

## Appendix 1 - Recommendations from detailed Stage 2b assessments

### Section A – Orders recommended for modification

<b>TMO Restriction</b>	<b>Aldersgate Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3083
<b>Site assessment</b>	<p>No waiting at any time restrictions operate for the entire length of the road.</p> <p>South of Beech Street loading is permitted throughout. A loading vehicle has potential to create a dangerous obstruction on this busy multi-lane road.</p> <p>North of Beech Street loading is banned at junctions and during peak hours elsewhere. This is appropriate for the environment.</p>
<b>Recommended changes and improvements</b>	<p>Maintenance recommended to lining north of Beech Street.</p> <p>Review loading provision south of Beech Street. Ban loading throughout or create loading areas where safe to do so.</p>

<b>TMO restriction</b>	<b>Apothecary Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3093
<b>Site assessment</b>	<p>No Waiting restrictions have no sign and are isolated from any local CPZ controls due to the TLRN, and are therefore unenforceable.</p> <p>As there are no loading restrictions in place, static vehicles at the kerbside can obstruct sightlines to vehicle entrances and of pedestrian walking route to stairs leading to/from Waithman Street.</p>
<b>Recommended changes and improvements</b>	<p>Provide upright signs on both sides indicating hours of restriction as stated in the current Waiting and Loading Restrictions Traffic Order (TMO) item for this street. Alternatively upgrade SYL to 'at any time' (double yellow lines') throughout, via TMO Amendment, obviating the need for upright signs.</p> <p>Consider introducing no loading restrictions to provide improved sightlines at junction.</p>

<b>TMO restriction</b>	<b>Beech Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	2682
<b>Site assessment</b>	<p>At any time waiting restrictions throughout – no issues.</p> <p>No loading restrictions other than 'at any time' at points within mandatory cycle lane extents. Unclear what purpose these serve where there are no frontages at which loading/unloading may take place.</p> <p>Single blips (sign with times missing) at junction. Loading at these locations would obstruct the cycle lane and force cycles into the main traffic flow.</p>
<b>Recommended changes and improvements</b>	<p>Introduce 'at any time' loading restrictions throughout for consistency and to maintain safety and traffic flow.</p>

<b>TMO restriction</b>	<b>Bear Alley - Waiting restrictions</b>
<b>Relevant traffic orders</b>	3108
<b>Site assessment</b>	<p>No Waiting restrictions have no sign and are isolated from any local CPZ controls due to the TLRN, and are therefore unenforceable. No way for drivers to know when the restrictions operate.</p> <p>Static vehicles will wholly obstruct the carriageway at any time.</p>
<b>Recommended changes and improvements</b>	<p>Suggest upright signs are provided (affixed to wall) on both sides indicating hours of restriction as stated in the current Waiting and Loading Restrictions Traffic Order (TMO) item for this street, to make the restriction enforceable, or to 'at any time' (double yellow lines') from the back of the footway of Farringdon Street, via TMO Amendment, obviating the need for upright signs referred to above.</p> <p>'At any time' loading restrictions should be considered if there is a persistent obstruction problem, as will allow for instant PCN issue.</p>

<b>TMO restriction</b>	<b>Blackfriars Court - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3118
<b>Site assessment</b>	<p>No Waiting restrictions have no sign and are isolated from any local CPZ controls due to the TLRN, and are therefore unenforceable.</p> <p>There are no loading restrictions in place, and static vehicles at the kerbside will wholly obstruct the carriageway. Some loading facility is required for adjoining hospitality business.</p>
<b>Recommended changes and improvements</b>	<p>Provide upright signs on both sides indicating hours of restriction as stated in the current Waiting and Loading Restrictions Traffic Order (TMO) item for this street. Alternatively upgrade SYL to 'at any time' (double yellow lines') throughout, via TMO Amendment, obviating the need for upright signs.</p>

<b>TMO restriction</b>	<b>Blackfriars Passage - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3120
<b>Site assessment</b>	<p>Primarily an access road, which runs between two sections of TLRN. One way throughout. 'At any time' waiting restrictions throughout that part which is not TLRN.</p> <p>There are not any 'loading' restrictions in place. Narrow carriageway would be obstructed by a loading vehicle. Off-street space available.</p>
<b>Recommended changes and improvements</b>	<p>Consider introduce no loading 'at any time' restrictions. Low priority.</p>

<b>TMO restriction</b>	<b>Devonshire Row - One-way</b>
<b>Relevant traffic orders</b>	1698
<b>Site assessment</b>	One-way south-eastbound traffic working for all vehicles. One-way working is providing out-of-hours vehicular access to hospitality and retail/service businesses. Road has insufficient width to support two-way working.
<b>Recommended changes and improvements</b>	Upgrade TMO to provide for CCTV enforcement of sign 616 contraventions at its junction with Devonshire Square.

