

<b>Committees:</b>	<b>Dates:</b>	
Streets and Walkways Sub-Committee	6 May 2014	
Projects Sub-Committee	7 May 2014	
<b>Subject:</b> New Street Square	<b>Issues Report</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>	

### Summary

Project Status	Project Stage	Total Estimated Cost	Spend to Date	Overall Project Risk
GREEN	Gateway 6	£1,070,667	£ 1,040,388	GREEN

The purpose of this Issues Report is to seek Member approval for the implementation of traffic management measures in the New Street Square area to mitigate the nuisance to residents caused by localised traffic problems.

The New Street Square Highway Improvements Project was approved by the Street and Walkways Sub Committee and the Finance Committee in September 2006. A total of £1,040,388 of the £1,070,667 budget has been expended on the design and implementation of highway improvements works.

The implementation of the highway works was completed in 2010 and the development is now operating at full occupancy.

Two traffic management options to mitigate local traffic problems have been identified.

Option 1:

- To restrict parking on one side of the street only from Printer Street to West Harding Street using double yellow lines;
- To restrict loading Mon-Fri 7am-7pm on one side of the street only from Printer Street to West Harding Street using single yellow kerb markings; and
- A 7.5T vehicle restriction from Printer Street to West Harding Street.

Option 2:

- The measures from Option 1; and
- A "point no entry" at the junction of Pemberton Row and East Harding Street to reduce eastbound traffic flows.

In addition to the traffic management changes proposed, the major occupiers and building owners in the area have offered to work with the City of London to reduce the traffic congestion caused by vehicles waiting and loading in the area.

To fund the proposed traffic management measures it is recommended that the remaining budget of £30,279 be adjusted (with no overall increase) to allow:

- £10,000 for implementation of the traffic management measures proposed in this report;
- £3,000 for fees to undertake traffic surveys; and
- £17,279 for staff costs required for consulting on the proposals and closing out the project to Gateway 7.

### **Recommendations**

It is recommended that Members approve:

- Statutory stakeholders, residents and businesses be consulted on the measures outlined in Option 1;
- Authority be delegated to the Director of the Built Environment to implement the measures in Option 1 on an experimental basis (including any variations resulting from the consultation); and
- Changes to the implementation, fees and staff costs budgets (with no increase in the overall budget).

## **Main Report**

<b>1. Issue description</b>	<p>On 1<sup>st</sup> March 2005 the City entered into a S106 agreement with the developers of the New Street Square redevelopment. The highway works required to enable the development were funded through the S106 transport contribution and were implemented and completed by the City in 2010. These works consisted of installing carriageway granite setts, courtesy crossings, footway paving, street lighting and the widening of Pemberton Row.</p> <p>Paragraph 220 of the Planning Report approved by the Planning and Transportation Committee on 27<sup>th</sup> April 2004 noted that it would be appropriate to assess the traffic situation following the completion of the New Street Square development.</p> <p>Following complaints from residents on Pemberton Row about loading problems and traffic congestion, a traffic survey was carried out on Bartlett Court and Pemberton Row in 2013 (after the closure of Stonecutter Street). In brief it was found that:</p> <ul style="list-style-type: none"><li>• Heavy Goods Vehicles (HGVs) comprise 4% of weekday traffic on Pemberton Row and 6% on Bartlett Court;</li></ul>
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- Approximately 20% of loading activity on Pemberton Row is attributable to the New Street Square development. The remainder services premises at 1-5 Pemberton Row, Red Lion Court, Fetter Lane and Gough Square.

The percentage of large goods vehicles on the narrow residential streets between New Street Square and West Harding Street is too high. The route via Bartlett Court, which is wider and has fewer turns, is a more appropriate route for large goods vehicles. The traffic flows along Pemberton Row are not exceptionally high for local City streets, but the through traffic, loading activity on Pemberton Row and the number of large goods vehicles combine at peak times to create localised traffic congestion (see Appendix 2).

Two options have been identified to reduce the local traffic congestion (see Appendix 3):

Option 1 (recommended):-

- Double yellow lines and single loading blips on one side of the streets;
- A 7.5T vehicle restriction from Printer Street to West Harding Street.

