

Committee(s): Streets & Walkways Sub-Committee	Dated: 01/10/2024
Subject: Traffic Order Review – Outcome of detailed reviews and update	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Vibrant Thriving Destination Leading Sustainable Environment Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain’s Department?	
Report of: Katie Stewart, Executive Director of Environment	For Decision
Report author: Clive Whittle, Environment Department	

Summary

In April 2022 the Court of Common Council passed a motion requiring a review of 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 67 traffic orders in detail to determine whether modifications to them would be beneficial.

In January 2024, the Streets & Walkways Sub Committee agreed a programme, which grouped the 67 traffic orders into four categories to facilitate the detailed assessment.

This report requests Members’ approval to proceed with the recommended changes to six pedestrian zones. It also provides an update on progress with reviewing the remainder of the traffic orders in the programme. Apart from those that are being considered as part of projects, it is envisaged that any changes required to the remaining orders will be progressed under delegated authority (due their minor nature).

Recommendation(s)

Members are asked to:

- Note the detailed study of six timed road closure restrictions (pedestrian zones) and agree in principle to the recommended changes to the associated

traffic orders to amend their hours of operation, as shown in paragraph 6, subject to the completion of the statutory consultation process.

- Agree that the resolution of any objections received will be considered by the Director of City Operations, but if appropriate, a separate report be prepared for the Streets & Walkways Sub-Committee, to make the necessary traffic Orders.
- Note the any proposed changes to the remaining traffic orders (not covered by existing projects) will be progressed under delegated authority.
- Note there is £287,000 remaining in the approved budget, which should be sufficient to cover the cost of the proposed changes required so far to the traffic orders.

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 of the 1299 Traffic Management Orders (Traffic Orders) in the City. This review was completed in February 2023 with a total of 67 traffic orders identified that might require modification.
2. In January 2024, the Streets & Walkways Sub Committee agreed a programme, which grouped the 67 traffic orders into four groups to facilitate the detailed assessment and to implement any required changes.
 - i. Pedestrian Zones (6 traffic orders)
 - ii. Signage and road marking issues (10 traffic orders)
 - iii. To be included in other projects or programmes (29 traffic orders)
 - iv. Other changes which may be beneficial (22 traffic orders)
3. Details of the review methodology and outcomes can be found in earlier reports which are listed under Background Papers.

Current Position

4. For category (i) - traffic orders relating to pedestrian zones. These were identified as potentially requiring changes to extend the hours of operation for the current restrictions. This is due to these streets often being very busy or crowded with people walking through or gathering for social reasons into the evening, particularly during the summer months when the weather is good. The restrictions could also better align with the timings of other restrictions in the City, such as those at Bank junction.

5. A consultant was commissioned in September 2023 to undertake the review of operational hours. A detailed investigation has made recommendations for changes to their operational hours. This investigation looked at current vehicular and pedestrian data including kerbside activity. They also engaged with local businesses and occupiers to try to understand access and servicing needs, in order to understand what changes could potentially be accommodated.
6. A summary of the recommended changes is shown in the table below, and the full report can be seen in Appendix 1.

Table of changes for category (i) – Pedestrian Zones

Pedestrian Zone/Street	Current 'No Motor Vehicles' - Restriction Operational Hours	Proposed 'No Motor Vehicles' - Restriction Operational Hours
Carter Lane, Creed Lane to Ludgate Broadway	8am-6.00pm Mon - Fri	7am to 9pm Mon – Fri
Watling Street, Queen Street to Watling Court	8am-6.00pm Mon - Fri	7am to 9pm Mon – Fri
Bow Lane, Cannon Street to Cheapside	8am-6.00pm Mon - Fri	7am to 9pm Mon – Fri
Austin Friars, Old Broad Street to Pinner's Passage	11am-4.00pm Mon - Fri	7am to 9pm Mon – Fri
Lime Street, 35m south of Leadenhall Street to Leadenhall Place	8am-6.00pm Mon - Fri	7am to 9pm Mon – Fri
Devonshire Row, Bishopsgate to Devonshire Square	8am-6.00pm Mon - Fri	7am to 9pm Mon – Fri

7. The proposed changes will improve the amenity of these pedestrian areas by keeping them free of motor vehicles for longer periods of the day. This will provide a safer and more pleasant environment for people using the spaces, particularly later in the evenings in the summer months when the weather is good.
8. The consultant looked into the impact on access and servicing for local occupiers, and this has been taken into consideration with the recommendations. All local occupiers will also be notified of the statutory consultation, to ensure they are fully aware of the proposed changes and have the opportunity to discuss any issues or make representations. Ward members will also be briefed ahead of the start of the statutory process.
9. For Austin Friars, the consultant's report recommended changing the timing of the pedestrian Zone from the current times of 11am to 4pm Monday to Friday, to 11am to 7pm, Monday to Friday. This is largely because there could be several businesses in Austin Friars which do not open late into the evening, and they may require access for servicing and deliveries in the morning or evening.
10. The level of pedestrian activity recorded in the morning from 7am was fairly high on Austin Friars, and this continued until 9pm in the evening on some days. Taking this into consideration, it is recommended that the proposal should be to change the operational hours of this pedestrian zone to 7am to 9pm, Monday to Friday, which is also consistent with the proposed timings for the other zones that are being changed.
11. However, it is recognised that these timings may need to be amended depending on comments that may be received following engagement for the statutory processes.
12. Changing the traffic orders and the signage for the new operational hours of the pedestrian zones is estimated to cost in the region of £8,000 per zone.
13. For category (ii) – signage & road marking issues, changes to these traffic orders are almost complete. Any necessary changes are all expected to be delivered by the end of March 2025.
14. The recommended changes for this category are very minor and impacts have been assessed as low. The estimated costs of the changes are in the region of £5,000 to £7,000 per traffic order, and changes will be combined where possible to reduce costs.
15. Further details of the possible changes to these traffic orders are summarised in Appendix 2, Table 1.
16. The 29 Traffic Orders in category (iii) fall within existing or emerging projects or programmes. Any changes to traffic orders in this category will therefore progress separately, in line with those project timescales and where possible, the changes will be funded from those budgets. The details of these traffic orders and potential changes are shown in Appendix 2, Table 2.

