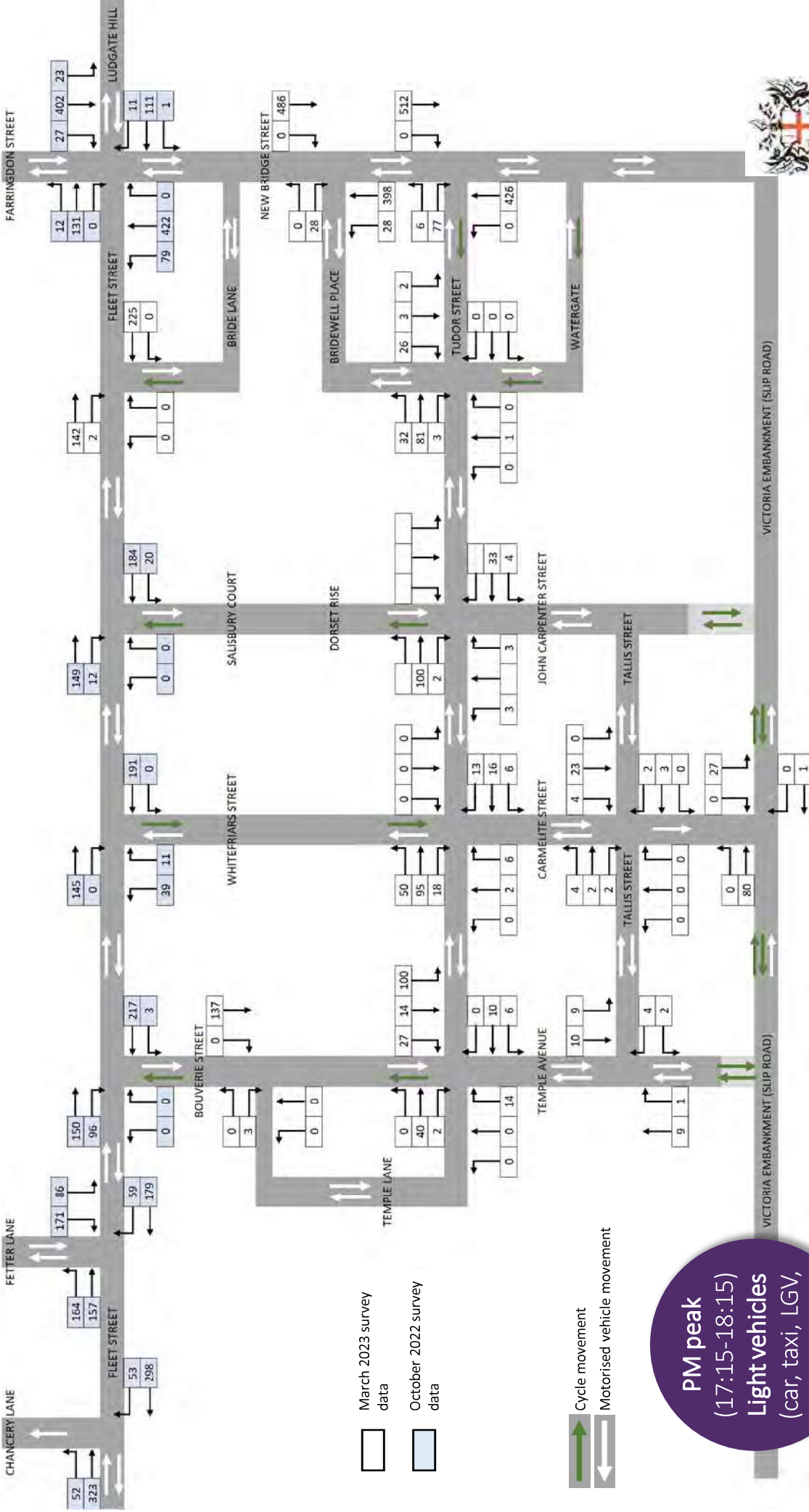


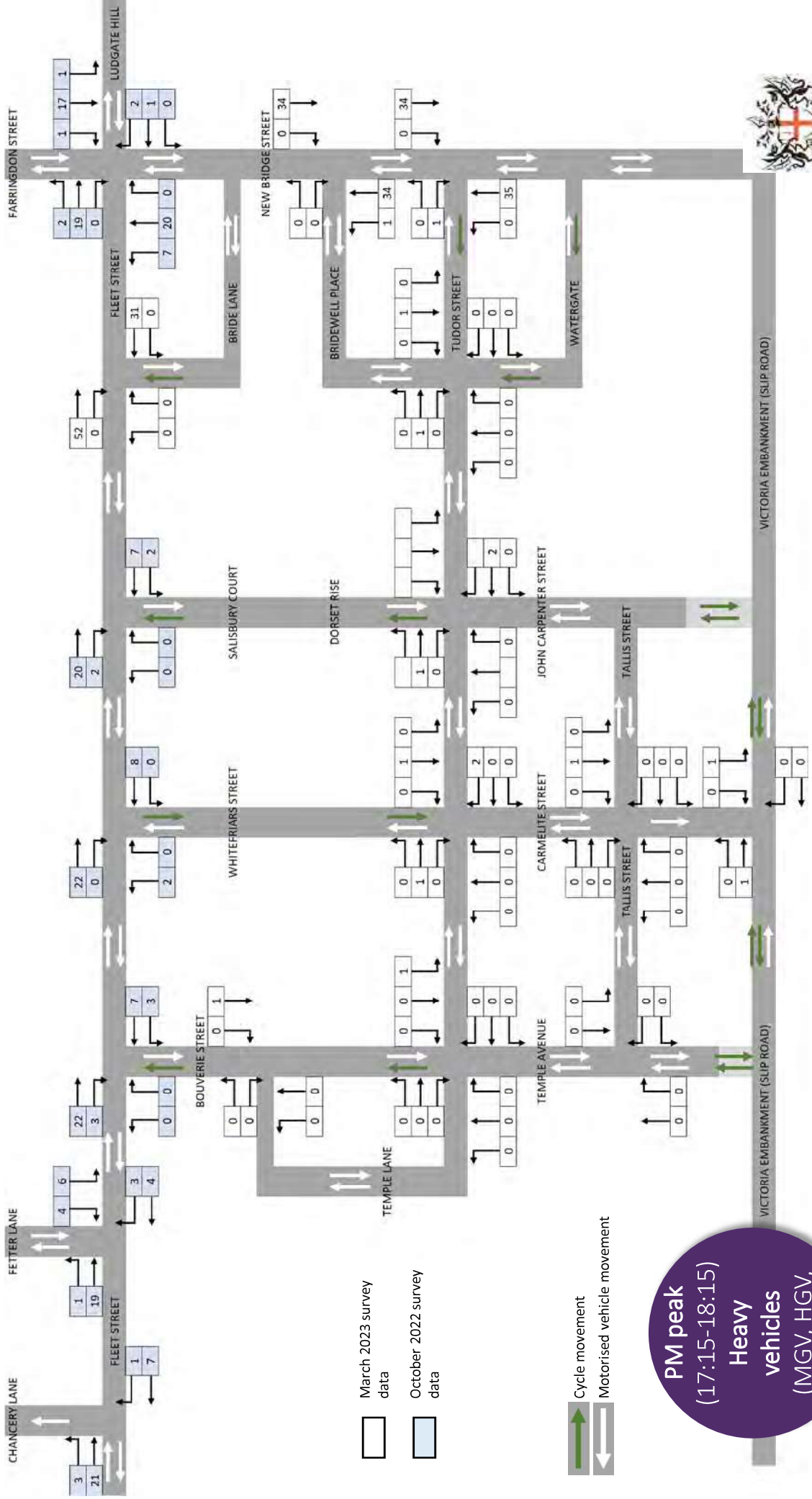
AM peak
(08:15-09:15)
Change in total number of motorised vehicles



March 2023 survey data
 October 2022 survey data

→ Cycle movement
 Motorised vehicle movement

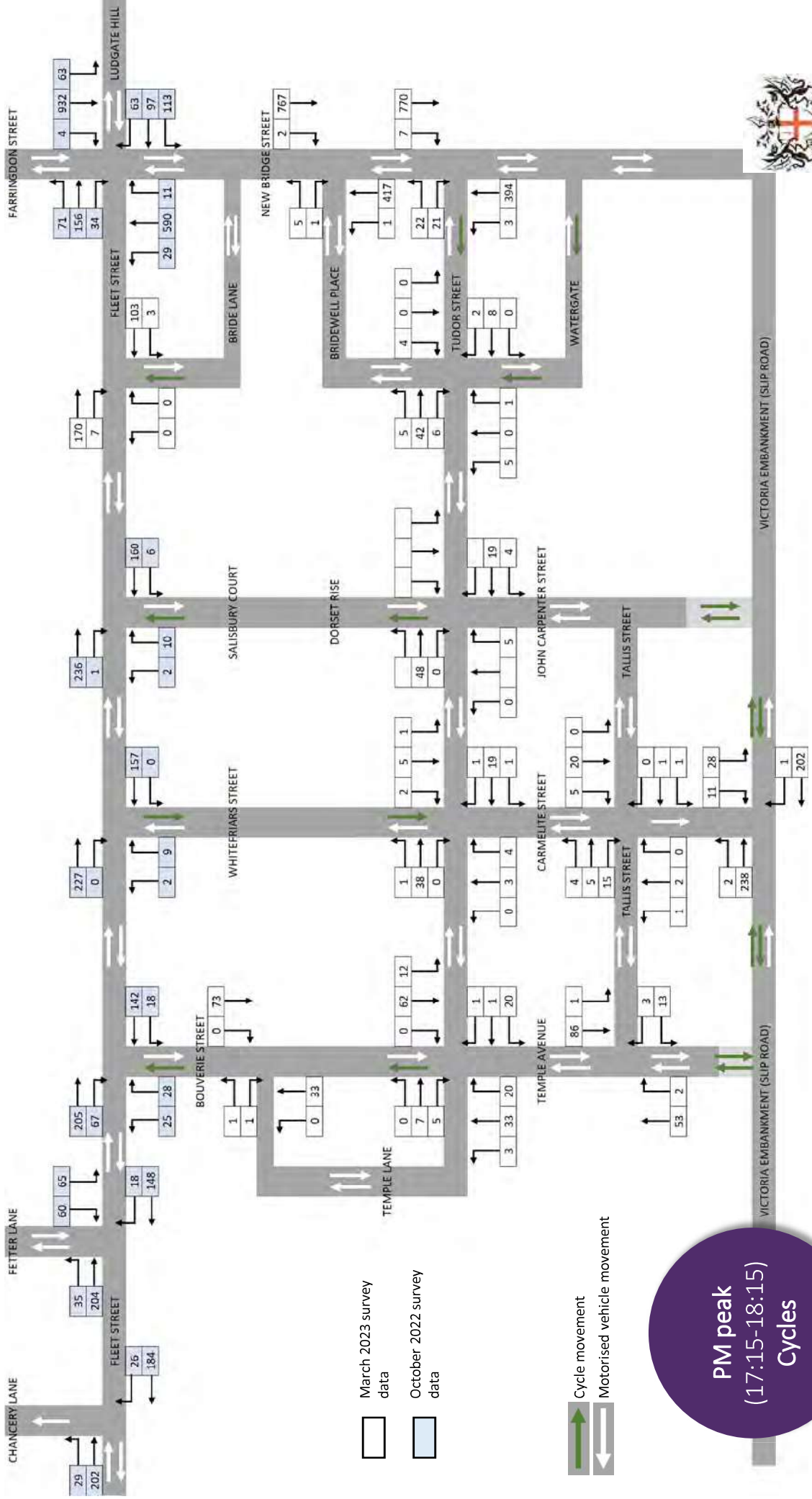
PM peak
 (17:15-18:15)
Light vehicles
 (car, taxi, LGV, m/cycle)

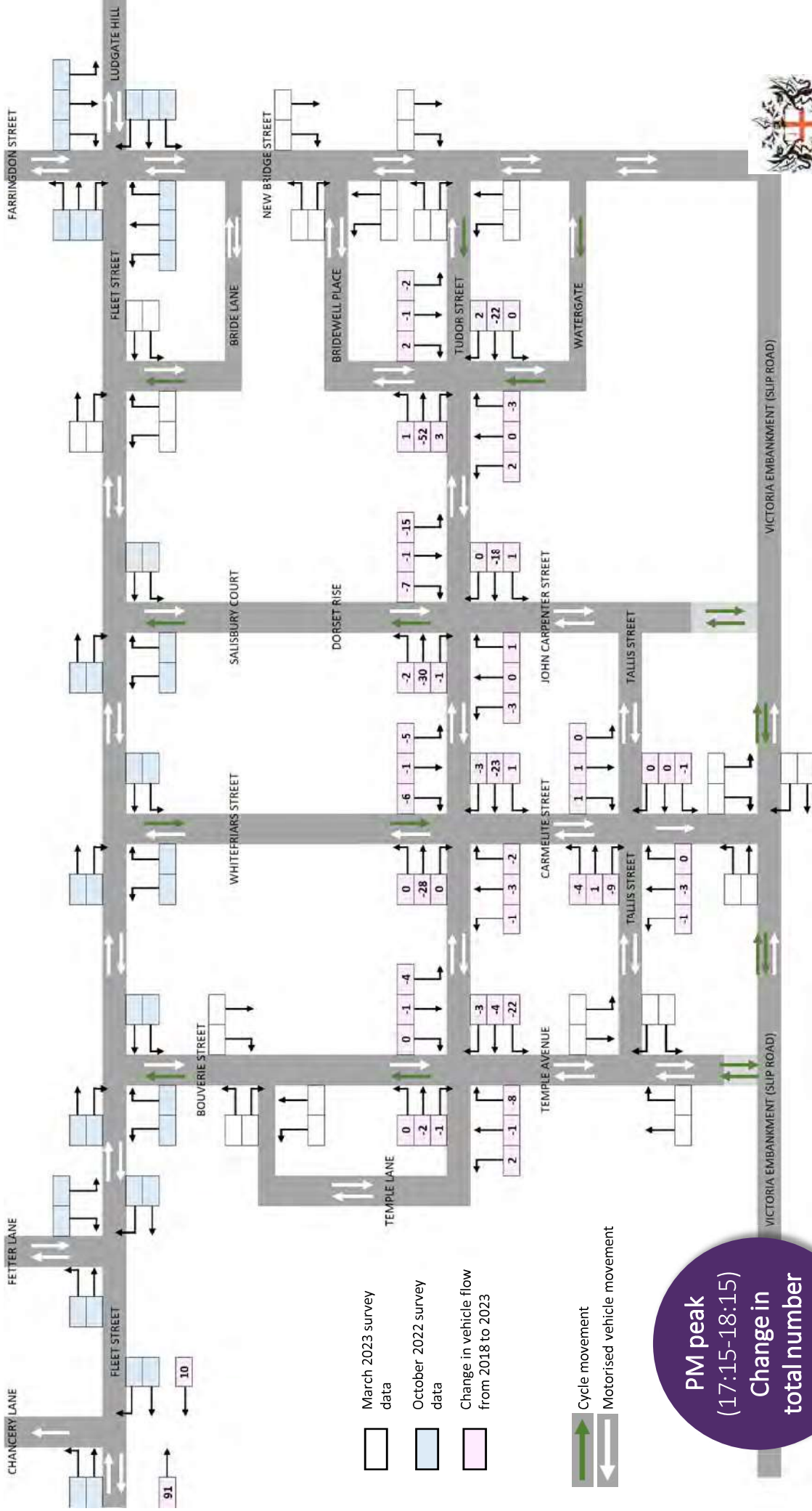


March 2023 survey data
 October 2022 survey data

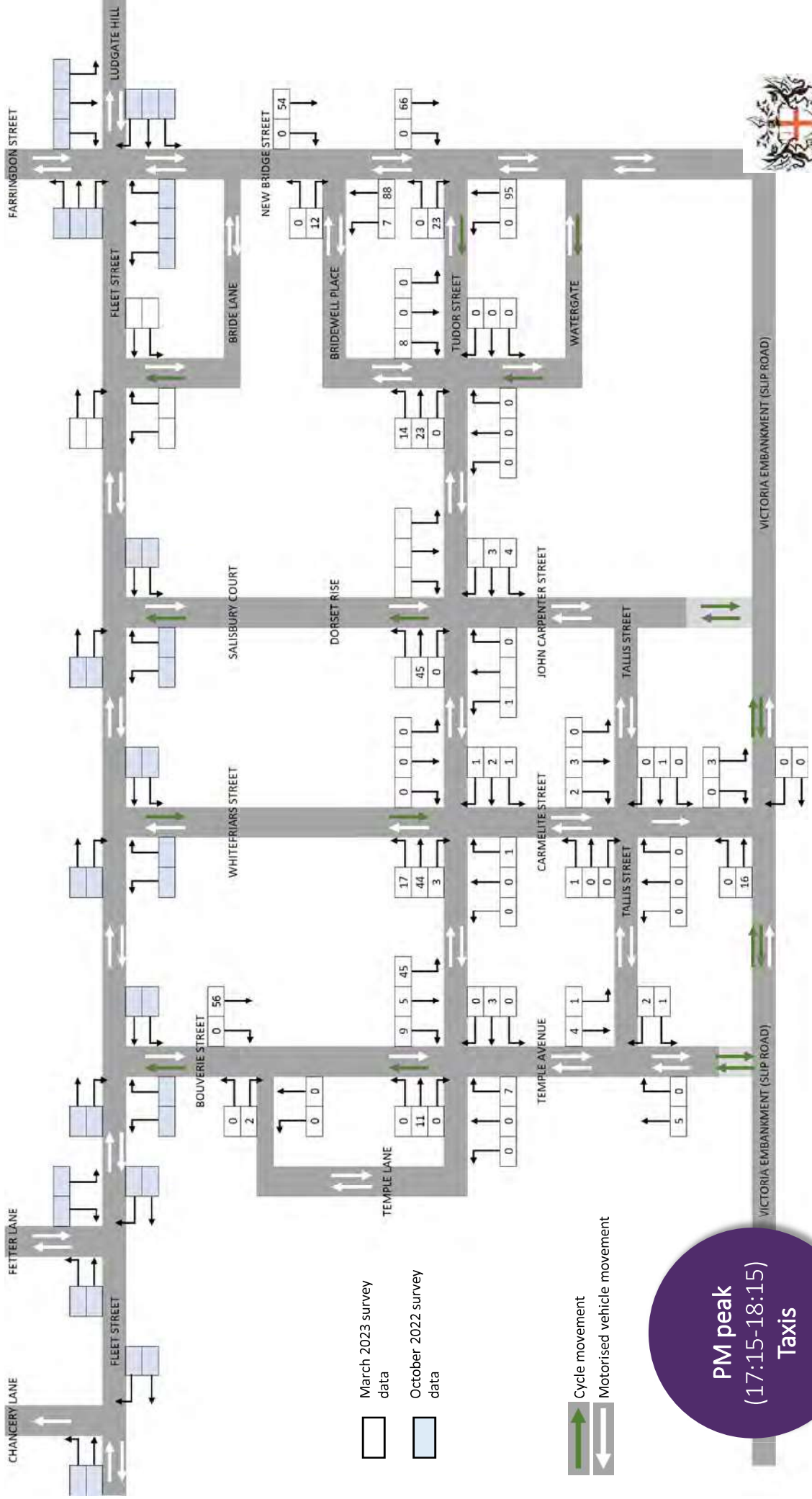
→ Cycle movement
 Motorised vehicle movement

PM peak
 (17:15-18:15)
Heavy vehicles
 (MGV, HGV, bus, coach)

