



Statement of Reasons

The City of London (Free Parking Places) (Motor Cycles) (Amendment No. 13) Order 2025

The City of London (Free Parking Places) (Disabled Persons) (Amendment No. 7) Order 2025

Proposals

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

(a) **Moor Lane** to:-

- (i) revoke the motorcycle parking place on the south-east side adjacent to the north-west side of No. 21 Moorfields;
- (ii) revoke the disabled persons parking places on the south-east side adjacent to the north-west side of No. 21 Moorfields.

(b) **Fore Street** to:-

- (i) introduce a disabled persons parking place on the south side adjacent to the north side of No. 1 London Wall Place.

Reasons

The carriageway of Moor Lane has been narrowed by the widening of the pavement on the eastern side. Bollards were also installed to prevent motor vehicles mounting the pavement. As a result, it is no longer possible to retain the motorcycle and disabled persons parking bays in Moor Lane.

Due to highway changes the disabled persons parking places have not been available since 2015. Due to the construction of 21 Moorfields and subsequent highway layout changes the motorcycle parking has not been available since November 2020. Alternative motorcycle parking is available at the nearby London Wall car park. Surveys and observations have shown that there is adequate disabled parking provision in the surrounding area but to ensure this essential facility is available close to Moor Lane a new disabled persons parking bay is proposed in Fore Street.

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), provision of suitable and adequate parking facilities 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.

It is considered that the proposals will assist to secure the safer movement of vehicular and pedestrian traffic, reduce and prevent road danger, and provide adequate and suitable parking facilities. 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 change. Access to premises has been retained 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: The removal of the parking bays in Moor Lane will facilitate the movement of motor traffic including heavy goods vehicles. The removal of the parking bays will reduce the provision for people using motorcycles or disabled badge holders to park in Moor Lane. However, these facilities have not been available for several years. There are alternative facilities for motorcycle users to park in the nearby London Wall car park. The proposal to introduce one disabled persons parking bay in Fore Street provides a facility for these users to park near Moor Lane.

(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 encouraging the use of sustainable and active modes of transport. The reduction in motor vehicle parking and thus reduction in motor vehicles in the city aligns with the Corporation's efforts to improve air quality.

(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.

(d) any other matters appearing to the strategic highways company or the local authority to be relevant.

COMMENT:

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.



Statement of Reasons

The City of London (Prescribed Routes) (Road Closure) (Amendment No. 29) Order 2025

Proposal

To formalise a prohibition on all vehicles on Middlesex Street from its junction with Bishopsgate to a point 23.4 metres east of that junction. The restriction will operate between the hours of 9.00am and 3.00pm on Sundays.

Reasons

The prohibition of all vehicles is being proposed to minimise pedestrian / vehicular conflict during the operational hours of Petticoat Lane Market (Market) in Middlesex and adjoining streets. It replaces a long-standing practice which predates the requirement for a Traffic Order.

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 change. The proposal formalises a long-standing practice which prohibits vehicular access during Market operational hours on Sundays. Reasonable access to premises is being maintained and any potential impact is deemed acceptable.

(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: No change. The proposal formalises a long-standing practice which prohibits vehicular access during Market operational hours on Sundays. This is likely to improve the amenity of the street for the market and its visitors.

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);

COMMENT: No change. The proposal formalises a long-standing practice which prohibits vehicular access during Market operational hours on Sundays. The restriction is expected to improve the air quality during market hours.

(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 change. The proposal formalises a long-standing practice which prohibits vehicular access during Market operational hours on Sundays. The restriction is expected to have a minimal impact on public service vehicles.

(d) any other matters appearing to the strategic highways company or the local authority to be relevant.

COMMENT:

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 City Corporation under Section 149 of the Equality Act 2010.

It is recognised that the restriction may negatively impact some people who are reliant on the use of a vehicle as a primary mobility aid. However, this proposal formalises a long-standing practice which prohibits vehicular access on Sundays for six hours with no known issues. Furthermore, all locations in Middlesex Street are within 100m of vehicular access points.