

MEMO

TO: Mark Allan
FROM: Philip Boyd
SUBJECT: Jermyn Street Parking Review Report rev5
DATE: 21 October 2016

Introduction

In January 2015, a concept design was submitted to Westminster City Council by The Crown Estate for the improvement of the public realm in Jermyn Street. This report proposed relocating Pay-by-Phone parking away from Jermyn Street as well as the rationalising and formalising loading facilities on the Street. Further work was carried out and the design was submitted for adoption by FM Conway WSP in May 2015.

This design was then taken by WSP for a technical check in order to bring the scheme design in line with WCC standards and to start the design and construction process. As part of the process under Lot E the proposals were circulated within WCC for informal consultation. As a result of concerns raised at this stage, WSP was asked to carry out a full review of the Atkins parking relocation proposal.

Since the original review in January the scheme has been discussed with local businesses as part of an engagement process to better understand their requirements and operation of these businesses. This has resulted in a further development of the scheme. This document now compares the new 29 April 2016 layout to the existing conditions, with reference to the previous design that was table for stakeholder engagement.

Highlight of Changes

- Loading times all start at 8.30 to ensure consistency with the CPZ and to allow for overnight parking
- Double Yellow line loading facilities for 24 loading and drop off installed at three locations along the road.
- Additional afternoon pay-by-phone parking introduced to support businesses where footway is considered wide enough so as not to impact on pedestrian flows.
- Uncontrolled parking and loading allowed in bays after 6.30pm until loading only restrictions start at midnight to support evening economy of restaurants, theatre and club.
- Loading bay lengths increased from 131m to 188.5m to provide more capacity during the limited loading period.

Existing Conditions

Pay-by-Phone Parking – There are a total of 14 parking bays along Jermyn Street operating from 8.30am-6.30pm. There is an additional dual use bay that is for taxi use from 6.30pm-8.30am and 20 minute parking the rest of the day.

Disabled Persons' Parking – There are two disabled persons' parking bays; one to the west of the church and the other close to the junction with Regent Street (outside Tesco).

Loading Bay – There is one designated loading bay on Jermyn Street, located outside 117 Jermyn Street, next to Tesco. This bay is 14m long.

Other Facilities – There is one Doctors parking bay outside 95 Jermyn Street.

Single Yellow Lines – There is currently 54m of single yellow line on Jermyn Street.

There are no existing residents' parking bays, diplomatic parking bays or motorcycle parking bays within the limits of the scheme.

06 June Proposals

1. Jermyn Street – East

The bay at the eastern end adjacent to Tesco is converted to a shared parking and loading facility. The arrangement has been slightly amended and paid parking introduced to support businesses at this end of the street. This includes:

- Retain the disabled persons' parking bay and widen to 2.7m to match standards.
- The loading facility has been extended to 15.5m and changed to Double Yellow Lines to allow 24 hour loading and drop off.
- Install two pay-by-phone bays operating between 8.30am-6.30pm in line with the standard timing for this area of Westminster.
- The length of this bay has been cut back from previous proposals to improve the frontage of the restaurant.

2. Jermyn Street - Babmaes Street to Duke of York Street

This bay has been extended to 56m in length and is now controlled by single yellow lines with single blips with operations as follows:

- Loading only permitted between 8.30am and midday.
- No waiting or loading permitted from midday until 6.30pm to maximise space for pedestrian movement
- Uncontrolled parking and loading permitted from 6.30pm until 8.30am.

3. Jermyn Street – west of St James's Church

This bay has not changed in size but the arrangement has altered from the original proposal.

- The one disabled persons' bay remains as proposed.
- The doctor's bay is now relocated to Duke of York Street, this will allow them to continue to operate during the works period and free up the space form more regular turnover of spaces that will support the businesses on Jermyn Street.
- The other portion of this loading pad will be a dual use bay that allows loading between 8.30am and midday, pay-by-phone parking from midday until 6.30pm
- There will be uncontrolled parking and loading between 6.30pm and 8.30am.
- The bay in this location takes approximately 4cm of width from the existing footpath, however as this bay is adjacent to the church yard wall there is no 'window shopping' that needs to be accommodated. Additionally the refuse bins and scaffolding in this location will be removed which will maximise space.

4. Jermyn Street – Behind Fortnum and Mason

This bay has been changed to double yellow lines and extended from the original proposals to 37.5m (25.5m of double yellow line and 12m of parking/ taxi bay) in length.

- Loading is permitted all day
- The short stay bay is extended to 12m to accommodate two vehicles allowing for 20min parking between 8.30am and 6.30pm
- This bay doubles as a taxi stand from 6.30pm and 8.30am, doubling the current capacity.