<b>TMO restriction</b>	<b>Devonshire Row - Prescribed routes</b>
<b>Relevant traffic orders</b>	373
<b>Site assessment</b>	Pedestrian zone 'no motor vehicles' restriction operating between 8 am and 6 pm on Monday to Friday
<b>Recommended changes and improvements</b>	Consider extending hours of operation and introducing CCTV enforcement. Consider using permit scheme (VRM whitelist) to manage deliveries to businesses.

<b>TMO restriction</b>	<b>Devonshire Row - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3183
<b>Site assessment</b>	'At any time' waiting restrictions throughout that part which is not TLRN. There are no loading restrictions in place. Road surface does not well support markings.
<b>Recommended changes and improvements</b>	Carriageway width does not support loading without obstructing passage of vehicles. Consider using 'pedestrian zone' signing protocol and repeater plates affixed to walls (see Item 6.3.2. of the TSM Chapter 3) rather than yellow lines to indicate the restriction.

<b>TMO restriction</b>	<b>Eastcheap - Parking places</b>
<b>Relevant traffic orders</b>	4207, 2525
<b>Site assessment</b>	There are a relatively high number of parking places available which serve the shops and businesses.
<b>Recommended changes and improvements</b>	There is scope for additional kerbside provision, where carriageway width permits.

<b>TMO restriction</b>	<b>Eastcheap - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3193
<b>Site assessment</b>	Waiting and loading provision is applied inconsistently with a mix of bays and yellow lines without loading restrictions.
<b>Recommended changes and improvements</b>	Review loading options along entire road. Where loading would cause an obstruction e.g. opposite traffic islands and at junctions, introduce NLAAT. Where waiting or loading is viable consider introducing additional parking/loading places.

<b>TMO restriction</b>	<b>Fleet Street - Waiting and loading restrictions</b>
<b>Relevant Traffic orders</b>	3203
<b>Site Assessment</b>	Waiting and loading currently restricted from 7am-7pm to prevent congestion. Outside of these hours vehicles could cause obstructions and restricting visibility at the junction. Particular risk at approach to Ludgate Hill junction.
<b>Recommended changes and improvements</b>	Change NL to NLAAT for 10 metres from the Ludgate Hill junction to prevent loading vehicles causing obstructions and contributing to collisions.

<b>TMO restriction</b>	<b>Fleet Street - Prohibited and compulsory movements</b>
<b>Relevant Traffic orders</b>	2936, 2698
<b>Site Assessment</b>	Cyclist collision has been recorded in this location.
<b>Recommended changes and improvements</b>	Introduce right turn ban from Whitefriars Street onto Fleet Street to minimise collisions with cyclists.

<b>TMO restriction</b>	<b>Fenchurch Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3198
<b>Site assessment</b>	No Waiting at any time restriction is applied for the entire length of the road, which is appropriate.  Loading restrictions are applied inconsistently along the length, with no clear pattern.  The blips are also faded and potentially missing entirely in some areas.
<b>Recommended changes and improvements</b>	As a minimum repaint existing loading blips for clarity. If the existing layout is to be retained and install upright signs with arrows to delineate exactly which stretches of kerb the restrictions apply in.  Consider reviewing the loading and applying a consistent layout throughout which will be easier for drivers to understand and adhere to. Preventing loading at junctions to be a priority.

<b>TMO restriction</b>	<b>Great Tower Street - One-way</b>
<b>Relevant traffic orders</b>	1714
<b>Site assessment</b>	One way restriction is defined for the eastbound traffic in the TMO but not signed as island physically enforces it.
<b>Recommended changes and improvements</b>	Amend TMO to remove obsolete restriction.

