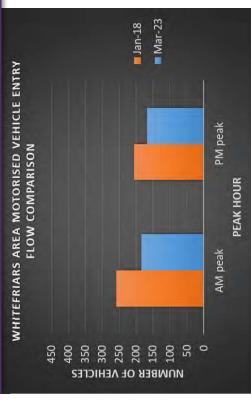




#### Traffic Flows and Routes

## Traffic volumes - Whitefriars area



MOTOR VEHICLES	CLES	
Mar-23	AM peak	PM peak
Entry flow	185	167
Exit flow	162	210
Jan-18	AM peak	PM peak
Entry flow	259	206
Exit flow	194	238
Change	AM peak	PM peak
Entry flow	-74	-39
Exit flow	-32	-28
% change	AM peak	PM peak
Entry flow	-29%	-19%
Exit flow	-16%	-12%

	CYCLES		
	Mar-23	AM peak	PM peak
	Entry flow	293	159
	Exit flow	217	231
	Jan-18	AM peak	PM peak
	Entry flow	405	232
	Exit flow	325	239
Jan-18			
■ Mar_23	Change	AM peak	PM peak
- IBIAI	Entry flow	-112	-73
	Exit flow	-108	8-
	% change	AM peak	PM peak
	Entry flow	-28%	-31%
	Exit flow	-33%	-3%

200

**NOMBER OF VEHICLES** 

150

250

350

•	The October 2022 and March 2023 survey data has been compared to
	the January 2018 survey data in order to see how this has changed for
	motorised vehicles and cycles

Comparison

This comparison has been undertaken for vehicles entering and exiting the Whitefriars area

## A comparison has also been made for the eastbound and westbound flow on Fleet Street, to the west of Fetter Lane

#### Whitefriars area

 Motor vehicle flows entering the Whitefriars area in March 2023 have reduced by 29% in the AM peak hour and by 19% in the PM peak hour compared to the January 2018 survey data Cycle flows entering the Whitefriars area in March 2023 have reduced by 28% in the AM peak hour and by 31% in the PM peak hour compared to the January 2018 survey data

WHITEFRIARS AREA CYCLE ENTRY FLOW

COMPARISON

#### Fleet Street

The following slide provides a flow comparison for Fleet Street

 Motor vehicle flows eastbound on Fleet Street in October 2022 have reduced by 40% in the AM peak hour and by 47% in the PM peak hour compared to the January 2018 survey data

2-way cycle flows on Fleet Street in October 2022 have increased by 24% in the AM peak hour and by 32% in the PM peak hour compared to the January 2018 survey data

PM peak

AM peak

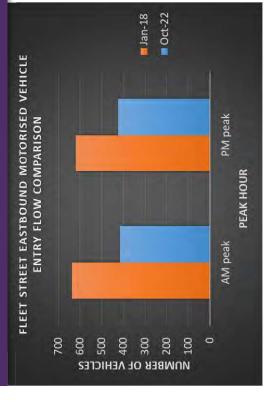
PEAK HOUR





Traffic Flows and Routes

## Traffic volumes - Fleet Street



FLEET STREET EASTBOUND CYCLE ENTRY FLOW

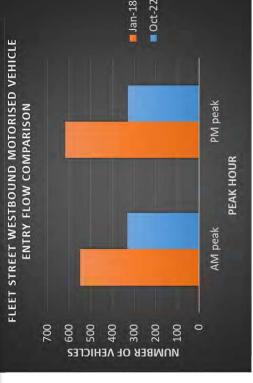
COMPARISON

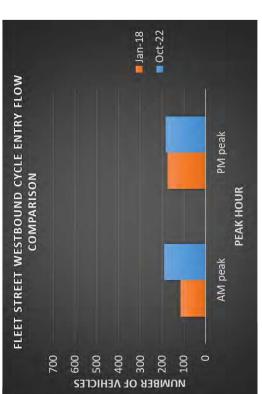
9

500

300

NOWBER OF VEHICLES





■ Jan-18 ■ Oct-22

PM peak

AM peak

PEAK HOUR

	<b>MOTOR VEHICLES</b>	CLES	
	Oct-22	AM peak	PM peak
	Eastbound	416	425
	Westbound	330	328
	Jan-18	AM peak	PM peak
	Eastbound	637	620
	Westbound	548	618
00			
2	Change	AM peak	PM peak
	Eastbound	-221	-195
	Westbound	-218	-290
	% change	AM peak	PM peak
	Eastbound	-35%	-31%
	Westbound	-40%	-47%

CYCLES		
Oct-22	AM peak	PM peak
Eastbound	234	231
Westbound	191	184
Jan-18	AM peak	PM peak
Eastbound	227	140
Westbound	116	174
Change	AM peak	PM peak
Eastbound	7	91
Westbound	75	10
% change	AM peak	PM peak
Eastbound	3%	65%
Westbound	65%	%9



Traffic Flows and Routes



#### Survey Origin-Destination (OD) points

- Carmelite Street (exit only to Victoria Embankment)
- Victoria Embankment (eastbound only)
- Watergate (exit only)
- Tudor Street (exit only)

Salisbury Court

- Bridewell Place (entry and exit) 5.
- New Bridge Street (2-way) 9
- Whitefriars Street (exit only)
- Bouverie Street (entry only)
- Fleet Street (2-way)

Bridewell Place

Temple Lane

Tudor Stree

King's Bench Walk

- Tallis Street (2-way) 10.
- The ANPR survey is only able to collect data for motor vehicles because it requires number plates to match the vehicles at each OD point
- Vehicle types surveyed were:

Queen

Car (including taxi) 797 P

John Carpenter Street

- 06V1
- OGV2

#### **Survey times**

Blackfriars Bridge

Blackfriars Underpass

Victoria Embankment

ment

Temple Avenue

- CITY Wednesday 22<sup>nd</sup> March, Thursday 23<sup>rd</sup> March and Saturday 25<sup>th</sup> March 2023

  - 07:00-10:00, 12:00-14:00, 16:00-19:00



Traffic Flows and Routes

## Survey results - Vehicle routes

#### Origin-Destination summary results

- The tables below show the proportion of vehicles travelling from the specified origin to the specified destination
- The top table is for a weekday (Wednesday), with the bottom table showing data for Saturday

						Destination	_				
	Wednesday	1	ε	4	5 (eastbound)	5 (eastbound) 5 (westbound)	9	7	8	6	10
	2	1%	%9	1%	%0	10%	%08	1%	%0	1%	%0
	3	%0	%0	13%	%0	13%	%89	%0	%0	13%	%0
	4	%0	%0	%0	%0	%0	%/6	%0	%0	3%	%0
U	5 (eastbound)	%0	%EE	%0	%0	%0	33%	%0	%0	33%	%0
iigi	5 (westbound)	%5	15%	15%	4%	%0	8%	31%	1%	70%	%0
١O	9	%/	%0	%0	%0	2%	71%	%0	%0	14%	%0
	7	%7	%0	%0	%0	%0	%0	%0	%9	91%	1%
	8	12%	%7	31%	13%	%0	%9	%6	%0	70%	%9
	6	%/	1%	32%	13%	%0	7%	7%	31%	11%	1%
	10	767	%0	%8	%9	%0	%9	21%	%0	767	%0

						Destination	_				
	Saturday	1	3	4	5 (eastbound)	5 (eastbound) 5 (westbound)	9	7	8	6	10
	2	%0	%0	%0	%0	7%	%26	1%	%0	%0	%0
	8	%0	0%	%0	%0	%0	100%	%0	%0	%0	%0
	7	%0	%0	%0	%0	%0	100%	%0	%0	%0	%0
U	5 (eastbound)	20%	%0	%0	%0	%0	%0	%0	%0	20%	%0
igi	5 (westbound)	7%	19%	21%	%0	%0	2%	21%	%0	79%	2%
10	9	11%	0%	11%	%0	%0	78%	%0	%0	%0	%0
	7	%0	0%	%0	%0	%0	%0	%0	%0	100%	%0
	8	11%	3%	79%	%6	%0	14%	%9	3%	76%	3%
	6	8%	0%	51%	11%	%0	1%	2%	15%	11%	1%
	10	25%	0%	13%	13%	%0	%0	%0	%0	20%	%0

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<sup>L</sup> uagate,	74	Ctreet	
	New Bridge Street New Br	iage ou	Blackfriars Bridge
9	Bridewell Place	Waterg to 3	2
eide Lane	Bridewellin	1	
Salisbury	Dorset Rise	John Carpenter Stre	nkment Blackfriars Underpass
- 1-	Primrose Hill	Carmelite Street	1 ankment Blackfriars
t e e	ors Street	Temple	1 Victoria Embankment Blackfri
Bo verie St			
5 Lomi	Dard Lane Temple Lane		10
1	King's Benc	h Walk	
151		1111	ment



Traffic Flows and Routes

#### Vehicle routes (Wednesday) – Victoria Embankment

#### Victoria Embankment

Victoria Embankment go to the Ludgate Circus junction. The remaining 21% enter For the 8 surveyed hours on Wednesday, 79% of vehicles heading north from the Whitefriars area at Bridewell Place

Ludgate ,

Stree

- This equates to 46 vehicles going from Victoria Embankment to the Whitefriars area across the 8 hours surveyed for Wednesday
- The survey data is summarised as follows:

