

<b>Committee(s):</b> Streets & Walkways Sub-Committee – For Information	<b>Dated:</b> 30/01/2024
<b>Subject:</b> Traffic Order Review – Update	<b>Public</b>
<b>Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?</b>	1,2,9,11,12
<b>Does this proposal require extra revenue and/or capital spending?</b>	<b>N</b>
<b>If so, how much?</b>	£500,000
<b>What is the source of Funding?</b>	On Street Parking Reserve
<b>Has this Funding Source been agreed with the Chamberlain’s Department?</b>	<b>Y</b>
<b>Report of:</b> Bob Roberts, Interim Executive Director Environment	<b>For Information</b>
<b>Report author:</b> Clive Whittle, Environment Department	

### Summary

In April 2022 the Court of Common Council passed a motion relating to Traffic orders, which instructed this Committee to review all traffic orders currently in effect on the City’s streets.

The outcome of the review indicated that the majority of the 1299 traffic orders are operating as intended and are in alignment with the relevant Transport Strategy outcomes. However, Members agreed for officers to assess if modifications to 67 traffic orders would be beneficial.

A programme, which is underway, has been developed to complete the assessment. This report updates Members on progress.

### Recommendation(s)

Members are asked to:

- Note the programme, categories and processes for assessing the recommended changes to the 67 traffic orders identified from the review, and where appropriate deliver the necessary changes.
- Note the study currently underway to assess potential changes to the six timed road closure restrictions as shown in table 1 of Appendix 1.

## Main Report

### Background

1. In May 2022, following a motion passed by the Court of Common Council in April, officers were tasked by the Planning & Transportation Committee with reviewing all Traffic Management Orders (TMOs) in the City.
2. This review was completed in February 2023 and submitted to Court of Common Council in April 2023. The review identified 35 orders that might require modification, and officers identified a further 32 orders that might require modification. It was agreed that unspent funds from the review would be spent on the implementation of any changes. Background to the review methodology and outcomes can be found in earlier reports.
3. This report updates Members on the progress on the investigation the 67 traffic orders.

### Current Position

4. To facilitate the detailed investigation of the 67 traffic orders, a programme, grouped in four distinct categories has been developed and progressed. Further details can be found in Appendix 1. The four categories are:
  - i. Pedestrian Zones
  - ii. Signage issues
  - iii. To be included in other projects or programmes
  - iv. Other changes which may be beneficial
5. **Pedestrian zones:** The first category of the programme relates to the traffic orders for six pedestrian zones (listed in Table 1 in Appendix 1). These were identified as potentially requiring an extension to the existing restrictions hours. These zones are often very busy with people walking through or gathering for social reasons into the evening, particularly during the summer months when the weather is good. Requests have also been received to consider extending the operational hours of the traffic restrictions on Bow Lane and Watling Street for these reasons.
6. In September 2023, a consultant was commissioned to undertake detailed investigation which is due to be completed by the end of March 2024. The investigation mainly focuses on the operational hours but other issues will be looked at such as signage, vehicle type, road markings, enforcement, and any other issues the consultant considers are needed or would be beneficial. Potential changes could be very impactful on local occupiers and will therefore require significant engagement before any changes are made.

7. **Signage issues:** The second category (Table 2, Appendix 1) relates to 10 traffic orders where there are issues with signage, road markings or where the traffic orders are no longer required/relevant. Corrections to these are relatively straight forward and any impact has been assessed as low. Delivery of any necessary changes is due to be completed by the end of June 2024.
8. **To be included in other projects or programmes:** The third category (Table 3, Appendix 1) relates to 29 traffic orders where officers have assessed to fall within existing or emerging projects or programmes. Delivery of any changes identified within this category will therefore progress in line with those project timescales.
9. **Other changes:** The fourth category (Table 4, Appendix 1) relates to 22 other traffic orders that may benefit from some amending. The potential changes range from very minor, low impact (e.g. additional signage) to significant impact (e.g. increased/more stringent restrictions), with varying degrees of scheme development and engagement required. Delivery will be phased and all the changes identified in this category are due to be completed by April 2025.

## **Next Steps**

10. The assessments of the six pedestrian zones in Table 1 is in progress and due to be completed in March 2024. Work to deliver the changes to signage, etc for orders in category 2 will be completed by the end of June 2024.
11. The assessment of the traffic Orders identified in category 3, will be progressed as part of relevant projects or programmes.
12. The assessment of traffic orders identified under category 4, will commence later in 2024 with any changes delivered by April 2025.
13. Decisions for changes resulting from the study's recommendations will be progressed through the appropriate approval mechanism. Decisions relating to traffic orders are largely delegated.

## **Corporate & Strategic Implications**

### **Strategic implications**

14. Any changes to traffic orders will take account of the Corporate Plan, Transport Strategy and Climate Action Strategy as well as other relevant strategies and initiatives including Destination City.

### **Financial implications**

15. A budget of up to £500,000 (from the On-Street Parking Reserve) was allocated for the traffic order review to cover the costs of data collection and analysis, engagement and consultancy support. Only £200,000 was required for the review itself and it was agreed that the remaining funds would be allocated for delivery of any changes to traffic orders and associated on-street measures.

16. We believe that this funding will be sufficient, however, if it becomes apparent that additional funding is required to deliver some of those changes, we will need to bid for more funding and/or prioritise implementing some changes accordingly.

### **Resource implications**

17. Resources for delivering the recommended changes will either be accommodated within the Street Space Planning team (for changes that are not covered by existing or planned projects) or the Transport and Public Realm Projects team (for changes that can be accommodated within existing or planned projects or programmes).

### **Legal implications**

18. Any changes proposed will be subject to the usual statutory due process for authorising, making and consulting on traffic orders and considering of any objections.

### **Risk implications**

19. The process of making a traffic order is open to legal challenge, including via judicial review. The risks of legal challenge will be considered when recommending any changes to traffic orders.

### **Equalities implications**

20. Equalities implications will be considered as part of any changes proposed to be taken forward.

### **Climate implications**

21. Climate implications will be considered as part of any changes proposed to be taken forward.

### **Security implications**

22. Security implications will be considered as part of any changes proposed to be taken forward.

### **Conclusion**

23. A programme split into four categories has been developed to assess if any changes to the 67 traffic orders identified from the review process would be beneficial.
24. It is anticipated that by April 2025, any changes identified for 38 traffic orders will have been delivered. Any proposed changes will be presented for approval through the appropriate mechanisms. The remaining 29 traffic orders identified to be progressed as part of existing or emerging projects will be delivered as part of those project timescales.

### **Appendices**

- Appendix 1 – Programme for Phase 3 Traffic Order Review

### **Background Papers**

- [Report to the Court of Common Council 27/04/2023, Agenda Item 12](#)
- [Report to the Planning and Transportation Committee, 07/03/22 agenda item 8](#)

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