<b>TMO restriction</b>	<b>Gresham Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3234
<b>Site assessment</b>	Loading is currently permitted during off peak hours at junction with St. Martin's le Grand, which has potential to obstruct traffic flow at a busy junction.

<b>Recommended changes and improvements</b>	Introduce no loading at any time at hours at junction with St. Martin's le Grand. Review risk at all other junctions and add no loading at any time where required.
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<b>TMO restriction</b>	<b>Holborn - Waiting and Loading</b>
<b>Relevant traffic orders</b>	2812
<b>Site assessment</b>	<p><b>Junction with Greys Inn Road</b> No loading single blips (sign with times missing) at junction. Loading or taxi drop offs would cause an obstruction which would be negative for traffic flow and safety. Solution: Introduce loading ban at any time. Maintenance issue: No loading signs missing on southern carriageway at western end. Solution: Reinstate signs.</p> <p><b>Junction with Furnival Street</b> Potential for loading vehicles to obstruct side road at junction onto major road. High volumes of pedestrians. Solution: Introduce no waiting or loading at junction. Consider a raised pedestrian crossing.</p> <p>No other issues identified.</p>
<b>Recommended changes and improvements</b>	<p>Introduce no waiting or loading at any time restrictions at junction with Furnival Street, in order to maintain site lines for vehicles entering the carriageway from Furnival Street.</p> <p>Introduce no waiting or loading at any time restrictions at junction with Greys Inn Road to prevent vehicles obstructing other vehicles passing through the junction.</p>

<b>TMO restriction</b>	<b>Holborn Viaduct Waiting and Loading</b>
<b>Relevant traffic orders</b>	3248
<b>Site assessment</b>	<p>Waiting restrictions are effectively contributing to free flow of traffic.</p> <p>Loading restrictions only in place at the eastern end, despite a number of narrow sections where a loading vehicle would obstruct traffic.</p>
<b>Recommended changes and improvements</b>	Review loading restrictions and extend loading bans where it would be unsafe to stop.

<b>TMO restriction</b>	<b>Leadenhall Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3271
<b>Site assessment</b>	Waiting and Loading restrictions operating as intended. Ideally would restrict loading at junctions to maintain sightlines. Otherwise carriageway wide enough generally to accommodate loading.
<b>Recommended changes and improvements</b>	Review loading restrictions at junctions.

<b>TMO restriction</b>	<b>Liverpool Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3279
<b>Site assessment</b>	There is a high volume of taxis and delivery vehicles using the road, which require loading and waiting space.  Raised carriageway in front of station entrance, double yellow line currently in place.
<b>Recommended changes and improvements</b>	Consider restricting loading at the junction with Bishopsagte to ensure vehicles and cyclists can manoeuvre safely.  The site survey identified 2 x Doctor permit bays, these appeared to be unused and could be re-allocated for taxi/loading if no longer required.  Consider banning loading in front of station to give priority to pedestrians.

<b>TMO Restriction</b>	<b>Long Lane - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3571, 3286
<b>Site assessment</b>	No waiting restrictions operate for the entire length of the road. No loading at any time restrictions are in place intermittently. Some of loading areas overlap with the advisory cycle lane which is detrimental to cyclists. Line markings are faded and require maintenance.
<b>Recommended changes and improvements</b>	Consider amending restrictions within the cycle lane to 'no waiting and no loading at any time' to minimise danger to cyclists. Maintenance is also recommended for faded markings.

<b>TMO restriction</b>	<b>Ludgate Hill - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3292
<b>Site assessment</b>	<b>Ludgate Hill (1)</b> Potential for vehicles to stop and load in approach to junction with TLRN, obstructing traffic flow and cycle ASL
<b>Recommended changes and improvements</b>	Introduce No loading at any time restrictions for 10 metres up to junction to maintain clear sight lines for all road users

<b>TMO restriction</b>	<b>Ludgate Hill - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	1738
<b>Site assessment</b>	<b>Ludgate Hill (2)</b> Island and chicane formed by the checkpoint have a traffic calming effect. However, for cyclists they create a pinch point
<b>Recommended changes and improvements</b>	Review with Police whether checkpoint continues to be required. Consider widening carriageway and extending cycle lane throughout the length of road

<b>TMO restriction</b>	<b>Ludgate Hill - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3292
<b>Site assessment</b>	<b>Ludgate Hill (3)</b> Loading vehicles observed obstructing visibility for vehicles turning out of Creed Street and obstructing cycle lane
<b>Recommended changes and improvements</b>	Introduce loading ban for 10 metres at the junction with Creed Street to ensure clear line of sight for vehicles, cyclists and pedestrians at this junction.