Option 2 (not recommended):-

- Double yellow lines and single loading blips on one side of the streets;
- A 7.5T vehicle restriction from Printer Street to West Harding Street; and
- A “point no entry” at the junction of Pemberton Row and East Harding Street to reduce eastbound traffic flows.

A “point no entry” at the junction of Pemberton Row and East Harding Street is not recommended at the current time as it is anticipated that traffic patterns in the area will continue to evolve. Changes to traffic behaviour is likely following the completion of the Holborn Circus project, vehicles that previously exited the area via St. Andrew Street may seek alternative routes. In addition further changes to traffic, parking and loading are expected as a result of a number of forthcoming large developments in the Shoe Lane quarter. These changes will be monitored through the Shoe Lane Quarter project. Therefore Option 1 is the

	<p>recommended option to take forward at present.</p> <p><i>Option 1 detail</i></p> <p>It is proposed that parking and loading restrictions be introduced on one side of West Harding Street, Pemberton Row, East Harding Street and Printer Street to prevent vehicles parking at all times and loading between 7am-7pm Monday to Friday (see Appendix 3).</p> <p>In addition it is proposed that eastbound (and westbound) vehicles exceeding 7.5T are restricted from using West Harding Street, Pemberton Row, East Harding Street and Printer Street (except for loading). This will allow large goods vehicles passing through the area to be routed via the wider and less residential streets of New Street Square and Bartlett Court.</p> <p>The measures outlined in Option 1 are to be implemented on an experimental basis. If traffic monitoring surveys show a significant reduction in the percentage of large goods vehicles, the experimental order should be deemed a success and the order made permanent.</p> <p><i>Finances</i></p> <p>A total of £1,040,388 of the £1,070,667 has been expended on the highway improvement works to date, with £30,279 of the budget remaining to resolve the outstanding traffic management issues (see Appendix 4). It is proposed that the budget for implementation, fees and staff costs be adjusted (with no overall increase) to allow:</p> <ul style="list-style-type: none"> <li>• £10,000 for implementation of the measures;</li> <li>• £3,000 for fees to commission traffic surveys; and</li> <li>• The remaining sum of £17,279 to be made available for staff costs. This sum should be sufficient to cover the staff costs required to carry out statutory consultation on the proposals and close out the whole project to Gateway 7.</li> </ul>
<p><b>2. Last approved limit</b></p>	<p>The project has an approved limit of £1,070,667. No changes are being sought to this budget.</p>
<p><b>3. Options</b></p>	<p><b>Option 1 (recommended):</b> Implement the following traffic management measures:</p> <ul style="list-style-type: none"> <li>• Double yellow lines and single loading blips on one</li> </ul>

