



City of Westminster

Committee Agenda

Title:

Environment and Customer Services Policy and Scrutiny Committee

Meeting Date:

Monday 18th January, 2016

Time:

7.00 pm

Venue:

Rooms 5, 6 & 7 - 17th Floor, City Hall, 64 Victoria Street, London SW1E 6QP

Members:

Councillors:

Ian Adams (Chairman)
Julia Alexander
Thomas Crockett
Paul Dimoldenberg

Louise Hyams
Karen Scarborough
Cameron Thomson
Jason Williams



Members of the public are welcome to attend the meeting and listen to the discussion Part 1 of the Agenda

Admission to the public gallery is by ticket, issued from the ground floor reception at City Hall. If you have a disability and require any special assistance please contact the Committee Officer (details listed below) in advance of the meeting.



An Induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter. If you require any further information, please contact the Committee Officer, Jonathan Deacon.

**Email: jdeacon@westminster.gov.uk Tel: 020 7641 2783
Corporate Website: www.westminster.gov.uk**

Note for Members: Members are reminded that Officer contacts are shown at the end of each report and Members are welcome to raise questions in advance of the meeting. With regard to item 2, guidance on declarations of interests is included in the Code of Governance; if Members and Officers have any particular questions they should contact the Head of Committee and Governance Services in advance of the meeting please.

AGENDA

PART 1 (IN PUBLIC)

1. MEMBERSHIP

To note any changes to the membership.

2. DECLARATIONS OF INTEREST

To receive declarations of interest by Members and Officers of any personal or prejudicial interests.

3. MINUTES

To approve the minutes of the meeting held on Monday 9 November 2015.

(Pages 1 - 10)

4. UPDATE FROM CABINET MEMBERS

Written updates from the Cabinet Member for the Built Environment, the Cabinet Member for City Management and Customer Services and the Cabinet Member for Sustainability and Parking - ***To Follow.***

Question And Answer session at the meeting with the Cabinet Member for the Built Environment, Councillor Robert Davis MBE DL

5. NINE ELMS TO PIMLICO PEDESTRIAN / CYCLE BRIDGE PROPOSAL

Report of the Head of Strategic Transport Planning & Public Realm

(Pages 11 - 38)

6. PRESS RELEASES

The Committee to consider whether it wishes to issue any press releases in relation to its work.

7. ANNUAL WORK PROGRAMME AND ACTION TRACKER

Report of the Scrutiny Team.

(Pages 39 - 46)

**8. ANY OTHER BUSINESS THE CHAIRMAN CONSIDERS
URGENT**

**Charlie Parker
Chief Executive
8 January 2016**

This page is intentionally left blank



City of Westminster

Minutes

Minutes of a meeting of the **ENVIRONMENT AND CUSTOMER SERVICES POLICY & SCRUTINY COMMITTEE** held at 7:00pm on Monday 9 November 2015 in Committee Rooms 5, 6 and 7, 17th Floor, City Hall, 64 Victoria Street, SW1

Members of Committee: Councillors Ian Adams (Chairman), Julia Alexander, Thomas Crockett, Louise Hyams, Guthrie McKie, Karen Scarborough, Cameron Thomson and Jason Williams.

Also Present: Councillor Heather Acton, Cabinet Member for Sustainability and Parking and Councillor Melvyn Caplan, Cabinet Member for City Management and Consumer Services.

1. MEMBERSHIP

- 1.1 An apology for absence was received from Councillor Paul Dimoldenberg. Councillor Guthrie McKie replaced Councillor Dimoldenberg at the meeting. Councillor Julia Alexander was welcomed as a newly appointed Member of the Committee.

2. DECLARATIONS OF INTEREST

- 2.1 Councillor McKie declared that he is a Patient Governor of the Royal Brompton Hospital and that the Hospital could potentially be affected by the possible location of a Crossrail 2 station in Kings Road, Chelsea. Councillor Karen Scarborough declared that Baker Street and Gloucester Place, featured in the Baker Street Two Way Project proposals, are located in the ward she represents, Marylebone High Street.

3. MINUTES

- 3.1 **RESOLVED:** That the minutes of the meeting held on Tuesday 8 September 2015 be signed by the Chairman as a correct record of proceedings.