<b>TMO restriction</b>	<b>Ludgate Hill - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3292
<b>Site assessment</b>	<b>Ludgate Hill</b> Loading permitted throughout including at junctions. Potential for obstructions and traffic flow issues.
<b>Recommended changes and improvements</b>	Introduce loading ban at peak times to maintain safety and traffic flow.

<b>TMO Restriction</b>	<b>Moorgate - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3311
<b>Site assessment</b>	No waiting and no loading restrictions operate for the entire length of the road. Mixture of timings for the loading restrictions can be confusing. Loading restrictions within the cycle lane could present a danger due to potential conflict with cyclists. Line markings are faded and require maintenance.
<b>Recommended changes and improvements</b>	Review timings of loading restrictions and upgrade restrictions within cycle lane to be “no loading at any time”. Maintenance recommended for faded markings.

<b>TMO restriction</b>	<b>New Fetter Lane - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3316
<b>Site assessment</b>	Waiting restrictions along the entire length but loading is permitted with the potential for obstructions. Dangerous overtaking around loading HGV was observed at slight bend in the road. Vehicle speeds high when congestion low in the off-peak.
<b>Recommended changes and improvements</b>	Introduction of a loading ban on all or part of the road recommended.

<b>TMO restriction</b>	<b>Old Bailey - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3329
<b>Site assessment</b>	There are loading restrictions in place on the northern section of Old Bailey, where congestion is greater. Loading is permitted on the less congested southern section. In order to reduce congestion and keep traffic moving

	consideration should be given to introducing loading restrictions on this section of the highway. Only restricting one side of the carriageway would be sufficient.
<b>Recommended changes and improvements</b>	Introduce loading ban on the southern section of Old Bailey.

<b>TMO restriction</b>	<b>Pageantmaster Court - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3336
<b>Site assessment</b>	Single yellow parking restrictions with no signs on road or surrounding roads.  Raised table and double yellow lines in place to improve safety at junction with busy road. However, it is permissible to load, which could result in an obstruction and block sightlines.
<b>Recommended changes and improvements</b>	Provide repeater signs for the single yellow lines. Introduce loading ban on all arms of the junction recommended.

<b>TMO restriction</b>	<b>Philpot Lane - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3341
<b>Site assessment</b>	Single yellow lines in place but no nearby signs to indicate the hours of operation.  Waiting or loading on the west side of the carriageway would result in obstruction and could halt traffic.
<b>Recommended changes and improvements</b>	Install repeater signs with CPZ hours of operation.  Consider loading restrictions on the west side of the carriageway.

<b>TMO restriction</b>	<b>Queen Victoria Street - Waiting and loading</b>
<b>Relevant traffic orders</b>	2727, 2725
<b>Site assessment</b>	Queen Victoria Street is a key east-west distributor road in the City with high volumes of traffic. No waiting double yellow lines throughout the entire length.  No loading restrictions in place east of Cannon Street where appropriate with sufficient gaps to facilitate deliveries.  West of Cannon Street there are no 'loading' restrictions in place. Road is generally wider, however considering the volume and speed of traffic there remain risks of permitting vehicles to load. Especially at junctions.
<b>Recommended changes and improvements</b>	Consider introducing 'no loading' restrictions at junctions as a minimum.

<b>TMO restriction</b>	<b>Temple Avenue - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3303
<b>Site assessment</b>	Single yellow lines with no loading restrictions throughout. Narrow width of carriageway would result in obstruction if vehicles park on eastern side of



	carriageway. Single yellow lines where loading could take place on eastern side.  Some collision potential at junction with Tudor Street.
<b>Recommended changes and improvements</b>	Consider introducing no waiting and no loading at any time on eastern side of carriageway and at junction with Tudor Street.

