

City of London Notice of proposals

Amendments to the loading bay and waiting & loading restrictions in Threadneedle Street.

In exercise of the powers conferred by sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 and of all other powers, NOTICE IS HEREBY GIVEN that the Common Council of the City of London intend to make the orders set out in section 1 to this notice, with the effect set out in section 2 to this notice, by amending the orders set out in section 3 to this notice.

1. The following orders intend to be made;

The City of London (Loading Bays) (Amendment No. *) (Threadneedle Street) Order 202*

The City of London (Waiting and Loading Restriction) (Amendment No. *) Order 202*

2. The orders set out in section 1 to this notice above will propose to have the following effect on **Threadneedle Street**;

- a) to move the existing loading bay operating on the south side outside No. 5 & 6 by 2.6 metres in an easterly direction and to increase the length of the loading bay by 8.8 metres eastwards, for a total length of 18.8 metres.
- b) to change the operational times of the loading bay from 'at any time' to 'at any time any such day not being Christmas Day, Good Friday or a Bank Holiday' and where waiting is limited to 40 minutes with no return within 1 hour.
- c) to replace a section of the existing 'at any time' waiting restriction with a loading bay on the south side outside Nos. 5 & 6;
- d) to introduce an 'at any time' loading restriction on the south side from the eastern kerb-line of Finch Lane eastward for a distance of 5 metres.
- e) to extend the '7am to 7pm Mon to Fri' loading restriction on the south side outside Nos. 28 to 29 by 2.2 metres in a westerly direction.

3. The orders will be made by amending the following orders;

The City of London (Loading Bays) (Consolidation No. 1) Order 2019 (as amended)

The City of London (Waiting and Loading Restriction) (Consolidation No. 2) Order 2021 (as amended)

4. Copies of the proposed Orders, the statement of reasons for proposing to make the Orders and plans showing all scheme proposals, along with a copy of the relevant Consolidation Orders can be inspected during normal office hours on Monday to Fridays inclusive at Planning Enquiry Desk, North Wing, Guildhall, London, EC2V 7HH and on <https://www.cityoflondon.gov.uk/services/streets/traffic-schemes-and-proposals/>. Further information may be obtained from Policy & Projects, City of London, PO Box 270, Guildhall, London EC2P 2EJ or by telephone No. 020 7332 3970 or email to policy.projects@cityoflondon.gov.uk. Persons desiring to object or make representation to the proposals should send a statement of their objection or representation and the grounds thereof in writing to the Head of Street Space Planning at the address or email set out above to arrive by 29th February 2024 quoting the reference 'TLB-2024'.

Dated 8th February 2024

Ian Hughes, Director, City Operations



Statement of Reasons

The City of London (Loading Bays) (Amendment No. *) (Threadneedle Street) Order 202*, and The City of London (Waiting and Loading Restriction) (Amendment No. *) Order 202*

Proposals

To introduce the following amendments on Threadneedle Street;

- (i) to move the existing loading bay operating on the south side outside No. 5 & 6 by 2.6 meters in an easterly direction and to increase the length of the loading bay by 8.8 metres eastwards, for a total length of 18.8 meters.
- (ii) to change the operational times of the loading from 'at any time' to 'at any time any such day not being Christmas Day, Good Friday or a Bank Holiday' and where waiting is limited to 40 minutes with no return within 1 hour.
- (iii) to replace a section of the existing 'at any time' waiting restriction with a loading bay on the south side outside Nos. 5 & 6;
- (iv) to introduce an 'at any time' loading restriction on the south side from the eastern kerb-line of Finch Lane eastward for a distance of 5 meters.
- (v) to extend the '7am to 7pm Mon to Fri' loading restriction on the south side outside Nos. 28 to 29 by 2.2 meters in a westerly direction.