4. UPDATE FROM CABINET MEMBERS

- 4.1 The Committee received written updates from the Cabinet Member for the Built Environment, the Cabinet Member for City Management and Customer Services and the Cabinet Member for Sustainability and Parking on significant matters within their portfolios.

4.2 The Chairman welcomed Councillor Heather Acton and Councillor Melvyn Caplan to the meeting. Councillor Caplan had recently been appointed as the Cabinet Member for the newly combined portfolio of City Management and Consumer Services. This change had been reflected in the amended name of the Committee. The Committee firstly put questions to and received responses from Councillor Acton on a number of matters that were relevant to the Sustainability and Parking portfolio. These included the following topics:

- What was the impact on the owners of parked vehicles which it was proposed would be relocated to alternative parking locations, including for example during special events? The Cabinet Member replied that any vehicle moved in this instance would be taken to an alternative safe place and the owner would be able to find out by telephone where the vehicle was located. Ten days' notice would be given of any proposed parking changes. Residents' permits did advise that owners of vehicles needed to be aware not to leave them unattended for more than a week.
- What areas do the four marshals and supervisor visit every Thursday and Friday evening under Operation Neon? Councillor Acton replied that they went to specific hotspots where traffic issues arose, largely in the West End. If Councillors advised her or officers that there were any specific hotspots they were able to liaise with Transport for London ('TfL').
- What are the numbers of people participating in the cycle schemes particularly the bike loan pilot and adult cycle training? Councillor Acton agreed to provide the Committee with the specific numbers involved.
- Had the joint coach marshalling pilot resulted in a decrease in problems in coach parking use in Buckingham Gate and the Aldwych? The Cabinet Member believed there had been a slight improvement although the biggest impact was likely to be during the summer when tourist coaches used the area. It was intended that the operation would be expanded for next year's summer period. Discussions were taking place with the Royal Parks so that the coaches could use a designated area there. Motorists and taxi drivers were becoming more aware of issues relating to vehicles idling but there was still a long way to go in terms of educating motorists.
- Were there any plans to expand the pilot such as in Ebury Bridge Road? Councillor Acton informed Members that the Council was working across Westminster on addressing vehicle idling. If there were problems but the coaches were moving the Council would not be able to take action.
- What was the position with the configuration issues affecting the portal for parking permit applications when iPads were used within libraries? Councillor Acton replied that currently iPads could not access this system because of the protections Apple had placed on the iPads which were designed to prevent misuse.
- Were there any plans to engage residents who had gardens or window boxes to make use of them as biodiversity habitats? Councillor Acton responded that it was one of the areas being looked at in more detail in the Biodiversity Plan which would be published in draft shortly. Under the Green City Action Plan there were a number of measures being taken forward. The Council was working with small landowners and Business

Improvement Districts on projects such as the Wild West End. The Biodiversity Plan would set out how projects would be joined up.

- The Cabinet Member was asked to provide more detail on seeking funding from the Mayor's Air Quality Fund for a Low Emission Neighbourhood in the Marylebone area and the nature of the stakeholder support. She clarified that this was a grant to develop a bid as nine local authorities were seeking funding and only two projects would obtain this. There was great support from stakeholders including Portman Estate who were very keen to assist the Council in preparing a bid. The project was likely to include increasing electric vehicle use and reducing pollutants such as from buildings. She looked forward to working with ward councillors on developing the bid.
- What progress was the Council making in partnership with the Mayor and TfL on reducing air pollution, particularly in Marylebone Road? Councillor Acton stated that the Council was working on a number of initiatives with them. The road was the responsibility of TfL. The Council's response to the TfL's consultation on the Ultra Low Emission Zone expressed concerns about it not being implemented until 2020 and not taking greater action in relation to diesel vehicles. TfL and Central Government were looking together at central scrappage schemes. By 2020 all single deck buses operating in central London would be zero emission (either electric or hydrogen) and all double deck buses would be hybrid. The Council was also working with the Business Improvement Districts on freight consolidation and reducing vehicular use.