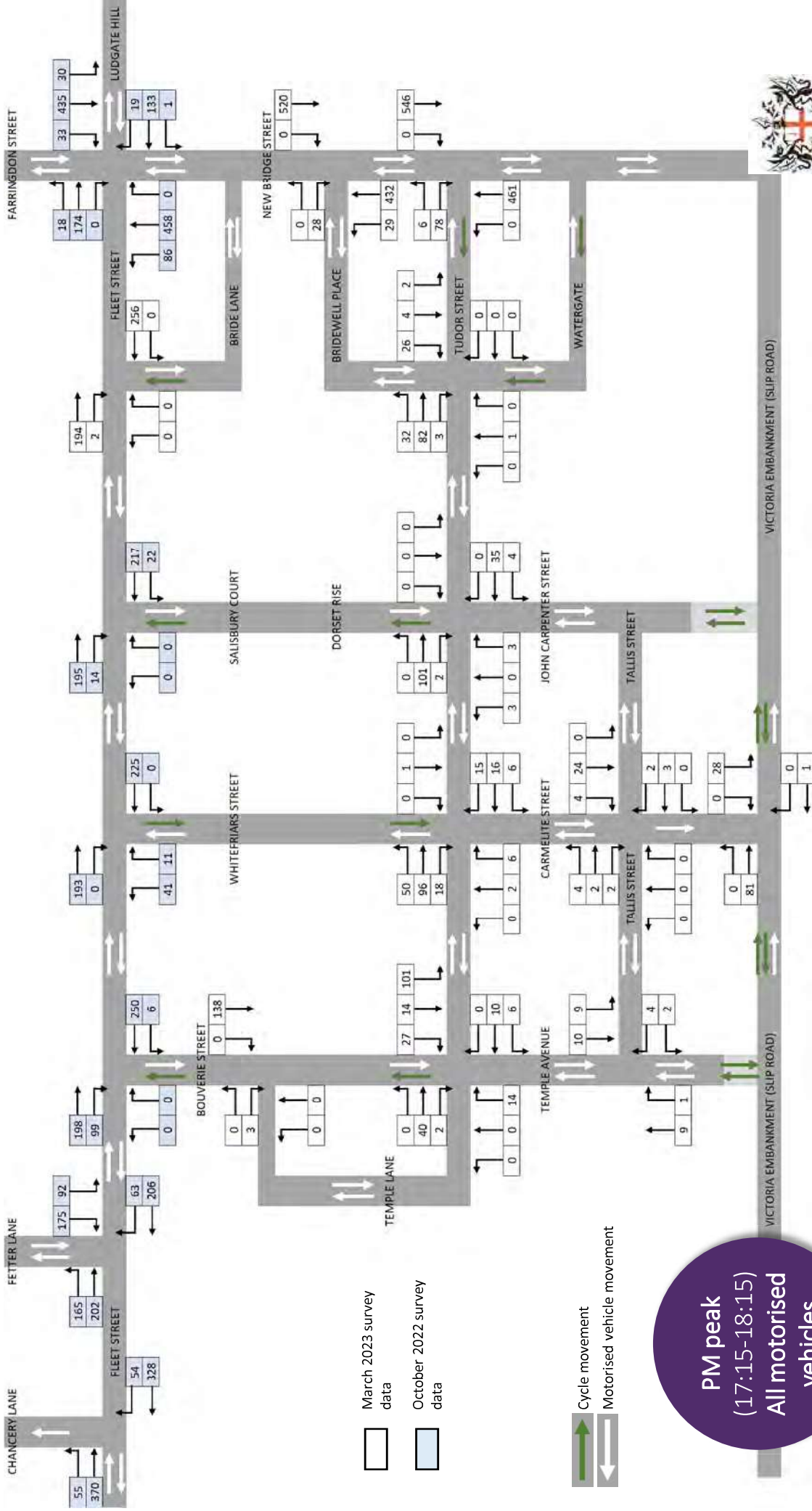




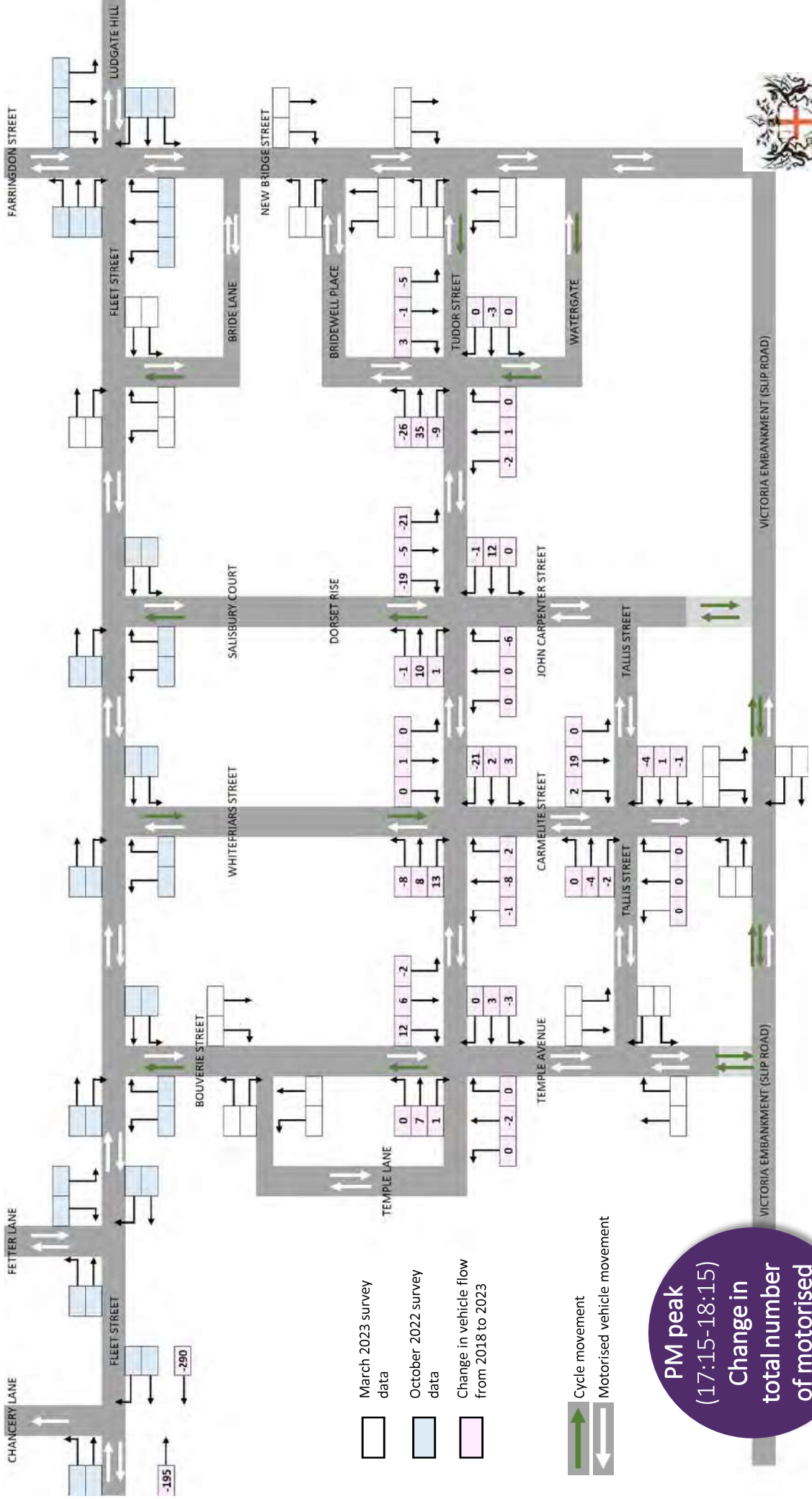
PM peak
(17:15-18:15)
Change in total number of cycles



PM peak
(17:15-18:15)
Taxis

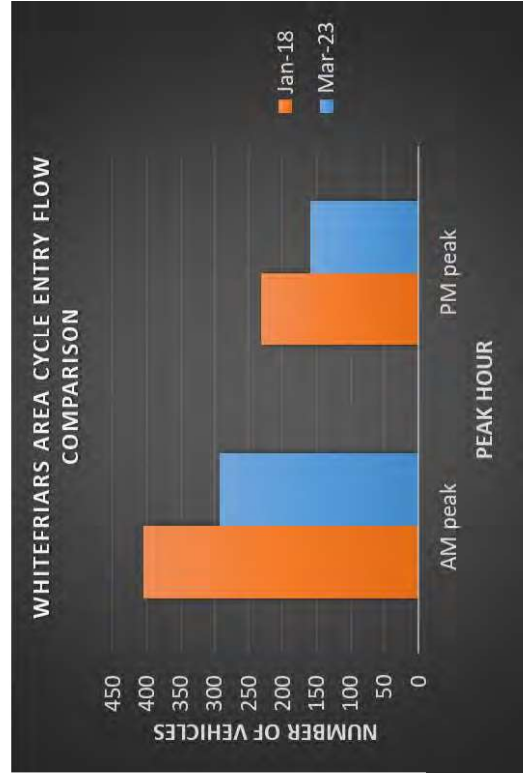
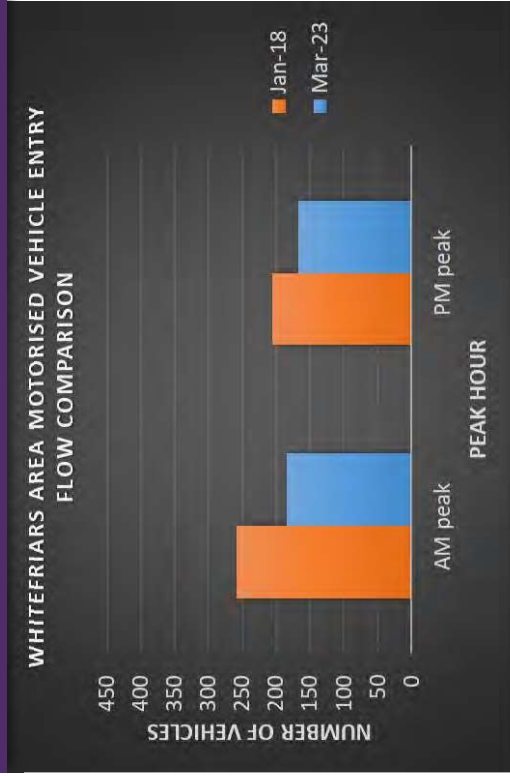


PM peak
(17:15-18:15)
All motorised
vehicles



PM peak
(17:15-18:15)
Change in total number of motorised vehicles

Traffic volumes – Whitefriars area



MOTOR VEHICLES			
Mar-23	AM peak	PM peak	
Entry flow	185	167	
Exit flow	162	210	
Jan-18			
Entry flow	259	206	
Exit flow	194	238	
Change			
Entry flow	-74	-39	
Exit flow	-32	-28	
% change			
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			
Entry flow	405	232	
Exit flow	325	239	
Change			
Entry flow	-112	-73	
Exit flow	-108	-8	
% change			
Entry flow	-28%	-31%	
Exit flow	-33%	-3%	

Comparison

- 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
- 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

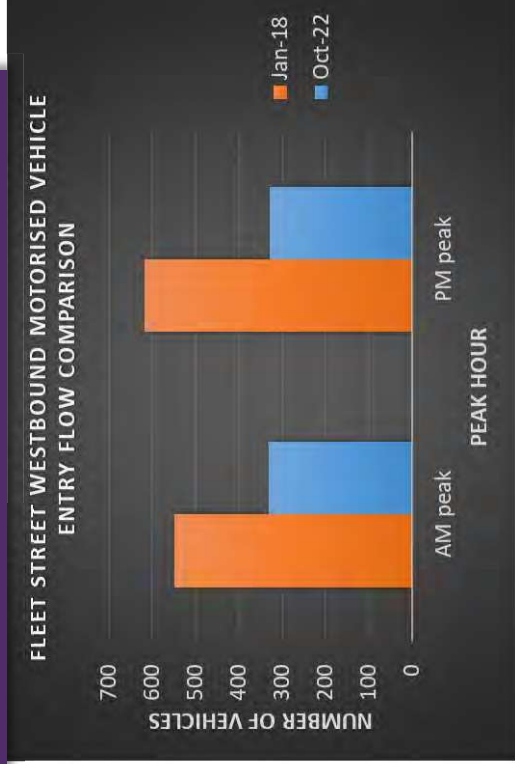
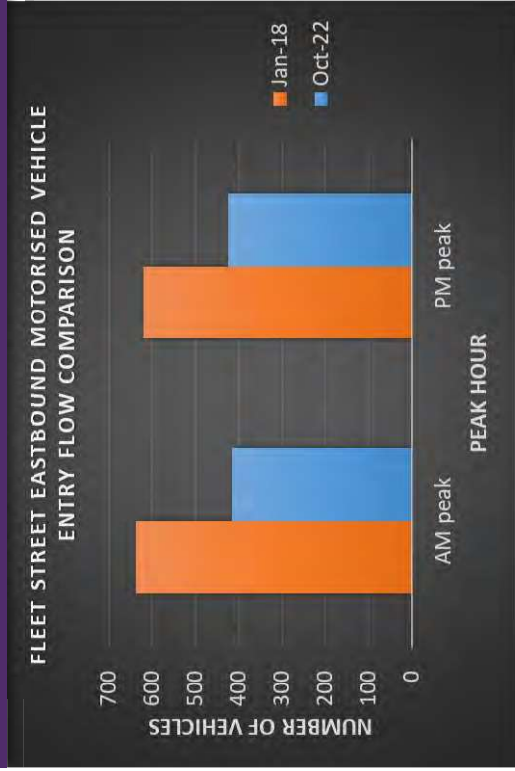
- Motor vehicle flows entering the Whitefriars area in March 2023 have reduced by 29% in the AM peak hour and by 19% in the PM peak hour compared to the January 2018 survey data
- Cycle flows entering the Whitefriars area in March 2023 have reduced by 28% in the AM peak hour and by 31% in the PM peak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

Fleet Street

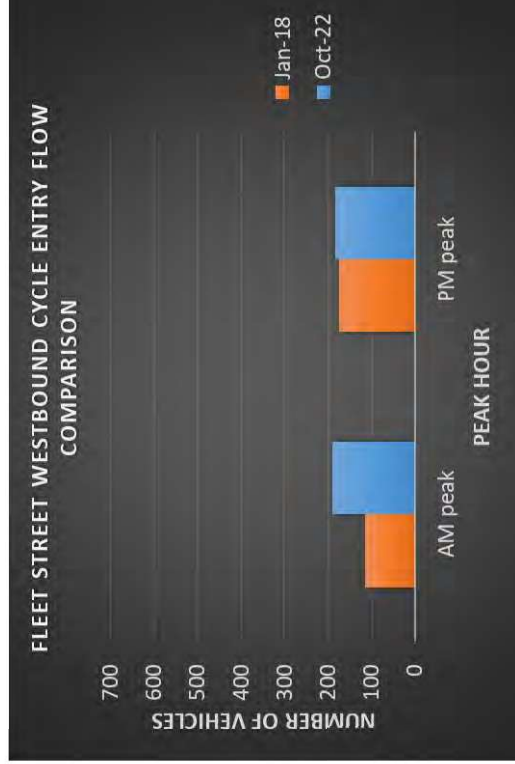
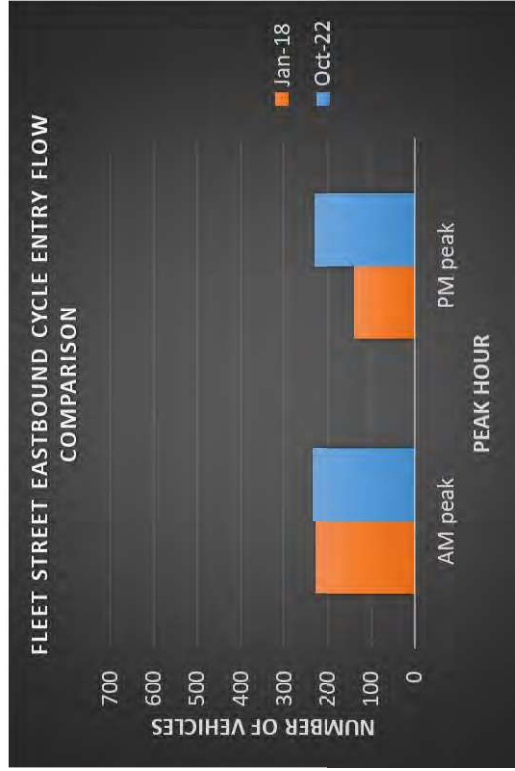
- The following slide provides a flow comparison for Fleet Street
- Motor vehicle flows eastbound on Fleet Street in October 2022 have reduced by 40% in the AM peak hour and by 47% in the PM peak hour compared to the January 2018 survey data
- 2-way cycle flows on Fleet Street in October 2022 have increased by 24% in the AM peak hour and by 32% in the PM peak hour compared to the January 2018 survey data



Traffic volumes – Fleet Street

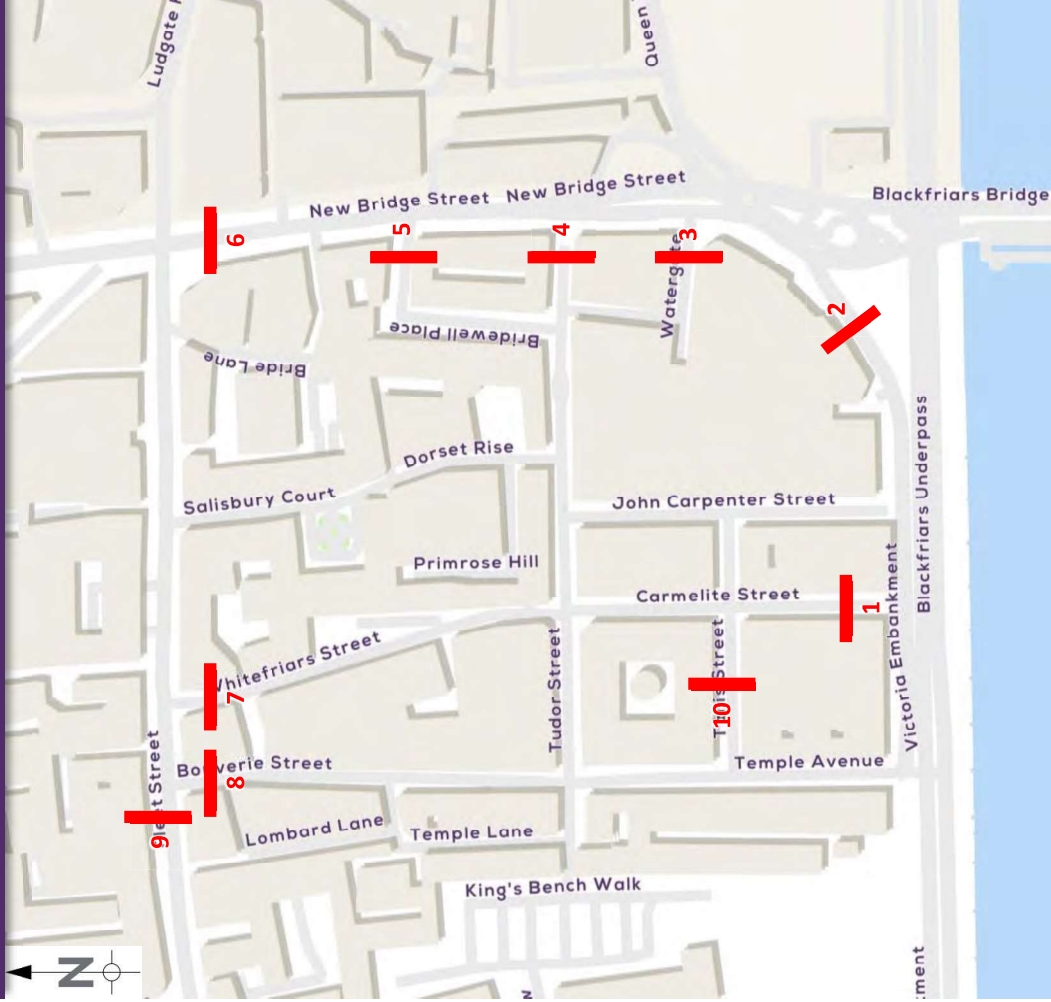


MOTOR VEHICLES			
	AM peak	PM peak	
Oct-22	416	425	
Eastbound			
Westbound	330	328	
Jan-18	AM peak	PM peak	
Eastbound	637	620	
Westbound	548	618	
Change	AM peak	PM peak	
Eastbound	-221	-195	
Westbound	-218	-290	
% change	AM peak	PM peak	
Eastbound	-35%	-31%	
Westbound	-40%	-47%	



CYCLES			
	AM peak	PM peak	
Oct-22	234	231	
Eastbound			
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%	6%	

Survey specification – ANPR



Survey Origin-Destination (OD) points

1. Carmelite Street (exit only to Victoria Embankment)
2. Victoria Embankment (eastbound only)
3. Watergate (exit only)
4. Tudor Street (exit only)
5. Bridewell Place (entry and exit)
6. New Bridge Street (2-way)
7. Whitefriars Street (exit only)
8. Bouverie Street (entry only)
9. Fleet Street (2-way)
10. Tallis Street (2-way)

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:

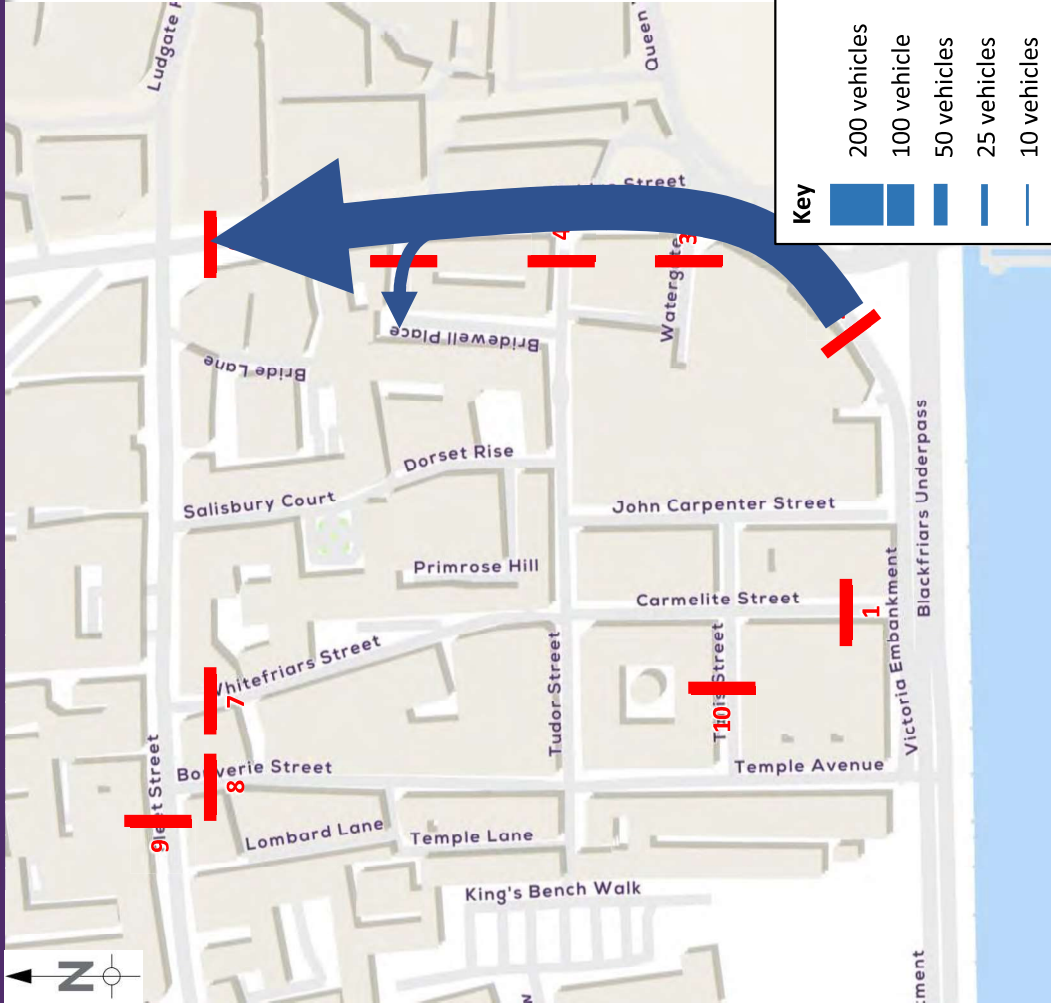
- Car (including taxi)
- LGV
- OGV1
- OGV2

Survey times

- Wednesday 22nd March, Thursday 23rd March and Saturday 25th March 2023
- 07:00-10:00, 12:00-14:00, 16:00-19:00



