



Statement of Reasons

The City of London (Waiting and Loading Restriction) (Amendment No.6) Order 2023

Mark Lane

“The introduction of ‘at any time’ loading restrictions will prevent vehicles obstructing the traffic flow and keep the carriageway clear for vehicles to pass a traffic island that separates the contra-flow cycle lane. The introduction of ‘at any time’ waiting restrictions at the junction with London Street will prevent parking at the junction, thereby improving visibility, accessibility, traffic flow and safety.

The removal of four payment parking places will enable the introduction of public realm improvements.

Cooper’s Row, Crosswall, Crutched Friars, Hart Street, Northumberland Alley and Pepys Street.

“The introduction of flat top road humps on Cooper’s Row, Crosswall, Hart Street, Northumberland Alley and Pepys Street will reduce traffic speeds and will therefore improve safety They will also provide an accessible and a step-free route for pedestrians.”

The introduction of ‘at any time’ waiting restrictions on Pepys Street at its junction with Cooper’s Row and on Northumberland Alley at its junction with Crutched Friars will prevent obstructive parking at the junction and thereby improving visibility, accessibility and safety particularly for people crossing at this location.

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 (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 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;
Comment: The removal of obstructive vehicles will improve access to off-street premises along this length of street.

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: NA

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 may 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: NA