4.3 The Committee then put questions to and received responses from Councillor Caplan on a number of matters that were relevant to the City Management and Consumer Services portfolio. These included the following topics:

- Councillor Caplan stated that he would add to his workload list examining solutions in respect of parking permit applications when iPads were used within libraries.
- Would the remote monitoring system or 'smart lights' encompass all the street lights in Westminster? The Cabinet Member replied that it was the intention to roll the system out across the City.
- Councillor Caplan was asked whether there was scope in working with other boroughs in respect of the waste disposal contract re-let. He replied that he very much supported economies of scale where there was the potential to do so. However, in this case, the Council's specifications for collecting refuse were not the same as neighbouring boroughs.
- The Cabinet Member was asked what the factors were behind the increase in refuse collection complaints in January and March 2015 in comparison to the year before. He responded that the increases statistically were not significant. Overall the current performance was reasonable given the number of collections that were made in the borough. The overall complaints were down 15% in 2015 compared to 2014.
- How was the Council progressing with encouraging residents to recycle and would collections be made from residential basements? Councillor Caplan replied that it would be necessary to look at different solutions for

different parts of the borough and he would be looking at these in order to improve the levels of recycling. Continued publicity was important. He supported the idea of collections from residential basements. He and the Chairman as ward councillors for Little Venice had provided ward budget money for a second collection during the week.

- Concerns were expressed regarding some timescales for e-mail responses from the customer contact centre. He replied that three days responses to emails received at the end of the week were not acceptable. One approach he was examining was emails being directed more centrally to those officers who were able to provide the response.
- What was the Council doing regarding fly tipping, particularly large dumps of waste? Councillor Caplan replied that it was a high priority to deal with the problem. City Inspectors were able to play their part in combating this. There were more patrols of regular blackspots. Fines were able to be imposed when there was evidence of people fly tipping. It was more difficult when there was no evidence of who the perpetrators were.

4.4 **ACTION:** The following action arose:

- That the Cabinet Member for Sustainability and Parking provide the statistics for the numbers of people participating in the cycle schemes particularly the bike loan pilot and adult cycle training (**Councillor Acton, Jayne Rusbatch, Project and Programme Manager (Public Realm) and Toby Jacobs, Cycling Projects Officer**).

4.5 **RESOLVED:** That the contents of the Cabinet Member Updates be noted.

5. **BAKER STREET TWO WAY PROJECT**

5.1 The Chairman referred to the Committee having previously held a public meeting in June 2015 at the University of Westminster Campus in Marylebone Road where the details of the Project were scrutinised. This meeting had been well attended by members of the public, residents' groups and local Ward Members. A verbal update had then been provided by Graham King, Head of Strategic Transport Planning & Public Realm, at the meeting in September 2015. A report had been provided for the current meeting with a further update on the Project including the results of the public consultation and also the proposed next steps.

5.2 Mr King introduced the report. He referred to the matters raised in the consultation responses, many of which had been outlined at the September meeting prior to the results being published and also what the proposed next steps were. The report summarised the responses to the public consultation at Appendix A and then provided the officers' comments in respect of the key issues raised in the consultation at Appendix B. He made the point that this had been the biggest response to any Westminster consultation exercise in terms of numbers received and it had always been intended to be one of a number of consultations. Before any report to the Cabinet Member for the

Built Environment was provided, recommending a decision on the Project, there would be a report on the detail of traffic management, loading and parking. This was of particular concern to a large number of small businesses, particularly to the south of the area set out in the proposals.

- 5.3 Mr King reported that an e-petition had recently been received against the Baker Street Two Way project which had been published on the Council's website with 433 signatories. Another petition was also understood to have been presented for the full Council meeting on 11 November by Councillor Adnan Mohammed. Mr King stated that officers were not able to see this petition before the Council meeting on Wednesday. However, the two petitions would be taken account of before any final recommendations were provided.
- 5.4 Mr King stated that there were a number of stakeholders, including residents' groups and associations and schools, who were in communication with officers about the Project. Dates were in officers' diaries to meet stakeholder groups towards the end of November. A report for Cabinet Member consideration was due to be submitted after the end of the consultation period with the stakeholders. It was anticipated that the Cabinet Member report was likely to lead to a further round of consultation to be undertaken in early 2016.
- 5.5 The Chairman thanked the St Marylebone Society and North Marylebone Traffic Group for the papers they had provided which were circulated to the Committee ahead of the meeting. He also invited Councillor Brian Connell, the Council's Cycling Champion, to address the Committee. Councillor Connell commented that the one way traffic status quo was unacceptable. However, people needed to be encouraged to cycle that do not currently do so and one of the obstacles to this was safety. If there was not to be physical segregation between cyclists and other road users in Gloucester Place, an ambitious stance was required in respect of the hours operated for the mandatory cycle lane. He also requested that officers continue to consult cycling groups. Mr King advised in response to Councillor Connell's points that the hours for the cycle lane were being examined and officers were continuing to consult cycling groups.
- 5.6 In response to questions from the Committee, Mr King made a number of additional points. These included that there was not sufficient room to segregate cyclists and other road users in Gloucester Place, there was scheduled to be a separate TfL consultation on Cycle Superhighway 11 through Regent's Park early in 2016 and discussions would take place with TfL about a 20 miles per hour speed limit for the scheme.
- 5.7 The Chairman commended the work of the Evaluation and Performance Team who had created the consultation response report in Appendix A of the report detailing the results of the extensive consultation process. He stated that it was likely the Committee would revisit this topic in early 2016. It was clearly a contentious, controversial and high profile issue which had received a huge public consultation response and had been prominent in the recent Bryanston and Dorset Square Ward election. He was reassured that officers now had