	<p>side of the streets;</p> <ul style="list-style-type: none"> <li>• A 7.5T vehicle restriction from Printer Street to West Harding Street.</li> </ul> <p>This option is recommended to mitigate traffic congestion which stems from loading vehicles and HGV's.</p> <p><b>Option 2 (not recommended):</b> Implement the following traffic management measures:</p> <ul style="list-style-type: none"> <li>• Double yellow lines and single loading blips on one side of the streets;</li> <li>• A 7.5T vehicle restriction from Printer Street to West Harding Street; and</li> <li>• A “point no entry” at the junction of Pemberton Row and East Harding Street to reduce eastbound traffic flows.</li> </ul> <p>This option is not recommended at the current time due to changes to traffic flows referred to earlier in the report.</p> <p>“Do nothing” is not regarded as a realistic option as this would result in the identified problems remaining unresolved.</p>
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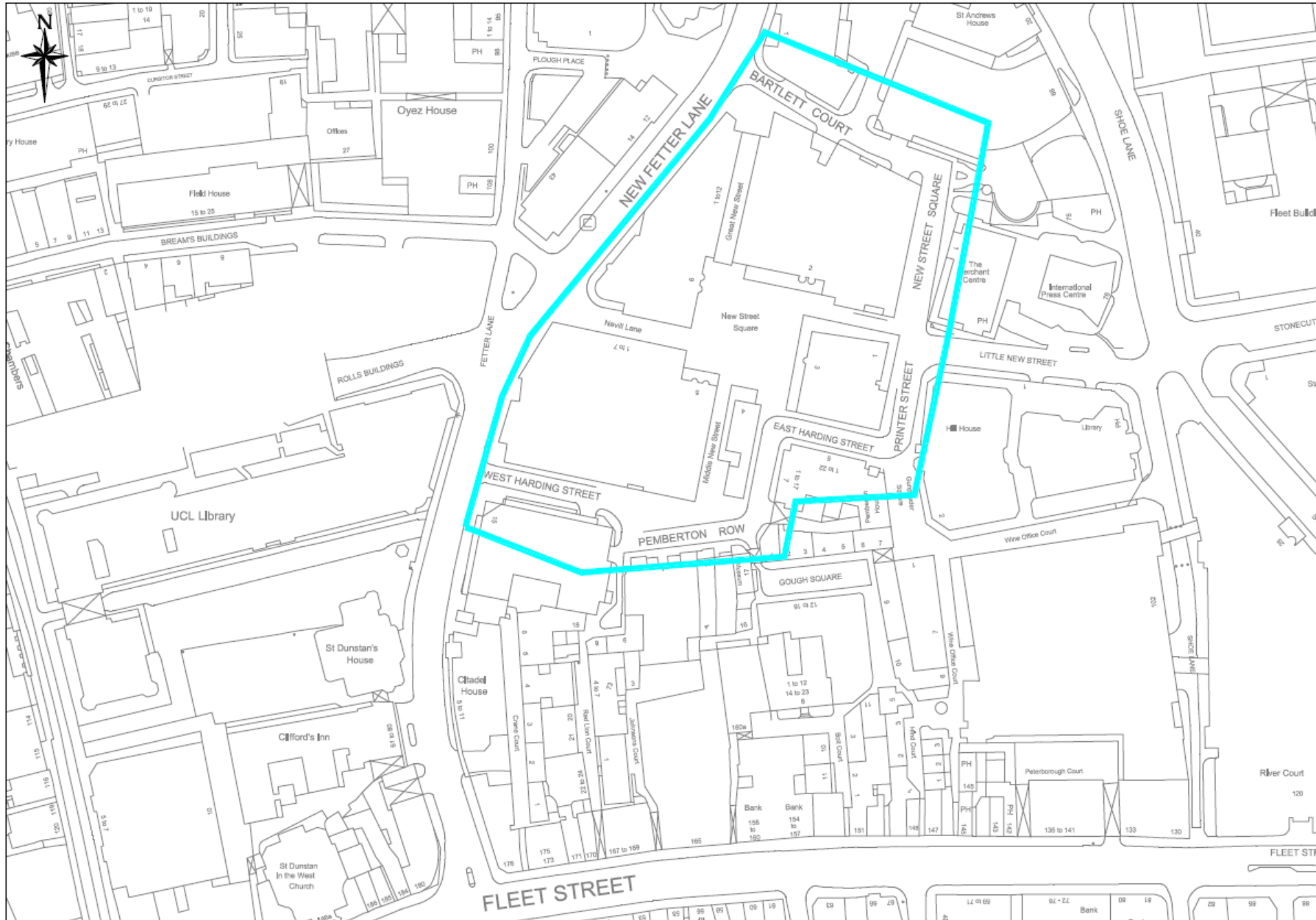
**Appendices**

<b>Appendix 1</b>	Location Plan
<b>Appendix 2</b>	Localised Traffic Problems
<b>Appendix 3</b>	Traffic Management Options
<b>Appendix 4</b>	Finance Tables