Bride L

Salisbury Court

e Street

Lombard Lane

ROUTE	AM	IP	Μd	TOTAL	AM	ПР	PM	TOTAL
S02E>S05W	12	3	5	20	12%	%9	%8	%6
S02E>S05W>S01S	1	1	1	3	1%	7%	7%	1%
S02E>S05W>S03S	8	1	8	12	%8	2%	2%	%9
S02E>S05W>S03S>S04E	0	0	1	1	%0	%0	7%	%0
S02E>S05W>S03S>S05W	0	1	0	1	%0	2%	%0	%0
S02E>S05W>S03S>S06N	1	0	0	1	1%	0%	%0	%0
S02E>S05W>S04E	1	1	0	2	1%	2%	%0	1%
S02E>S05W>S04E>S06N	0	0	1	1	%0	0%	2%	%0
S02E>S05W>S05E	0	1	0	1	%0	2%	%0	%0
S02E>S05W>S07N	2	0	0	2	2%	0%	%0	1%
S02E>S05W>S07N>S09W	1	0	1	2	1%	0%	2%	1%
S02E>S06N	74	44	53	171	74%	85%	82%	79%

Queen

Bridewell Place

Dorset Rise

Temple Lane

Tudor Stree

King's Bench Walk







Traffic Flows and Routes

# Vehicle routes (Wednesday) - Bridewell Place

#### **Bridewell Place**

- For the 8 surveyed hours on Wednesday, 48% entering the Whitefriars area at Bridewell Place move through directly to exit from Whitefriars Street
- This equates to 36 vehicles going from Bridewell Place to Whitefriars Street across the 8 hours surveyed for Wednesday
- The survey data is summarised as follows:

Salisbury Court

Lombard Lane

Temple Lane

King's Bench Walk

	-	ROUTE	AM	ПР	PM	TOTAL	AM	dl	PM	TOT
1	1	S05W>S01S	1	2	1	4	3%	12%	4%	2%
-		S05W>S03S	9	4	1	11	18%	24%	4%	159
7		S05W>S03S>S04E>S06N	1	0	0	П	3%	%0	%0	1%
	1	S05W>S03S>S06N	0	0	3	3	%0	%0	13%	4%
-		S05W>S04E	6	0	8	6	18%	%0	13%	129
		S05W>S04E>S06N	1	0	1	2	3%	%0	4%	3%
		S05W>S05E	1	0	7	3	3%	%0	%8	4%
		S05W>S07N	9	9	9	21	27%	35%	25%	289
1	nagn	S05W>S07N>S08S	0	1	0	1	%0	%9	%0	1%
20		S05W>S07N>S08S>S07N	1	0	0	1	3%	%0	%0	1%
		S05W>S07N>S09W	7	2	9	15	21%	12%	25%	206
		S05W>S10E>S04E	0	1	1	2	%0	%9	4%	3%
		S05W>S10E>S07N	0	1	0	1	%0	%9	%0	1%

New Bridge Street







Traffic Flows and Routes

# Vehicle routes (Wednesday) - Fleet Street

#### Fleet Street

- For the 8 surveyed hours on Wednesday, 41% entering the Whitefriars area at Bouverie Street move through directly to exit from Tudor Street. 19% exit from Bridewell Place
- This equates to 194 vehicles going from Bouverie Street to Tudor Street, and 89 vehicles going from Bouverie Street to Bridewell Place, across the 8 hours surveyed for Wednesday
- The survey data is summarised as follows:

	ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
-	S09E>S01S	1	2	0	3	1%	7%	%0	1%
-	S09E>S03S	3	0	1	4	3%	%0	%0	1%
7	S09E>S04E	8	12	28	48	7%	10%	12%	10%
1	S09E>S04E>S06N	2	0	1	3	7%	%0	%0	1%
	S09E>S05E	2	1	2	5	7%	1%	1%	1%
	S09E>S07N	2	0	1	3	7%	%0	%0	1%
	S09E>S07N>S04E	0	0	1	1	%0	%0	%0	%0
	S09E>S07N>S09W	2	2	2	9	7%	7%	1%	1%
	S09E>S08S>S01S	8	10	17	35	7%	%8	2%	2%
	S09E>S08S>S03S	2	0	0	2	7%	%0	%0	%0
	S09E>S08S>S04E	33	52	86	183	767	45%	42%	39%
naono	S09E>S08S>S04E>S06N	4	1	9	11	4%	1%	3%	7%
Care	S09E>S08S>S05E	22	18	48	88	19%	15%	21%	19%
	S09E>S08S>S05E>S06N	1	0	0	1	1%	%0	%0	%0
	S09E>S08S>S05E>S07N>S09W	0	0	1	1	%0	%0	%0	%0
	S09E>S08S>S07N	0	3	4	7	%0	7%	7%	1%
	S09E>S08S>S07N>S08S	0	1	2	3	%0	1%	1%	1%
	S09E>S08S>S07N>S09W	8	9	13	27	7%	2%	%9	%9
	S09E>S08S>S09W	1	0	1	2	1%	%0	%0	%0
	S09E>S08S>S10E	2	5	1	8	7%	4%	%0	7%
hirles	S09E>S08S>S10E>S01S	7	4	2	13	%9	3%	1%	3%
5	S09E>S08S>S10E>S04E	0	0	1	1	%0	%0	%0	%0
hicle	S09E>S08S>S10E>S04E>S06N	0	1	1	2	%0	1%	%0	%0
) ;	S09E>S08S>S10E>S05E	0	1	0	1	%0	1%	%0	%0
icles	S09E>S08S>S10E>S07N	0	1	0	1	%0	1%	%0	%0
	S09E>S08S>S10E>S07N>S09W	3	3	2	8	3%	2%	1%	7%
icles	S09E>S08S>S10E>S09W	0	0	1	1	%0	0%	%0	%0
-	S09E>S10E>S01S	1	0	0	1	1%	%0	%0	%0
Icles	S09E>S10E>S09W	1	0	0	1	1%	%0	%0	%0

200 vehicles 100 vehicles 50 vehicles 25 vehicles 10 vehicles
New Bridge Street New Bridge Street
ω <u>ν</u> 4 <u>ν</u>
W at error
Bride Lane
Dorset Rise  John Carpenter Street  Primrose Hill  Carmelite Street
John Carpenter Street  Primrose Hill
Carmelite Street
(h)tefriars Street
Areet Victori
Temple Lane
King's Bench Walk
<b>→ Z</b> ♦   <b>3</b>   <b>3</b>



Traffic Flows and Routes

#### Vehicle routes (Thursday) – Victoria Embankment

#### Victoria Embankment

Victoria Embankment go to the Ludgate Circus junction. The remaining 13% enter For the 8 surveyed hours on Thursday, 87% of vehicles heading north from the Whitefriars area at Bridewell Place

Ludgate ,

- This equates to 25 vehicles going from Victoria Embankment to the Whitefriars area across the 8 hours surveyed for Thursday
- The survey data is summarised as follows:

Bride La

Salisbury Court

e Street

Lombard Lane

-	ROUTE	AM	IP	PM	PM TOTAL	AM	IP	Md	TOTAI
1	S02E>S05W	6	1	7	12	13%	7%	%E	%9
	S02E>S05W>S01S	0	0	1	1	%0	%0	%1	1%
	S02E>S05W>S03S	2	1	7	5	3%	7%	%E	3%
	S02E>S05W>S03S>S05W>S04E	0	0	1	1	%0	%0	%1	1%
	S02E>S05W>S03S>S06N	0	0	1	1	%0	%0	%1	1%
	S02E>S05W>S04E>S06N	0	0	1	1	%0	%0	%1	1%
	S02E>S05W>S07N	0	1	0	1	%0	7%	%0	1%
	S02E>S05W>S07N>S09W	0	1	7	3	%0	7%	%E	7%
neen	S02E>S06N	22	42	99	163	85%	91%	%28	%98
	S02E>S09W	1	0	0	1	1%	%0	%0	1%

Bridewell Place

Dorset Rise

Temple Lane

Tudor Stree

King's Bench Walk





200 vehicles 100 vehicle 50 vehicles 25 vehicles 10 vehicles

Blackfriars Underpass

Victoria Embankment

ment

Temple Avenue

Key

John Carpenter Street



Traffic Flows and Routes

# Vehicle routes (Thursday) - Bridewell Place

#### **Bridewell Place**

- For the 8 surveyed hours on Thursday, 47% entering the Whitefriars area at Bridewell Place move through directly to exit from Whitefriars Street
- This equates to 38 vehicles going from Bridewell Place to Whitefriars Street across the 8 hours surveyed for Thursday
- The survey data is summarised as follows:

Salisbury Court

Lombard Lane

	ROUTE	AM	dl	PM	TOTAL	AM	dl	PM	TOTAL
	S05W>S01S	5	0	2	7	14%	%0	2%	%6
1	S05W>S03S	9	1	3	10	17%	%L	10%	12%
1	S05W>S03S>S05W>S08S	1	0	0	1	3%	%0	%0	1%
7	S05W>S03S>S06N	1	0	2	3	3%	%0	%/	4%
L	S05W>S03S>S07N	0	0	1	1	%0	%0	3%	1%
	S05W>S04E	3	ε	3	6	%8	%07	10%	11%
	S05W>S04E>S06N	1	2	0	3	3%	<b>%</b> ET	%0	4%
	S05W>S05E	1	0	0	1	3%	%0	%0	1%
	S05W>S07N	7	8	8	18	19%	%07	27%	22%
nagon	S05W>S07N>S08S	2	0	0	2	%9	%0	%0	7%
200	S05W>S07N>S09W	9	ε	11	20	17%	%07	37%	72%
	S05W>S09W	1	0	0	1	3%	%0	%0	1%
	S05W>S10E	0	2	0	2	%0	73%	%0	7%
	, S05W>S10E>S01S	1	0	0	1	3%	%0	%0	1%
	S05W>S10E>S04E	1	0	0	1	3%	%0	%0	1%
	S05W>S10E>S04E>S06N	0	1	0	1	%0	%L	%0	1%