<b>TMO restriction</b>	<b>Turnagain Lane - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3422
<b>Site assessment</b>	Single yellow lines are isolated from any local CPZ controls due to the TLRN in Farringdon Street. No indication for drivers of when the restrictions operate.  Contravention of and loading / unloading on, the single yellow line may potentially block the entrance and block vehicles in / out.
<b>Recommended changes and improvements</b>	It is recommended that upright signs are provided (affixed to wall) on both sides indicating the hours of restriction as stated in the current Waiting and Loading Restrictions Traffic Order (TMO) item for this street. Alternatively, change the single yellow line to “at any time” (double yellow lines) from the back of the footway of Farringdon Street, via TMO Amendment, obviating the need for upright signs referred to above.

<b>TMO restriction</b>	<b>Warwick Lane - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3427
<b>Site assessment</b>	Vehicles observed parked along the road causing reduced visibility for oncoming drivers, especially cyclists, and congestion. However, with relatively low speeds it is unlikely to be a collision risk.
<b>Recommended changes and improvements</b>	Review locations for possible inset loading bays or install double blip “at any time” markings recommended.

<b>TMO restriction</b>	<b>White Lion Hill - Waiting and Loading</b>
<b>Relevant traffic orders</b>	1788
<b>Site assessment</b>	Waiting restriction in place throughout, presumably taking the default CPZ times of operation. However, due to the nature of the road it would be dangerous for vehicles to stop at any time.
<b>Recommended changes and improvements</b>	Recommended to change restriction to no waiting / loading “at any time”.



## Appendix 1 - Recommendations from detailed Stage 2b assessments

### Section B – Orders recommended no change

<b>TMO Restriction</b>	<b>Aldersgate Street - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	2876, 2678
<b>Site assessment</b>	A traffic island runs along the majority of the carriageway. Banned U-turn restrictions ensure the free flow of traffic and reduce the collision risk at signalised junctions.
<b>Recommended changes and improvements</b>	No changes to prohibited and compulsory movements recommended.  Consider MTC camera enforcement to ensure good compliance to the restrictions.

<b>TMO restriction</b>	<b>Aldgate High Street - Loading Bays</b>
<b>Relevant traffic orders</b>	2742
<b>Site assessment</b>	High quality infrastructure. Appear to be operating effectively. Loading bays are effectively aiding deliveries in the area which has limited options for vehicles to stop. Bays are inset into pavement, preventing obstructions to the carriageway which would affect the efficiency of the road network and potentially safety. Obstructions would also impact cycle safety.
<b>Recommended changes and improvements</b>	No changes to loading bays recommended.

<b>TMO restriction</b>	<b>Aldgate High Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3085
<b>Site assessment</b>	Waiting and loading at any time restrictions are effectively contributing to free flow of traffic, on a strategic route with high volumes of traffic observed throughout the day.
<b>Recommended changes and improvements</b>	No changes to waiting and loading recommended.

<b>TMO restriction</b>	<b>Aldgate - Waiting and loading</b>
<b>Relevant traffic orders</b>	3084
<b>Site assessment</b>	No issues directly related to the waiting and loading restrictions identified.
<b>Recommended changes and improvements</b>	None – but see items 1 and 2 in ‘other issues identified’ below.

<b>TMO restriction</b>	<b>Aldgate High Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3085
<b>Site assessment</b>	Waiting and loading at any time restrictions are effectively contributing to free flow of traffic, on a strategic route with high volumes of traffic observed throughout the day.
<b>Recommended changes and improvements</b>	No changes to waiting and loading recommended.

<b>TMO restriction</b>	<b>Beech Street - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	3109
<b>Site assessment</b>	The restrictions are self-enforcing through segregating measures. Operate effectively to maintain safety and traffic flow.
<b>Recommended changes and improvements</b>	None.

<b>TMO restriction</b>	<b>Bishopsgate - Prohibited and Compulsory Movements</b>
<b>Relevant Traffic Orders</b>	2683
<b>Site Assessment</b>	Banned turns prevents vehicles crossing flow of traffic on a busy road and causing congestion or a collision risk.
<b>Recommended changes and improvements</b>	No changes to Prohibited and Compulsory Movements recommended.

