

DELEGATED AUTHORITY CONSULTATION REPORT 7508

**TRAFFIC ORDERS – 30 GROSVENOR SQUARE (FORMER AMERICAN EMBASSY)
(Drawing Nos. 70032286-TMO-02 and 7508/JH)**

(West End Ward)

BACKGROUND

On 14th February 2020, the Director of City Highways considered and approved a report under his delegated powers allowing consultation on proposals to revoke the Anti-Terrorism Traffic Regulation Orders (ATTROs) which were made in 2003 and 2007 to improve security around the American Embassy in Grosvenor Square. The effects of the ATTROs was:

- (a) to close Blackburne’s Mews, part of Culross Street and the western arm of Grosvenor Square to vehicles (and pedestrians when necessary), by means of hostile vehicle mitigation (HVM) measures; and
- (b) to close parts of Upper Grosvenor Street and Upper Brook Street to vehicles and / or pedestrians on an ad hoc basis as and when required

In 2017 the American Embassy relocated to premises in Nine Elms in Battersea and vacated the Grosvenor Square building. Therefore, the HVM and other security measures are no longer necessary and have been removed from the perimeter of the Embassy.

As part of the redevelopment of the building as a Hotel (planning permission: 16/06423), and in accordance with the associated section 106 agreement, the western arm of Grosvenor Square, Blackburne’s Mews and Culross Street (between Park Street and Blackburne’s Mews) will be permanently reopened to traffic.

Once opened to traffic, the western arm of Grosvenor Square will revert to one-way working (in a clockwise direction), and “at any time” waiting and loading restrictions will be reinstated throughout.

The closure of Culross Street, at its junction with Park Street, will remain in place for the time being, but will be reviewed as part of phase B of the development works. As a result of the northern section being open to general traffic, it is necessary to formalise the existing parking arrangements. The existing residents’ parking (approximately 14 spaces) will be available to all E Zone parking permit holders.

To prevent indiscriminate parking, it was also proposed to designate the following parking facilities on the west side of Blackburne’s Mews:

- (a) two residents’ parking spaces (10 metres) outside No. 8;
- (b) one residents’ parking space (5.5 metres) outside No. 4;
- (c) a motorcycle parking place (3 metres) adjacent to the rear of No. 2 Culross Street.

Double yellow line “at any time” waiting restrictions would be introduced in the remaining lengths of Blackburne’s Mews to prevent obstructive parking.

RESULTS OF CONSULTATION

During February / March 2020 consultation with frontagers and other key parties on the measures detailed above was carried out and press and street notices were published / posted. The extent of the letter consultation included 3 Ward Councillors, two residents' associations, 37 statutory bodies and 170 frontagers.

Aa total of 31 responses were received, of which 29 are objections. The City Council's Street Cleansing & Waste Management Team and the Metropolitan Police responded that they have no objection.

A summary of the grounds of objection, together with officers' comments on the issues raised, are attached as:

- **Appendix A** - Grosvenor Square;
- **Appendix B** - Culross Street; and
- **Appendix C** - Blackburne's Mews.

A list of the respondents is attached as **Appendix D**, which will be fully redacted upon publication of this report.

For the purposes of this report, please note that:

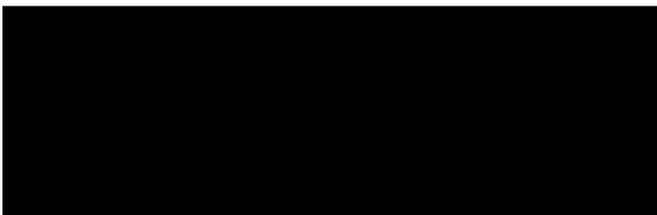
- Some respondents replied in relation to more than one of the above locations;
- Some respondents submitted more than one reply (which have been counted as one response);
- One of the responses was in the form of a petition (with nine signatories) from residents of Culross Street, (which is summarised in Appendix B). Three of the signatories also submitted a separate response.

RECOMMENDATION

Following consideration of the responses received it is recommended that Traffic Orders are made to facilitate the implementation of the measures as proposed and shown on Drawing Nos. 70032286-TMO-02 and 7508/JH.

I agree / ~~disagree~~ with the recommendation.