Vehicle routes (Wednesday) – Victoria Embankment



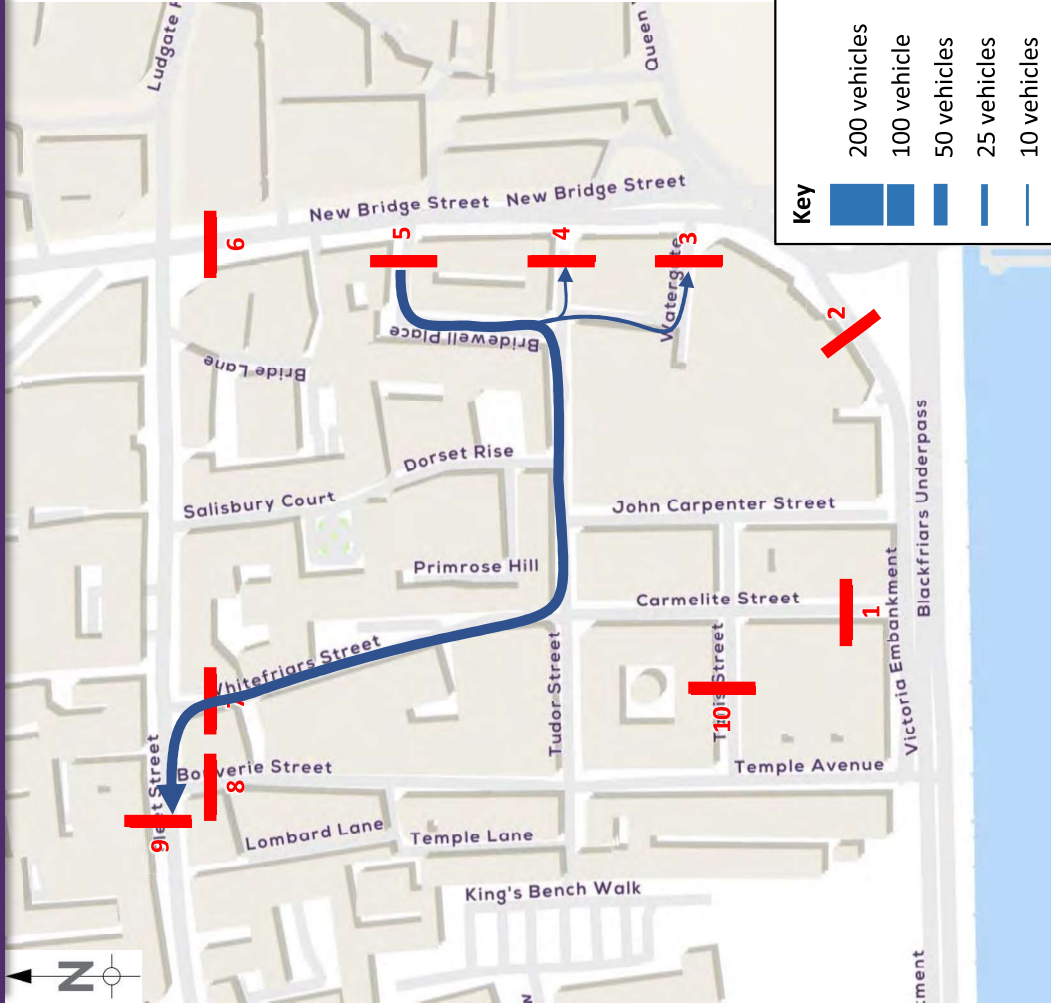
Victoria Embankment

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

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S02E>S05W	12	3	5	20	12%	6%	8%	9%
S02E>S05W>S01S	1	1	1	3	1%	2%	2%	1%
S02E>S05W>S03S	8	1	3	12	8%	2%	5%	6%
S02E>S05W>S03S>S04E	0	0	1	1	0%	0%	2%	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%



Vehicle routes (Wednesday) – Bridewell Place



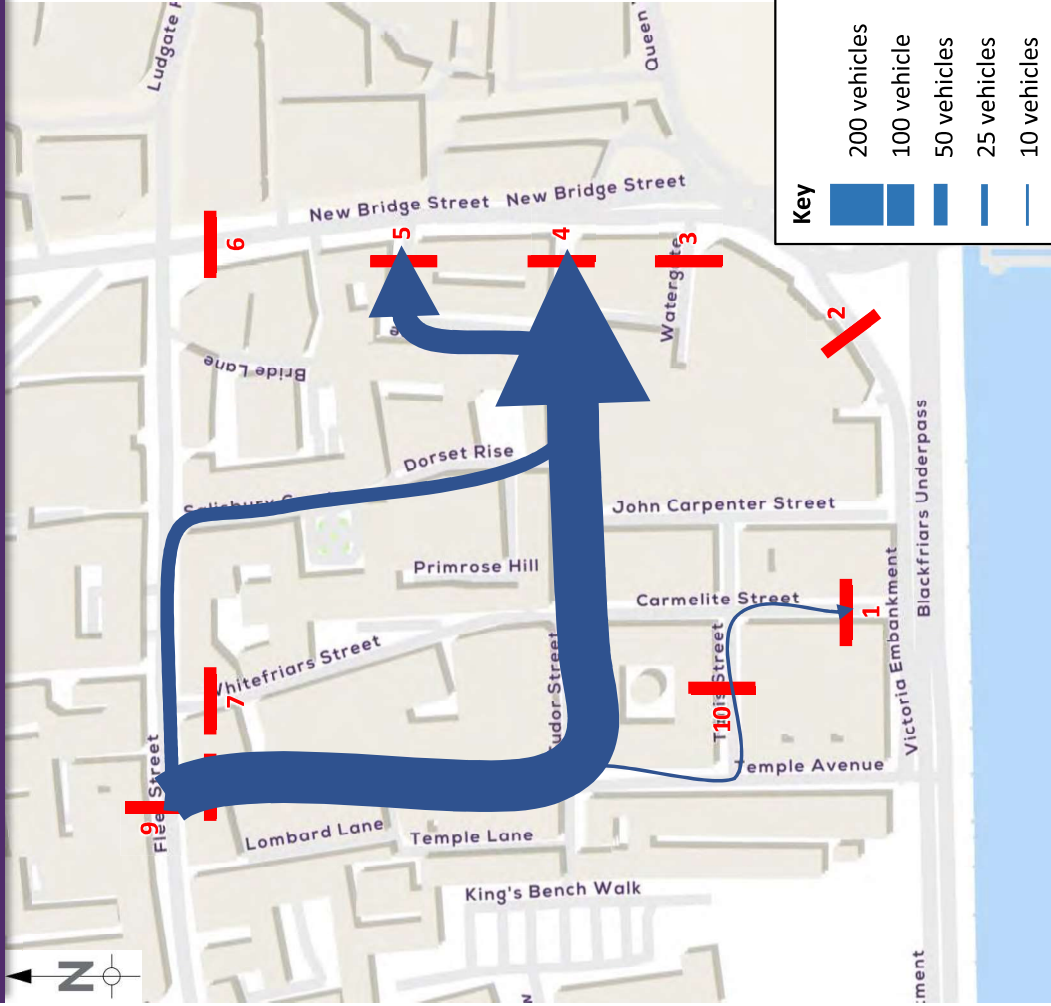
Bridewell Place

- 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:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S05W>S01S	1	2	1	4	3%	12%	4%	5%
S05W>S03S	6	4	1	11	18%	24%	4%	15%
S05W>S03S>S04E>S06N	1	0	0	1	3%	0%	0%	1%
S05W>S03S>S06N	0	0	3	3	0%	0%	13%	4%
S05W>S04E	6	0	3	9	18%	0%	13%	12%
S05W>S04E>S06N	1	0	1	2	3%	0%	4%	3%
S05W>S05E	1	0	2	3	3%	0%	8%	4%
S05W>S07N	9	6	6	21	27%	35%	25%	28%
S05W>S07N>S08S	0	1	0	1	0%	6%	0%	1%
S05W>S07N>S08S>S07N	1	0	0	1	3%	0%	0%	1%
S05W>S07N>S09W	7	2	6	15	21%	12%	25%	20%
S05W>S10E>S04E	0	1	1	2	0%	6%	4%	3%
S05W>S10E>S07N	0	1	0	1	0%	6%	0%	1%



Vehicle routes (Wednesday) – Fleet Street

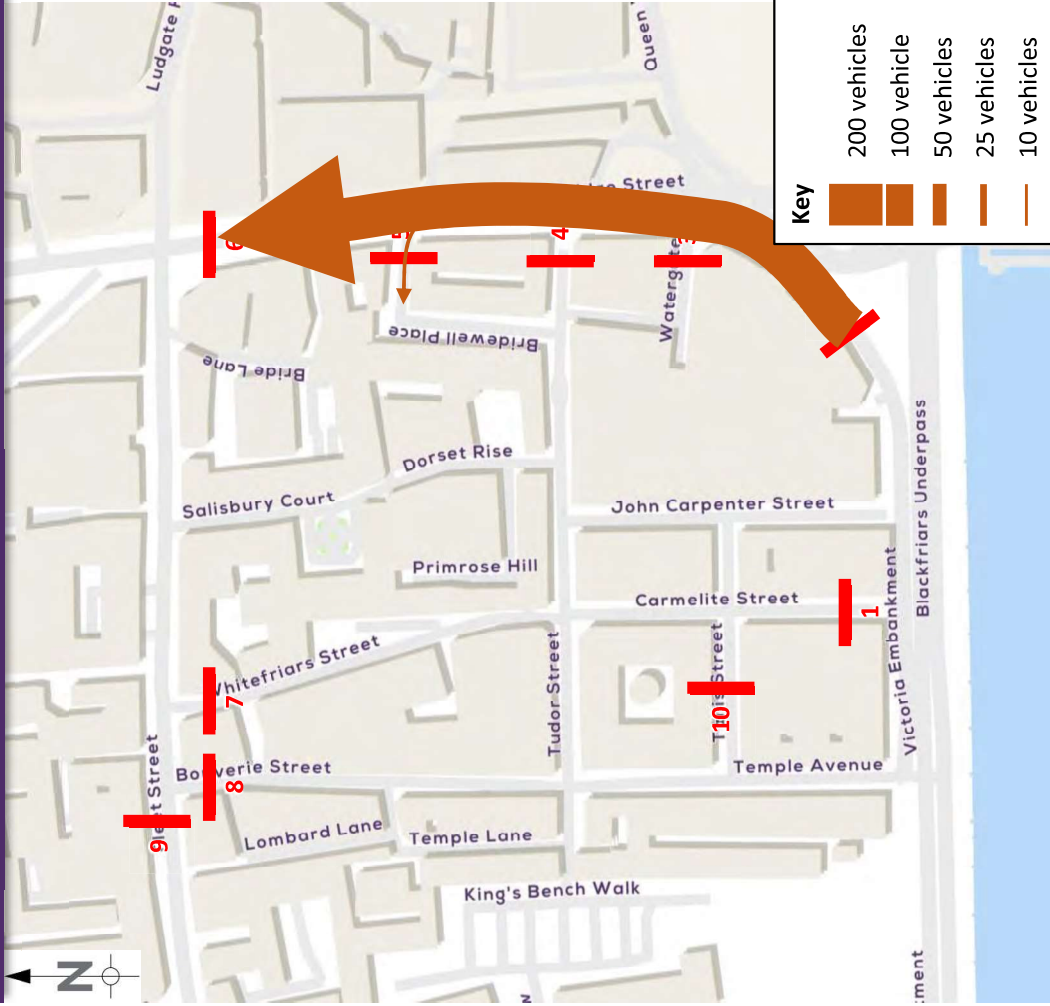


Fleet Street

- 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%	2%	0%	1%
S09E>S03S	3	0	1	4	3%	0%	0%	1%
S09E>S04E	8	12	28	48	7%	10%	12%	10%
S09E>S04E>S06N	2	0	1	3	2%	0%	0%	1%
S09E>S05E	2	1	2	5	2%	1%	1%	1%
S09E>S07N	2	0	1	3	2%	0%	0%	1%
S09E>S07N>S04E	0	0	1	1	0%	0%	0%	0%
S09E>S07N>S09W	2	2	2	6	2%	2%	1%	1%
S09E>S08S>S01S	8	10	17	35	7%	8%	7%	7%
S09E>S08S>S03S	2	0	0	2	2%	0%	0%	0%
S09E>S08S>S04E	33	52	98	183	29%	42%	42%	39%
S09E>S08S>S04E>S06N	4	1	6	11	4%	1%	3%	2%
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%	2%	2%	1%
S09E>S08S>S07N>S08S	0	1	2	3	0%	1%	1%	1%
S09E>S08S>S07N>S09W	8	6	13	27	7%	5%	6%	6%
S09E>S08S>S09W	1	0	1	2	1%	0%	0%	0%
S09E>S08S>S10E	2	5	1	8	2%	4%	0%	2%
S09E>S08S>S10E>S01S	7	4	2	13	6%	3%	1%	3%
S09E>S08S>S10E>S04E	0	0	1	1	0%	0%	0%	0%
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%
S09E>S08S>S10E>S07N	0	1	0	1	0%	1%	0%	0%
S09E>S08S>S10E>S07N>S09W	3	3	2	8	3%	2%	1%	2%
S09E>S08S>S10E>S09W	0	0	1	1	0%	0%	0%	0%
S09E>S10E>S01S	1	0	0	1	1%	0%	0%	0%
S09E>S10E>S09W	1	0	0	1	1%	0%	0%	0%

Vehicle routes (Thursday) – Victoria Embankment



Victoria Embankment

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

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S02E>S05W	9	1	2	12	13%	2%	3%	6%
S02E>S05W>S01S	0	0	1	1	0%	0%	1%	1%
S02E>S05W>S03S	2	1	2	5	3%	2%	3%	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%	2%	0%	1%
S02E>S05W>S07N>S09W	0	1	2	3	0%	2%	3%	2%
S02E>S06N	55	42	66	163	82%	91%	87%	86%
S02E>S09W	1	0	0	1	1%	0%	0%	1%

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:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S05W>S01S	5	0	2	7	14%	0%	7%	9%
S05W>S03S	6	1	3	10	17%	7%	10%	12%
S05W>S03S>S05W>S08S	1	0	0	1	3%	0%	0%	1%
S05W>S03S>S06N	1	0	2	3	3%	0%	7%	4%
S05W>S03S>S07N	0	0	1	1	0%	0%	3%	1%
S05W>S04E	3	3	3	9	8%	20%	10%	11%
S05W>S04E>S06N	1	2	0	3	3%	13%	0%	4%
S05W>S05E	1	0	0	1	3%	0%	0%	1%
S05W>S07N	7	3	8	18	19%	20%	27%	22%
S05W>S07N>S08S	2	0	0	2	6%	0%	0%	2%
S05W>S07N>S09W	6	3	11	20	17%	20%	37%	25%
S05W>S09W	1	0	0	1	3%	0%	0%	1%
S05W>S10E	0	2	0	2	0%	13%	0%	2%
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%	7%	0%	1%



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	IP	PM	TOTAL
S09E>S01S	1	3	0	4	1%	2%	0%	1%
S09E>S04E	15	11	19	45	13%	8%	11%	11%
S09E>S04E>S06N	3	0	2	5	3%	0%	1%	1%
S09E>S05E	3	5	4	12	3%	4%	2%	3%
S09E>S07N	2	1	0	3	2%	1%	0%	1%
S09E>S07N>S09W	1	0	5	6	1%	0%	3%	1%
S09E>S08S>S01S	13	16	10	39	11%	12%	6%	9%
S09E>S08S>S03S	0	1	1	2	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	25%	36%	40%	35%
S09E>S08S>S04E>S06N	4	5	4	13	3%	4%	2%	3%
S09E>S08S>S04E>S09W	0	1	0	1	0%	1%	0%	0%
S09E>S08S>S05E	15	27	40	82	13%	20%	23%	19%
S09E>S08S>S05E>S06N	1	0	0	1	1%	0%	0%	0%
S09E>S08S>S07N	2	0	6	8	2%	0%	3%	2%
S09E>S08S>S07N>S04E	1	0	0	1	1%	0%	0%	0%
S09E>S08S>S07N>S09W	14	3	12	29	12%	2%	7%	7%
S09E>S08S>S10E	0	4	1	5	0%	3%	1%	1%
S09E>S08S>S10E>S01S	7	5	0	12	6%	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%
S09E>S08S>S10E>S07N>S09W	2	0	1	3	2%	0%	1%	1%

Vehicle routes (Saturday) – Victoria Embankment



Victoria Embankment

- For the 8 surveyed hours on Saturday, 96% of vehicles heading north from Victoria Embankment go to the Ludgate Circus junction. The remaining 4% enter the Whitefriars area at Bridewell Place
- 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	IP	PM	TOTAL	AM	IP	PM	TOTAL
S02E>S05W	0	0	2	2	0%	0%	5%	2%
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	92	97%	100%	92%	96%



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:

ROUTE	AM	IP	PM	TOTAL	AM	IP	PM	TOTAL
S05W>S01S	2	0	1	3	17%	0%	5%	7%
S05W>S03S	4	2	2	8	33%	17%	11%	19%
S05W>S04E	0	5	3	8	0%	42%	16%	19%
S05W>S04E>S06N	1	1	0	2	8%	8%	0%	5%
S05W>S07N	3	2	4	9	25%	17%	21%	21%
S05W>S07N>S09W	1	2	7	10	8%	17%	37%	23%
S05W>S09W	0	0	1	1	0%	0%	5%	2%
S05W>S10E	1	0	0	1	8%	0%	0%	2%
S05W>S10E>S04E	0	0	1	1	0%	0%	5%	2%

Vehicle routes (Saturday) – Fleet Street



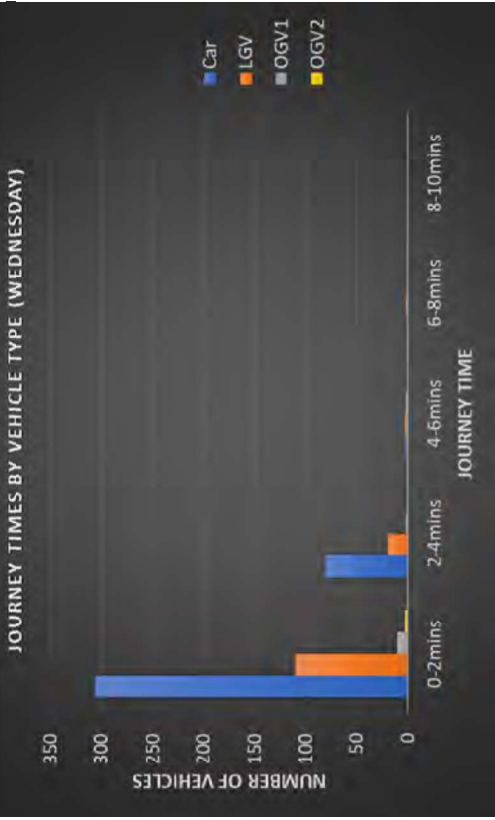
Fleet Street

- 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	IP	PM	TOTAL
S09E>S04E	3	13	39	55	8%	21%	28%	23%
S09E>S05E	0	1	2	3	0%	2%	1%	1%
S09E>S07N>S09W	1	1	1	3	3%	2%	1%	1%
S09E>S08S>S01S	9	5	7	21	23%	8%	5%	9%
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	2	3	3%	0%	1%	1%
S09E>S08S>S05E	5	9	17	31	13%	15%	12%	13%
S09E>S08S>S07N	1	1	3	5	3%	2%	2%	2%
S09E>S08S>S07N>S09W	1	2	5	8	3%	3%	4%	3%
S09E>S08S>S09W	1	0	0	1	3%	0%	0%	0%
S09E>S08S>S10E	0	1	1	2	0%	2%	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%



Survey results – Vehicle journey times

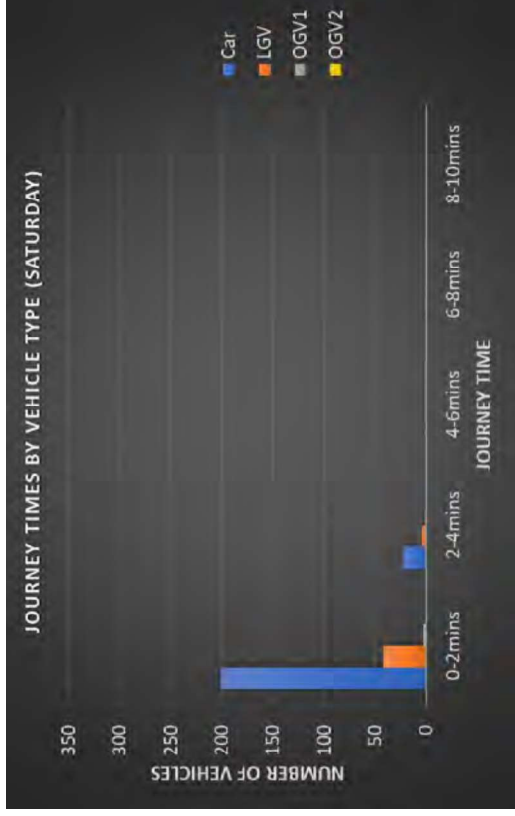
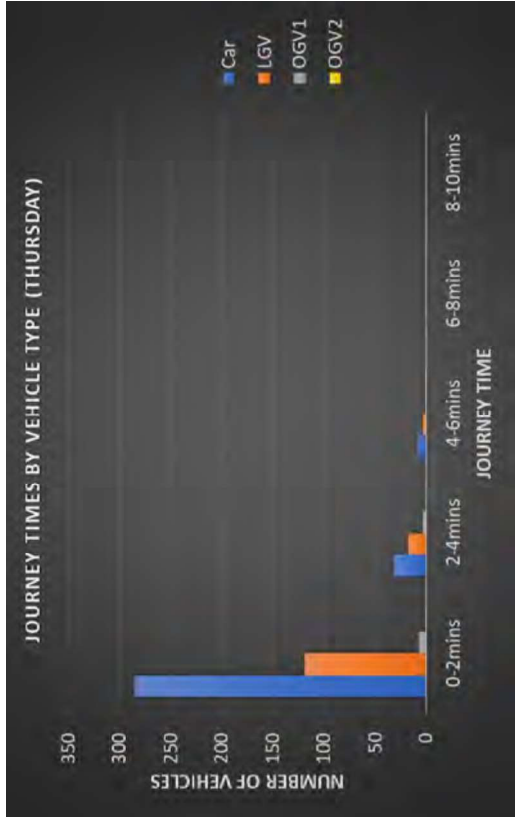


