



Statement of Reasons

The City of London (Widegate Street) (No. 1) Experimental Order 2022

Widegate Street

The City of London Corporation is implementing a trial to restrict all vehicles (including pedal cycles) on Widegate Street from Monday to Sunday inclusive, between the hours of 11.30am and 9.00pm. This follows the temporary closure introduced during the Covid-19 pandemic.

The introduction of a 'no vehicles' restriction in Widegate Street, on the days and at the times proposed, will improve public amenity by providing more space and a vehicle free, cleaner environment for people walking, enhancing their safety and comfort.

The City Corporation is introducing the restriction by way of an Experimental Traffic Order so that the effects and operation of the change may be monitored. This also allows the City Corporation to modify or suspend the provisions of the Order, or remove it, should operational experience show this to be necessary. The monitoring will include traffic effects on Widegate Street as well as on surrounding streets along with any feedback or representation received. The City Corporation will then consider in due course whether the provisions of the Experimental Order should be continued in force indefinitely by the making of a Permanent Traffic Management Order.

This Experimental Traffic Order is to be implemented in accordance with sections 9, 10 and 124 of the Road Traffic Regulation Act 1984 (as amended) as it appears to the City Corporation that it is expedient to make the Experimental 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) (the desirability of securing and maintaining reasonable access to premises). It is considered that the proposals will generally assist to secure the safer movement of pedestrian traffic and reduce and prevent danger during the hours of operation. 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 closure is after 11.30am in the morning until 9.00pm in the evening on Monday to Sunday inclusive and there are no vehicle accesses 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: The proposed restriction will not impact on the passage of public service vehicles as there are no public service vehicle routes that use this street.

Thorough consideration has been given to the equalities duty of the City Corporation under Section 149 of the Equality Act 2010 and an Equalities Impact Assessment/Screening was completed and reported to the City Corporation's Streets and Walkways Committee as part of the decision making process. This assessment found that the Experimental Order may have some negative impacts on persons who suffer from a disability (arising from the fact that during the specified hours no motor vehicles will be permitted to drive through the restricted part of Widegate Street, and this may impact on car passengers or drivers who suffer from mobility impairments and need to be dropped off close to their destination). A number of recommendations were made to address this impact so far as is possible. The City Corporation concluded that the positive impacts of the trial outweigh the negative impacts, but monitoring and communication will further reduce the impacts and will be used to determine the success of the scheme before a decision is made whether to continue to make a Permanent Order.