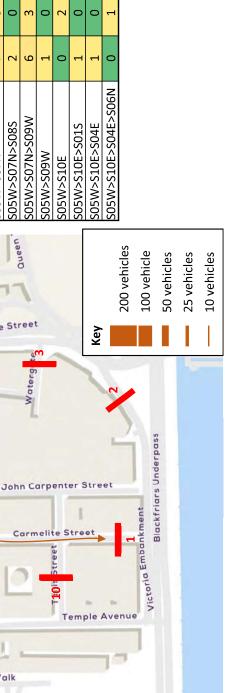
Dorset Rise

Temple Lane

Tudor Stree

King's Bench Walk







Traffic Flows and Routes

# Vehicle routes (Thursday) - Fleet Street

#### Fleet Street

- For the 8 surveyed hours on Thursday, 41% entering the Whitefriars area at Bouverie Street move through directly to exit from Tudor Street. 19% exit from Bridewell Place
- This equates to 194 vehicles going from Bouverie Street to Tudor Street, and 89 vehicles going from Bouverie Street to Bridewell Place, across the 8 hours surveyed for Thursday
- The survey data is summarised as follows:

ROUTE	AM	IP	PM	TOTAL	AM	Ы	PM	TOTAL
S09E>S01S	1	3	0	4	1%	7%	%0	1%
S09E>S04E	15	11	19	45	13%	%8	11%	11%
S09E>S04E>S06N	3	0	2	2	3%	%0	1%	1%
S09E>S05E	3	5	4	12	3%	4%	7%	%8
S09E>S07N	2	1	0	8	%7	1%	%0	1%
S09E>S07N>S09W	1	0	5	9	1%	%0	%8	1%
S09E>S08S>S01S	13	16	10	68	11%	12%	%9	%6
S09E>S08S>S03S	0	1	1	7	%0	1%	1%	%0
S09E>S08S>S03S>S04E	1	0	0	1	1%	%0	%0	%0
S09E>S08S>S03S>S06N	0	1	0	1	%0	1%	%0	%0
S09E>S08S>S04E	29	48	71	148	72%	36%	40%	%58
S09E>S08S>S04E>S06N	4	5	4	13	3%	4%	7%	3%
S09E>S08S>S04E>S09W	0	1	0	1	%0	1%	%0	%0
S09E>S08S>S05E	15	27	40	82	13%	70%	73%	19%
S09E>S08S>S05E>S06N	1	0	0	1	1%	%0	%0	%0
S09E>S08S>S07N	2	0	9	8	7%	%0	%8	7%
S09E>S08S>S07N>S04E	1	0	0	1	1%	%0	%0	%0
S09E>S08S>S07N>S09W	14	3	12	53	12%	2%	7%	7%
S09E>S08S>S10E	0	4	1	5	%0	3%	1%	1%
S09E>S08S>S10E>S01S	7	5	0	12	%9	4%	%0	3%
S09E>S08S>S10E>S04E	0	1	0	1	%0	1%	%0	%0
S09E>S08S>S10E>S04E>S06N	1	1	1	3	1%	1%	1%	1%
S09E>S08S>S10E>S07N	1	2	0	3	1%	1%	%0	1%
S09F>S08S>S10F>S07N>S09W	2	C		cc	2%	%0	7%	7%

Ludgate to coverning the coverning covern
New Bridge Street New Bridge Street
Water game Lane
Primrose Hill  Carmelite Street  Ludor Street  Carmelite Street  Ludor Street  Ludor Street  Ludor Street  Ludor Street  Ludor Street  Ludor Street  All Carmelite Street  Ludor Street
Lombard Lane Temple Lane
▼ Z ♦



Traffic Flows and Routes

#### Vehicle routes (Saturday) - Victoria Embankment

#### Victoria Embankment

Victoria Embankment go to the Ludgate Circus junction. The remaining 4% enter For the 8 surveyed hours on Saturday, 96% of vehicles heading north from the Whitefriars area at Bridewell Place

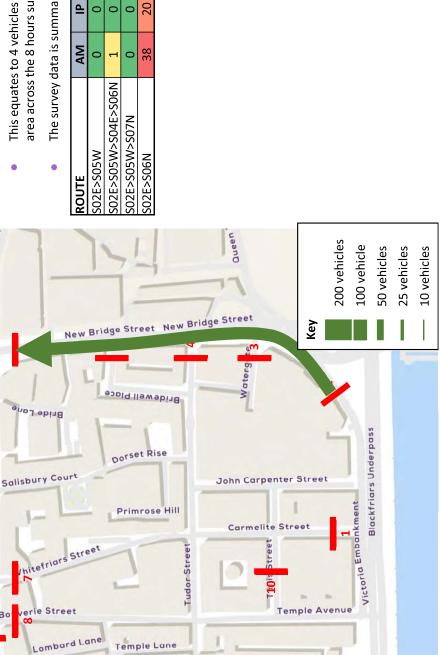
Ludgate,

- This equates to 4 vehicles going from Victoria Embankment to the Whitefriars area across the 8 hours surveyed for Saturday
- The survey data is summarised as follows:

ROUTE	AM	dl	Md	TOTAL	AM	dl	PM	TOTAL
S02E>S05W	0	0	7	2	%0	%0	2%	%7
S02E>S05W>S04E>S06N	1	0	0	1	3%	%0	%0	1%
S02E>S05W>S07N	0	0	1	1	0%	%0	3%	1%
S02E>S06N	38	20	34	95	%26	100%	95%	%96

Temple Lane

King's Bench Walk







Traffic Flows and Routes

# Vehicle routes (Saturday) - Bridewell Place

#### **Bridewell Place**

- For the 8 surveyed hours on Saturday, 44% entering the Whitefriars area at Bridewell Place move through directly to exit from Whitefriars Street
- This equates to 19 vehicles going from Bridewell Place to Whitefriars Street across the 8 hours surveyed for Saturday
- The survey data is summarised as follows:

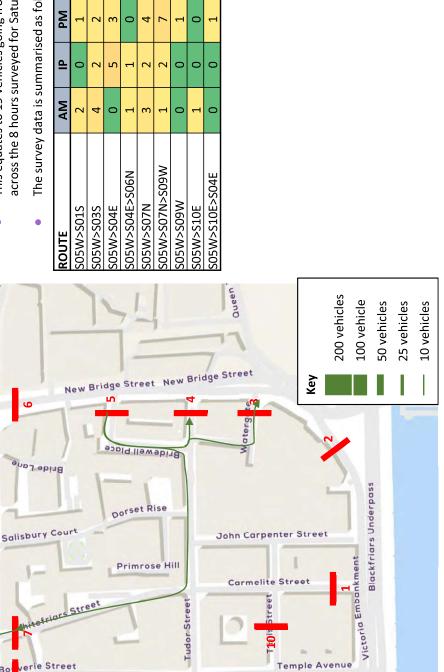
ie Street

Lombard Lane

Temple Lane

King's Bench Walk

	ROUTE	AM	IP	PM	TOTAL	AM	ПP	Md	TOTAL
-	S05W>S01S	2	0	1	3	17%	%0	%5	%/
	S05W>S03S	4	2	2	8	33%	17%	11%	19%
	S05W>S04E	0	5	3	8	%0	42%	<b>%9</b> 1	19%
	S05W>S04E>S06N	1	1	0	2	%8	%8	%0	2%
	S05W>S07N	3	2	4	6	25%	17%	21%	21%
	S05W>S07N>S09W	1	2	7	10	8%	17%	%18	23%
	S05W>S09W	0	0	1	1	%0	%0	%5	2%
	S05W>S10E	1	0	0	1	8%	%0	%0	7%
	S05W>S10E>S04E	0	0	1	1	%0	%0	2%	2%
ı.									