Journey time summary results

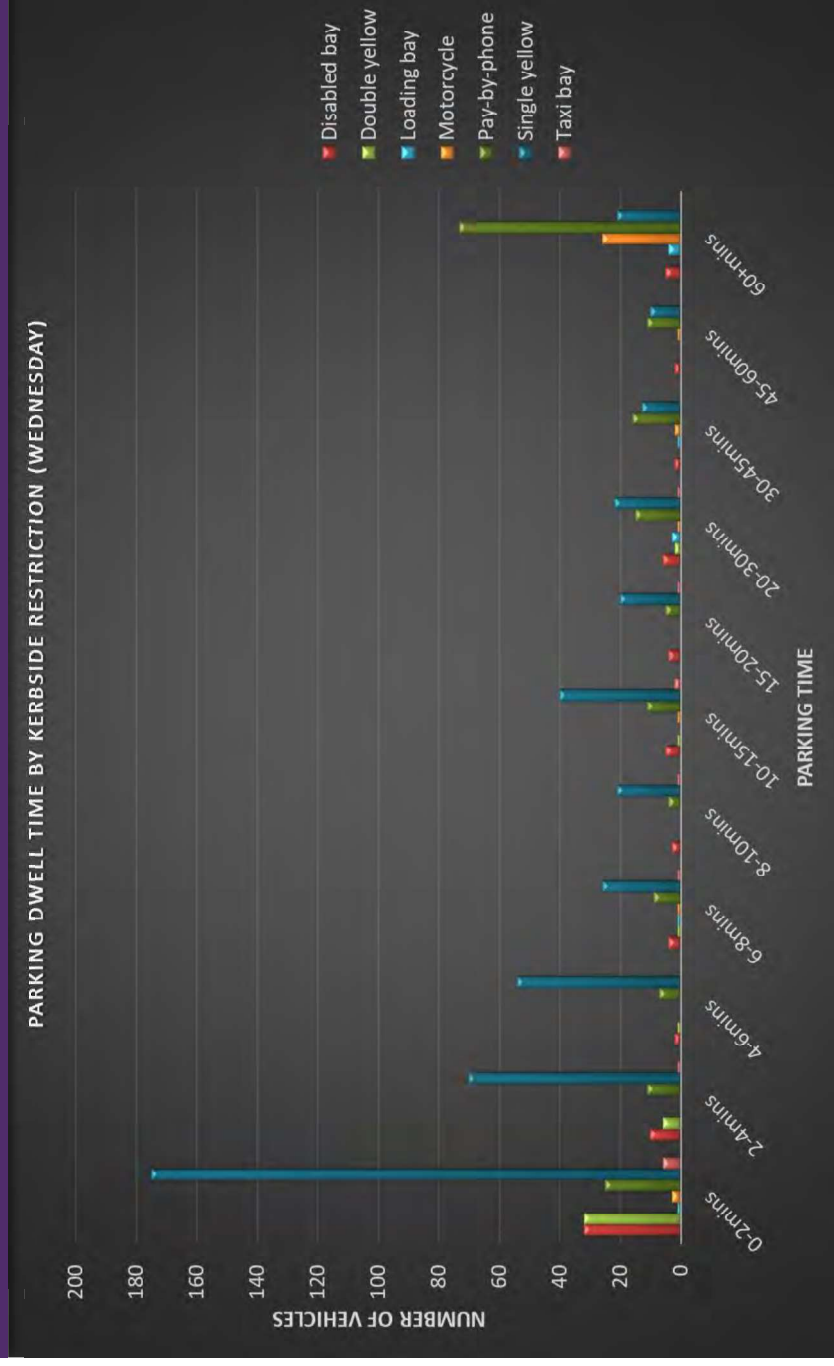
- The journey time results for all survey days (Wednesday, Thursday and Saturday), show that over 80% pass through the area within 2 minutes. This suggests most vehicles move through the Whitefriars area without having a purpose within the area
- The graphs show the journey times by vehicle type for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

AVERAGE VEHICLE JOURNEY TIME				
WEDNESDAY	AM	IP	PM	TOTAL
Car	00:01:42	00:01:38	00:01:31	00:01:37
LGV	00:01:42	00:01:27	00:01:37	00:01:35
OGV1	00:01:50	00:01:32	00:04:32	00:02:38
OGV2	00:01:20	00:01:34	00:01:42	00:01:32

AVERAGE VEHICLE JOURNEY TIME				
SATURDAY	AM	IP	PM	TOTAL
Car	00:01:04	00:01:14	00:01:14	00:01:11
LGV	00:00:53	00:01:21	00:01:09	00:01:08
OGV1	00:00:54	N/A	00:01:47	N/A
OGV2	N/A	N/A	N/A	N/A



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

NRF

NORMAN ROURKE PRYME



Whitefriars Area Traffic Study

Kerbside Survey Results

June 2023 V1.0

London

57 Webber Street
London, SE1 0RF

london@nrpltd.com
+44 (0)207 654 7280

Bristol

NRP, 4 Colston Avenue,
Bristol, BS1 4ST

bristol@nrpltd.com
+44 (0)117 387 8910

www.nrpltd.com

CIHT

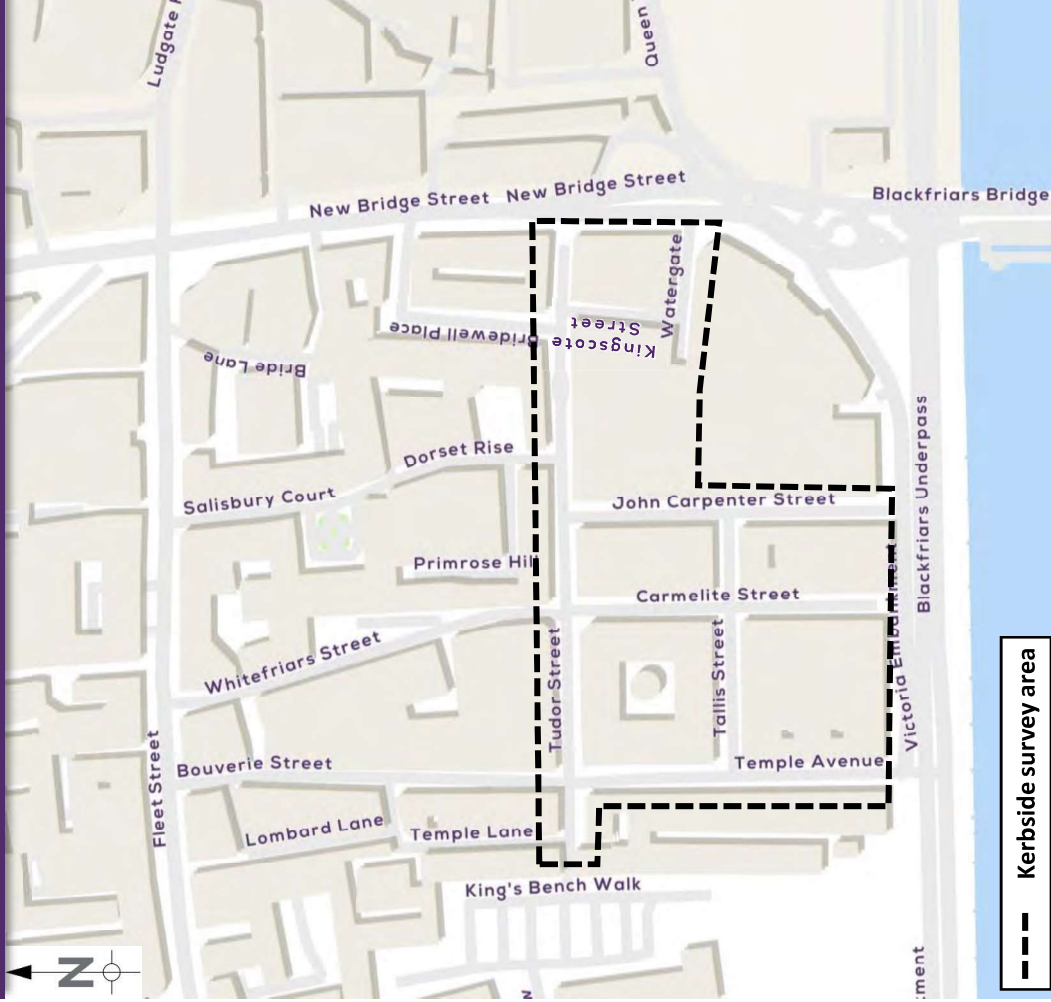
Corporate Partner

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



Survey specification



--- Kerbside survey area

Survey locations

- Tudor Street
- Watergate
- Kingscote Street
- John Carpenter Street
- Tallis Street
- Carmelite Street
- Temple Avenue

Survey times

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

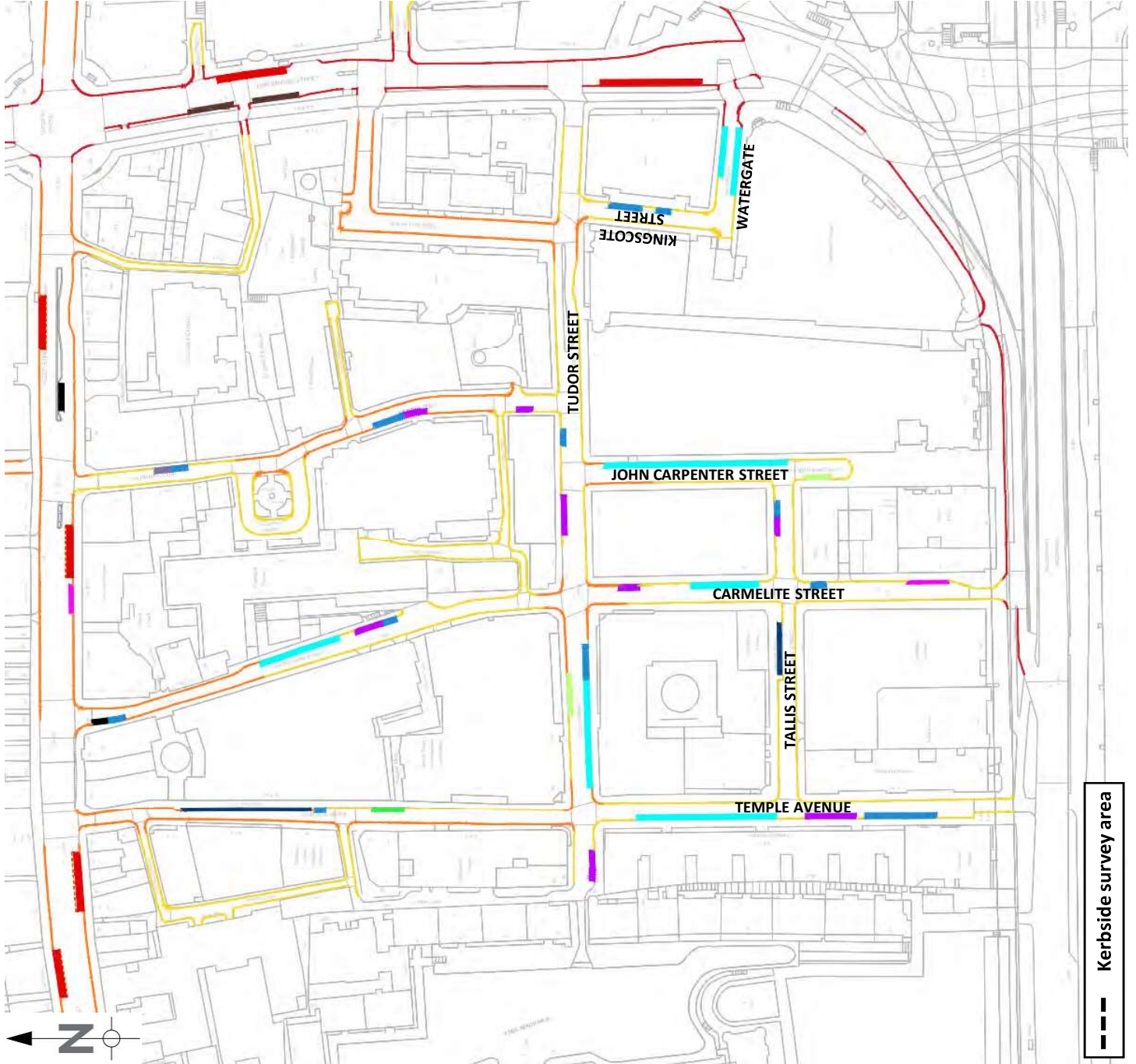
Outputs

- 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



KEY

- █ Pay-by-phone parking
- █ Taxi bay
- █ Disabled
- █ 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)



--- Kerbside survey area

Results – Study area by street

Location	Kerbside restriction	Total capacity	Maximum occupancy	90 th percentile occupancy
Tudor Street	Taxi rank	3	95%	0%
	Pay-by-phone	6	100%	100%
	Disabled	3	100%	100%
	Motorcycles	2 (12 motorcycles)	100%	100%
Watergate	Pay-by-phone	8	88%	88%
Kingscote Street	Disabled bay	3	100%	33%
	Taxi rank	2	50%	0%
John Carpenter Street	Pay-by-phone	11	100%	91%
	Disabled bay	1	100%	0%
Tallis Street	Motorcycles	1 (6 motorcycles)	51%	51%
	Pay-by-phone	4	100%	100%
Carmelite Street	Disabled	1	100%	0%
	Motorcycles	1 (6 motorcycles)	100%	51%
	Loading bay	2	100%	100%
	Pay-by-phone	8	100%	100%
Temple Avenue	Disabled	4	50%	25%
	Motorcycles	1 (6 motorcycles)	85%	85%

Notes

- Maximum occupancy is the highest value of all days surveyed
- 90th 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%
- >85%



Results – Study area by bay type

Kerbside restriction	Total capacity	Maximum occupancy	90 th percentile occupancy
Taxi rank	5	57%	20%
Pay-by-phone	37	95%	89%
Disabled	12	100%	53%
Motorcycles	5 (29 motorcycles)	95%	75%
Loading bay	2	100%	100%

KEY



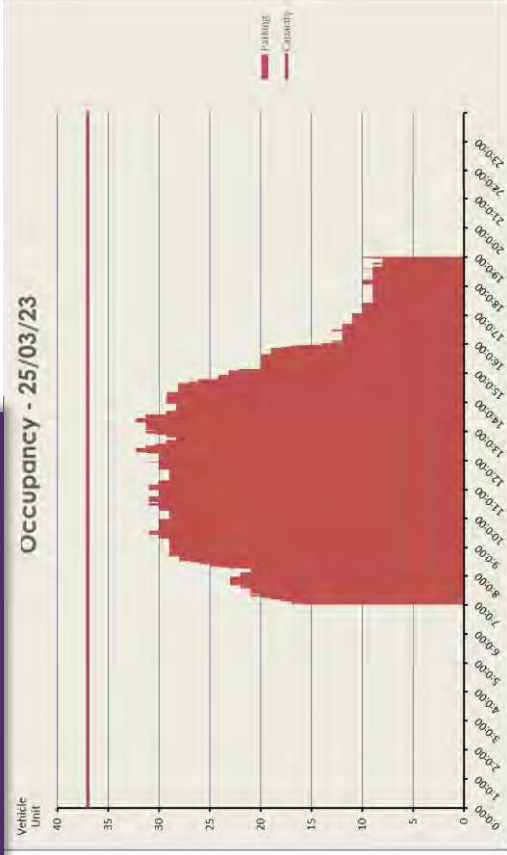
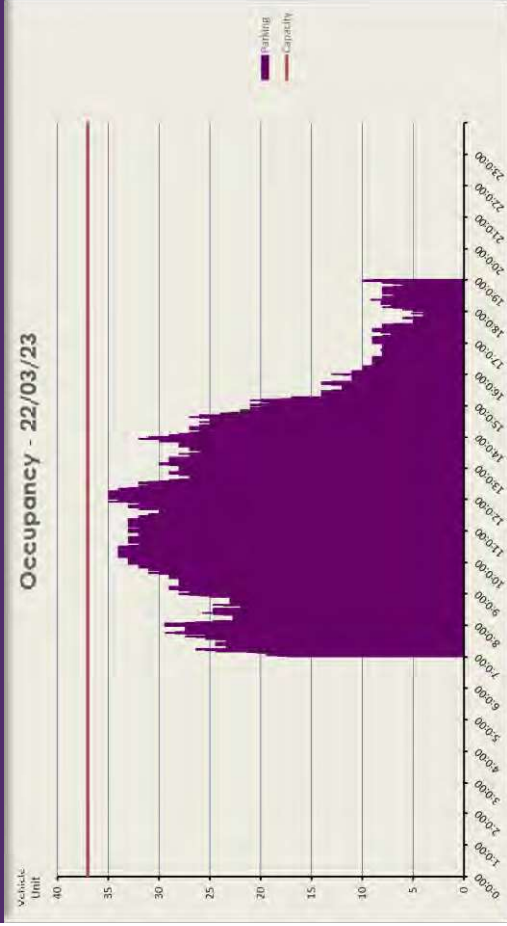
Notes

- Maximum occupancy is the highest value of all days surveyed
- 90th 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

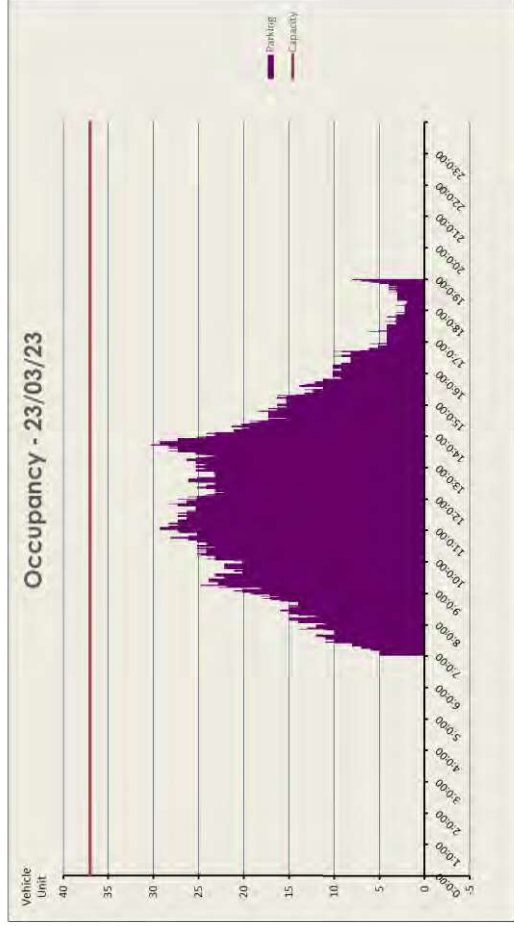
Summary for study area

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

Results – Study area (Pay-by-phone)



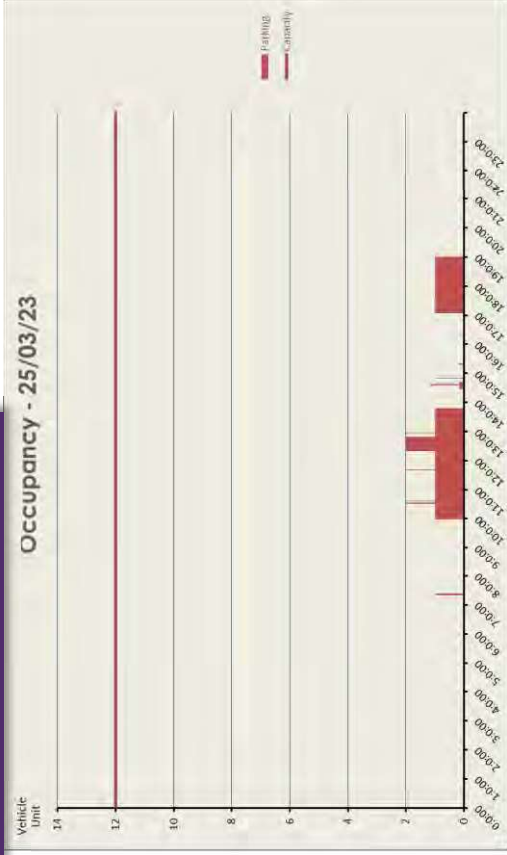
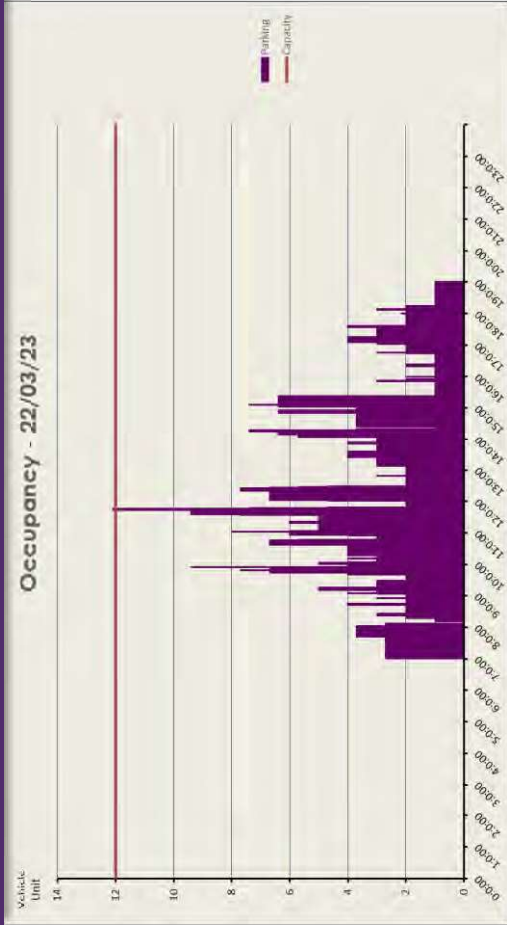
Capacity 37