Signed



Date

20/04/2020

Programme and Contract Manager
City Management and Communities

Signed



Date

20/04/2020

Director of City Highways
City Management and Communities

7508/AJ

A: WSP, Room 603, 52 Grosvenor Gardens, London, SW1W 0AU. **T:** 020 3116 5999

APPENDIX A – GROSVENOR SQUARE

GROUNDS OF OBJECTION	OFFICERS' COMMENTS
1. Policy / Strategy (Air Quality, Pollution, etc.)	
<p>The western arm of Grosvenor Square should not be reopened to traffic on the following grounds:</p> <ul style="list-style-type: none"> • It is contrary to the City Council's, the Government's and the Mayor of London's policies and strategies for cleaner air and streets, sustainable transport, reduced traffic and more space for pedestrians and cyclists; • Increased levels of pollution and poorer air quality which would conflict with the City Council's declaration of a climate emergency; • The Square already exceeds World Health Organisation (WHO) noise targets and air quality targets - increased traffic flows will worsen these. 	<p>There is clearly strong opposition to the re-opening of the western arm of Grosvenor Square, including a detailed submission from Grosvenor Britain and Ireland (the main points of which have been summarised).</p> <p>However, the proposal is a condition attached to the granting of planning permission to Qatari Diar (the developer of the Hotel). It must be stressed that the reopening of the western arm of Grosvenor Square is an interim measure and not intended to be permanent.</p> <p>The Grosvenor Estate, the developer and the City Council have a tri-party agreement and, whilst the interim measures do not align with Grosvenor Estate's current policy and vision for Grosvenor Square, it is imperative that the developer adheres to the conditions set out in the planning permission.</p> <p>A further phase of works associated with the hotel development is anticipated to start within 12 to 24 months and will include improvements to the highway and public realm.</p> <p>Once the final highways scheme is developed it will be subject to a separate consultation in the future. Due consideration will be given to the points raised as a result of this consultation.</p> <p>The City Council will ensure that the final design for this scheme adheres to the City Council's air quality standards and other environmental policies as well as the principles of the Oxford Street District project. As a result, it will be greener, cleaner and smarter.</p>

APPENDIX A (continued)

GROUNDS OF OBJECTION	OFFICERS' COMMENTS
2. Oxford Street District Proposals	
<p>It is contrary to the wider ambitions for the area, particularly the Oxford Street District proposals, including proposed changes to North Audley Street and Park Street.</p>	<p>The Oxford Street District project will incorporate Grosvenor Square and as such will be subject to a separate public consultation.</p> <p>Should the direction of traffic in North Audley Street be reversed as part of the Oxford Street District, this will be factored into the design for subsequent schemes affecting this area.</p>
3. Road Safety	
<p>Pedestrian / vehicle conflicts would increase and road safety in general would worsen with the reopening of the western arm of Grosvenor Square.</p>	<p>The City Council does not consider there is sufficient evidence to suggest that reopening the western arm of Grosvenor Square will result in an increased risk of pedestrian / vehicle conflict.</p> <p>The road has been subject to an independent road safety audit and an assessment by the City Council's Highways Inspectorate and any recommendations made were included in the design for this scheme.</p> <p>The City Council is currently considering a scheme to introduce a city-wide 20mph speed limit in 2020 aimed at improving road safety.</p>
4. Increased traffic flow and congestion	
<p>The reopening of the western arm of Grosvenor Square would lead to a considerable increase in traffic flow and congestion in the Mayfair Area</p>	<p>The City Council will endeavour to prevent negative impacts to traffic flow in the design of the permanent highways scheme at this location.</p> <p>Comments made by the Grosvenor Estate regarding estimated modelled traffic flows are noted. Further traffic modelling will be carried out for the permanent scheme using new traffic flow data gathered once the western arm of Grosvenor Square is re-opened.</p> <p>The City Council will continue to monitor traffic flow and its effects on the surrounding area.</p>
5. Pedestrian and Cycle Routes	
<p>Several respondents have suggested that the western arm of Grosvenor Square should be made a two-way "pedestrian and cycle" zone, with an exemption for vehicles requiring access to the Hotel Entrance.</p>	<p>As referred to in item 1 above, a further phase of works associated with the hotel development is anticipated to start within 12 to 24 months and will include improvements to the highway and public realm, including cycle facilities.</p>