<b>TMO Restriction</b>	<b>Cannon Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3143
<b>Site assessment</b>	No waiting restrictions operate for the entire length of the road. Loading restrictions in place along the majority of the carriageway but with gaps to allow for deliveries. Restrictions appear to be operating effectively
<b>Recommended changes and improvements</b>	No changes to waiting and loading recommended

<b>TMO Restriction</b>	<b>Cheapside - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3154
<b>Site assessment</b>	Along the majority of the road loading is restricted between 7am to 7pm, which balances the loading requirements of shops and businesses with the needs to minimise congestion. No waiting and no loading restrictions within sections of cycle lane minimises conflict between cyclists and motorists.
<b>Recommended changes and improvements</b>	No changes to waiting and loading recommended

<b>TMO restriction</b>	<b>Fleet Street - Bus Priority</b>
<b>Relevant Traffic orders</b>	2809
<b>Site Assessment</b>	Bus lane working as intended.
<b>Recommended changes and improvements</b>	No changes to bus priority recommended.

<b>TMO restriction</b>	<b>Gracechurch Street - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	2702
<b>Site assessment</b>	High quality infrastructure that is effectively contributing to traffic control in the area.
<b>Recommended changes and improvements</b>	No changes to Prohibited and compulsory movements recommended.

<b>TMO restriction</b>	<b>Great Tower Street - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	2703
<b>Site assessment</b>	Mandatory left turn except cycles south-eastbound at junction with Byward Street (TLRN).  No entry (dia. 616) 'except cycles and authorised buses' sign facing traffic approaching from Byward Street. 'authorised buses' is a non-standard wording.
<b>Recommended changes and improvements</b>	<b>Mandatory left turn</b> No changes recommended.  <b>No entry</b> Check for DfT authorisation. If none, suggest TSRGD 2016 variants 'except (local) buses' or 'except authorised vehicles' are used as an alternative – in the latter case, the TMO definition of 'authorised vehicles' may include whitelisted buses.

<b>TMO restriction</b>	<b>Great Tower Street - Bus Priority</b>
<b>Relevant traffic orders</b>	2810
<b>Site assessment</b>	No entry 'except cycles and authorised buses' present.
<b>Recommended changes and improvements</b>	No entry sign using non-standard wording, replace and use standard wording alternative.

<b>TMO restriction</b>	<b>Great Tower Street - Waiting and Loading restrictions</b>
<b>Relevant traffic orders</b>	3230
<b>Site assessment</b>	Waiting and loading restrictions operating efficiently to ensure the ongoing movement of traffic
<b>Recommended changes and improvements</b>	No changes to the restrictions recommended. Road markings worn out and need repainting.

<b>TMO restriction</b>	<b>Holborn - Bus Priority</b>
<b>Relevant traffic orders</b>	3246
<b>Site assessment</b>	Vehicles observed driving in the bus lane.  No other issues directly related to the bus lane restriction identified.
<b>Recommended changes and improvements</b>	Consider traffic camera enforcement.

<b>TMO Restriction</b>	<b>Holborn Circus - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3247
<b>Site assessment</b>	No waiting and no loading restrictions ensure there is no congestion around the junction due to obstructions. Restrictions within the cycle lanes also ensure no conflict with cyclists. Restrictions appear to be operating effectively.
<b>Recommended changes and improvements</b>	No changes to waiting and loading recommended.

<b>TMO restriction</b>	<b>King William Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3260
<b>Site assessment</b>	There is a No loading Mon-Fri 7am-7pm restriction in place. This is appropriate for the conditions.
<b>Recommended changes and improvements</b>	No changes recommended.

<b>TMO restriction</b>	<b>King William Street - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	2706
<b>Site assessment</b>	Junction with Cannon Street, banned right turn eastbound into Cannon Street is appropriate for the conditions.  However, the junction overall has high potential for collisions between cyclists and vehicles. A detailed review should be carried out including whether the Prohibited and Compulsory Movements could be improved.  Between London Bridge and Eastcheap junction, cyclists approaching junction and turning left are vulnerable to collisions with vehicles, consider segregated cycle lane and advanced cycle phase at the lights.
<b>Recommended changes and improvements</b>	Detailed review required in collaboration with TfL of junction with Cannon Street, including banned right turn eastbound into Cannon Street.