access to an extensive database which enabled them to contact residents and other groups who had a specific interest in the Project. He encouraged officers in consultation with the Cabinet Member for the Built Environment to have a further round of public dialogue on the proposals that would be put before the Cabinet Member, using the database.

- 5.8 **RESOLVED:** The Committee recommended that officers in consultation with the Cabinet Member for the Built Environment proceed with a further round of public consultation on the proposals that are due to be put before the Cabinet Member.

6. CROSSRAIL LINE 2

- 6.1 Graham King, Head of Strategic Transport Planning & Public Realm, introduced the report. He referred to the current Crossrail 2 consultation which was being held between 27 October 2015 and 8 January 2016 which focussed on the stations and the best route alignment. TfL were expected to formally seek powers to construct the scheme from 2017. The Mayor had stated that the project should be completed by 2030. Crossrail 2 was scheduled to be a feature in two areas in Westminster, Victoria and Soho.
- 6.2 The Committee heard evidence from Gabrielle Coyle who is the Consents & Environment Manager for Crossrail 2 at TfL. She informed the Committee that the Crossrail 2 proposals were very fluid and this was a real opportunity to influence them. It was very beneficial working with officers at Westminster (particularly taking into account Mr King's experience of projects) as putting together proposals to squeeze the infrastructure into very busy areas of the borough such as Soho was very challenging. Ms Coyle stated that she had also worked on Crossrail 1 and there had been a number of lessons learnt. A number of TfL staff had worked on multiple projects, including the construction process and had experience of the issues that might arise. Crossrail 2 would benefit from updated technology. Ms Coyle stated that there was more flexibility for Crossrail 2 on use of land as in the case of Crossrail 1, a lot of the engineering had taken place a long time ago. Crossrail 2 would also take into account a number of factors such as biodiversity and the needs of cyclists to a greater extent than Crossrail 1. Ms Coyle urged Members to encourage their constituents to attend the consultation events at Victoria Station on 18 November and Victoria DoubleTree Hilton Hotel on 19 November, and at St Giles Square on 30 November and 1 December. She had provided Members with a report entitled 'Crossrail 2 and the environment' which gave an early view of the scheme, its evolution, the key environmental issues relevant to its development, and the principles that will be applied in addressing them.
- 6.3 In response to questions from the Committee, Mr King and Ms Coyle made a number of additional points. Ms Coyle advised that funding of specific aspects of the project was her key concern. She stated that Soho was a difficult location for Crossrail 2 because there were a lot of listed buildings. Work sites had to be of a certain size to be viable. Curzon Soho Cinema was well loved but the lease was coming to an end and it was possible that the cinema would

not remain at the site regardless of whether the Crossrail station was located there. There were problems moving the station further south as there would potentially be the need for a further vent shaft site which would require further land take and infrastructure to fit into a tight knit community. There would also be greater problems regarding travel distances and making the station work. The whole purpose of the consultation would be to shape the final form of the scheme. If the Council and community submitted proposals that were improved and effective, TfL would look closely at these. Mr King added that he was very concerned about the listed buildings north and south of Shaftesbury Avenue. The Curzon Cinema was not a listed building but the use was one that the Council would wish to protect. It could potentially be relocated and this would be the subject of further discussions. The Council definitely wished to avoid the Palace Theatre being removed as part of the Crossrail 2 proposals. Mr King also advised that for Crossrail 1 Network Rail was a contractor, for Crossrail 2 Network Rail is a partner. This would make a significant difference. There would also be an opportunity with Crossrail 2 to balance the impacts of terminal railway stations, notably Victoria and Waterloo.