5. Jermyn Street – west of Duke Street St James's

This bay has not changed in length from the original design but has been changed to shared use.

- The bay allows loading from 8.30am until midday and pay-by-phone parking from midday until 6.30pm
- There is unrestricted parking from 6.30pm until 8.30am

6. Jermyn Street – west end (the galleries)

This bay has extended from the original proposals to 56m in length and changed to single yellow line.

- This bay allows for 24 hour loading and drop-off/ pick up.
- There is also unrestricted parking and loading after 6.30pm

7. Summary of the above

These changes have been brought about for the following reasons:

- Maintain as much clear space for pedestrians in the busy afternoon period
- Reinstate on street parking options where footways are wide enough
- Extend loading bays to provide as much kerbside loading as possible during the restricted hours
- Maintain a consistent approach as far as possible along the scheme

8. Surrounding Areas

As part of the Atkins concept design and proposed parking changes they put forward a number of alternative locations for parking on side roads between Jermyn Street and Pall Mall. However, the majority of those sites are considered by WSP to be unsuitable for one or more of the following reasons:

- Location of double yellow line is currently providing loading facilities for properties
- Location of single yellow line currently providing loading facilities and night time parking
- Location too close to junction, on narrow roads, or conflicts with turning movement & visibility.

Of the 24 potential bays recommended by Atkins, WSP have identified 6 potential locations for new parking bays on King Street that would be suitable for pay-by-phone parking. This would create an additional 60 hours of parking capacity in the area.

Additional Data

Additionally a review of previous parking survey was carried out. This survey covered the St James's Area in 2012 and involved a walking beat survey that counted the number of cars parked on each street in the area.

Comment on the data:

- Parking data on both days shows an increase in demand from around 6.30am and a drop off around 3pm.
- Friday parking shows an increase again in the evening indicating night time economy demand.
- The parking demand does not go above 13 vehicles implying this was the capacity at the time of the survey.
- Data shows 1-2 disable persons' vehicles parked along with diplomatic vehicle parking. There was previously 2 diplomatic bays were replaced by a parking bay and disabled persons' bay at the far eastern end of the scheme.
- The loading data includes single yellow lines so evening figures should be discounted as this is likely to be parked cars.

Atkins' Technical Notes

There have been three technical notes produced with regards parking and loading:

1. Proposed Car Parking Provisions (3rd September 2015) – detailed support of proposed relocation of parking bays away from Jermyn Street
2. Delivery and Servicing Demand and Capacity Analysis (28th October 2015) – Review of currently servicing demand on Jermyn Street.
3. Parking Relocation (18th November 2015) – Detailed analysis of parking and loading demand on the surrounding streets.

The latest parking surveys indicates that there is a significant level of parking under-occupancy on the surrounding roads (Bury Street, Ryder Street, Duke Street St James's and King Street). From this we can assume there is capacity for approximately 40hrs/day of parking capacity at the busiest day time periods.

Summary Table of Changes and Mitigation Measures

Below is a summary of the current provision against the mitigated proposals.

Parking Type	Current provision	Previous Design Proposal (tabled for Stakeholder Engagement)	Revision F Proposal	2012 Usage Survey Data and Comments
Pay by Phone Bays	<p>14no bays 8:30am - 6:30pm, Mon - Sat. Total capacity of</p> <p>140hours/day</p>	<p>3no bays at eastern end of Jermyn Street 8.30am-6.30pm Mon-Sat 30hours/day</p> <p>3no bays central Jermyn Street 12pm-6.30pm Mon-Sat 19.5hours/ day</p> <p>6 bays in King Street. 8:30am -6:30pm, Mon –Sat. 60hrs/day</p> <p>Under-occupancy in surrounding streets 8.30am-6.30pm Mon-Sat 40hrs/day</p> <p>The sum total of capacity in the area based on the proposed scheme is 149.5hrs/day</p>	<p>2no bays at eastern end of Jermyn Street 8.30am-6.30pm Mon-Sat 20hours/day</p> <p>8no bays central Jermyn Street 12pm-6.30pm Mon-Sat 52hours/ day</p> <p>2no short stay bay, 20min stay. 8.30am-6.30pm</p> <p>6 bays in King Street. 8:30am -6:30pm, Mon –Sat. 60hrs/day</p> <p>The sum total of capacity on Jermyn Street and King Street is now 132hrs/day</p> <p>Under-occupancy in surrounding streets 8.30am-6.30pm Mon-Sat 40hrs/day</p>	<p>The data shows that total usage of the available parking bay between 8:30am to 6:30pm is 123hrs/day.</p> <p>There is now more pay-by-phone parking than there is in the existing scheme.</p> <p>The short stay bay has not been counted towards this but provides additional usage for two vehicles to make short visit to Fortnum and Masons or other nearby businesses.</p>
Taxis	<p>1 taxi bay (shared with P&D) 6:30pm to 8:30am.</p> <p>14hrs/day</p>	<p>17.5m taxi drop off bay provided outside Fortnum and Mason on Duke Street St James's.</p> <p>1 taxi bay (shared with P&D) 6:30pm to 8:30am. 14hrs/day</p>	<p>17.5m taxi drop off bay provided outside Fortnum and Mason on Duke Street St James's.</p> <p>12m taxi bay (shared with P&D) 6:30pm to 8:30am. 28hrs/day</p>	<p>1 vehicle regularly present on the Friday survey but no vehicles on the Thursday survey.</p> <p>There are a number of alternative locations to be determined based on usage and trade consultation.</p>
Doctor's Bay	<p>1 bay; 8am -8pm.</p> <p>12hrs/day</p>	<p>1 bay; 8am -8pm.</p> <p>12hrs/day</p>	<p>1 bay relocated to Duke of York Street; 8am -8pm.</p> <p>12hrs/day</p>	<p>Not present during survey</p> <p>No change to existing provision</p>
Disable Persons' Bay	<p>2 bays. 8.30am-6.30pm</p> <p>20hrs/day</p>	<p>2 bays. 8.30am-6.30pm</p> <p>20hrs/day</p>	<p>2 bays. 8.30am-6.30pm</p> <p>20hrs/day</p>	<p>Approximately 9hrs/day usage observed.</p> <p>No change to existing provision which is higher than observed usage</p>