APPENDIX A (continued)

 GROUNDS OF OBJECTION	 OFFICERS' COMMENTS
<p>The re-opening would have a detrimental impact on the existing routes used by cycles and pedestrians which are already unsafe and unpleasant.</p> <p>Priority should be given to cyclists and pedestrians to improve safety.</p> <p>A two-way cycle route could be created between North Audley Street and South Audley Street.</p>	<p>Once the final highways scheme is developed it will be subject to a separate consultation in the future. Due consideration will be given to the points raised as a result of this consultation.</p>
3. Access to the Hotel	
<p>The western arm of Grosvenor Square is too narrow if the requirement of the hotel is to accommodate vehicles being able to set down passengers outside its main entrance.</p>	<p>The permanent highways scheme (referred in item 1 above) will allow for vehicles to arrive at the main entrance to the hotel and will be designed to align with the Oxford Street District project.</p>

APPENDIX B – CULROSS STREET

GROUNDS OF OBJECTION	OFFICERS' COMMENTS
1. Re-opening of Culross Street	
<p>Culross Street should not be re-opened (at the junction of Park Street) for the following reasons:</p> <ul style="list-style-type: none"> • an increase in noise and pollution levels; • an increase in the disturbance caused by the on-going works associated with the redevelopment of the former American Embassy as a hotel; • congestion and damage to vehicles in the parking places will increase (as the northern section is not wide enough to accommodate two-way traffic); • an increase in rat-running by general traffic, including taxis and heavy goods vehicles; • day to day traffic and parking issues will increase; • an increase in burglaries of homes and cars which has occurred since the removal of the gates, as well as people trying to access the residents' private gardens; • the danger posed to young children living in the street; • the quality of life and safety of residents will be compromised. 	<p>The majority of the objections received from residents relate to the opening of Culross Street, at the junction of Park Street. However, this is not proposed at this time; the formal Notice of Proposals included in the consultation documents stated that the closure would be retained, although it is acknowledged that this could have been made clearer.</p> <p>Since the removal of the security measures associated with the former American Embassy, Blackburne's Mews and Culross Street have reverted to being regular public highway. As a result, both streets have been open to vehicular traffic for several months.</p> <p>This interim phase of the scheme seeks to formalise the parking provision and waiting and loading provisions in Blackburne's Mews and Culross Street. However, although Culross Street is now open to vehicular traffic at its junction with Blackburne's Mews, it remains closed to traffic at its junction with Park Street.</p> <p>A permanent highways scheme will be developed and will be subject to separate consultation in the future. Due consideration will be given to the points raised as a result of this consultation.</p>
2. Insufficient parking facilities	
<p>The provision of 14 spaces on each side of Culross Street is insufficient as this will need to accommodate residents of Culross Street (many of which have more than one car) residents from Blackburne's Mews, and other E zone parking permit holders. This is further compounded by the additional proposed yellow line restrictions.</p>	<p>Culross Street currently has 95 metres (space for approximately 14 to 19 vehicles) which is "informally" designated as residents parking,</p> <p>The proposals will not alter the parking provision but seek to formalise the existing parking arrangements through a Traffic Order to restrict parking to E zone permit holders only, thereby preventing indiscriminate parking.</p> <p>It is not possible to increase the parking provision in this section of Culross Street as there is insufficient kerb-side space.</p>

APPENDIX B (continued)

 GROUNDS OF OBJECTION	 OFFICERS' COMMENTS
	<p>The residents' permit parking scheme entitles the permit holder to park in any residents' bay within E Zone. However, the scheme does not guarantee that a parking place will be available close to a residents' home. Residents of Culross Street will be able to utilise the parking facilities in adjacent streets, such as Blackburne's Mews, Upper Brook Street and Upper Grosvenor Street.</p>