Traffic Flows and Routes

# Vehicle routes (Saturday) - Fleet Street

#### Fleet Street

- Bouverie Street move through directly to exit from Tudor Street. 19% exit from For the 8 surveyed hours on Thursday, 41% entering the Whitefriars area at **Bridewell Place**
- This equates to 194 vehicles going from Bouverie Street to Tudor Street, and 89 vehicles going from Bouverie Street to Bridewell Place, across the 8 hours surveyed for Thursday
- The survey data is summarised as follows:

ROUTE	AM	dl	PM	TOTAL	AM	lЬ	PM	TOTAL
S09E>S04E	3	13	68	55	%8	21%	78%	73%
S09E>S05E	0	1	7	3	%0	7%	1%	1%
S09E>S07N>S09W	1	1	1	3	3%	7%	1%	1%
S09E>S08S>S01S	6	2	7	21	23%	8%	2%	%6
S09E>S08S>S03S	1	0	0	1	3%	%0	%0	%0
S09E>S08S>S04E	14	28	61	103	35%	46%	44%	43%
S09E>S08S>S04E>S06N	1	0	7	3	3%	%0	1%	1%
S09E>S08S>S05E	5	6	17	31	13%	15%	12%	13%
S09E>S08S>S07N	1	1	3	5	3%	7%	2%	7%
S09E>S08S>S07N>S09W	1	2	2	8	3%	3%	4%	3%
S09E>S08S>S09W	1	0	0	1	3%	%0	%0	%0
S09E>S08S>S10E	0	1	1	2	%0	7%	1%	1%
S09E>S08S>S10E>S01S	3	0	0	3	8%	0%	%0	1%
S09E>S08S>S10E>S07N	0	0	1	1	%0	%0	1%	%0

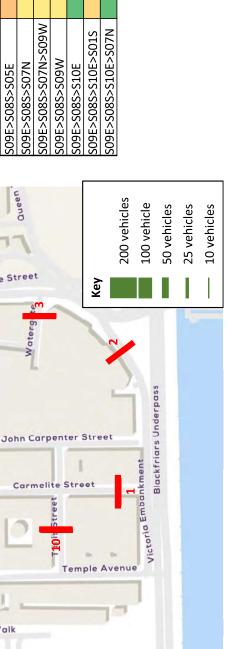
Queen

Dorset Rise

King's Bench Walk

Lombard Lane

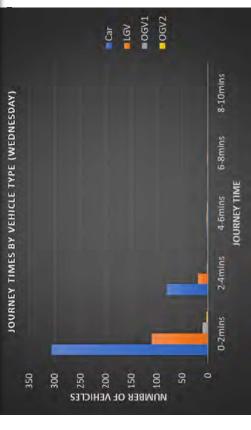






Traffic Flows and Routes

# Survey results - Vehicle journey times



#### Journey time summary results

- vehicles move through the Whitefriars area without having a purpose within the area The journey time results for all survey days (Wednesday, Thursday and Saturday), show that over 80% pass through the area within 2 minutes. This suggests most
- The graphs show the journey times by vehicle type for each survey day
- The tables show the average journey time by vehicle type for each peak hour

AVERAGE VEHICLE JOURNEY TIME	LE JOURNEY	TIME			AVERAGE VEHICLE JOUR	ICLE JOUR
WEDNESDAY	AM	IР	Md	TOTAL	SATURDAY	AM
Car	00:01:42	00:01:42 00:01:38	00:01:31	00:01:37	Car	00:01:0
ΛΘΛ	00:01:42	00:01:42 00:01:27 00:01:37	00:01:37	00:01:35	LGV	00:00:5
OGV1	00:01:50	00:01:50 00:01:32 00:04:32 00:02:38	00:04:32	00:02:38	OGV1	00:00:5
OGV2	00:01:20	00:01:20 00:01:34 00:01:42 00:01:32	00:01:42	00:01:32	OGV2	N/A

00:01:08 00:01:11

N/A N/A

TOTAL

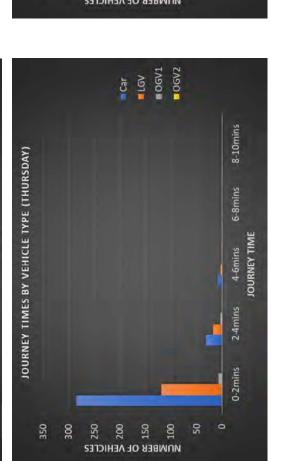
AGE VEHICI	<b>AGE VEHICLE JOURNEY TIME</b>	TIME			AVERAGE VEHICLE JOURNEY TIME	ICLE JOURNI	EY TIME		
IESDAY	AM	lР	PM	TOTAL	SATURDAY	AM	IP	PM	
	00:01:42	00:01:38	00:01:31	00:01:37	Car	00:01:04	00:01:14	00:01:14	
	00:01:42	00:01:27	00:01:37	00:01:35	ΓGV	00:00:53	00:01:21	60:10:00	
	00:01:50	00:01:32	00:04:32	00:02:38	OGV1	00:00:54	N/A	00:01:47	
	00:01:20	00:01:34	00:01:42	00:01:32	OGV2	N/A	N/A	N/A	
	JOUR	JOURNEY TIMES BY VEHICLE TYPE (SATURDAY)	BY VEHICE	LE TYPE (SA	ATURDAY)				
350									
300									
9									
20 20 CIE									
ş EHI									
700						Car			
R 150						N9T			
181						■ 0GV1	70.		
100 100						- OGV2	-		
20									
		E							

6-8mins

2-4mins

0-2mins

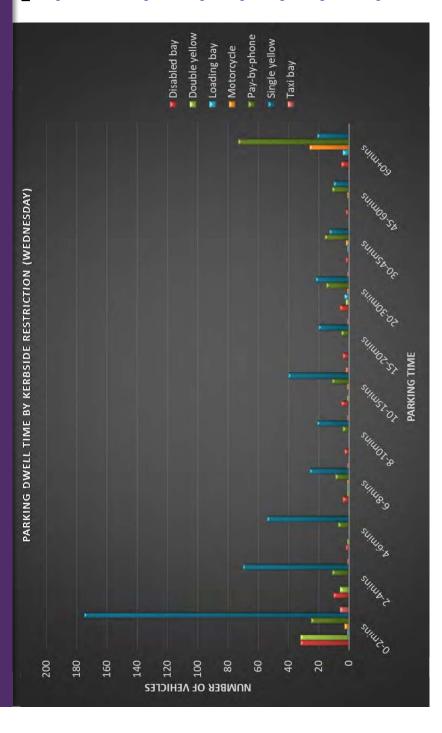
JOURNEY TIME





#### Traffic Flows and Routes

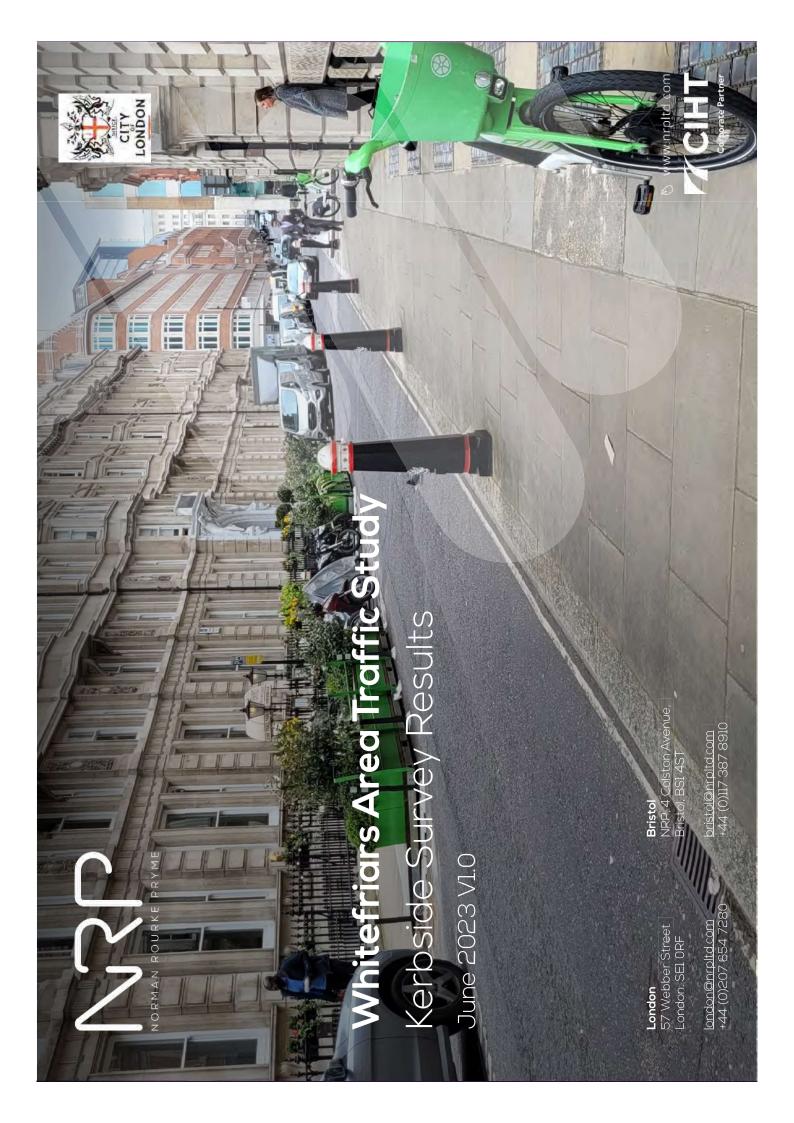
# Survey results - Parking dwell times



#### Parking dwell time results

- The Origin-Destination survey found that the maximum journey time through the Whitefriars survey area was 8 minutes, with the vast majority less than 4 minutes. These were the travel times captured for the AM, Inter and PM peak hour periods
- The kerbside survey, which captured 7am-7pm, shows a range of parking times greater than the range of travel times
- 52% of vehicles that parked (stopped) did so for less than 4 minutes
- Of those vehicles that stop for less than 2 minutes 35% are cars and 27% are taxis
- There is a high level of kerbside activity that occurs on single yellow line and lasts for less than 2 minutes
- Of those vehicles stopping on a single yellow line for less than 2 minutes, 29% are cars and 29% are taxis.
   24% are LGVs
- The parking occupancy data (which shows high levels of occupancy of marked bays) and the dwell time data show the vehicles that have a purpose in the area, i.e. they use the bays provided for parking, loading, etc

#### APPENDIX B: KERBSIDE ACTIVITY ANALYSIS





Kerbside Survey Results

#### Introduction

NDC were commissioned by NRP/ CoL to undertake surveys to record kerbside activity on a number of streets within the Whitefriars Area Traffic Study

The surveys were required to understand the level of kerbside activity to help inform potential removal and relocation options as part of the City's Healthy Streets Strategy