17. Investigations into the 22 traffic orders in category (iv) – other changes, are underway, and the potential changes range from very minor (e.g. additional signage) to moderate impact (e.g. increased/more stringent restrictions). It is anticipated that investigation and implementation of the changes in this category will be completed by mid-2025.

Next Steps

18. Statutory consultation will be carried out to implement the traffic order changes for the six pedestrian zones in category 1, and local occupiers will be informed of the statutory public consultation to effect the traffic orders. Local ward members will be briefed in advance. It is anticipated that implementation will be complete by early 2025, subject to any objections being received that may take time to resolve.
19. The detailed investigations and changes for the remaining traffic orders in category (ii) - signs and road markings, are largely complete. For the remaining traffic orders in category (iv) – other orders, many of the detailed investigations and changes are complete and others are in progress. Any changes recommended will be progressed under delegated authority and it is anticipated that implementation will be delivered by mid-2025.
20. Changes to traffic orders in category (iii) will be progressed as part of relevant projects or programmes, and the timescales for implementation of each change will vary depending on the timings of those projects and programmes.

Corporate & Strategic Implications

Strategic implications

21. 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

22. 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. £213,000 has been spent on the review so far and the remaining funds will be used for delivery of any remaining changes to traffic orders and associated on-street works.
23. This remaining £287,000 funding is sufficient to implement the recommendations in this report. The changes to the traffic orders in categories (i) – pedestrian zones and (ii) - signs and road markings are expected to cost a maximum of £8000 each (including on street works). Processes will be combined where possible to reduce costs.
24. The changes to the 22 traffic orders in category (iv) – other orders, will in most cases can be funded from the remaining budget available for the traffic order review, however, if it becomes apparent that additional funding is required to deliver any changes to the

traffic orders still to be investigated, a bid for additional funding will be submitted and/or to prioritise implementation of some of those changes accordingly.

25. The cost to implement changes to the traffic orders in category (iii) will be covered by other projects and programmes, so no additional resources will be required.

Resource implications

26. Resources for delivering the recommended changes in this report will be met from within the Street Space Planning team, and changes that can be incorporated into existing or planned projects or programmes will be accommodated within the Transport and Public Realm Projects team.

Legal implications

27. Any changes proposed will be subject to the usual statutory due process for authorising, making and consulting on traffic orders and considering any objections. Decisions relating to traffic orders are largely delegated but if there were significant objections to a particular order that couldn't be resolved, then a report would be brought to this committee for further consideration.
28. In exercising functions as traffic authority, the City Corporation are required to comply with the duty in Section 122 of the Road Traffic Regulation Act 1984 which requires the traffic authority in exercising its functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to:
- (a) the desirability of securing and maintaining reasonable access to premises
 - (b) the effect of amenities of any locality
 - (c) national air quality strategy
 - (d) public service vehicles
 - (e) any other relevant matters.
29. The City Corporation also have a network management duty as the local traffic authority to secure the expeditious movement of traffic and in performing that duty may take any action which the City Corporation consider will contribute to securing the more efficient use of the road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic (S.16 Traffic Management Act 2004).

Risk implications

30. The process of making a traffic order is open to legal challenge, including via judicial review. There are risks of legal challenge when recommending the changes to traffic orders, particularly to the changes to the hours of operation of the pedestrian zones. In this case, local occupiers will be informed of the statutory order consultation so that any issues that may arise can be resolved as early as possible.

Equalities implications

31. Equalities implications will be considered in detail as part of the traffic order making process and considerations. However, no significant implications anticipated.

Climate implications

32. There are no relevant climate implications associated with the proposals in this report.

Security implications

33. There are no relevant security implications associated with the proposals in this report.

Conclusion

34 The programme of investigation of traffic orders continues and it is anticipated that the detailed investigations and implementation will all be complete by mid-2025. A total of 29 traffic orders will not be investigated further as part of this review as they will be incorporated into other projects and programmes. This will bring the traffic order review programme to a close, provided there are no unforeseen issues.

Appendices

- Appendix 1 – Review of Pedestrian Spaces, Feasibility Study
- Appendix 2 – Details of remaining Traffic Orders being reviewed and changes to be implemented

Background Papers

- [Report to the Streets & Walkways \(Sub\) Committee, 30/01/24 agenda item 16](#)
- [Report to the Court of Common Council 27/04/2023, Agenda Item 12](#)
- [Report to the Streets & Walkways \(Sub\) Committee, 17/01/23. Agenda item 15](#)
- [Report to the Streets and Walkways Sub-Committee, 08/11/22, agenda item 12](#)
- [Report to the Court of Common Council, 13/10/22 agenda item 10](#)
- [Report to the Planning and Transportation Committee, 07/03/22 agenda item 8](#)
- [Report to the Planning and Transportation Committee, 20/09/22 agenda item 5](#)
- [Report to the Planning and Transportation Committee, 17/05/22, agenda Item 6](#)
- [Minute of Motion passed by the Court of Common Council 21/04/22 \(page 20\)](#)

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