- 6.4 The Committee considered that one of the challenges was to ensure that residents were aware and were able to respond to the shaping of the scheme. Local representatives, including ward councillors, had their part to play in this process.
- 6.5 **RESOLVED:** That the Committee noted the latest proposals for Crossrail 2 and the implications for Westminster.

7. WESTMINSTER CYCLING STRATEGY – 2015 UPDATE

- 7.1 The Council adopted the Westminster Cycling Strategy in November 2014, which was approved by Councillor Acton, in response to the Mayor for London's 'Vision for Cycling in London' published in March 2013. The Committee had played a key role in the development of the Strategy, including establishing a Task Group to scrutinise this. The Committee received a report on the progress made on implementing actions and meeting the Strategy's Core Targets to date, one year after the Cycling Strategy was adopted.
- 7.2 Councillor Acton wished to put on record that officers had worked particularly hard on meeting an intense cycling programme schedule, particularly in respect of the Cycle Superhighway schemes. Barry Smith, Head of City Policy & Strategy, introduced the report. He stated that the Strategy had always been viewed as a living document that would be updated regularly to reflect emerging priorities and funding streams. The Strategy covered the period up to 2026. The adoption of the Strategy had taken place in November 2014, this current meeting one year later was taking place eight months into the 2015/16 financial year so there remained another four months of potential spend for the year and further actions would be taken forward. Some measures were easier to implement in the short term than others. There were approximately forty actions in the Strategy with four high level objectives, 'to

create safer and more legible routes', 'to improve road user interaction, education and enforcement', 'to facilitate bicycle ownership/access and parking' and 'to raise awareness and participation in cycling'. Actions designed 'to create safer and more legible routes' were more complex and challenging to deliver as they encompass physical infrastructure works on the public highway. Mr Smith referred to the flowchart submitted with the report at Appendix 1 which showed how it was intended that the vision would be delivered in the form of actions. Appendix 2 was a detailed action tracker which had an entry against each of the forty actions. Appendix 3 was indicative of the Westminster Cycling Grid.

- 7.3 In response to questions from the Committee, Councillor Acton, Jayne Rusbatch, Project and Programme Manager (Public Realm) and Toby Jacobs, Cycling Projects Officer made a number of additional points:
- Councillor Acton identified that one of the main areas of difficulty was to manage the limited kerb space and avoid conflict between cyclists and pedestrians and cyclists and motorists. It was difficult to deliver Cycle Quietways routes so that they were satisfactory for people to use (who were not used to cycling) without there being the necessary segregation.
 - Councillor Acton stated that people needed to be persuaded in certain cases not to park their car right outside their homes or close by. Car ownership was going down quite significantly in Westminster. The car club membership was increasing.
 - The Cabinet Member had met with TfL and their modelling indicated that the proportion of vehicles at certain junctions on the East-West Cycle Superhighway would reduce significantly. Traffic flows had already started to improve over the last month. As part of the negotiations with TfL in respect of the Superhighway, the Council had made it conditional that in addition to ensuring the Active Traffic Management system worked successfully so that traffic was flowing through Westminster properly, it would be subsidised for managing the road network. Some of the compensation received in respect of costs incurred included the displacement of coaches. Alternative coach parking had been found.
 - Mr Jacobs advised that there had been a promotional campaign in respect of the annual cycling training programme and the numbers who had become involved were up approximately 20% on the previous year. The training was for cyclists at different stages of proficiency and included considerate road use and awareness of pedestrians.
 - Ms Rusbatch explained that the strategy for secure cycle parking across estates had commenced in 2012. There were five estates that officers had been working with initially. Officers had also been working with CityWest Homes and the Peabody Estate. Planning permissions were approved or in progress for eleven further sites being funded in 2015/16. Locations for secure cycle parking were being identified with Churchill Gardens Estate. Councillor Acton also advised that on street cycle parking was increasing and she was speaking with car park operators to encourage more off-street cycle parking. Cycle parking was being requested for new developments. Ms Rusbatch added that the West End was where many wanted to park their bicycles but was where there was most pressure on the kerb side. There was cycle parking in developments

for visitor purposes and officers were not fully aware of all of these. They needed to be mapped and work undertaken with key landowners.