This report sets out the results of the kerbside activity survey





Kerbside Survey Results

### Survey specification

#### Survey locations

- Tudor Street
- Watergate

Fleet Street

- Kingscote Street
- John Carpenter Street
- **Tallis Street**
- **Carmelite Street**
- **Temple Avenue**

#### **Survey times**

Queen

allis Street

King's Bench Walk

 07:00-19:00 on Wednesday 22<sup>nd</sup> March, Thursday 23<sup>rd</sup> March and Saturday 25<sup>th</sup> March 2023

#### Outputs

All results presented as *vehicle units*.
This assumes a vehicle unit has a length of 5m, where a car is 1 unit; a motorcycle is 0.17 units, a coach 3 units, etc

Blackfriars Bridge

Blackfriars Underpass

ment

Kerbside survey area







KEY

Pay-by-phone parking

Disabled Taxi bay

Motorcycle bay

Loading bay

Shared loading/ disabled bay

Diplomatic parking

Police parking

Doctor parking

Bus stop

Single yellow line

Double yellow line

Double red line (TLRN)



WATERGATE KINGSCOTE TUDOR STREET JOHN CARPENTER STREET CARMELITE STREET TALLIS STREET Kerbside survey area TEMPLE AVENUE 



#### Kerbside Survey Results

## Results - Study area by street

Location	Kerbside restriction	Total capacity	Maximum occupancy	90 <sup>th</sup> percentile occupancy	2
	Taxi rank	æ	95%	%0	
+ + + + + + + + + + + + + + + + + + +	Pay-by-phone	9	100%	100%	
ממסו או שער	Disabled	3	100%	100%	•
	Motorcycles	2 (12 motorcycles)	100%	100%	
Watergate	Pay-by-phone	8	%88	%88	•
Kingscote Street	Disabled bay	3	100%	33%	
1	Taxi rank	2	20%	%0	
Jonn Carpenter Street	Pay-by-phone	11	100%	91%	
- H	Disabled bay	1	100%	%0	
idilis Street	Motorcycles	1 (6 motorcycles)	51%	51%	
	Pay-by-phone	4	100%	100%	<u>×</u>
	Disabled	1	100%	%0	
Carmente Street	Motorcycles	1 (6 motorcycles)	100%	51%	
	Loading bay	2	100%	100%	
	Pay-by-phone	8	100%	100%	
Temple Avenue	Disabled	4	20%	25%	
	Motorcycles	1 (6 motorcycles)	85%	85%	

#### Notes

- Maximum occupancy is the highest value of all days surveyed
- 90<sup>th</sup> percentile value is the highest of the 3 days surveyed
- The 90th percentile occupancy refers to the level of occupancy that is higher than 90% of the observed values in a given dataset. That is, if you rank all the occupancy values in a dataset from the lowest to the highest, the 90th percentile occupancy is the value that is higher than 90% of the other values

#### KEY

<75%

75-85%

**%**28<





Kerbside Survey Results

## Results - Study area by bay type

KEV					
90 <sup>th</sup> percentile occupancy	20%	%68	53%	75%	100%
Maximum occupancy	27%	95%	100%	95%	100%
Total capacity	5	37	12	5 (29 motorcycles)	2
Kerbside restriction	Taxi rank	Pay-by-phone	Disabled	Motorcycles	Loading bay

#### Summary for study area

- The taxi ranks have low occupancy, although this is broadly in line with other taxi ranks in, for example, Soho
- spare capacity for these bay types. However, use of the pay-by-phone bays will also include The pay-by-phone and loading bays have high levels of occupancy, suggesting there is no loading/servicing vehicles plus vehicles associated with construction works in the area
- occupancy. This suggests the disabled bays are well used but only for short time periods. The disabled bays have a high maximum occupancy but a much lower 90th percentile This is shown in the occupancy graphs for disabled bays on the following slides
- Motorcycle bays are generally well used
- The following slides present occupancy graphs by time of day for each bay type and for each

#### Notes

Maximum occupancy is the highest value of all days surveyed

75-85%

<75%

>85%

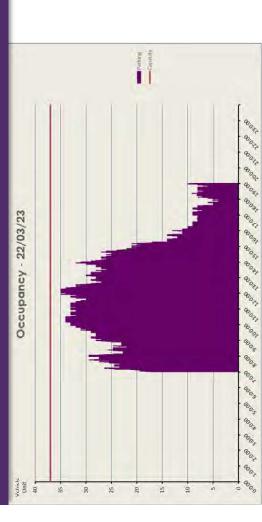
- 90<sup>th</sup> percentile value is the highest of the 3 days surveyed
- The 90th percentile occupancy refers to the level of occupancy that is higher than 90% of the observed values in a given dataset. In other words, if you rank all the occupancy values in a dataset from the lowest to the highest, the 90th percentile occupancy is the value that is higher than 90% of the other walues

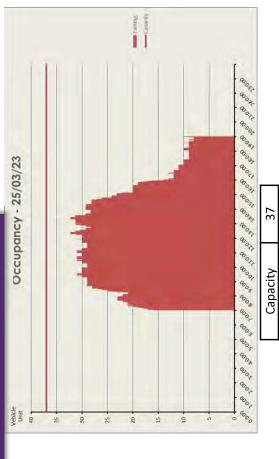




Kerbside Survey Results

# Results - Study area (Pay-by-phone)





			Degree	Degree oi saturation
	Max Occupancy   90th %ile   Max Occupancy	90th %ile	Max Occupancy	90th %ile
22/03/2023 0600-1900	35	33	%36	89%
23/03/2023 0600-1900	30	56	82%	71%
25/03/2023 0600-1900	32	31	87%	84%

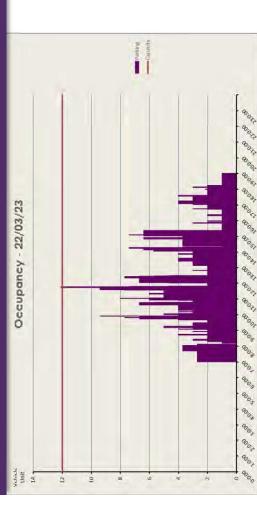


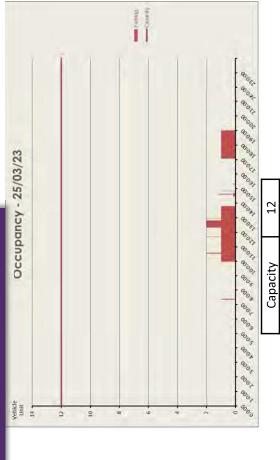
V. S	- Capacity
Occupancy - 23/03/23	Book of the delt o
Unit 40	25 05 21 05 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0



Kerbside Survey Results

## Results - Study area (Disabled)





			Degree	Degree of saturation
	Max Occupancy	90th %ile	Jax Occupancy   90th %ile   Max Occupancy	90th %ile
22/03/2023 0600-1900	12	9	101%	53%
23/03/2023 0600-1900	2	3	39%	25%
25/03/2023 0600-1900	2	1	17%	8%



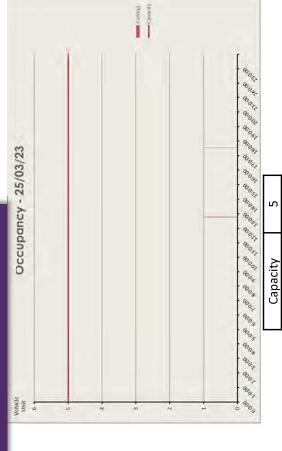
		Agede)		[_
Occupancy - 23/03/23				
Vehicle Unit	12	80 AD	4 7	000 000 000 000 000 000 000 000 000 00



Kerbside Survey Results

## Results - Study area (Taxi rank)





			Degree	Degree of saturation
	Max Occupancy	90th %ile	Jax Occupancy   90th %ile   Max Occupancy	90th %ile
22/03/2023 0600-1900	7	1	40%	20%
23/03/2023 0600-1900	3	1	57%	20%
25/03/2023 0600-1900	1	0	20%	%0

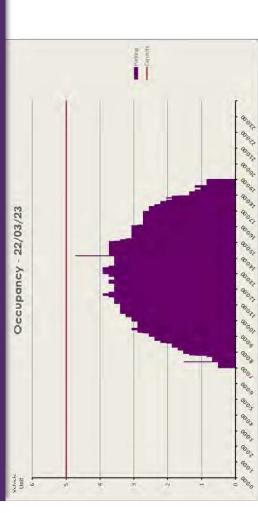


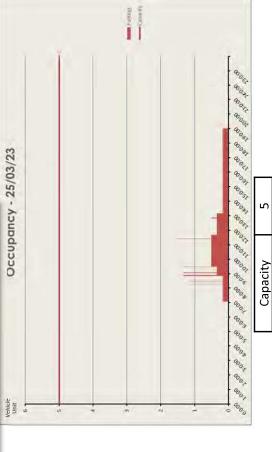
	DIAPIGE CANTER	
Occupancy - 23/03/23		
Vehicle Unit	n 4 m	Qu



Kerbside Survey Results

## Results - Study area (Motorcycle)





			Degree	Degree or saturation
	Max Occupancy	90th %ile	Max Occupancy   90th %ile   Max Occupancy	90th %ile
22/03/2023 0600-1900	5	4	%36	75%
23/03/2023 0600-1900	4	3	71%	%89
25/03/2023 0600-1900	2	1	30%	10%

