



Statement of Reasons

The City of London (Prescribed Routes) (Road Closure) (Amendment No. *) 202*

Proposals

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

- (a) **Austin Friars** to change the operational times of the existing no motor vehicles restriction from 'Monday to Friday 11am to 4pm' to 'Monday to Friday 8am to 9pm';
- (b) **Bow Lane** to change the operational times of the existing no motor vehicles restrictions from 'Monday to Friday 8am to 6pm' to 'Monday to Friday 8am to 9pm';
- (c) **Carter Lane** to change the operational times of the existing no motor vehicles restriction from 'Monday to Friday 8am to 6pm' to 'Monday to Friday 8am to 9pm';
- (d) **Devonshire Row** to change the operational times of the existing no motor vehicles restriction from 'Monday to Friday 8am to 6pm' to 'Monday to Friday 8am to 9pm';
- (e) **Lime Street** to change the operational times of the existing no motor vehicles restriction from 'Monday to Friday 8am to 6pm' to 'Monday to Friday 8am to 9pm'; and
- (f) **Watling Street** to change the operational times of the existing no motor vehicles restriction from 'Monday to Friday 8am to 6pm' to 'Monday to Friday 8am to 9pm'.

Reasons

The extension of the operational times of the six pedestrian zones in Austin Friars, Bow Lane, Carter Lane, Devonshire Row, Lime Street and Watling Street is proposed to better accommodate the use of these areas. These are mainly narrow streets with narrow pavements that are often overcrowded and overflowing during the busy periods when people are walking or gathering for social reasons into the evening. For Austin Friars, this is also much busier from 8am. The scheme will improve safety by reducing conflicts between motor vehicles and people walking or gathering, when they are inaccessible to vehicles, and improve the amenity of these areas. The proposed operational hours strike a careful balance between the servicing needs of local businesses and keeping them traffic free when the streets are busiest with people.

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: This has been carefully considered. Access by motor vehicles will be prohibited for a longer period of time. Consultation with occupiers of the 6 zones broadly shows that the proposed changes to the operational times would not create difficulties for most occupiers. A small number of occupiers would be inconvenienced by the proposed changes. However, access is still available outside of the proposed hours as well as using other nearby streets.

(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 impact on heavy commercial vehicles will be limited as these streets are very narrow and are unsuitable for use by these vehicles. Furthermore, surveys carried out have shown these streets are used by only a small number of these vehicles, so the impact is expected to be limited. The restrictions will also result in a reduction in the times people using motor vehicles can stop/pick up, set down or park/load outside of the restricted hours. This loss of this amenity is necessary to enable the introduction of improvements for people who walk, cycle and wheel in the area.

(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. This proposal will improve conditions for people walking and wheeling and therefore will contribute to the City's air quality improvement strategy.

(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. However, these proposals will improve conditions for people walking and wheeling and will therefore improve their safety and convenience while accessing public service 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 by providing more space and a safer environment for people walking or wheeling, whilst ensuring the Street Space is being utilised more efficiently and effectively.

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. As part of this, an equalities impact assessment has been carried out, which identified some adverse and positive impacts. However, it is considered that the overall benefits including the positive equalities impact far outweigh the disbenefits.