- Ms Rusbatch stated that as part of the proposals for Cycle Superhighway 11 through Regent's Park, officers had engaged with cycling groups. The groups were encouraging other cyclists, including sports cyclists to behave in an appropriate fashion. The Council was working with TfL to take this matter into account in the consultation and implementation of the proposals. Councillor Acton added that the Royal Parks Police were now going to specific areas of the Parks where there were issues and had fined 29 cyclists. In the five months prior they had fined 44 cyclists.

7.4 **RESOLVED:** That there would be regular monitoring by the Committee of the progress made regarding the actions in the Strategy.

8. PRESS RELEASES

8.1 The Committee decided not to produce a press release in relation to the items on the agenda at this time.

9. ANNUAL WORK PROGRAMME AND ACTION TRACKER

9.1 Mark Ewbank, Scrutiny Manager, introduced the item. He referred to the topics scheduled on the Work Programme that had been published in the papers. These included the Open Spaces Strategy, scheduled for the next meeting of the Committee on 18 January 2016. The Committee was content with the items as currently set out although there was the potential for an update on the Baker Street Two Way item in January. The Chairman made the point that there was the option available to Members to schedule the next meeting, with the Open Spaces Strategy currently the lead item on the agenda, in a venue outside City Hall. Mr Ewbank drew Members' attention to the fact that the next meeting of the Sustainable Travel Task Group, which was examining the development of a strategy relating to sustainable travel which included but was not limited to pedestrian experience and parking, was scheduled to take place on 17 November 2015.

9.2 It was agreed that in order to ensure Cabinet Member availability, the meetings of the Committee previously scheduled for 29 February 2016 and 12 April 2016 would now be held on 7 March 2016 and 18 April 2016 respectively.

9.3 Mr Ewbank was congratulated by Members on having been selected for a secondment to be a senior member of the scrutiny team in the House of Commons.

9.4 **RESOLVED:** That the meetings of the Committee previously scheduled for 29 February 2016 and 12 April 2016 be held instead on 7 March 2016 and 18 April 2016 respectively.

10. ANY OTHER BUSINESS

10.1 There was no additional business for the Committee to consider.

11. CLOSE OF MEETING

11.1 The meeting ended at 9.44p.m.

Chairman: _____ Date: _____



City of Westminster

Environment and Customer Services Policy and Scrutiny Committee

Date:	18th January 2016
Classification:	For General Release
Title:	Nine Elms to Pimlico Pedestrian/Cycle Bridge Proposal
Report of:	Graham King, Head of Strategic Transport Planning and Public Realm
Cabinet Member Portfolio	Councillor Heather Acton, Cabinet Member for Sustainability and Parking Councillor Robert Davis MBE DL, Deputy Leader and Cabinet Member for the Built Environment
Wards Involved:	Tachbrook and Churchill wards
Policy Context:	Westminster's City Plan (2013), the Mayor's London Plan and the Vauxhall Nine Elms Battersea Opportunity Area Planning Framework
Financial Summary:	There are currently no financial implications arising from the recommendations of this report.
Report Author and Contact Details:	Hilary Skinner, Growth Planning and Housing hskinner@westminster.gov.uk 020 7641 2531

1. EXECUTIVE SUMMARY

- 1.1 A new pedestrian / cycle bridge is being proposed by the Nine Elms Vauxhall Partnership to link Nine Elms Wandsworth to Pimlico.
- 1.2 Wandsworth Council's recent International Design Competition has resulted in them selecting a team of architects and engineers capable of producing a viable bridge design. The competition was not to select a final design.

- 1.3 The promoters of the scheme are now working with this design team to take forward proposals for the bridge.
- 1.4 Whilst no formal public consultation has been carried out on the concept of a new bridge landing in Pimlico, and no formal application has been made to the Council, a significant sum (£26m) has already been secured from developments by Wandsworth in Nine Elms to fund the bridge.
- 1.5 Wandsworth Council are supportive of a new bridge for the benefits that it would bring to the Nine Elms area – opening up connections to Pimlico and beyond, however significant concerns have been consistently raised by Westminster’s residents over the likely detrimental impact that the bridge would have on the north side of the River and a petition was recently submitted to Westminster’s Council meeting on their behalf.
- 1.6 Officers remain unconvinced of the need for a new bridge in this location and have serious concerns about the likely impacts that a combined pedestrian / cycle bridge landing in Pimlico would likely have. Many residents in SW1 have made clear their concerns and opposition to the proposal.
- 1.7 This report and the meeting on the 18th is the first part of the Committee’s consideration of a series of meetings to review the project.