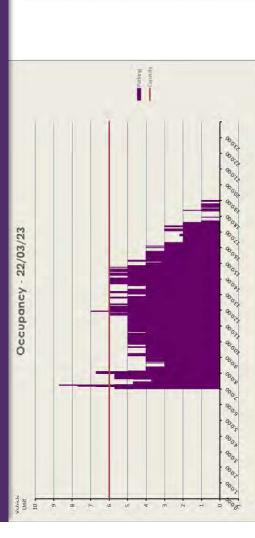


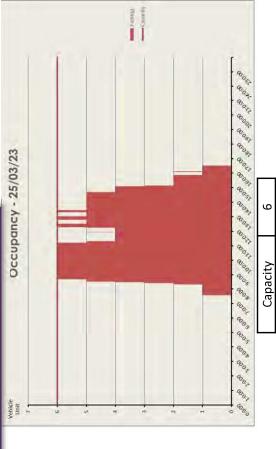
	Bilwhig.	in the state of th	ſ
Occupancy - 23/03/23			
Vehicle Unif	4 M		000 000 000 000 000 000 000 000 000 00



Kerbside Survey Results

# Results - Tudor Street (Pay-by-phone)





Degree of saturation	90th %ile	100%	%98	100%	
Degree	Max Occupancy   90th %ile   Max Occupancy	145%	128%	100%	
	90th %ile	9	2	9	
	Max Occupancy	6	8	9	
		22/03/2023 0600-1900	23/03/2023 0600-1900	25/03/2023 0600-1900	

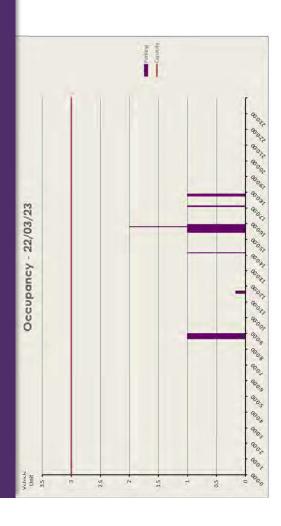


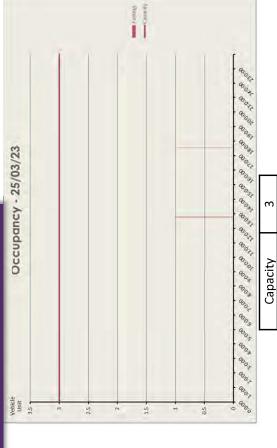
		Í	Angeden——————————————————————————————————		
Occupancy - 23/03/23					
Venicle Unit	8 7	u u	n e	2 3	- 4



Kerbside Survey Results

## Results - Tudor Street (Taxi rank)





			Degree	Degree of saturation
	Max Occupancy	90th %ile	Jax Occupancy   90th %ile   Max Occupancy	90th %ile
22/03/2023 0600-1900	2	0	%29	%0
23/03/2023 0600-1900	3	0	82%	%0
25/03/2023 0600-1900	1	0	33%	%0

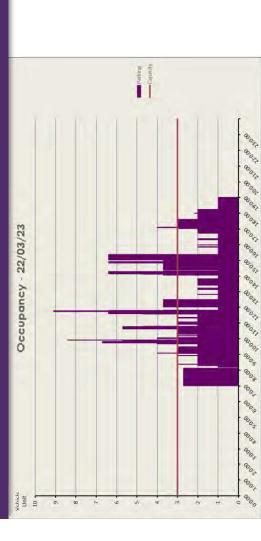


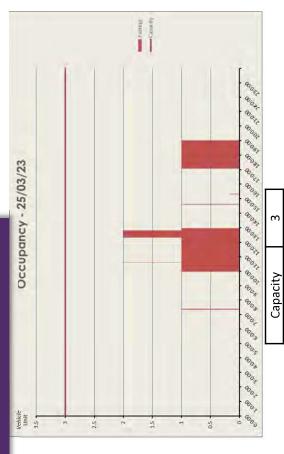
		Approdig	[ 2,
			- 42; - 42; - 42; - 43; - 44; - 45;
- 23/03/23			- 45 - 45 - 45
Occupancy - 23/03/23			- 40 - 40 - 40 - 40
			- 0 <sub>1</sub>
Vehicle Unit	2.55	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	- 90g



Kerbside Survey Results

### Results - Tudor Street (Disabled)





Degree of saturation	90th %ile	133%	%29	33%	
Degree	Max Occupancy   90th %ile   Max Occupancy	%E0E	157%	%29	
	90th %ile	4	7	1	
	Max Occupancy	9	5	2	
		22/03/2023 0600-1900	23/03/2023 0600-1900	25/03/2023 0600-1900	

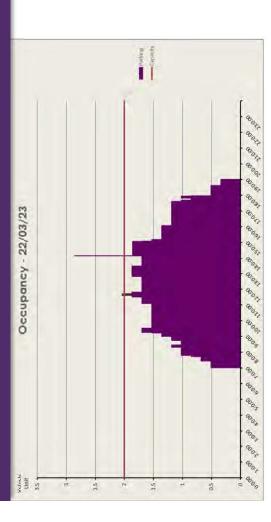


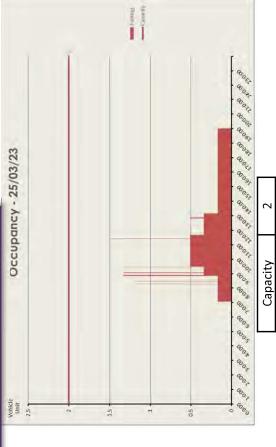
			- Capacity		
Occupancy - 23/03/23					
Vehicle Unit	0 10 4	s n	25 2 2 15	1 005	900



Kerbside Survey Results

### Results - Tudor Street (Motorcycle)





					ı
Degree of saturation	90th %ile	93%	102%	79%	
Degree	Max Occupancy   90th %ile   Max Occupancy	143%	111%	%9/	
	90th %ile	2	7	1	
	Max Occupancy	3	2	2	
		22/03/2023 0600-1900	23/03/2023 0600-1900	25/03/2023 0600-1900	

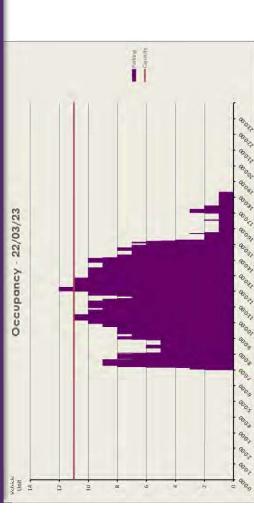


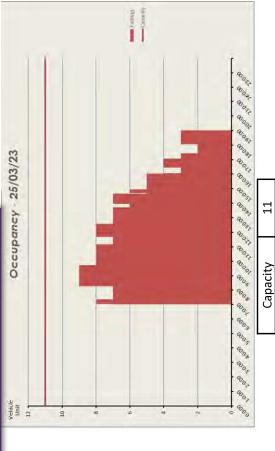
			Parking		
Occupancy - 23/03/23	7				400 400 400 400 400 400 400 400 400 400
Vehicle Unit 2.5		1.5	-	0.5	80 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8



Kerbside Survey Results

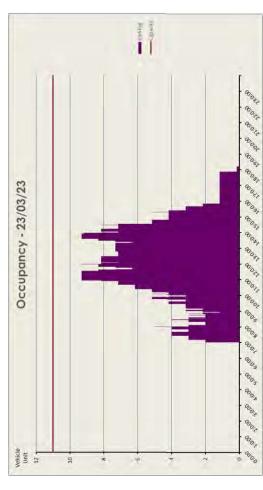
# Results - John Carpenter St (Pay-by-phone)





			Degree	Degree or saturation
	Max Occupancy	90th %ile	Max Occupancy   90th %ile   Max Occupancy	90th %ile
22/03/2023 0600-1900	12	10	109%	91%
23/03/2023 0600-1900	6	8	85%	%92
25/03/2023 0600-1900	6	6	82%	82%

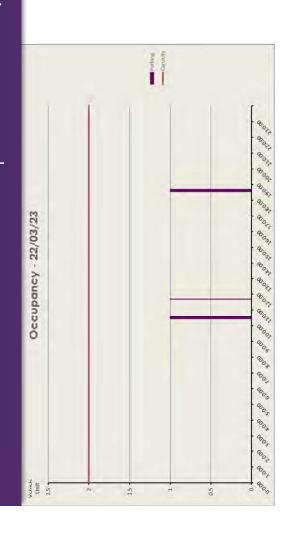


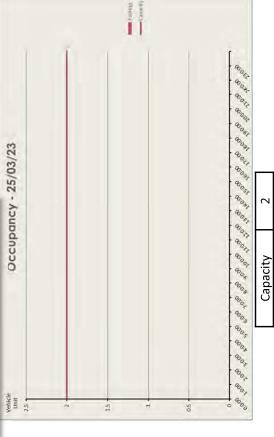




Kerbside Survey Results

# Results - John Carpenter St (Taxi rank)





Degree of saturation	90th %ile	%0	%0	0%	
Degree	Max Occupancy   90th %ile   Max Occupancy	20%	20%	%0	
	90th %ile	0	0	0	
	Max Occupancy	1	1	0	
		22/03/2023 0600-1900	23/03/2023 0600-1900	25/03/2023 0600-1900	