<b>TMO restriction</b>	<b>Lime Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3272
<b>Site assessment</b>	There are double yellow lines and 'No loading at any time' restrictions in place in sections throughout Lime Street which protect each of the junctions whilst permitting loading where it can be safely carried out.
<b>Recommended changes and improvements</b>	No changes recommended as the restriction are appropriate for the conditions. Refresh double kerb blips to ensure clarity and enforceability.

<b>TMO restriction</b>	<b>Lombard Street - One Way</b>
<b>Relevant traffic orders</b>	1738
<b>Site assessment</b>	<b>Lombard Street</b> (eastern end of road) One way with contraflow is appropriate due to narrow carriageway width. One way is effectively from the junction with George Yard to junction with Gracechurch Street (TLRN), however the signs are installed 50m down the road
<b>Recommended changes and improvements</b>	Install repeater sign at the junction with George Yard for clarity.

<b>TMO restriction</b>	<b>Lombard Street - One Way</b>
<b>Relevant traffic orders</b>	1738
<b>Site assessment</b>	<b>Lombard Street</b> (western end of road). One way with contraflow is appropriate due to narrow carriageway width.  Contraflow contributes to the cycling Transport Strategy objective, encouraging cycling.
<b>Recommended changes and improvements</b>	No changes to this restriction are recommended.

<b>TMO Restriction</b>	<b>London Wall - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3285
<b>Site assessment</b>	No waiting and no loading restrictions allow traffic to flow freely ensuring no congestion. Restrictions within the cycle lane ensure no conflict with cyclists. Restrictions appear to be operating effectively. Line markings are faded and require maintenance.
<b>Recommended changes and improvements</b>	Maintenance recommended only.

<b>TMO Restriction</b>	<b>London Wall - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	2708
<b>Site assessment</b>	Banned turns contribute to the free flow of traffic and reduce the collision risk at signalised areas.  Prohibited contribute to the free flow of traffic and reduce the collision risk at signalised areas.
<b>Recommended changes and improvements</b>	No changes to prohibited and compulsory movements recommended

<b>TMO restriction</b>	<b>London Wall - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	2741
<b>Site assessment</b>	Junction with London Wall and Old Broad Street. Traffic travelling westbound is unable to turn left (except cycles) and unable to turn right (except loading and buses). However, due to the location of the signs and size of the junction this can be difficult to see.
<b>Recommended changes and improvements</b>	Advanced warning signs on approach, and MTC cameras to discourage contraventions, are recommended.

<b>TMO restriction</b>	<b>Mansion House Street - Waiting and Loading</b>
<b>Relevant Traffic orders</b>	3295
<b>Site Assessment</b>	Waiting and loading restrictions are effectively contributing to the free flow of traffic. Where vehicles are waiting the carriageway becomes narrow which could result in traffic obstructions.
<b>Recommended changes and improvements</b>	No changes to waiting and loading restrictions.

<b>TMO restriction</b>	<b>Minories - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3303
<b>Site assessment</b>	Waiting and loading is prohibited along the length of the carriageway. This is appropriate for a key strategic road with high volumes of traffic. The loading needs of shops and other buildings is accommodated by multiple loading bays.
<b>Recommended changes and improvements</b>	The restrictions are operating as expected.

<b>TMO Restriction</b>	<b>Moorgate - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	2718, 2717, 2716
<b>Site assessment</b>	Prohibited and compulsory movements contribute to the free flow of traffic and reduce the collision risk at signalised areas.  Banned U-turn restrictions no longer in place outside Moorgate station.
<b>Recommended changes and improvements</b>	No changes to prohibited and compulsory movements recommended.  Review GIS and TMO to ensure they record banned U-turn restrictions accurately.

<b>TMO restriction</b>	<b>New Bridge Street - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	2719
<b>Site assessment</b>	Banned and prohibited turns at junctions with Bridewell Place and Ludgate Hill appear to be operating effectively.
<b>Recommended changes and improvements</b>	No recommendations for changes to these restrictions.



<b>TMO restriction</b>	<b>New Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3318
<b>Site assessment</b>	Narrow carriageway, with loading vehicles and police vehicles often parked on yellow lines. The road is a dead end with no through traffic and limited parking options in the surrounding road.
<b>Recommended changes and improvements</b>	No changes to waiting and loading recommended. However, changing the “at any time” waiting restrictions for a permit parking zone rather than not enforcing police would be more consistent with TSRGD regulations.