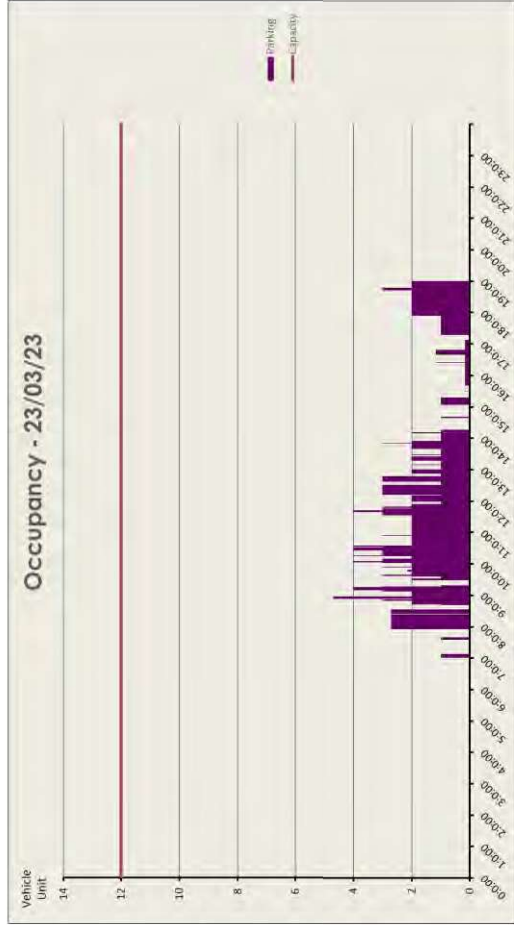
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	35	33	89%
23/03/2023 0600-1900	30	26	71%
25/03/2023 0600-1900	32	31	84%



Results – Study area (Disabled)



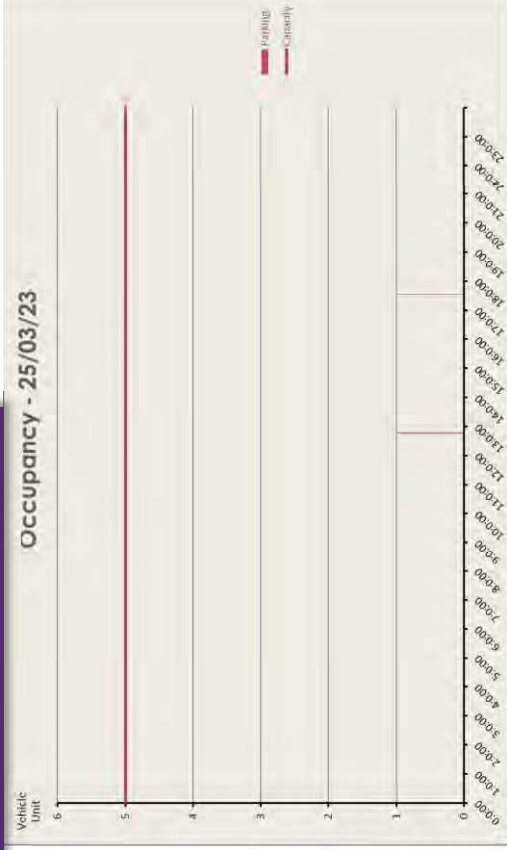
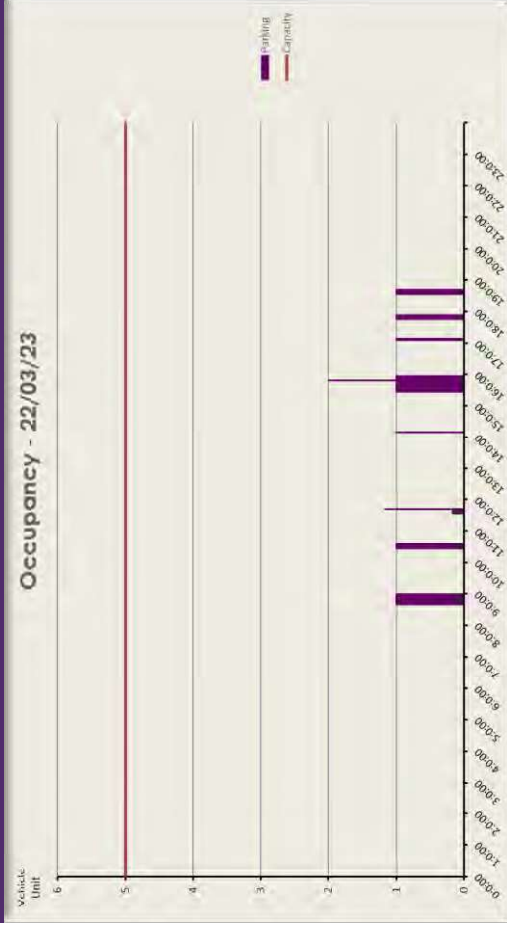
Capacity 12



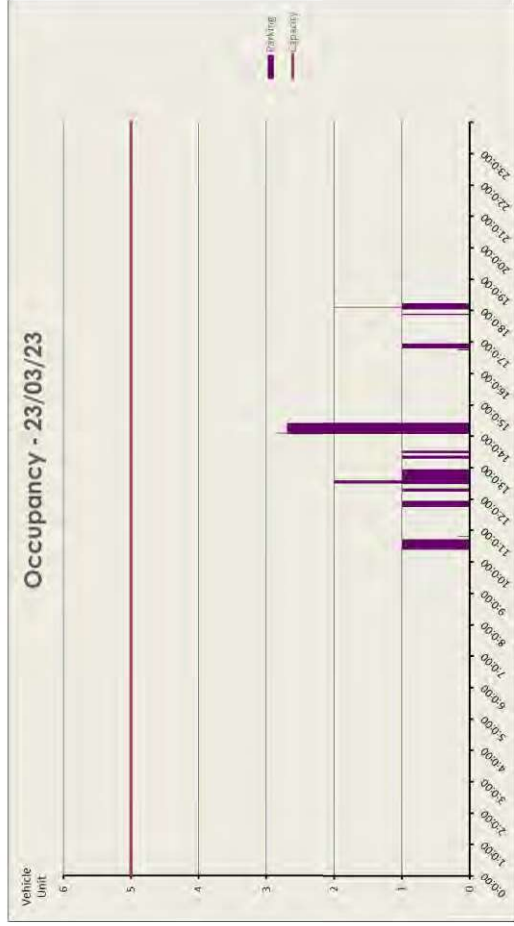
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	12	101%	53%
23/03/2023 0600-1900	5	39%	25%
25/03/2023 0600-1900	2	17%	8%



Results – Study area (Taxi rank)



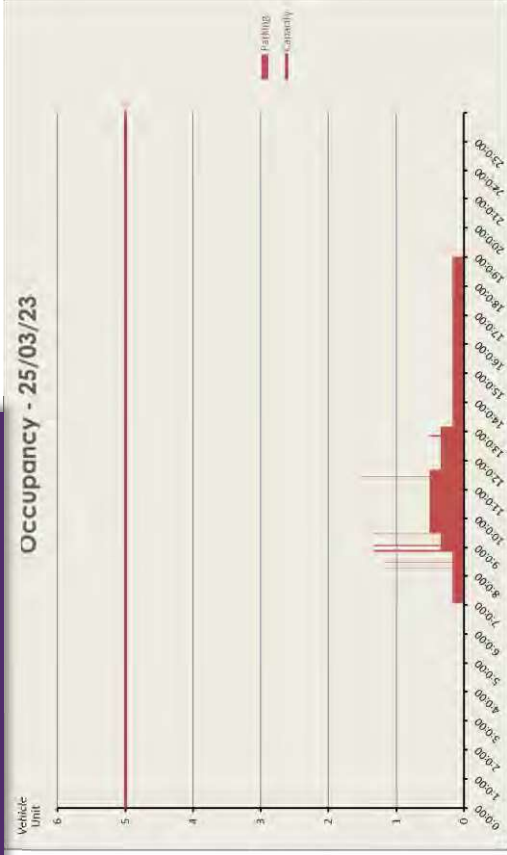
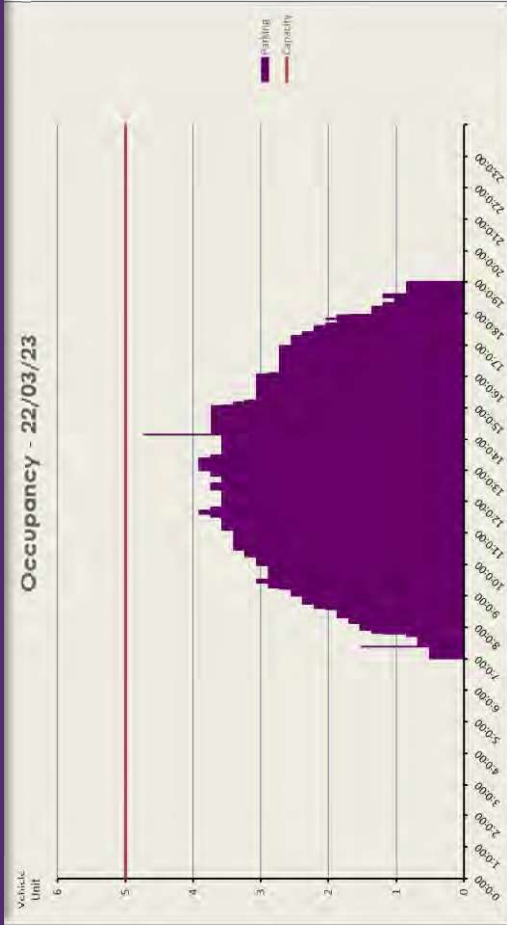
Capacity 5



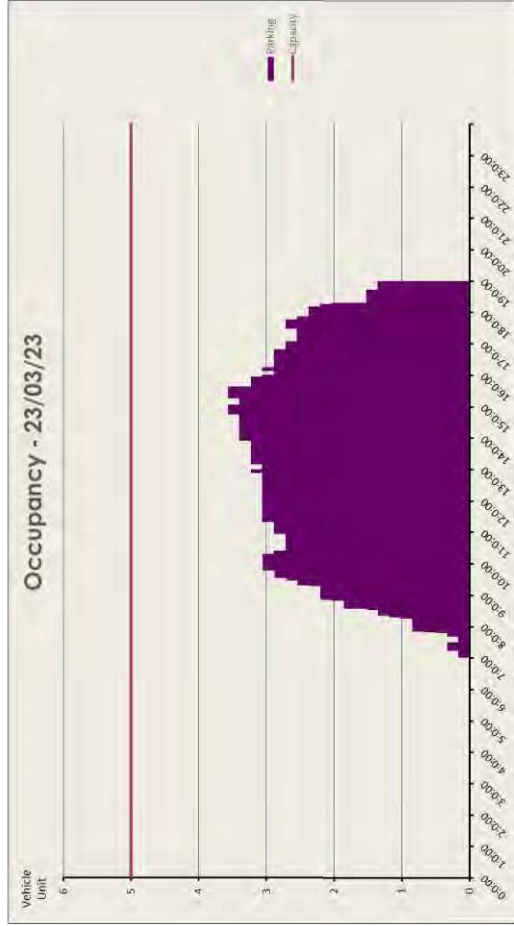
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	2	1	20%
23/03/2023 0600-1900	3	1	20%
25/03/2023 0600-1900	1	0	0%



Results – Study area (Motorcycle)



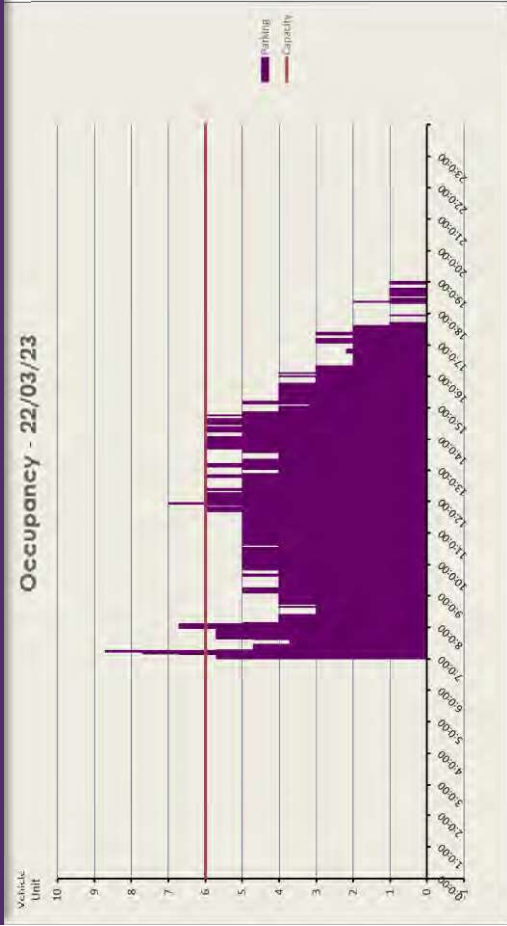
Capacity 5



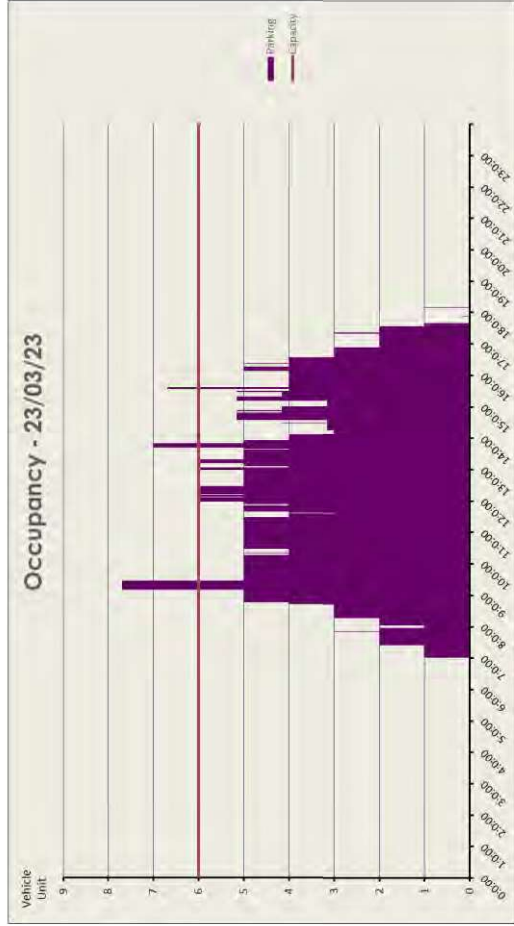
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	5	4	75%
23/03/2023 0600-1900	4	3	68%
25/03/2023 0600-1900	2	1	10%



Results – Tudor Street (Pay-by-phone)



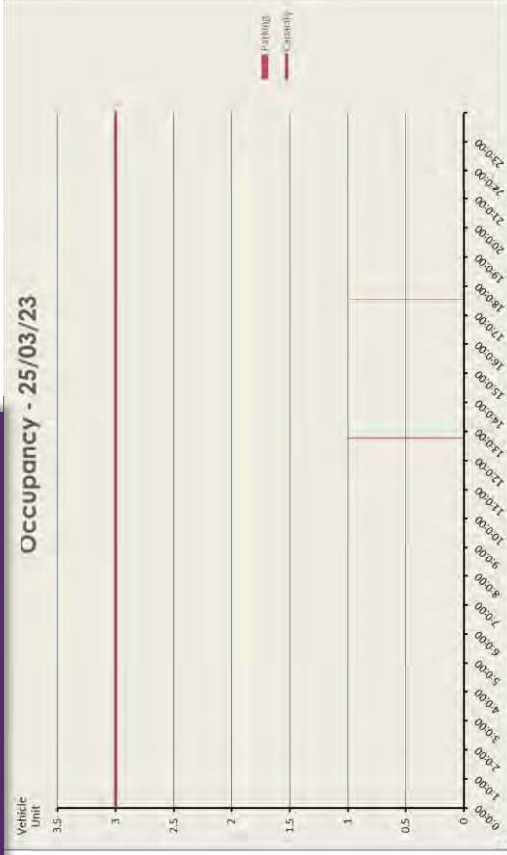
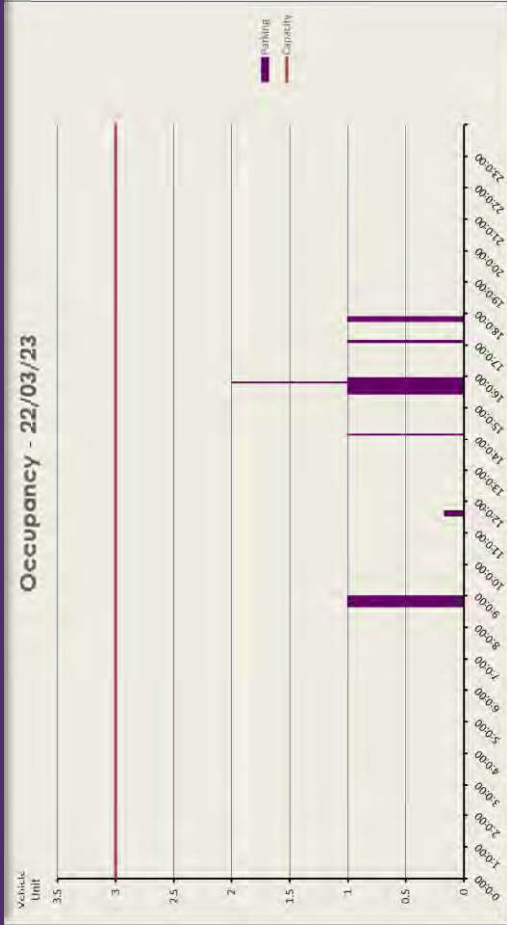
Capacity 6



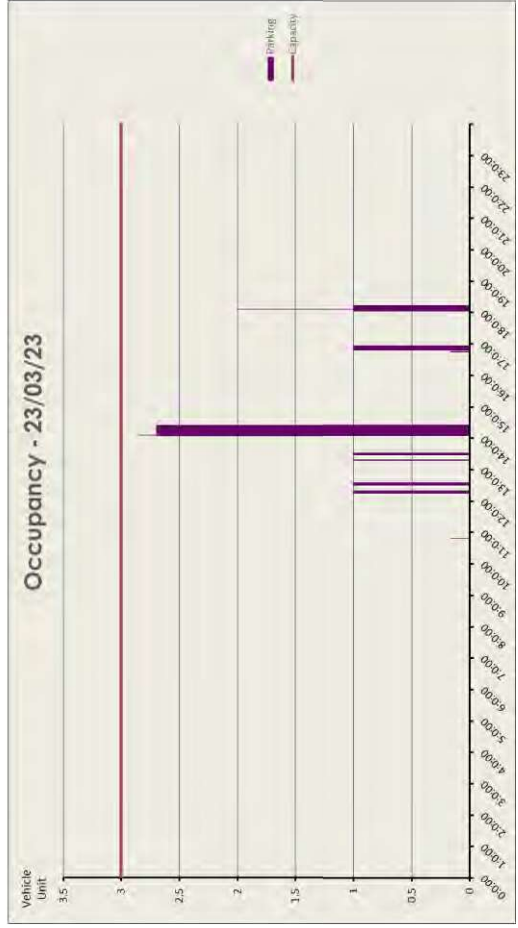
	Degree of saturation	
	Max Occupancy	90th %ile
22/03/2023 0600-1900	9	6
23/03/2023 0600-1900	8	5
25/03/2023 0600-1900	6	6



Results – Tudor Street (Taxi rank)



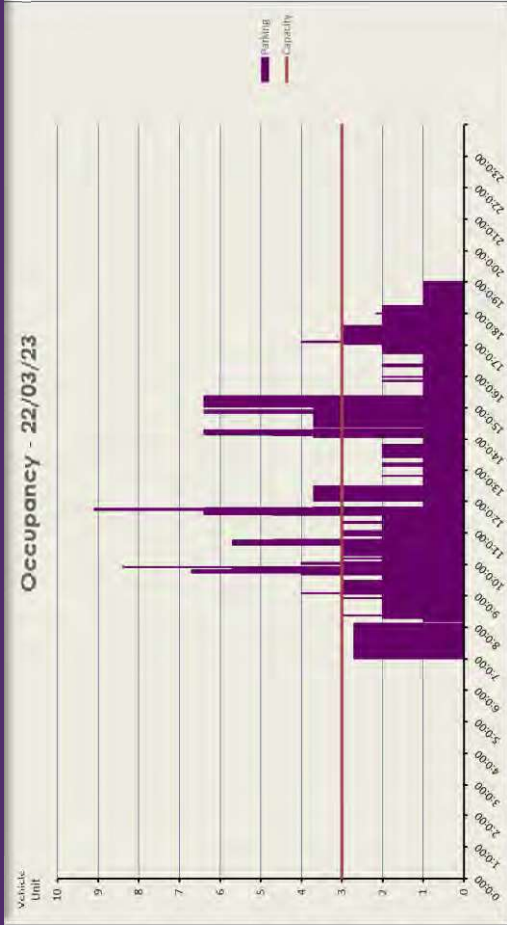
Capacity 3



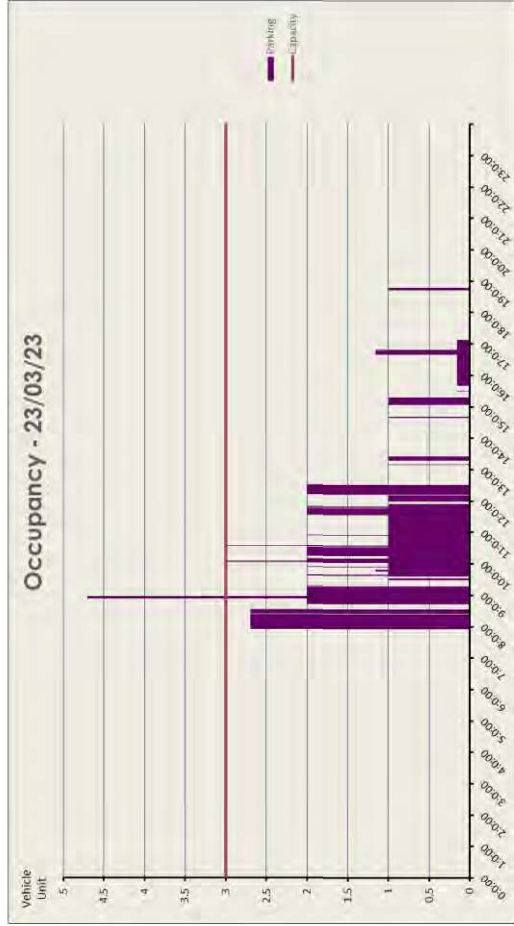
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	2	0	0%
23/03/2023 0600-1900	3	0	0%
25/03/2023 0600-1900	1	0	0%