APPENDIX C - BLACKBURNE'S MEWS

GROUNDS OF OBJECTION	OFFICERS' COMMENTS
1. Lack of parking facilities	
<p>Insufficient resident's parking facilities have been provided in Blackburne's Mews. Many households have more than one vehicle and the proposals would prevent residents from parking outside their homes.</p>	<p>The City Council's Parking Services Team identified the most viable locations to introduce parking facilities in Blackburne's Mews, without blocking access to garages and causing obstruction, and to prevent indiscriminate parking.</p> <p>The residents' permit parking scheme entitles the permit holder to park in any residents' bay within E Zone. However, the scheme does not guarantee that a parking place will be available close to a residents' home. Residents of Blackburne's Mews will be able to utilise the parking facilities in adjacent streets, such as Culross Street, Upper Brook Street and Upper Grosvenor Street.</p> <p>Residents' displaying a residents' parking permit can also park in pay-by-phone bays in E Zone free of charge for the first hour and last hour of the parking controlled hour (i.e. before 9.30am and after 5.30 p.m. on Mondays to Saturdays).</p>
2. Residents' parking provided along entire west side	
<p>Residents' parking should be designated along the entire west side of Blackburne's Mews with double yellow line "at any time" waiting restrictions at appropriate locations (such as garage entrances). This would allow for residents to park outside their homes and prevent construction workers from parking their vehicles in the street.</p>	<p>It is not possible to provide any additional parking spaces on the west side of Blackburne's Mews. The proposed layout provides the maximum number of parking spaces that can be achieved for ensuring that access to off-street parking is unhindered, and the double yellow lines will prevent the indiscriminate and obstructive parking that is currently taking place because of lack of road markings and formal controls.</p>
3. Individually allocated parking spaces	
<p>Specific residents' bays should be allocated to house numbers to allow residents to park close to their homes.</p>	<p>The City Council's residents' permit parking scheme does not allow for residents' parking bays to be allocated to specific households, regardless of the fact that there is simply not enough available space to accommodate this. Each bay would have to be individually signed which would create excessive street clutter, and such a scheme would remove the flexibility to use vacant spaces within the vicinity. The costs of administering and enforcing such a scheme would also be prohibitive.</p>

GROUNDS OF OBJECTION	OFFICERS' COMMENTS
<p>4. Parking in the vicinity of the Embassy of the Principality of Monaco</p>	
<p>Concern that vehicles using the proposed residents' parking place outside Nos. 7 and 8 Blackburne's Mews could infringe on the Embassy of the Principality of Monaco's access to and egress from their garage at that location.</p> <p>The addition of double yellow line "at any time" waiting restrictions would hinder the transport functionality of the Embassy of the Principality of Monaco in terms of official visits and contractors. The Embassy has requested that a diplomatic parking bay be provided in Blackburne's Mews as a mitigating measure.</p>	<p>It is not considered that the introduction of the residents' parking place outside Nos. 7 and 8 will have a detrimental effect on access to the Embassy's off-street parking facilities. However, the City Council will monitor the impact of the parking layout after implementation and, if necessary, revise the accordingly.</p> <p>The provision of double yellow line "at any time" waiting restrictions is likely to improve transport functionality as vehicles will be prevented from parking in Blackburne's Mews (except for permit holders in designated parking places) leaving the area clear for deliveries and the picking up / setting down of passengers.</p> <p>Diplomatic bays are provided based on the number of accredited Diplomats and the availability of off-street parking facilities. Therefore, the City Council does not consider that the Embassy meets the criteria for a dedicated diplomatic bay to be provided in Blackburne's Mews.</p>
<p>4. Motorcycle Parking</p>	
<p>The motorcycle parking place will only be utilised by employees of the hotel (once opened). This space would be better served as residents' parking.</p>	<p>It is not possible to accommodate a standard 5 metre residents' parking bay at the location of the motorcycle bay as it would obstruct the entrance to the gardens in Blackburne's Mews.</p> <p>Previous surveys in Blackburne's Mews have identified motorcycles parked informally. It is therefore assumed there is a demand for motorcycle parking at this location and, as such, a formal 3.5 metre motorcycle parking bay is proposed as part of the scheme.</p> <p>If the motorcycle bay is under-utilised, the parking layout will be reviewed.</p>
<p>5. Rat-running</p>	
<p>How will the City Council prevent Blackburne's Mews being used as a 'rat-run' by vehicles travelling between Upper Brook Street and Upper Grosvenor Street?</p>	<p>Since the removal of the security measures associated with the former US Embassy, Blackburne's Mews and Culross Street have reverted to being "regular" public highway. As a result, both streets have been open to vehicular traffic for several months.</p>

APPENDIX C (continued)

