 metres south-east of the south-eastern kerb-line of Nicholas Lane to the northern kerb-line of Cannon Street</p>	<p>1</p> <p>7</p> <p>1</p> <p>3</p> <p>1</p> <p>1</p> <p>3</p> <p>3</p> <p>1</p>

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport).

This Order further amends The City of London (Waiting and Loading Restriction) (Consolidation No. 2) Order 2021, in the City of London, in:-

- (a) **King William Street** to:-
 - (i) introduce a '7am to 10am, noon to 2pm and 4pm to 7pm Mon to Fri' loading restriction on the north-east side outside No. 87 with loading provision in place at all other times;
 - (ii) replace sections of the existing '7am to 7pm Mon to Fri' loading restrictions with 'at any time' loading restrictions; and
 - (iii) Introduce sections of 'at any time' loading restrictions
- (b) **Abchurch Lane** to introduce 'at any time' loading restrictions on the northern section, both sides north-east of its junction with King William Street.
- (c) **Clements Lane** to introduce 'at any time' loading restrictions on both sides north-east of its junction with King William Street.
- (d) **Sherborne Lane** to introduce 'at any time' loading restrictions on both sides south-west of its junction with King William Street.
- (e) **St Swithin's Lane** to introduce 'at any time' loading restrictions on both sides south-west of its junction with King William Street.

City of London – Notice of Making

To introduce and amend loading restrictions and loading bays on King William Street and the adjoining roads.

In exercise of the powers conferred by sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 and of all other powers, NOTICE IS HEREBY GIVEN that the Common Council of the City of London has made the orders set out in section 1 to this notice, with the effect set out in section 2 to this notice, by amending the orders set out in section 3 to this notice.

1. The following order will be made and shall become effective on 3rd February 2025;
 - (a) The City of London (Loading Bays) (Amendment No. 11) Order 2024
2. The following order will be made and shall become effective on 20th December 2024;
 - (a) The City of London (Waiting and Loading Restriction) (Amendment No. 14) Order 2024
3. The orders set out in section 1(a) to this notice will have the following effect;
 - (a) **King William Street** to:-
 - (i) introduce a loading bay on the north-east side outside No. 87; and
 - (ii) revoke the existing loading bay on the north-east side outside No. 81.
4. The orders set out in section 2(a) to this notice will have the following effect;
 - (a) **King William Street** to:-
 - (i) introduce a '7am to 10am, noon to 2pm and 4pm to 7pm Mon to Fri' loading restriction on the north-east side outside No. 87, with loading provision in place at all other times;
 - (ii) replace sections of the existing '7am to 7pm Mon to Fri' loading restrictions with 'at any time' loading restrictions;
 - (iii) introduce sections of 'at any time' loading restrictions.
 - (b) **Abchurch Lane** to introduce 'at any time' loading restrictions on the northern section, both sides north-east of its junction with King William Street.
 - (c) **Clements Lane** to introduce 'at any time' loading restrictions on both sides north-east of its junction with King William Street.
 - (d) **Sherborne Lane** to introduce 'at any time' loading restrictions on both sides south-west of its junction with King William Street.
 - (e) **St Swithin's Lane** to introduce 'at any time' loading restrictions on both sides south-west of its junction with King William Street.
5. The orders will be made by amending the following orders;
 6. The City of London (Loading Bays) (Consolidation No. 1) Order 2019 (as amended by The City of London (Loading Bays) (Amendment No. 9) (King William Street) Order 2023)
 7. The City of London (Waiting and Loading Restriction) (Consolidation No. 2) Order 2021 (as amended)

Copies of the Orders, the statement of reasons for making the Orders and plans can be inspected during normal office hours on Monday to Fridays inclusive for a period of six weeks from the date on which the Orders were made at the Planning Enquiry Desk, North Wing, Guildhall, London, EC2V 7HH or on the City of London website at www.cityoflondon.gov.uk/services/streets/traffic-schemes-and-proposals.

Further information and copies of the documents may be obtained from Policy & Projects, City of London, PO Box 270, Guildhall, London EC2P 2EJ or by telephone No. 0207 332 3041 or email to policy.projects@cityoflondon.gov.uk, quoting reference: KWS2024.

Any person desiring to question the validity of the Orders or of any provision contained therein on the grounds that it is not within the powers of the relevant section of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with may, within six weeks from the date on which the Orders were made, make an application for the purpose to the High Court.

Dated 19th December 2024

Ian Hughes, Director, City Operations