<b>TMO restriction</b>	<b>Old Broad Street - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3330
<b>Site assessment</b>	<b>South of London Wall</b> Waiting and loading is in effect for the entire length, which is appropriate considering the narrow carriageway and one way traffic.  <b>North of London Wall</b> Sections where loading permitted outside of shops, which is assessed to be appropriate.
<b>Recommended changes and improvements</b>	No changes to waiting and loading recommended.

<b>TMO restriction</b>	<b>Philpot Lane - One-Way</b>
<b>Relevant traffic orders</b>	1758, 1820
<b>Site assessment</b>	One way restriction with a contraflow cycle exemption. Improves traffic flow and allows parking on east side of road.
<b>Recommended changes and improvements</b>	No changes recommended.

<b>TMO restriction</b>	<b>Philpot Lane - Parking Places</b>
<b>Relevant traffic orders</b>	2559, 4242
<b>Site assessment</b>	GIS discrepancies identified. The expected parking place was found to be split between taxi bays and a pocket park. These restrictions however have no issues.
<b>Recommended changes and improvements</b>	Review traffic orders to ensure bays are described accurately and restrictions are enforceable.

<b>TMO Restriction</b>	<b>Poultry - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3351
<b>Site assessment</b>	No waiting and loading restrictions operate for the entire length of the road which ensures the traffic can flow freely and is not obstructed. Restrictions appear to be operating effectively.
<b>Recommended changes and improvements</b>	No changes to waiting and loading recommend.

<b>TMO restriction</b>	<b>Prince's Street Waiting and Loading</b>
<b>Relevant traffic orders</b>	3271
<b>Site assessment</b>	Waiting and Loading restrictions operating as expected. TMO states no loading at any time throughout, but not always visible on street which suggests blips have fully faded in places.
<b>Recommended changes and improvements</b>	No changes recommended.

<b>TMO Restriction</b>	<b>Puddle Dock - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3357
<b>Site assessment</b>	No waiting and no loading at any time restrictions operate for the entire length of the road. Restrictions appear to be operating effectively.
<b>Recommended changes and improvements</b>	No changes to waiting and loading extents recommended.  Review traffic orders and GIS to ensure all consistent with restrictions on street.

<b>TMO restriction</b>	<b>Queen Street Place - Waiting and Loading</b>
<b>Relevant traffic orders</b>	3359
<b>Site assessment</b>	Restrictions operating effectively throughout road.
<b>Recommended changes and improvements</b>	No improvements required.

<b>TMO restriction</b>	<b>Queen Victoria Street - Prohibited and Compulsory Movements</b>
<b>Relevant traffic orders</b>	3360
<b>Site assessment</b>	<p><b>Junction with Poultry – Ahead only</b> Forms part of an effective traffic management scheme, improves traffic flow and minimises risk of collisions.</p> <p><b>Junction with Cannon Street – Banned turns</b> Forms part of an effective traffic management scheme, improves traffic flow and minimises risk of collisions.</p> <p><b>Junction with Friday Street – No right turn into Friday Street</b> Forms part of an effective traffic management scheme, improves traffic flow and minimises risk of collisions.</p> <p><b>West of junction with Friday Street – No u-turn</b> Forms part of the police checkpoint. Whilst the restriction itself is valuable the checkpoint may no longer be required.</p>
<b>Recommended changes and improvements</b>	No changes recommended.

<b>TMO restriction</b>	<b>Threadneedle Street - One-Way</b>
<b>Relevant traffic orders</b>	4386
<b>Site assessment</b>	One-way restrictions with contraflow lanes. One-ways improve the flow of traffic in a congested section of the city. Narrow carriageway means that two-way traffic would present a risk. Contraflow cycling in a segregated lane benefits cyclists.
<b>Recommended changes and improvements</b>	No change to one-way recommended.

<b>TMO restriction</b>	<b>White Lion Hill - One-Way</b>
<b>Relevant traffic orders</b>	1788
<b>Site assessment</b>	Two-way traffic would not be viable on this road, making the one-way restriction a safety requirement.
<b>Recommended changes and improvements</b>	No change recommended