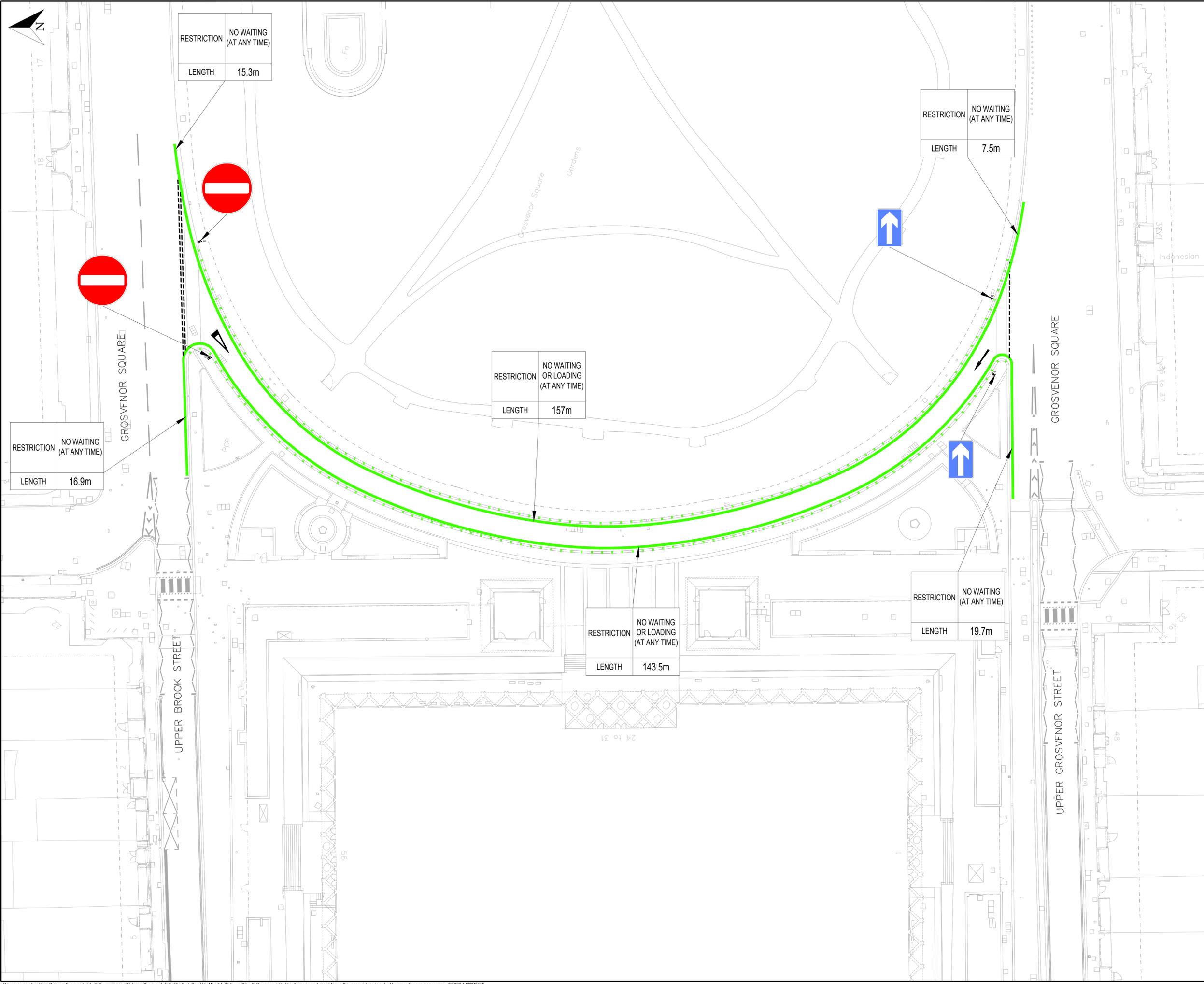
 GROUNDS OF OBJECTION	 OFFICERS' COMMENTS
	A permanent highways scheme will be developed and subject to separate consultation in the future. Consideration will be given to the implementation of measures to prevent excessive traffic / rat running at this location.