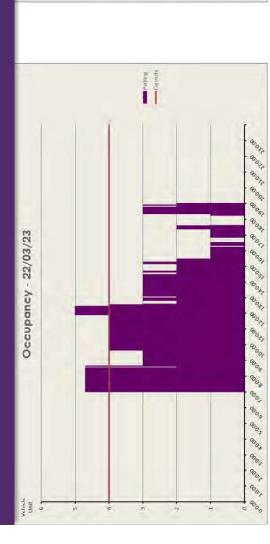


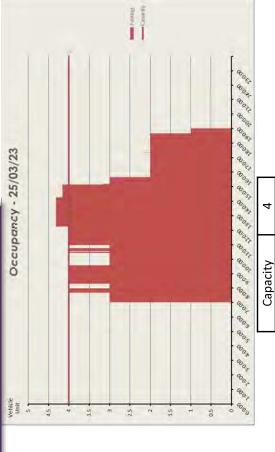
		Ajjyedej	
Occupancy - 23/03/23			
Vehicle Unit 2.5	2. 2.	100	50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0



Kerbside Survey Results

# Results - Carmelite Street (Pay-by-phone)





nc	90th %ile	118%	125%	108%	
Degree of saturation		11	12	10	
Degree	Max Occupancy	125%	150%	108%	
	90th %ile	5	5	4	
	Max Occupancy   90th %ile   Max Occupancy	5	9	4	
		22/03/2023 0600-1900	23/03/2023 0600-1900	25/03/2023 0600-1900	

Occupancy - 23/03/23

Vehicle Unit

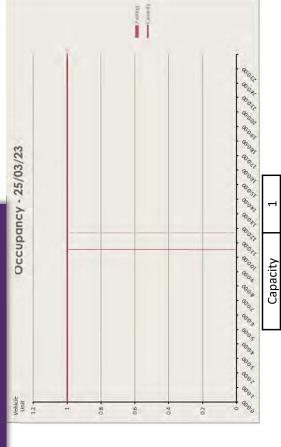




Kerbside Survey Results

## Results - Carmelite Street (Disabled)





			Degree	Degree of saturation
	Max Occupancy	90th %ile	Jax Occupancy   90th %ile   Max Occupancy	90th %ile
22/03/2023 0600-1900	2	0	200%	%0
23/03/2023 0600-1900	1	0	100%	%0
25/03/2023 0600-1900	1	0	100%	%0



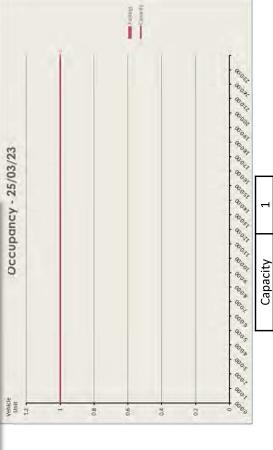
		Bushing		( 4)2 ( 4)2 ( 4)2
Occupancy - 23/03/23	1			000   000
Occupa				- 40; - 40;
Vehicle Unit	1 800	90	0.04	- Q <sub>1</sub>



Kerbside Survey Results

# Results - Carmelite Street (Motorcycle)





			Degree	Degree of saturation
	Max Occupancy 90th %ile   Max Occupancy	90th %ile	Max Occupancy	90th %ile
22/03/2023 0600-1900	1	1	100%	51%
23/03/2023 0600-1900	1	1	51%	51%
25/03/2023 0600-1900	0	0	%0	%0



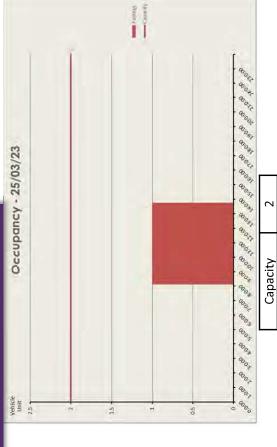
Occupancy - 23/03/23		(downling	



Kerbside Survey Results

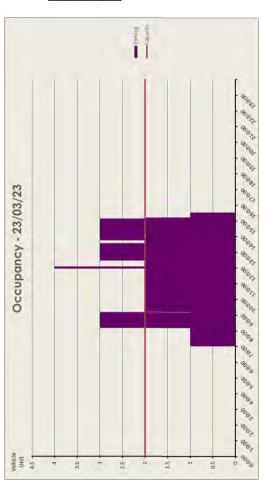
# Results - Carmelite Street (Loading bay)





			Degree	Degree of saturation
	Max Occupancy	90th %ile	Max Occupancy   90th %ile   Max Occupancy	90th %ile
22/03/2023 0600-1900	2	4	250%	200%
23/03/2023 0600-1900	4	3	200%	150%
25/03/2023 0600-1900	1	1	20%	20%

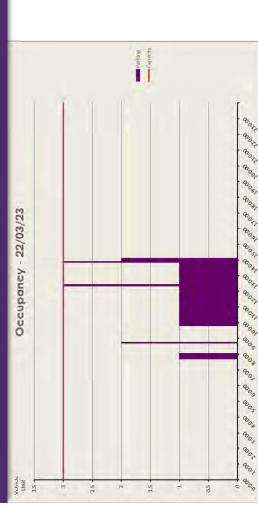


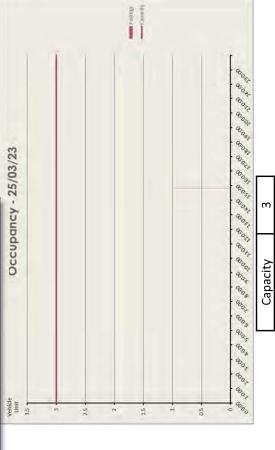




Kerbside Survey Results

## Results - Kingscote Street (Disabled)





			Degree	Degree of saturation
	Max Occupancy   90th %ile   Max Occupancy	90th %ile	Max Occupancy	90th %ile
22/03/2023 0600-1900	8	1	100%	33%
23/03/2023 0600-1900	1	1	33%	33%
25/03/2023 0600-1900	1	0	33%	%0

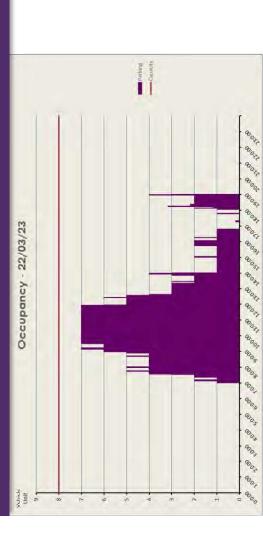


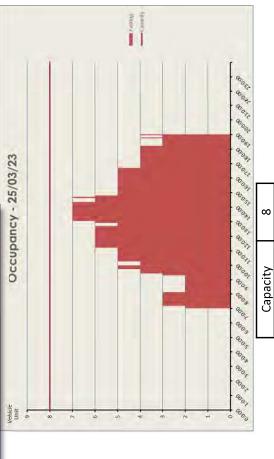
		Parking		
Occupancy - 23/03/23				
Vehicle Unit	2.5	52 12	m	- Q1 - Q1 - Q1



Kerbside Survey Results

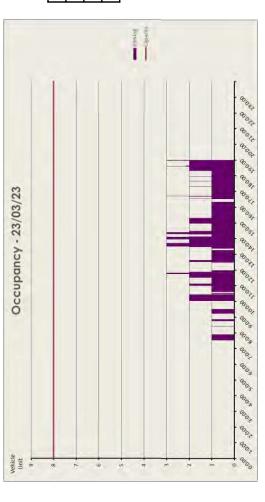
## Results - Watergate (Pay-by-phone)





			Degree	Degree of saturation
	Max Occupancy   90th %ile   Max Occupancy	90th %ile	Max Occupancy	90th %ile
22/03/2023 0600-1900	7	7	88%	88%
23/03/2023 0600-1900	3	2	38%	25%
25/03/2023 0600-1900	7	7	%88	%88

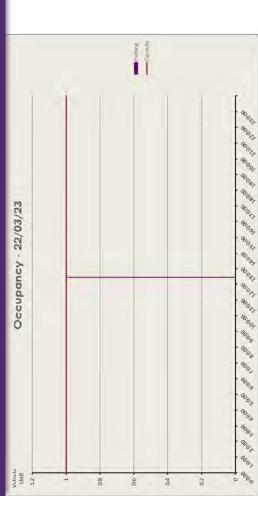


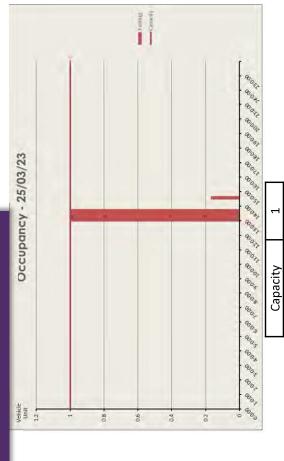




Kerbside Survey Results

### Results - Tallis Street (Disabled)





			Degree	Degree of saturation
	Max Occupancy   90th %ile   Max Occupancy	90th %ile	Max Occupancy	90th %ile
22/03/2023 0600-1900	1	0	100%	%0
23/03/2023 0600-1900	1	0	100%	%0
25/03/2023 0600-1900	1	0	100%	%0

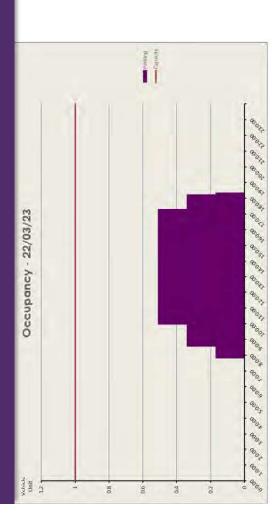


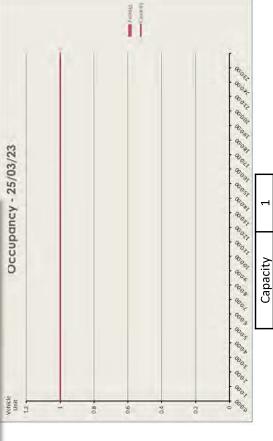
Ĭ	Ī	Bitylet -	4
			. એ . એ . એ
Occupancy - 23/03/23			- 40 - 40 - 40
Occupano			- 0; - 0; - 0;
			1 % 1 % 1 %