Loading	1no 14m Loading Only bay; 7am -10pm. Mon – Sat Goods Vehicles only. 91m No waiting 8.30am-6.30pm 1,092 mhr/day loading	1no 17.5m Loading Only bay; Midnight - midday. Mon – Sat Goods Vehicles only. 210mhrs/day 5no bays totalling 131m Midnight-12pm Loading permitted 1,572mhr/day Total Loading Provision – 1,782 mhr/day	47m of Double Yellow Line, 24 hour loading at three locations; 1,128mhrs/day (length changed following previous feedback) 101m of 8.30am to midday loading only. 354 mhr/day (shared bays hours changed 8.30-midday) 56m of 8.30-6.30pm 560mhr/day (galleries – no change) Total Loading Provision 2,042mhr/day	Based on the 2012 Survey there was an average of 111 vehicles parked on the Single Yellow lines and loading bays between 8.30-6.30. Assuming 10m per vehicle and 30 minutes waiting this would equate to 555 mhr/day
Unrestricted Parking/ Loading	91m Unrestricted parking 6.30pm – 8.30am 1274 mhr/day unrestricted parking	No Single Yellow Line proposed on Jermyn Street	56m of single yellow line with no restrictions between 6.30pm and 8.30am. 784mhr/day 114m of single yellow lines or Pay-by-Phone bays with unrestricted parking between 6.30pm and 8.30am. 1,596mhr/day 2,380 mhr/day unrestricted parking and loading	The unrestricted parking now available is available in the evening to support the local economy of restaurants etc in the local area.

The Crown Estate is currently developing a freight consolidation strategy for businesses on Jermyn Street to reduce the amount to HGV and deliveries along the street. The aim of the strategy is to reduce overall vehicle number and deliver better environmental benefits. The proposed public realm scheme is expected to support the consolidation strategy by reducing the available single yellow line provision and formalising loading areas. More information on the strategy will be made available once provided by The Crown Estate.

Conclusion and Recommendation

We recommend the proposed changes to loading and parking listed above are made to this scheme. This is shown to accommodate the current parking and loading demand for Jermyn Street within the new scheme and the surrounding streets without a detrimental effect on the current level of provision.

Where possible parking signs will be mounted on lamp columns or building frontages to reduce clutter.

The issue of loading outside of the prescribed hours such as the art galleries needs to be agreed with the parking team for a system that can be applied for similar schemes such as Bond Street.

Documents relevant to this Briefing Note:

1. Original Atkins Proposal, Drawings JMST_KS1-HDG-ZZ-DR-D-001-004
2. Jermyn Street Atkins Proposal Parking Relocation Detailed Review Comments
3. Jermyn Street 2012 Parking Data
4. Proposed Car Parking Provisions (03 September) – detailed support of proposed relocation of parking bays away from Jermyn Street
5. Delivery and Servicing Demand and Capacity Analysis (28th October) – Review of currently servicing demand on Jermyn Street.
6. Parking Relocation (18 November) – Detailed analysis of parking and loading demand on the surrounding streets.