APPENDIX D (list of respondents)

	Date of response	Respondent	Address or Organisation
1.	17/02/2020	REDACTED	REDACTED
2.	17/02/2020	REDACTED	REDACTED
3.	18/02/2020	REDACTED	REDACTED
4.	19/02/2020	REDACTED	REDACTED
5.	19/02/2020	REDACTED	REDACTED
6.	25/02/2020	REDACTED	REDACTED
7.	25/02/2020	REDACTED	REDACTED
8.	26/02/2020	REDACTED	REDACTED
9.	26/02/2020	REDACTED	REDACTED
10.	26/02/2020	REDACTED	REDACTED
11.	28/02/2020	REDACTED	REDACTED
12.	04/03/2020	REDACTED	REDACTED
13.	06/03/2020	REDACTED	REDACTED
14.	06/03/2020	REDACTED	REDACTED
15.	06/03/2020	REDACTED	REDACTED
16.	06/03/2020	REDACTED	REDACTED
17.	06/03/2020	REDACTED	REDACTED
18.	06/03/2020	REDACTED	REDACTED
19.	06/03/2020	REDACTED	REDACTED
20.	07/03/2020	REDACTED	REDACTED
21.	07/03/2020	REDACTED	REDACTED
22.	07/03/2020	REDACTED	REDACTED
23.	07/03/2020	REDACTED	REDACTED
24.	10/03/2020	REDACTED	REDACTED
25.	10/03/2020	REDACTED	REDACTED
26.	10/03/2020	REDACTED	REDACTED
27.	10/03/2020	REDACTED	REDACTED
28.	12/03/2020	REDACTED	REDACTED

APPENDIX D (continued)

	Date of response	Respondent	Address or Organisation
29.	06/03/2020	REDACTED	REDACTED
30.	06/03/2020	REDACTED	REDACTED
31.	07/03/2020	REDACTED	REDACTED



RESTRICTION	NO WAITING (AT ANY TIME)
LENGTH	15.3m

RESTRICTION	NO WAITING (AT ANY TIME)
LENGTH	7.5m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	157m

RESTRICTION	NO WAITING (AT ANY TIME)
LENGTH	16.9m

RESTRICTION	NO WAITING OR LOADING (AT ANY TIME)
LENGTH	143.5m

RESTRICTION	NO WAITING (AT ANY TIME)
LENGTH	19.7m

- KEY**
- DOUBLE YELLOW LINE WAITING RESTRICTIONS (AT ANY TIME)
 - DOUBLE KERB MARKINGS "NO LOADING" (AT ANY TIME)
 - PROPOSED ROAD MARKINGS
 - PROPOSED SIGN AND POST
 - PROPOSED SIGN AND DOUBLE SIDED POST
 - EXISTING ROAD MARKINGS

NOTES:
 1. ACCESS ROAD WILL BE ONE-WAY WESTBOUND FROM GROSVENOR SQUARE / UPPER GROSVENOR STREET TO GROSVENOR SQUARE / UPPER BROOK STREET.

A	08.01.2020	LB	INITIAL ISSUE		
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **CONSULTATION**

25 Mandela Way, London, SE1 5SZ
 www.fmconway.co.uk www.wsp.com

CLIENT

PROJECT

**30 GROSVENOR SQUARE
 FORMER US EMBASSY**

TITLE

PROPOSED TMO

SCALE @ A1	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:250	08.01.2020	LB	CM	DD	A1
WSP PROJECT NO.	FMC PROJECT NO.	WVC PROJECT NO.			
70032286	WWESA2236	C.WD12539			
DRAWING No.	70032286-TMO-02				REV.
					A

I:\20022286 - Former US Embassy\02_WSP\WSP_Highways\01_Model\TMO\20022286-TMO-02.dwg 08 Jun 2020 - 13:02pm
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KEY

-  Single Yellow Line Waiting Restrictions
Monday to Saturday - 8.30 A.M. to 6.30 P.M.
-  Double Yellow Line Waiting Restrictions
"At Any Time"
-  Residents' Parking
"At Any Time"
-  Proposed Double Yellow Line Waiting Restrictions
"At Any Time"
-  Proposed Motorcycle Parking
"At Any Time"
-  Proposed Residents' Parking
"At Any Time"



SCALE	1 : 500
DATE	13/02/2020
DRAWING No.	7508/JH
DRAWN BY	JH
APPROVED BY	AJ