Kerbside Survey Results

### Results - Tallis Street (Motorcycle)





			Degree	Degree ot saturation
	Max Occupancy	90th %ile	Max Occupancy   90th %ile   Max Occupancy	90th %ile
22/03/2023 0600-1900	1	1	51%	51%
23/03/2023 0600-1900	1	0	51%	34%
25/03/2023 0600-1900	0	0	%0	%0

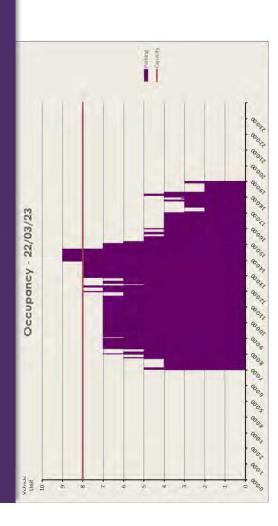


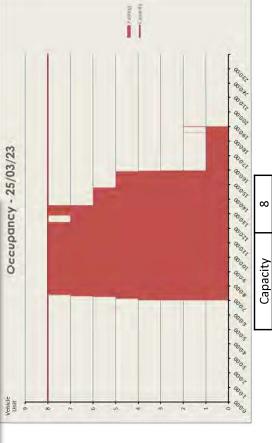
	4	Parking			8
Occupancy - 23/03/23					- 45° 45° 45° 45° 45° 45° 45° 45° 45° 45°
Vehicle Unit	T ;	90	- V0	00.7	000 000



Kerbside Survey Results

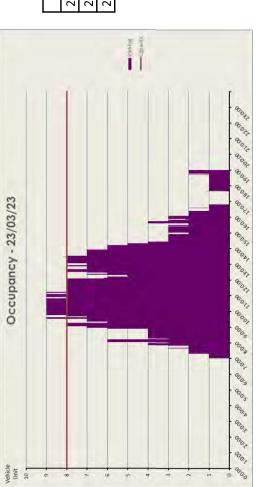
# Results - Temple Avenue (Pay-by-phone)





			Degree	Degree ot saturation
	Max Occupancy	90th %ile	Max Occupancy   90th %ile   Max Occupancy	90th %ile
22/03/2023 0600-1900	6	8	113%	100%
23/03/2023 0600-1900	6	6	113%	113%
25/03/2023 0600-1900	8	8	100%	100%

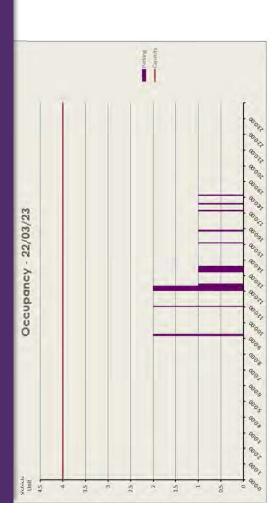


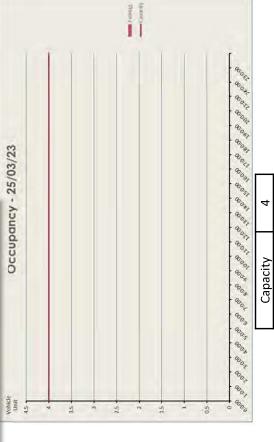




Kerbside Survey Results

### Results - Temple Avenue (Disabled)





			Degree c	Degree of saturation
	Max Occupancy	90th %ile	Max Occupancy   90th %ile   Max Occupancy	90th %ile
22/03/2023 0600-1900	2	0	20%	%0
23/03/2023 0600-1900	2	1	20%	25%
25/03/2023 0600-1900	0	0	%0	%0

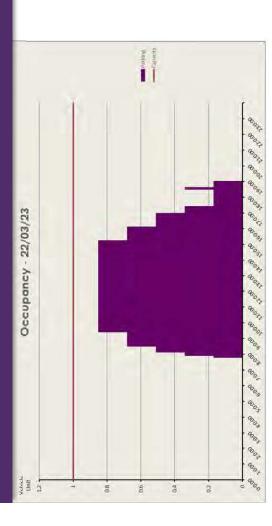


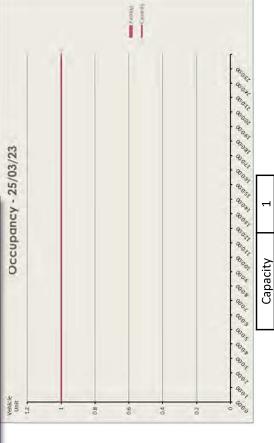
		Parking Parking		
Occupancy - 23/03/23				
Vehicle Unit 4.5	Ly En	5 × ×	1 1 2 0 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0



Kerbside Survey Results

## Results - Temple Avenue (Motorcycle)





			Degree	Degree of saturation
	Max Occupancy   90th %ile   Max Occupancy	90th %ile	Max Occupancy	90th %ile
22/03/2023 0600-1900	1	1	85%	85%
23/03/2023 0600-1900	1	1	51%	51%
25/03/2023 0600-1900	0	0	%0	%0



		Mayed?)	
Occupancy - 23/03/23			
Vehicle Unit	1 80	90 90	300



Kerbside Survey Results

# Results - Study area by yellow line type

KEV	-	
90th percentile occupancy	10%	2%
Maximum occupancy	15%	17%
Total capacity	176	22
Kerbside restriction	Single yellow line	Double yellow line

- The City of London is a Controlled Parking Zone (CPZ), meaning parking is controlled by hours and is only permitted in designated parking bays during these times, with the rest of the kerbside space subject to yellow line restrictions
- The CPZ hours are 7am-7pm Monday to Friday, and 7am-11am on Saturdays
- Parking is prohibited at all times on double yellow lines, and on single yellow lines during the CPZ controlled hours
- Loading is permitted at any time on a double yellow line and during displayed times where there are single kerb markings. Loading is not permitted at any time where there are double kerb markings

#### Summary for study area

- Both single and double yellow lines have low occupancy. This suggests generally good compliance with the CPZ restrictions
- Results suggest opportunity to reorganise kerbside provision in line with Healthy Streets

#### Notes Maximu

<75%

iviaximum occupancy is the highest value of all days surveyed

75-85%

>85%

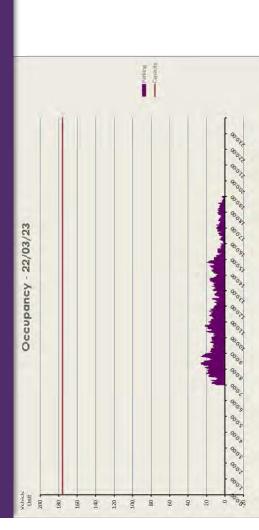
- 90<sup>th</sup> percentile value is the highest of the 3 days surveyed
- The 90th percentile occupancy refers to the level of occupancy that is higher than 90% of the observed values in a given dataset. In other words, if you rank all the occupancy values in a dataset from the lowest to the highest, the 90th percentile occupancy is the value that is higher than 90% of the other values.

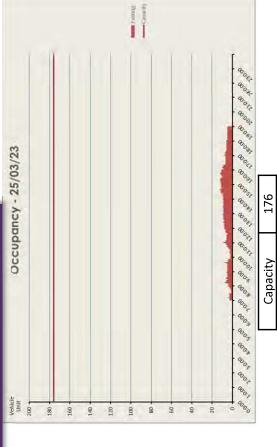




Kerbside Survey Results

# Results - Study area (Single yellow line)





			Degree	Degree of saturation
	Max Occupancy   90th %ile   Max Occupancy	90th %ile	Max Occupancy	90th %ile
22/03/2023 0600-1900	76	17	15%	10%
23/03/2023 0600-1900	70	15	11%	9%
25/03/2023 0600-1900	13	11	%/	%9



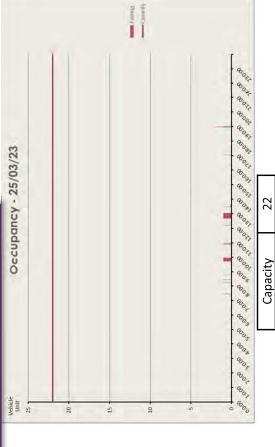
3/23		Parking Parking				80° 80° 80° 80° 80° 80°
Occupancy - 23/03/23						\$0, \$0, \$0, \$0, \$0, \$0, \$0, \$0, \$0, \$0,
Vehicle 200 180	140	100	80	40.	20	000 000 000 000



Kerbside Survey Results

# Results - Study area (Double yellow line)





Degree of saturation	90th %ile	12%	%6	%0	
Degree	Jax Occupancy   90th %ile   Max Occupancy	21%	18%	9%	
	90th %ile	3	2	0	
	Max Occupancy	5	4	2	
		22/03/2023 0600-1900	23/03/2023 0600-1900	25/03/2023 0600-1900	



	T	Parking	Capacity		Î
Occupancy - 23/03/23					
Vehicle Unit 25	20	St.	10	N.	800 800 800 800

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