

## Princes Street Loading Review

Ref	Location	Existing No loading	Proposal No loading	Rationale & Affects					Overall Risk
				Businesses	Buses	Cyclist	Traffic Flow	Cycle Safety	
1	<b>King William Street - Eastern Kerb</b> Between corner of Guild Church of St Mary Woolnoth to 29m south	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	Mon - Fri 7am - 7pm	Disbenefit businesses would have to load out of peaks. Unrestricted loading proposed close by	Improves bus progression along a congested section during peaks	Marginal, reduces obstructions along cyclist desire line	Improves traffic progression along a congested section during peaks	Improves visibility of cyclist reducing the risk of collisions	Low
2	<b>King William Street - Western Kerb</b> Between St Swithin's Lane and Abschurch Lane	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	Mon - Fri 7am - 7pm	Disbenefit businesses would have to load out of peaks. Unrestricted loading proposed close by	Improves bus progression along a congested section during peaks	Marginal, reduces obstructions along cyclist desire line	Improves traffic progression along a congested section during peaks	Improves visibility of cyclist reducing the risk of collisions	Low
3	<b>King William Street - Eastern Kerb</b> Between Nos. 87 and 85 King William Street for a length of 15m	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	unrestricted	Benefit allows loading at any time	Marginal. Carriageway is sufficiently wide for buses to manoeuvre past a loading vehicle with min delay	Carriageway is sufficiently wide for cyclists to manoeuvre past a loading vehicle.	Marginal. Carriageway is sufficiently wide for traffic to manoeuvre past a loading vehicle with min delay	Vehicles are generally slow moving along this section therefore making overtaking safer	Low
4	<b>King William Street - Eastern Kerb</b> Between No. 85 King William Street and Clements Lane	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	Mon - Fri 7am - 7pm	Disbenefit businesses would have to load out of peaks. Side streets could be used for loading	Improves bus progression along a congested section during peaks	Marginal, reduces obstructions along cyclist desire line	Improves traffic progression along a congested section during peaks	Improves visibility of cyclist reducing the risk of collisions	Medium
5	<b>King William Street - Western Kerb</b> Between Abschurch Lane and a point 20m south	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	unrestricted	Benefit allows loading at any time	Marginal. Carriageway is sufficiently wide for buses to manoeuvre past a loading vehicle with min delay	Carriageway is sufficiently wide for cyclists to manoeuvre past a loading vehicle.	Marginal. Carriageway is sufficiently wide for traffic to manoeuvre past a loading vehicle with min delay	Vehicles are generally slow moving along this section therefore making overtaking safer	Low
6	<b>King William Street - Western Kerb</b> Between No. 10 King William Street and Clements Lane	Mon - Fri 8.30am - 10am 4.30pm - 6.30pm	Mon - Fri 7am - 7pm	Disbenefit businesses would have to load out of peaks. Side streets could be used for loading	Improves bus progression along a congested section during peaks	Marginal, reduces obstructions along cyclist desire line	Improves traffic progression along a congested section during peaks	Improves visibility of cyclist reducing the risk of collisions	Medium
7	<b>King William Street - Eastern &amp; Western Kerb</b> Between Clements Lane and Cannon Street	At any time	At Any Time	No Change	No Change	No Change	No Change	No Change	Low