**Contact**

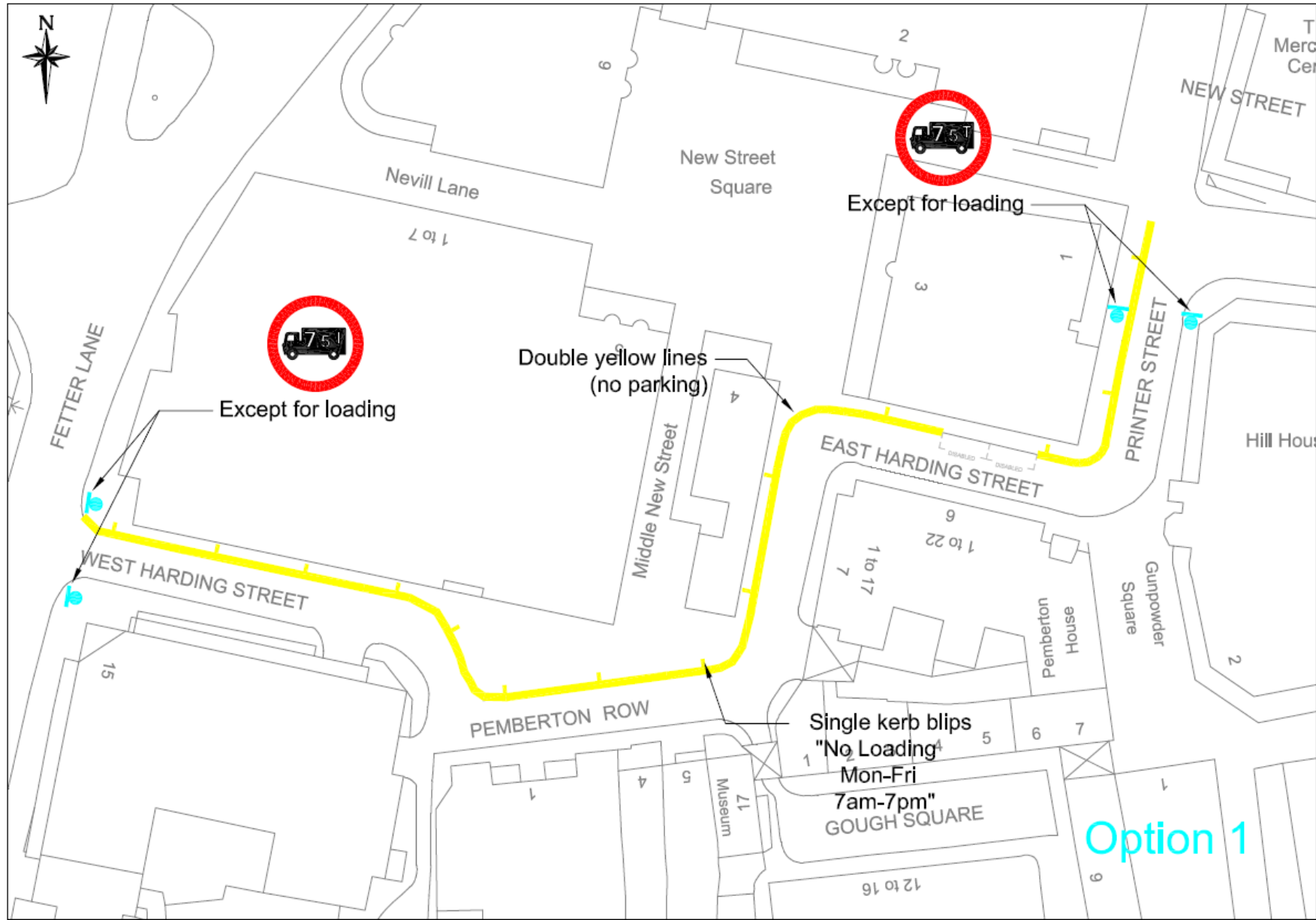
<b>Report Author</b>	Kristian Turner
<b>Email Address</b>	kristian.turner@cityoflondon.gov.uk
<b>Telephone Number</b>	020 7332 1745