Results – Tudor Street (Disabled)



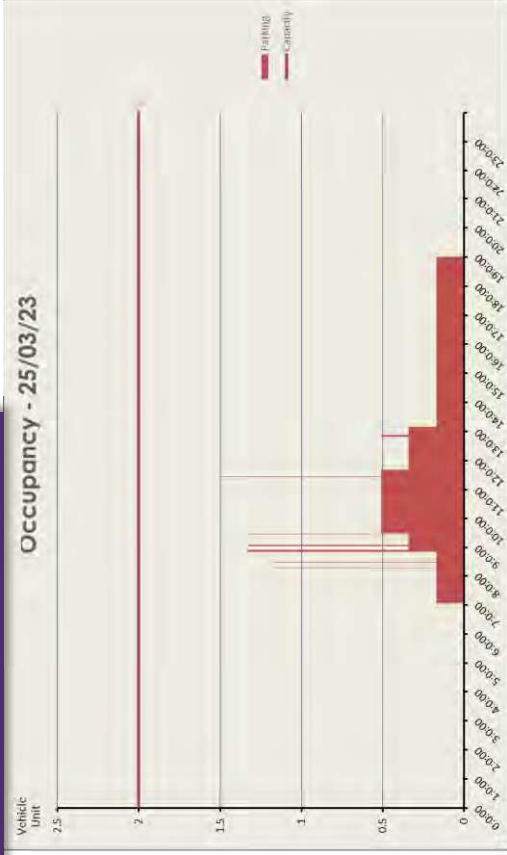
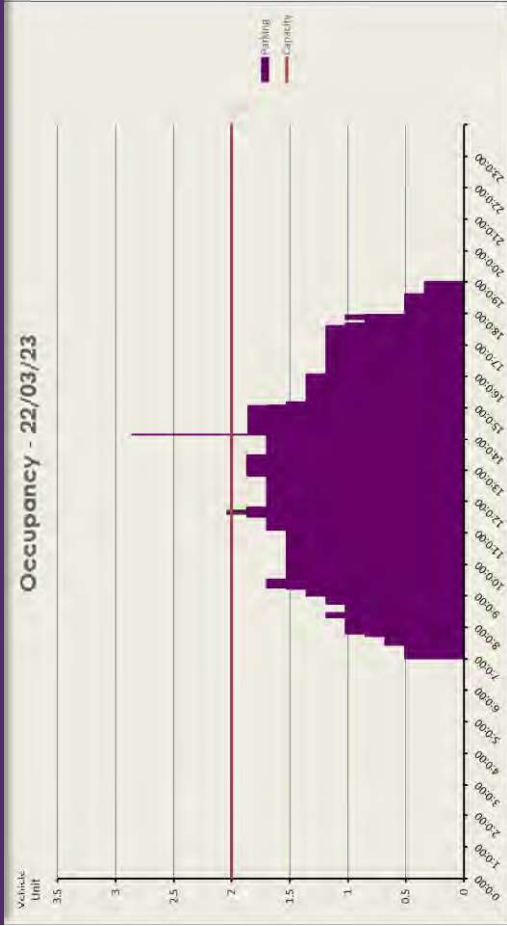
Capacity **3**



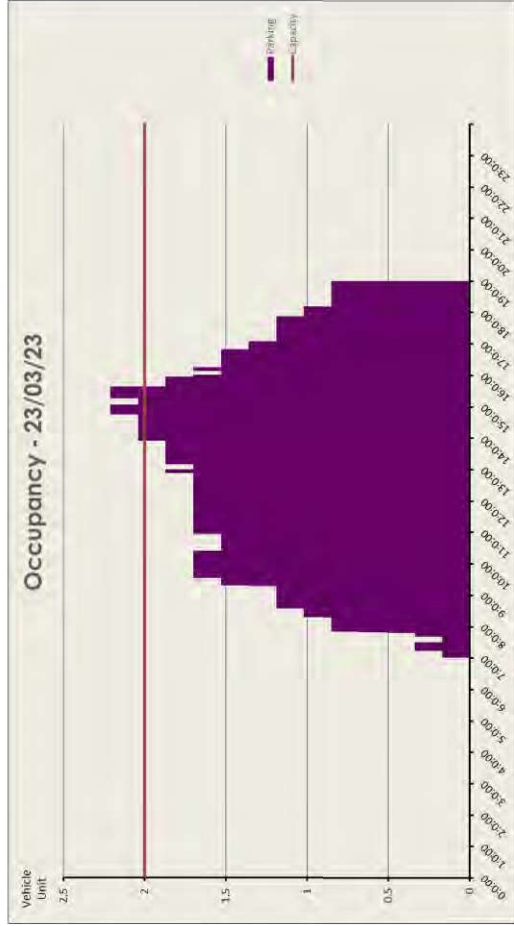
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	9	4	133%
23/03/2023 0600-1900	5	2	67%
25/03/2023 0600-1900	2	1	33%



Results – Tudor Street (Motorcycle)



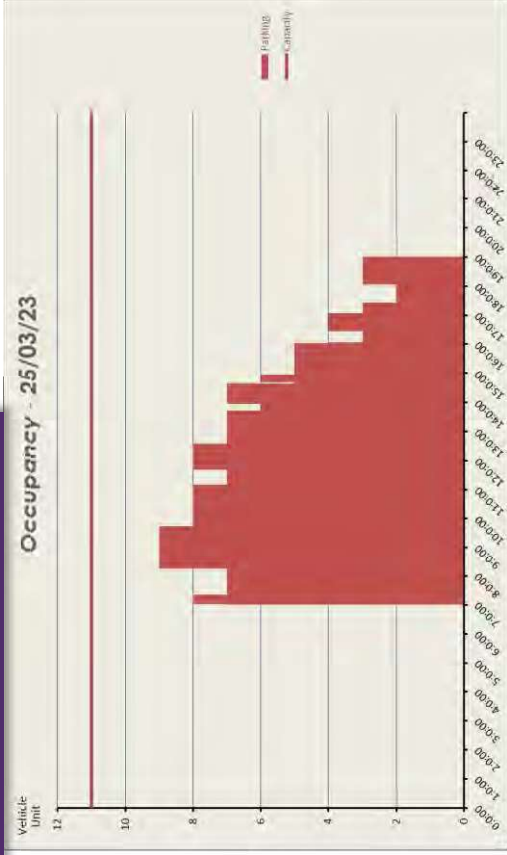
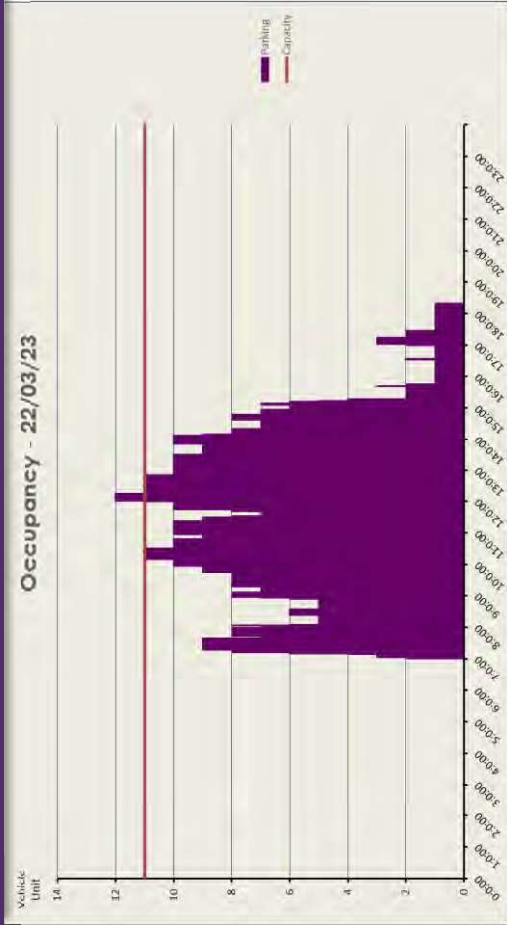
Capacity	2
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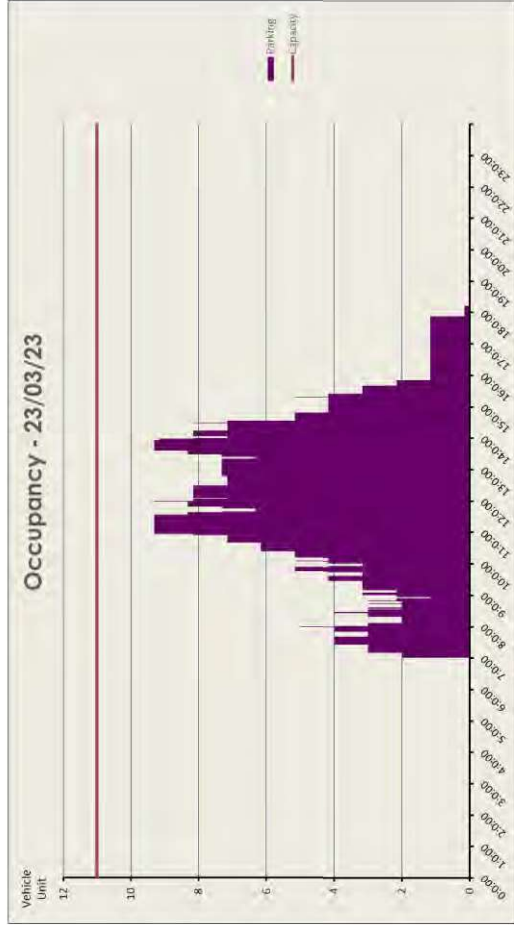
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	3	2	93%
23/03/2023 0600-1900	2	2	102%
25/03/2023 0600-1900	2	1	26%



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



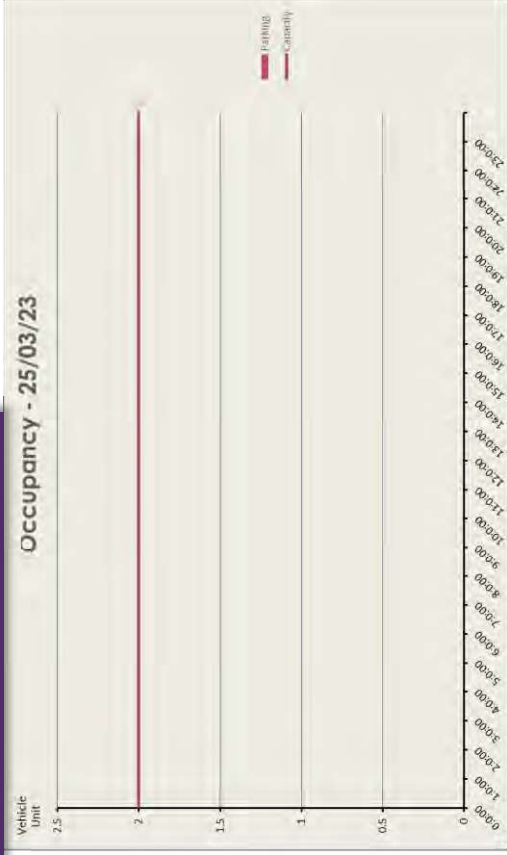
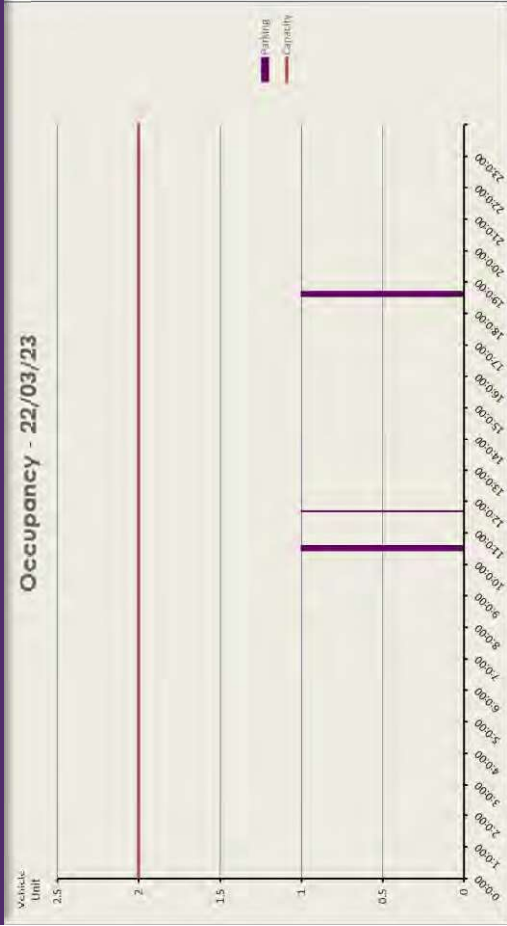
Capacity 11



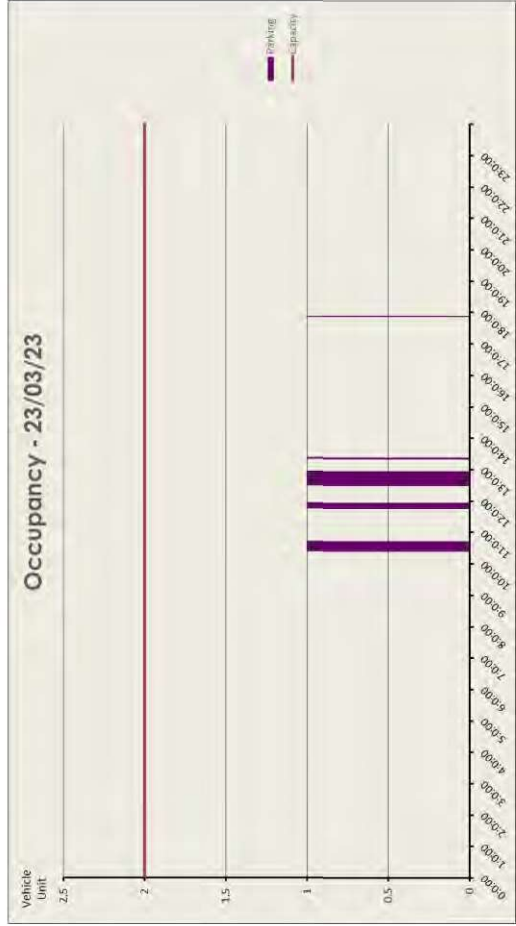
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	12	10	91%
23/03/2023 0600-1900	9	8	76%
25/03/2023 0600-1900	9	9	82%



Results – John Carpenter St (Taxi rank)



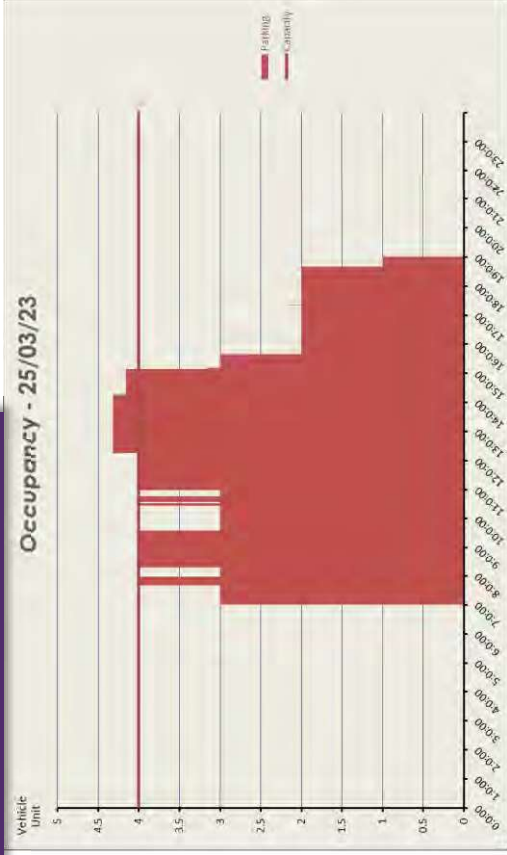
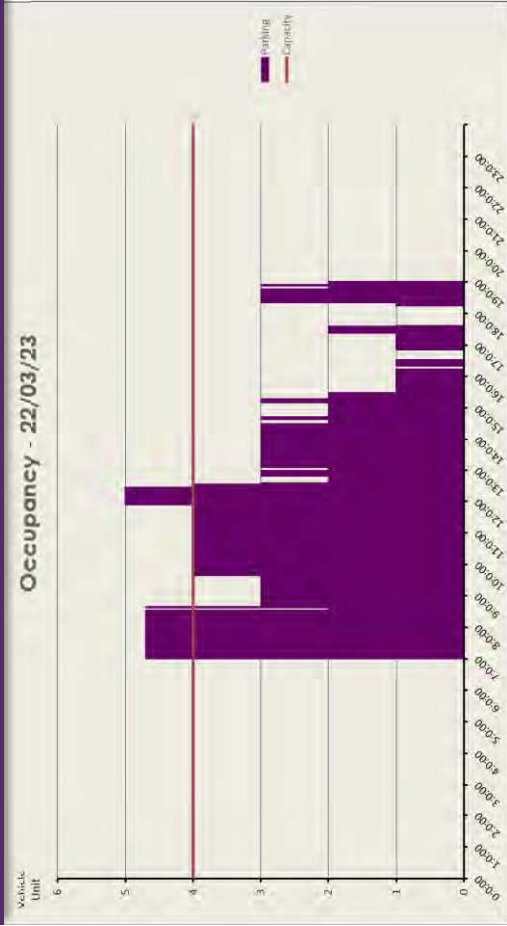
Capacity 2



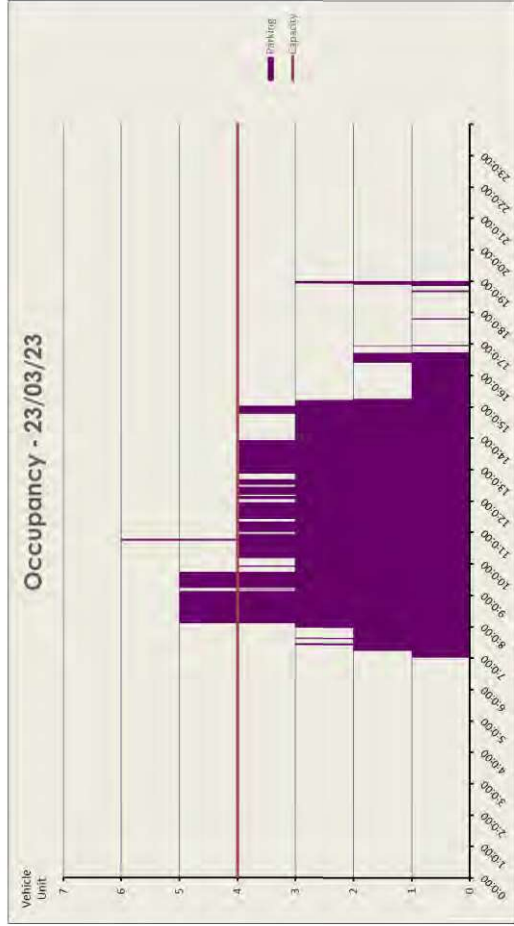
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	1	0	0%
23/03/2023 0600-1900	1	0	0%
25/03/2023 0600-1900	0	0	0%



Results – Carmelite Street (Pay-by-phone)



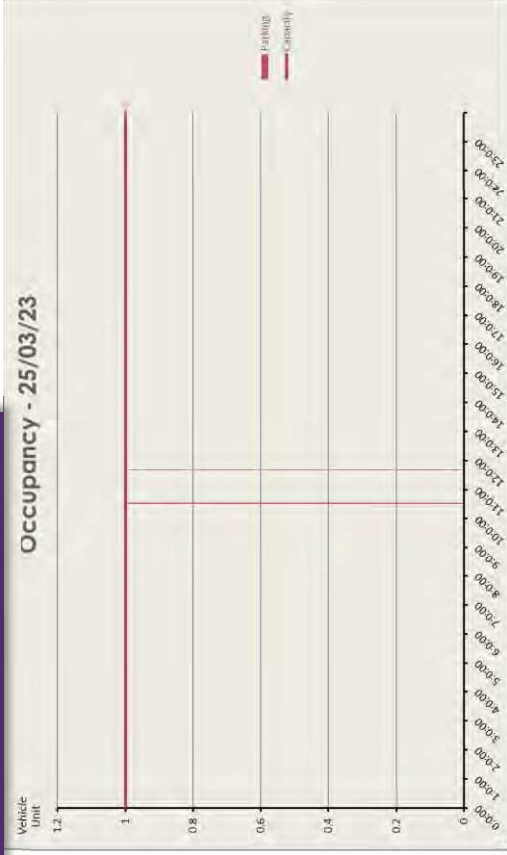
Capacity	4
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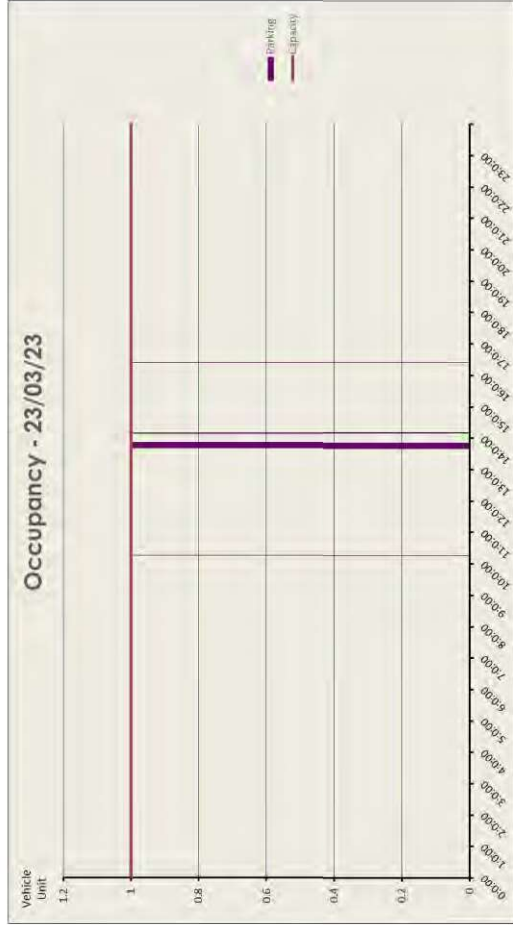
	Degree of saturation	
	Max Occupancy	90th %ile
22/03/2023 0600-1900	5	118%
23/03/2023 0600-1900	6	125%
25/03/2023 0600-1900	4	108%