Reasons

The amendments to this section of Threadneedle Street have come about due to the existing bus stop no longer being required at this location. The current bus stop restriction will be removed and replaced with a facility to allow loading and unloading, to help accommodate the servicing needs of local businesses. The extension of a loading bay that allows loading for a max stay of 40 minutes and no return within 1 hour will provide more space for loading and ensure a regular turnaround of the loading bay availability. The introduction of 'at any time' waiting and all day (7am-7pm) loading restrictions is intended to prevent obstructive parking at the proposed locations and thereby improve access for vehicles utilising the loading facilities and improve visibility for all road users in the location. The 'at any time' waiting and loading restrictions near to its junction with Finch Lane are to enable junction protection and visibility for pedestrians crossing at this location. On public holidays, traffic and activity levels on the City of London road network is generally lower. Most users are not operating on these days and, if they are, it's at a reduced capacity. Therefore restrictions are considered unnecessary on these days.

Road Traffic Regulation Act 1984

This traffic order is to be implemented in accordance with Section 6 of the Road Traffic Regulation Act 1984 (as amended) as it appears to the City Corporation that it is expedient to make the 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.

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).

It is considered that the proposals will generally assist to secure the safer movement of vehicular and pedestrian traffic and reduce and prevent danger. 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: Reasonable access to premises has been maintained. Impacts on the ability to access and service local premises has been taken into consideration with loading bay provisions, including a loading bay with a 40 min max stay to enable turn- over of available space. A section of the street will have a loading restriction that only operates 7am – 7pm Mon – Fri.

(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, to preserve or improve the amenities of the areas through which the roads run;

COMMENT: Access for heavy goods vehicles maintained, and the measures provided will help ensure delivery and loading activities take place at the most appropriate locations, such as at the loading bay provided.

(bb) 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 prioritising pedestrians through effective kerbside management in the City. The introduction of waiting and loading restrictions will improve visibility for pedestrians at the junction of Finch Lane and reduce congestion by preventing obstructive parking and facilitating the flow of traffic.

(c) 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: No Impact. Public Service Vehicles were considered during scheme design and the existing bus stop is now redundant and no longer utilised by a bus service. The waiting and loading restrictions will aim to facilitate flow of traffic for all classes of vehicle, including public service vehicles.

(d) any other matters appearing to the strategic highways company or the local authority to be relevant.

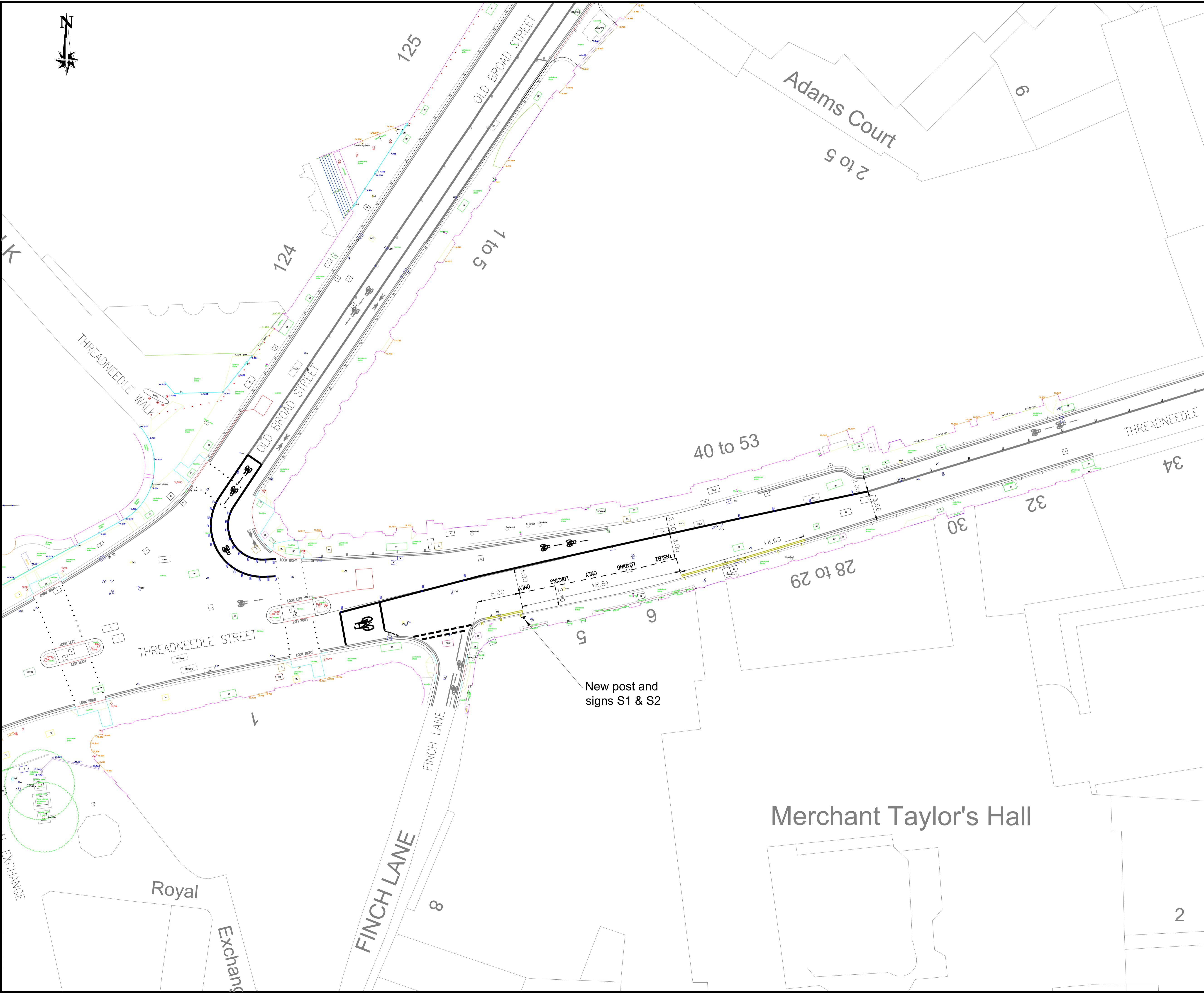
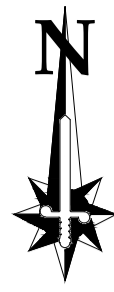
COMMENT: The proposals promote the aims and objectives of the City's Transport Strategy.