# Appendix 1

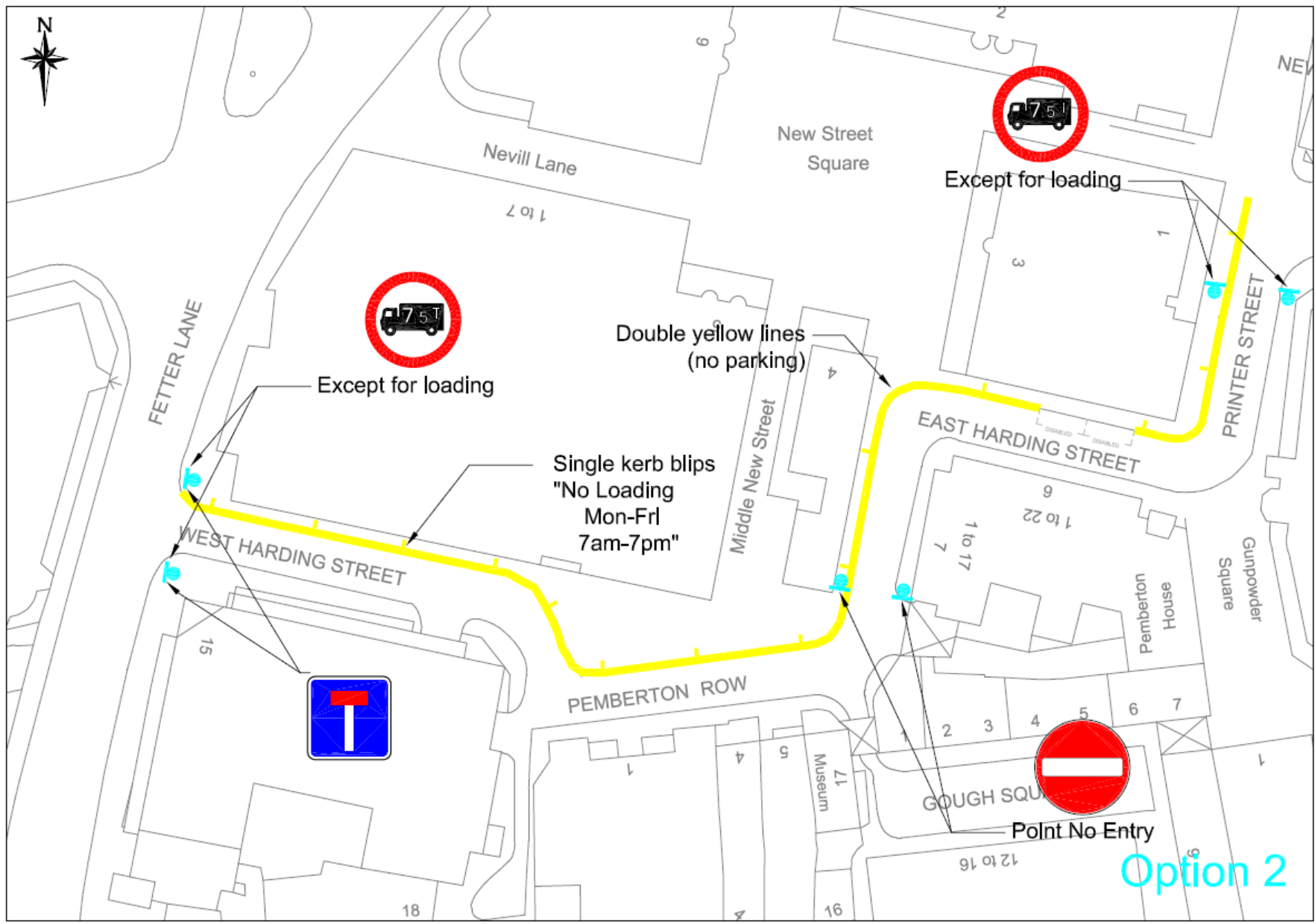


Appendix 2









## Appendix 4

Table 1: Spend to Date

<b>New Street Square</b>	<b>Budgets</b>	<b>Spend / Commitments to Date</b>	<b>Remaining</b>
<b>Project Number - 16100057</b>			
Pre-Evaluation Fees	£58,925.47	£58,925.47	£0.00
Staff Costs	£154,381.00	£147,212.73	£7,168.27
Fees	£2,250.00	£2,250.00	£0.00
Works	£855,110.53	£832,000.28	£23,110.25
<b>Total</b>	<b>£1,070,667.00</b>	<b>£1,040,388.48</b>	<b>£30,278.52</b>

Table 2: Budget Re-set

<b>New Street Square</b>	<b>Current Budgets</b>	<b>Proposed Budgets</b>	<b>Variance</b>
<b>Project Number - 16100057</b>			
Pre-Evaluation Fees	£58,925.47	£58,925.47	£0.00
Staff Costs	£154,381.00	£165,902.73	£11,521.73
Fees	£2,250.00	£5,250.00	£3,000.00
Works	£855,110.53	£840,588.80	<b>-£14,521.73</b>
<b>Total</b>	<b>£1,070,667.00</b>	<b>£1,070,667.00</b>	<b>£0.00</b>