

VILLIERS STREET

Parking, Loading, Road Closures and Taxi Ranks

In addition to the Public Realm benefits described on welcome board, the Villiers Street project is being developed to enhance protective security and address public safety concerns.

PROPOSED ARRANGEMENTS

A Threat and Vulnerability Risk Assessment has been completed and based on the findings of this assessment, it is proposed to create a safe pedestrianised area within protective security measures around the perimeter of the scheme.

A sliding bollard system is proposed as part of the enhanced security provision at Embankment Place and John Adam Street. The specific operation timings of the access point on Embankment Place as well as the exit points are the subject of this consultation. Outside of these times the only access to the secure area will be for Emergency Services.

CLOSURE TIMES PROPOSED



Villiers Street is currently proposed to be closed to traffic Mon - Fri 7:30 - 10:00am & Midday - Midnight

On Sat - Sun Villiers Street is currently proposed to be closed to traffic 10:00am - Midnight.

All deliveries and servicing are proposed to be undertaken when Villiers Street is open. This is subject to the outcome of this consultation, and Traffic Management Order (TMO) consultation.

OPERATION OF PROPOSAL

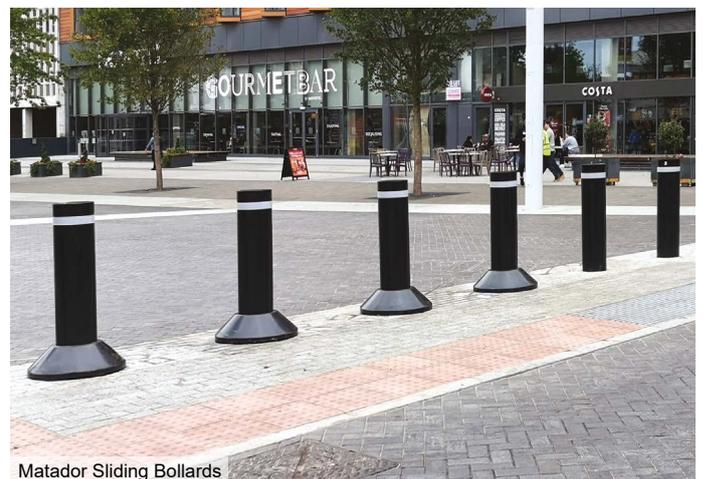
Access through the sliding bollard system at Embankment Place will be automated in line with the agreed closure times, with the bollards opening once a vehicle approaches the induction loop. The system will close as soon as the vehicle clears the induction loop on the other side of the bollard system.

To exit the area through John Adam Street a vehicle will be required to activate the exit induction loop after which the bollard system will automatically open, the system will close as soon as the vehicle clears the induction loop on the other side of the bollard system. Access for Emergency services will be maintained at all times.

ROAD CLOSURES

Villiers Street carriageway between John Adam Street and the Strand are proposed to be pedestrianised, with access only for emergency vehicles, subject to LUL/Network Rail approval.

Villiers Street is proposed to be closed to vehicles during its operating times. While this is in place, vehicles (who are not aware of the restrictions) approaching from Northumberland Avenue on Embankment Place will be permitted to turn around under the railway bridge. Appropriate signage will be provided at this junction to warn motorists and reduce the number of vehicles making this turning movement. To facilitate this, a minor reduction in taxi bays will be required.



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VEHICLE MOVEMENT CHANGES

The following changes to vehicle movements are proposed:

John Adam Street

John Adam Street between Villiers Street and Buckingham Street will operate as a two-way road to facilitate loading during hours of closure on Villiers Street.

Embankment Place

Embankment Place at the junction with Villiers Street will be closed during specified periods each day, requiring vehicles to turn around to exit. Vehicles larger than an 11.0m box van will have to reverse to Northumberland Avenue.

LOADING

In order to achieve the vision and the objectives, changes to the access, parking and loading need to be made to Villiers Street, John Adam Street and Embankment Place. These proposals are outlined below:

Villiers Street

No formal loading controls or bays are proposed on Villiers Street. The proposal is for the length of Villiers Street (between Embankment Place and John Adam Street) to operate an informal loading arrangement that is self-enforcing – this means that drivers are expected to follow The Highway Code to utilise the available kerbside. Carnaby Street operates in a similar manner.

The area outside Victoria Embankment Gardens is proposed to be bounded by a flush kerb to indicate the appropriate loading area.

John Adam Street

The existing parking bays on John Adam Street are proposed to be converted to a double yellow line restriction to improve loading amenity close to Villiers Street.

Embankment Place

There is an opportunity to reallocate the existing taxi bays and stands into loading bays. The existing recessed taxi amenity on Embankment Place has been proposed to be reduced by 1 space on each side (a total of 2) to allow for turning movements when access to Villiers Street is closed. There is

an opportunity to reallocate some of the existing taxi bays elsewhere in the local area so any effect on them is kept to a minimum.

PARKING

John Adam Street

The existing parking on John Adam Street is proposed to be relocated east of Buckingham Street. The parking bays are to be replaced with double yellow line markings to allow loading but restrict waiting at any time.

Craven Street

An existing section of single yellow line restriction on Craven Street is proposed to be changed to a double yellow line to facilitate turning movements from the PWC off-street loading bay.

Cycle Stands

The existing cycle stands by the Embankment Station entrance are obscured by the kiosk and offer poor passive surveillance of parked bicycles. As such, these are proposed to be removed and relocated nearby. There is expected to be a net increase in cycle parking in the proposed scheme (although locations have yet to be determined).



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We want to know about your deliveries and your servicing requirements. Once you have spoken with your suppliers about the proposed new times shown above, please complete our questionnaire [here](#).