Traffic Signs Regulations and General Directions 2016

All associated signing will be in accordance with Traffic Signs Regulations and General Directions 2016.

Equality Act 2010

Thorough consideration has been given to the Equalities duty of the Council under Section 149 of the Equality Act 2010.



Notes:

1. No information to be scaled from this drawing.
2. Works shall comply with the current City of London Specification for Highway works.
3. This drawing is to be read in conjunction with all relevant drawings
4. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

KEY

- Proposed "Deep Cream" yellow road marking
- Proposed white road marking
- Existing white road marking to remain
- Relocated pole cone.
- New 76mmØ steel post and signs as per sign detail.

SIGN DETAIL



Scheme Ref.	Threadneedle St S1	x-height	20.0
Sign Ref.	666-40	SIGN FACE	
Letter colour	BLACK	Width	355 mm
Background	WHITE	Height	520 mm
Border	BLACK	Area	0.18 m ²
Material	Class R3B-UK		



Scheme Ref.	Threadneedle St S2	x-height	100.0
Sign Ref.	638	SIGN FACE	
Letter colour	BLACK	Width	1280 mm
Background	WHITE	Height	840 mm
Border	BLACK	Area	1.08 m ²
Material	Class R3B-UK		

Rev No.	Date	Description	By
Revision			

TITLE:
Pedestrian Priority Scheme

TITLE:
**Threadneedle St
Merchant Taylors Hall
General Arrangement**

CLIENT:
**HIGHWAY DESIGN
AND CONSTRUCTION**

DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 2770
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030



CITY OF LONDON

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Date:	JULY 23		
Designed by:	NB		
Checked by:	BM		
Scale & Drawing Size:	1:200@A1	Revision:	Drawing No: 100/16800457/MT/GA1

New post and signs S1 & S2

Merchant Taylor's Hall

Royal

Exchange

FINCH LANE

8

1 to 5

40 to 53

28 to 29

30

32

34

2

Adams Court
2 to 5

125

124

OLD BROAD STREET

THREADNEEDLE WALK

THREADNEEDLE STREET

THREADNEEDLE