Results – Carmelite Street (Disabled)



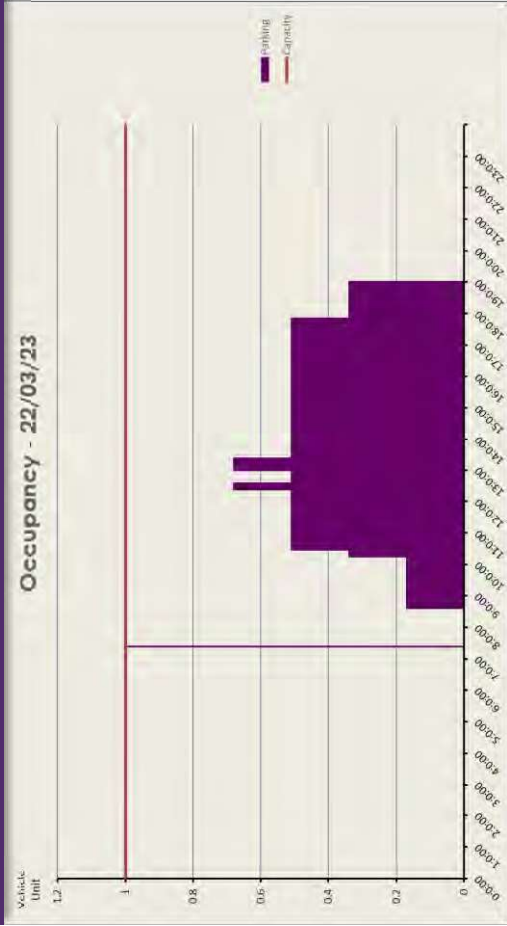
Capacity	1
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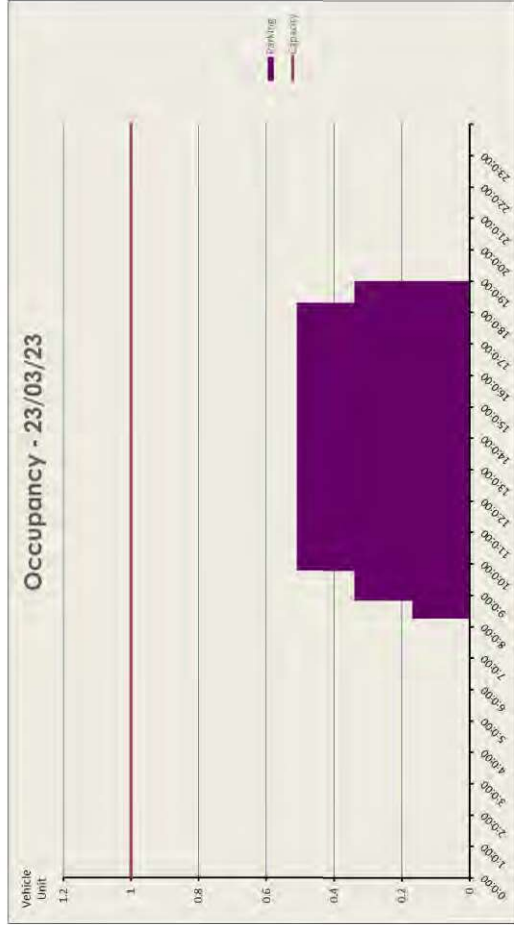
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	2	0	0%
23/03/2023 0600-1900	1	0	0%
25/03/2023 0600-1900	1	0	0%



Results – Carmelite Street (Motorcycle)



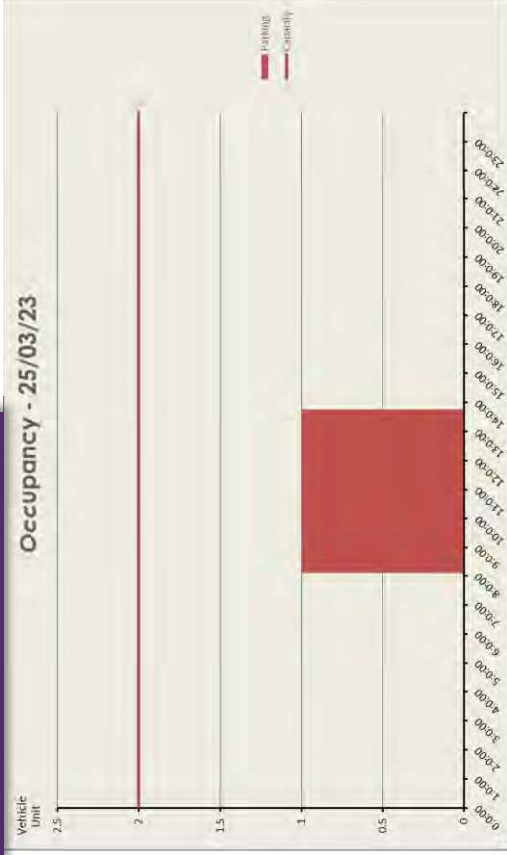
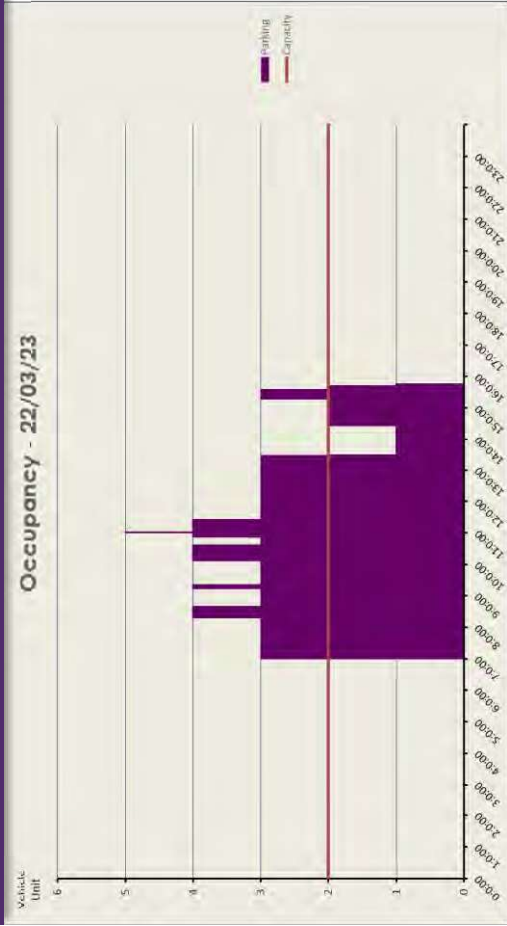
Capacity 1



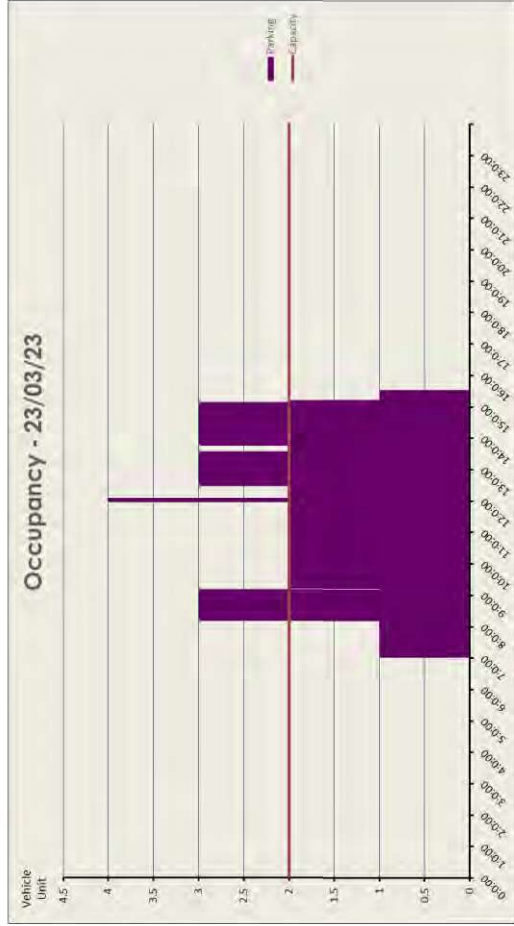
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	1	1	51%
23/03/2023 0600-1900	1	1	51%
25/03/2023 0600-1900	0	0	0%



Results – Carmelite Street (Loading bay)

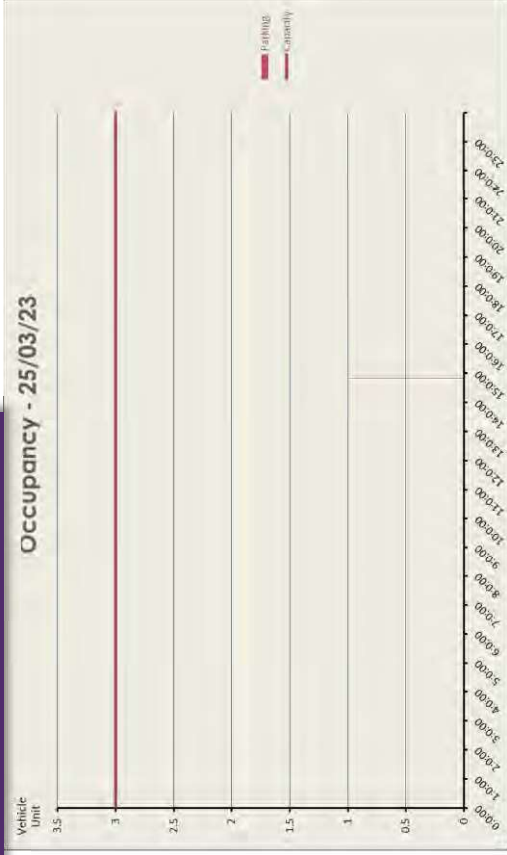
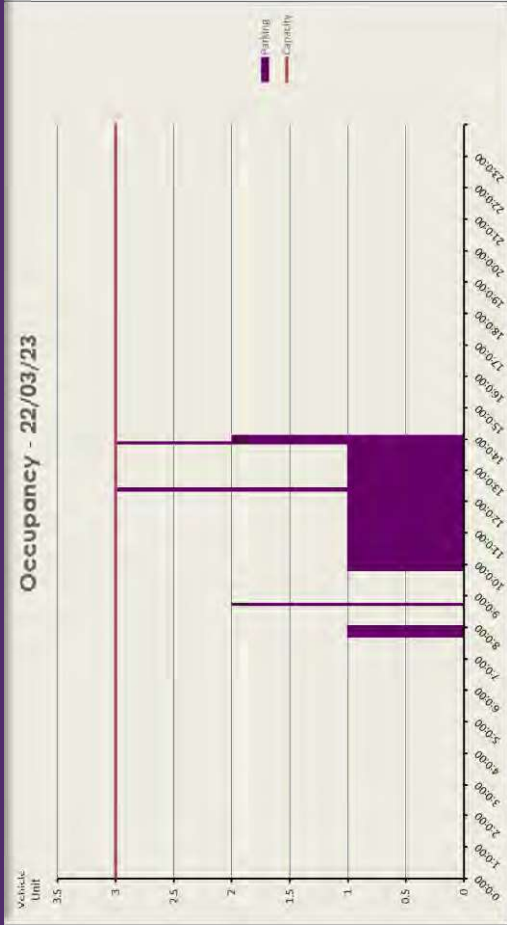


Capacity	2
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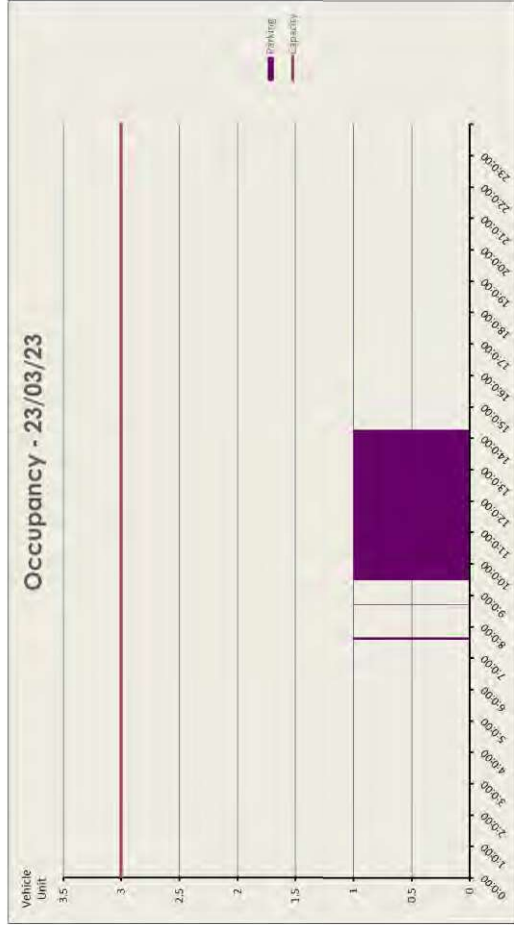


	Degree of saturation		
	Max Occupancy	90th %ile	Max Occupancy
22/03/2023 0600-1900	5	4	250%
23/03/2023 0600-1900	4	3	200%
25/03/2023 0600-1900	1	1	50%

Results – Kingscote Street (Disabled)

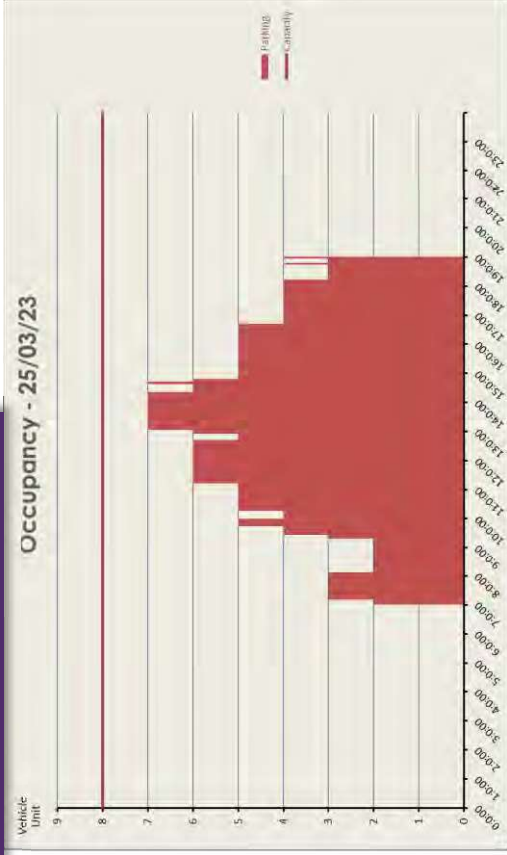
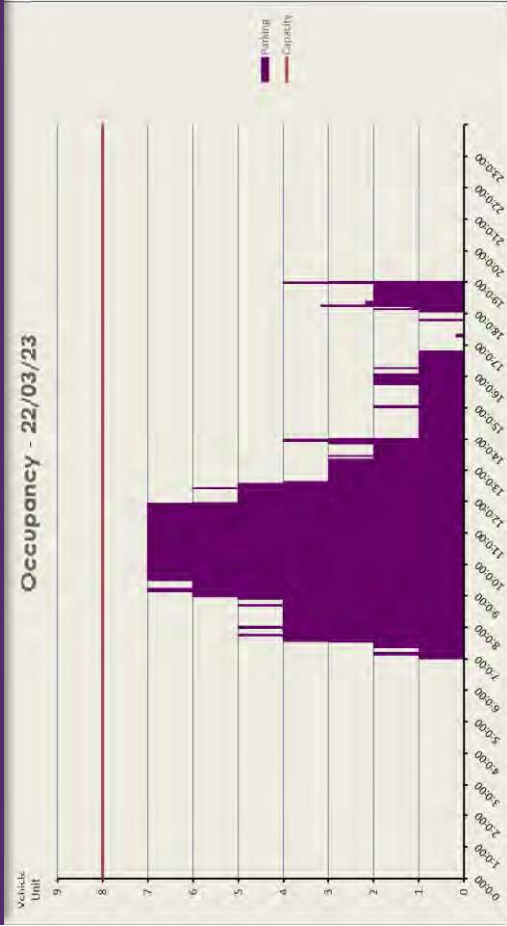


Capacity 3

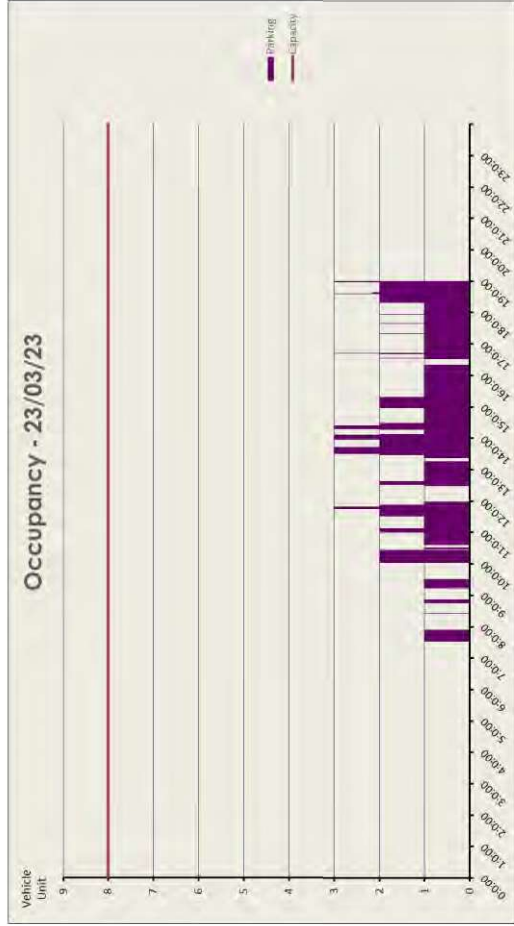


	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	3	1	33%
23/03/2023 0600-1900	1	1	33%
25/03/2023 0600-1900	1	0	0%

Results – Watergate (Pay-by-phone)



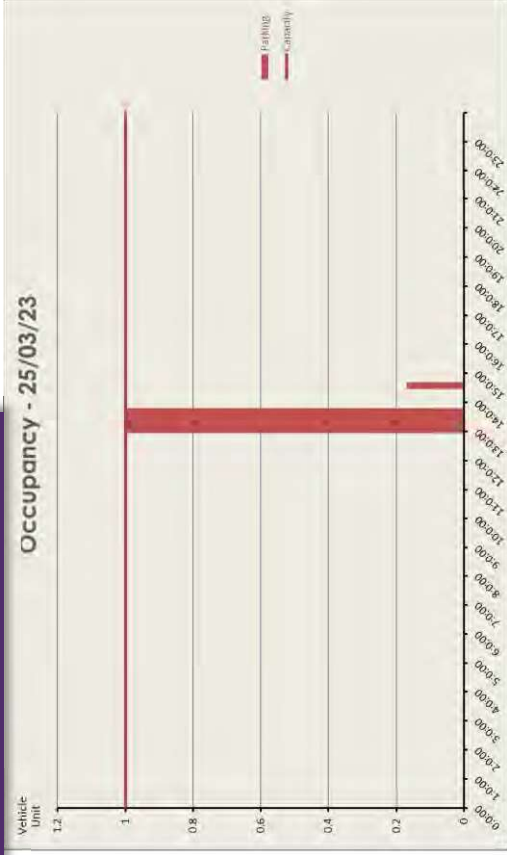
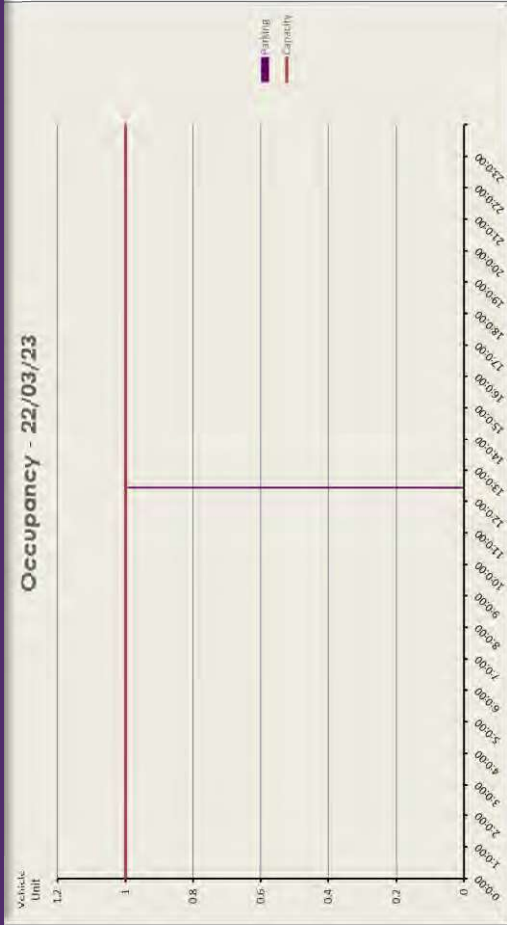
Capacity **8**



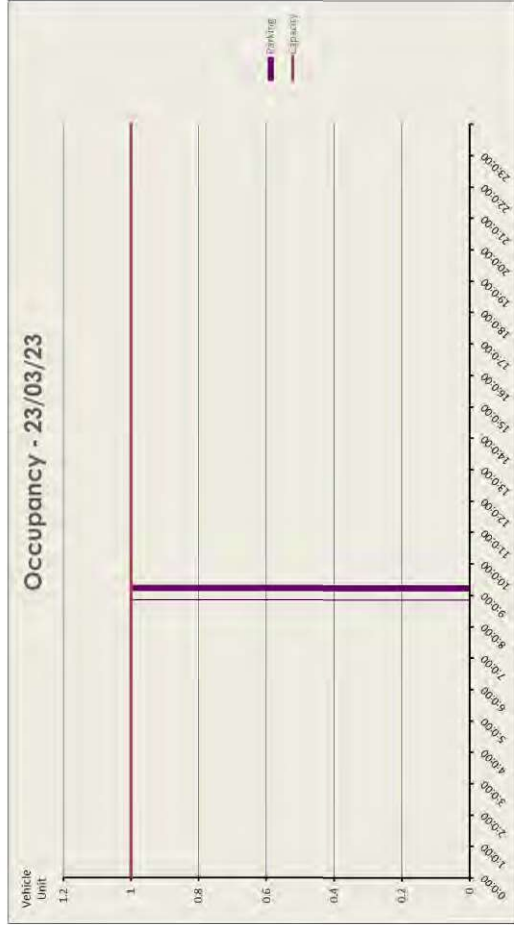
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	7	7	88%
23/03/2023 0600-1900	3	2	25%
25/03/2023 0600-1900	7	7	88%



Results – Tallis Street (Disabled)



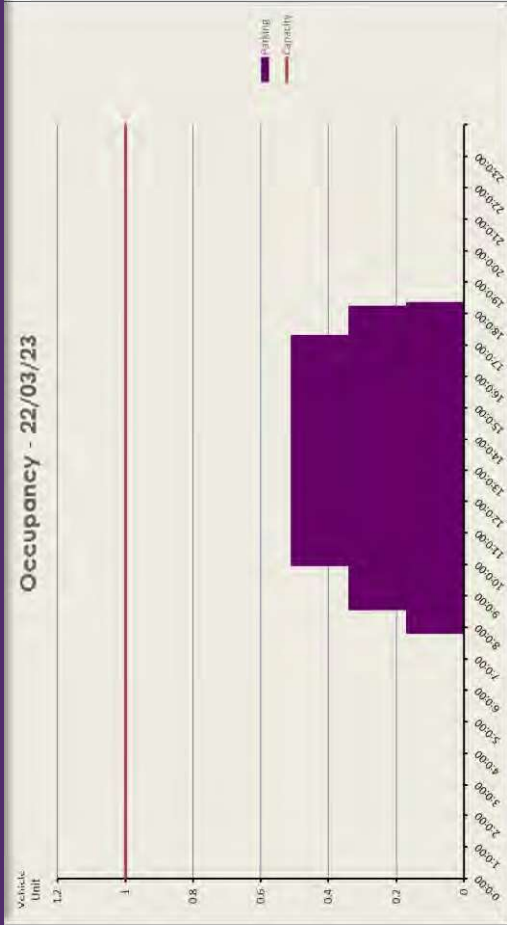
Capacity 1



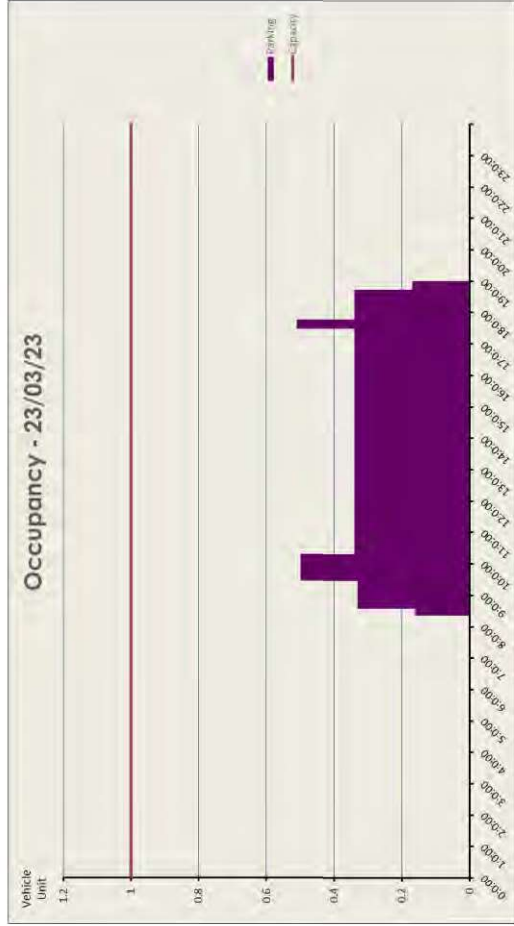
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	1	0	0%
23/03/2023 0600-1900	1	0	0%
25/03/2023 0600-1900	1	0	0%



Results – Tallis Street (Motorcycle)



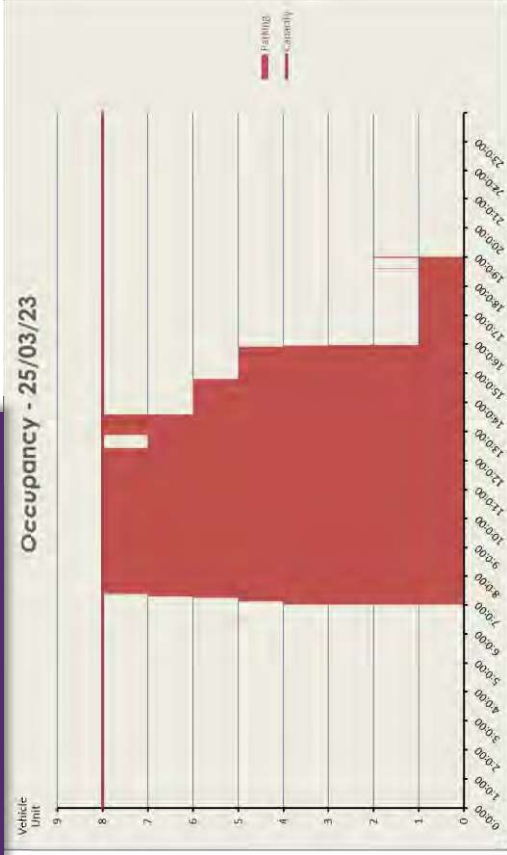
Capacity 1



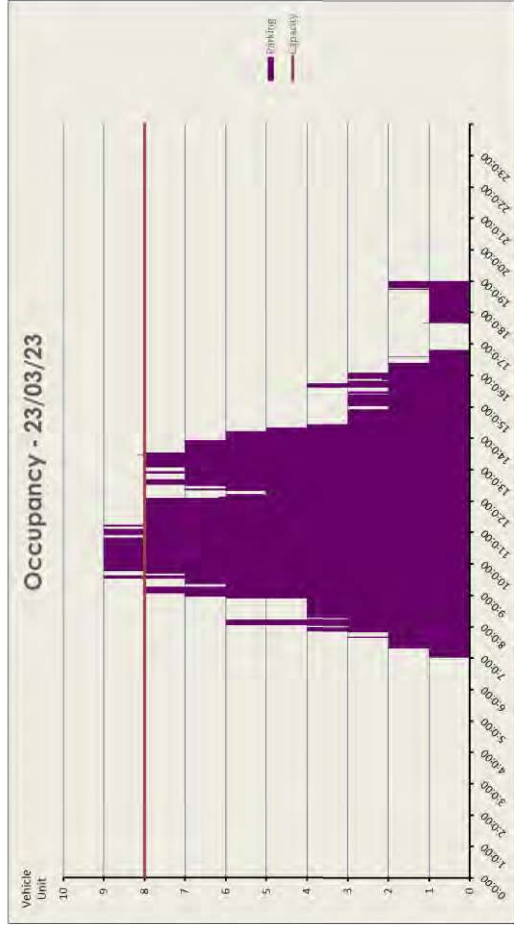
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	1	1	51%
23/03/2023 0600-1900	1	0	34%
25/03/2023 0600-1900	0	0	0%



Results – Temple Avenue (Pay-by-phone)



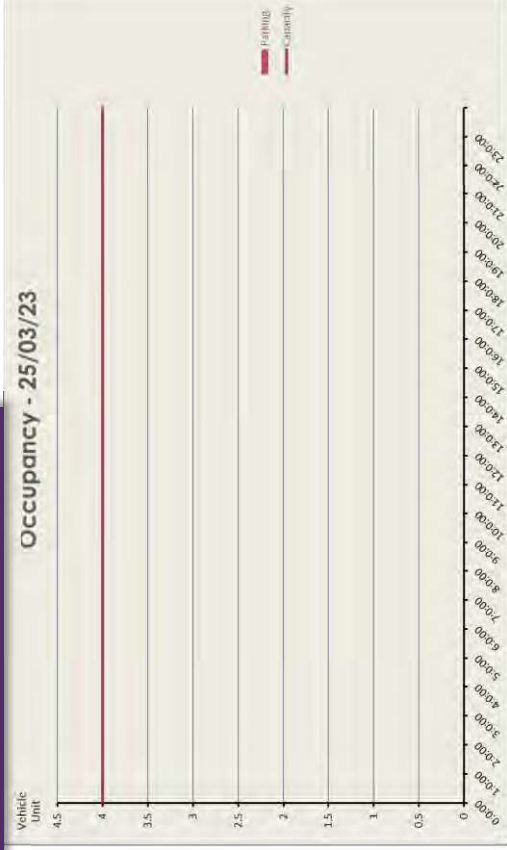
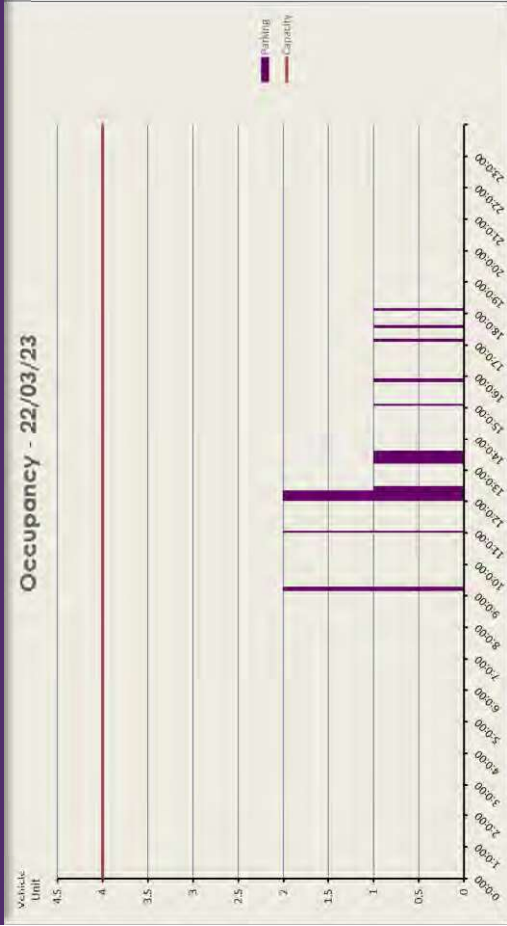
Capacity	8
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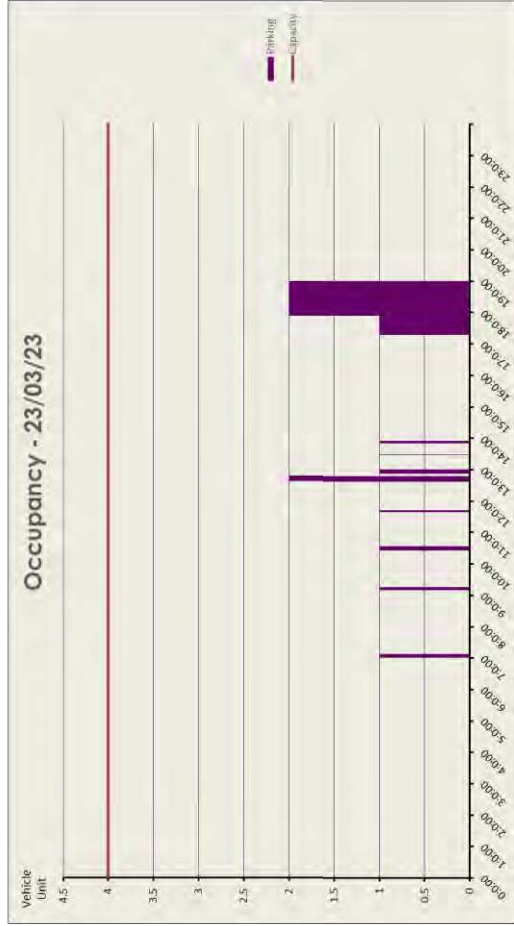
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	9	8	100%
23/03/2023 0600-1900	9	9	113%
25/03/2023 0600-1900	8	8	100%



Results – Temple Avenue (Disabled)



Capacity 4



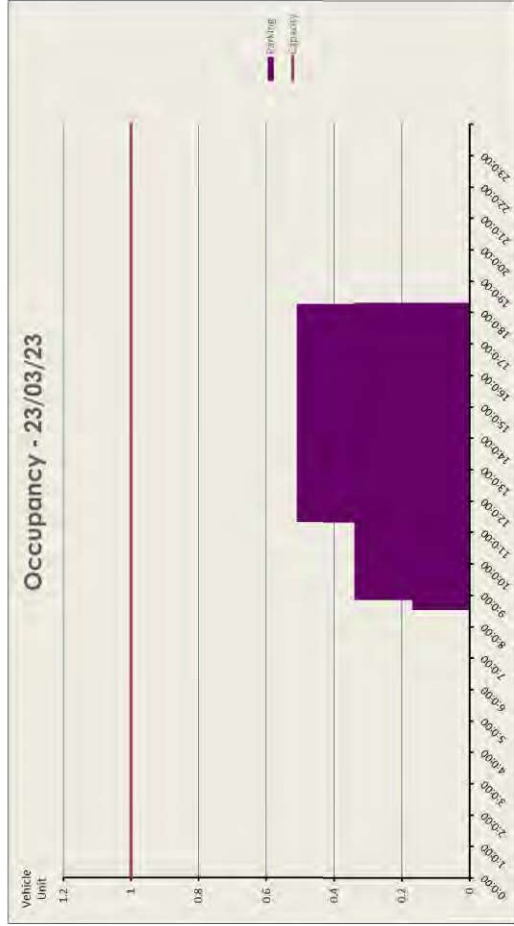
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	2	0	0%
23/03/2023 0600-1900	2	1	25%
25/03/2023 0600-1900	0	0	0%



Results – Temple Avenue (Motorcycle)



Capacity 1



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



Results – Study area by yellow line type

Kerbside restriction	Total capacity	Maximum occupancy	90 th percentile occupancy
Single yellow line	176	15%	10%
Double yellow line	22	17%	5%

- 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

KEY



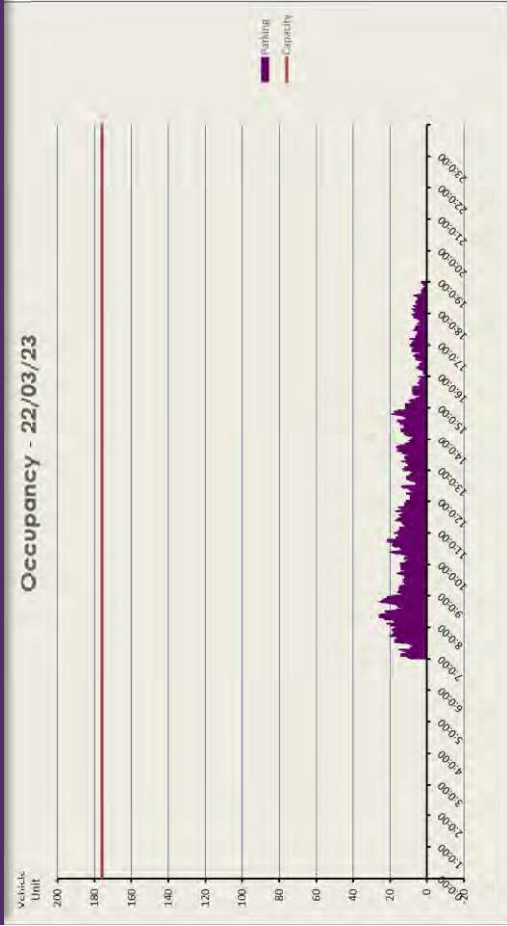
Notes

- Maximum occupancy is the highest value of all days surveyed
- 90th 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

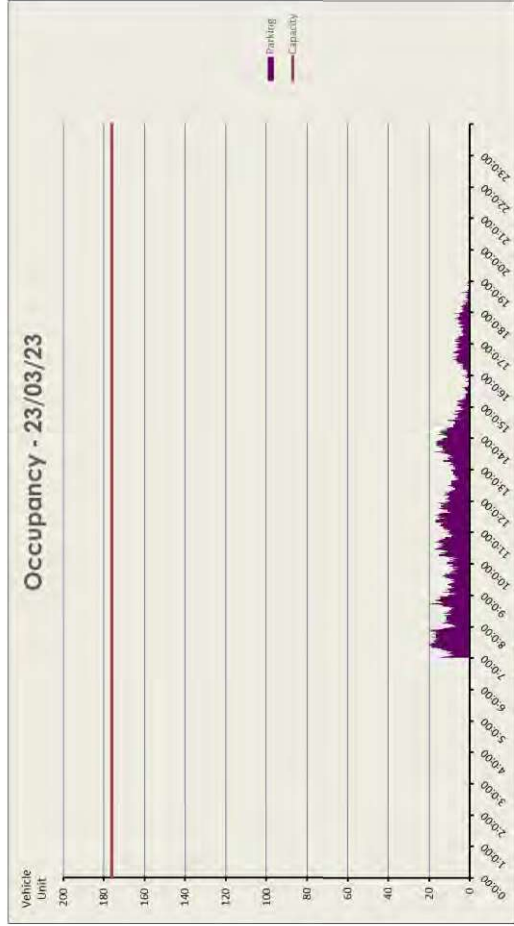
Summary for study area

- 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 strategy

Results – Study area (Single yellow line)



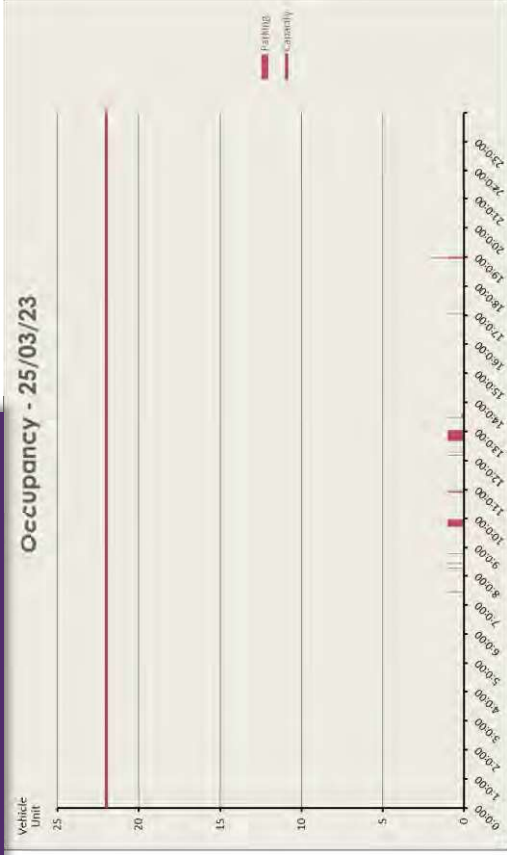
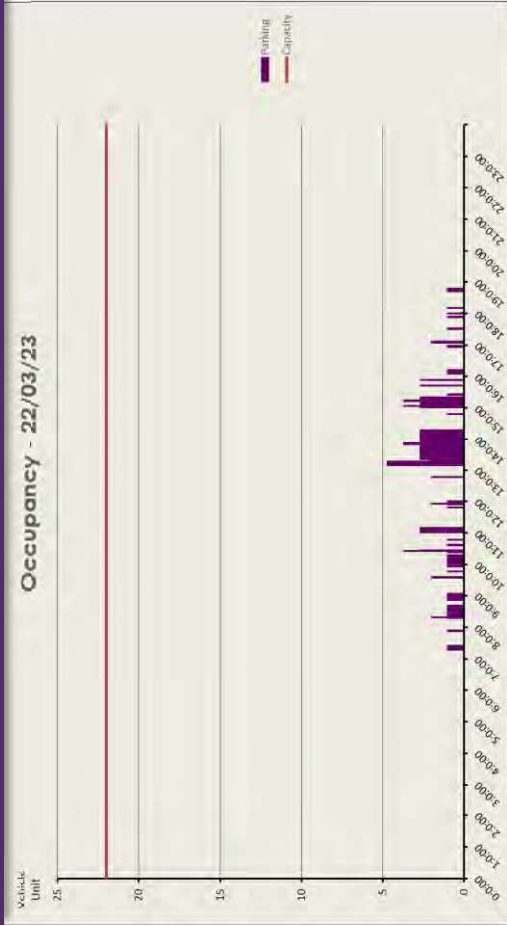
Capacity 176



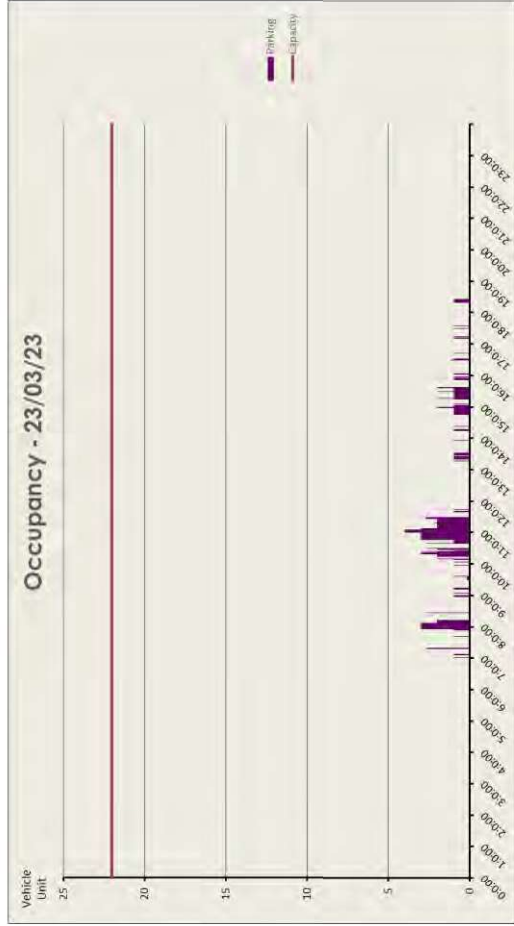
	Degree of saturation		
	Max Occupancy	90th %ile	90th %ile
22/03/2023 0600-1900	26	17	10%
23/03/2023 0600-1900	20	15	9%
25/03/2023 0600-1900	13	11	6%



Results – Study area (Double yellow line)



Capacity 22



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



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