2. KEY MATTERS FOR THE COMMITTEE’S CONSIDERATION

- 2.1 The purpose of this report is:
 - i. To provide an update to the Committee on the Nine Elms to Pimlico Pedestrian / Cycle Bridge project and Bridge Design Competition.
 - ii. To provide background information for the launch of the Environment and Customer Services Policy and Scrutiny (EP&S) Committee’s inquiry into the project.
 - iii. To seek agreement for future committee meetings to further discuss these matters.

3. BACKGROUND

Background to the Project

- 3.1 A new pedestrian / cycle bridge is being promoted by the Nine Elms Vauxhall Partnership, whose members include Transport for London (TfL), the Greater London Authority (GLA) and the Leaders of Wandsworth and Lambeth Councils, to improve the connectivity of the Vauxhall Nine Elms Battersea area, where a significant amount of major infrastructure and building works are underway and planned.
- 3.2 The proposed bridge was the subject of a report to Westminster’s Environment Policy and Scrutiny Committee in June 2014. At that time the project was being promoted by Transport for London (TfL) through a feasibility study on behalf of the Partnership, who are ultimately promoting the scheme.

- 3.3 The promoters' intention is to provide a new river crossing linking the major developments in the Vauxhall Nine Elms Battersea Opportunity Area (VNEB OA) to Westminster. Further background information as supplied by the Partnership in 2013 is attached as Appendix A to this report.
- 3.4 Whilst no formal consultation on this project has taken place, and no application has been submitted to us, most recently Wandsworth Council procured an international design competition to find a team of architects and engineers capable of producing a viable design for a new pedestrian / cycle bridge between a site on Nine Elms Lane in Wandsworth and Pimlico Gardens, Westminster. The site proposed for the purposes of the competition is indicated in Appendix B to this report.
- 3.5 74 competition entries were received and in November 2015 a design team led by Danish Architects Bystrup were announced by Wandsworth Council as being the design competition winners. The full winning team includes Bystrup, Robin Snell & Partners, Sven Ole Hansen ApS, Aarsleff, ÅF Lighting Aecom, COWI Engineering and DP9.
- 3.6 Their winning design is attached in Appendix C. It should be noted however the design competition was about selecting a *team* rather than design or location, both of which could still change. Westminster City Council officers provided technical input into the design competition process to outline the Council's concerns, but were not party to the final decision and do not support the overall proposal or a new bridge being built in the Partnership's chosen location.
- 3.7 Despite strong opposition to the proposals, including from Westminster's residents, the Nine Elms Partnership announced in December 2015 that they will be working with the winning team to determine the next steps in this project and how to take it forward.

Opposition to the Proposal

- 3.8 Both shores of the River have very distinct characters: with the well-established residential communities, green public open space, listed buildings and statues, and conservation areas on the north shore; with a major development site which will include high density mixed use buildings, flats, Embassies and associated town centre uses on the south shore, the Planning Framework for which envisages the delivery of 16,000 new homes and up to 25,000 jobs by the early 2030s.
- 3.9 Westminster officers have continued throughout to raise a number of concerns on numerous occasions, about the proposed bridge, in particular about its currently proposed landing site in Pimlico Gardens, namely in terms of its likely detrimental impact on residential amenity, on the road network and on the environment on the north side of the river where there would likely be a significant impact on the existing public open and green space in Pimlico Gardens which is protected both as public open space and as part of the Pimlico Conservation Area. A summary of Westminster's Planning Policy Framework is set out in Appendix G to this report and includes details of the relevant listed buildings, statue and conservation areas.

- 3.10 Such is the level of concern locally about the bridge's likely impact that applications have been submitted for both Pimlico Gardens and neighbouring (to the north) St. George's Gardens to be designated as assets of community value to protect them from detrimental development. These are currently being considered by officers.
- 3.11 Whilst public exhibitions of the competition entry designs were held during Wandsworth's design competition, to date no formal public consultation on the proposed bridge has taken place and we understand that Westminster's residents have felt unable to raise their concerns over the proposals in a constructive way.

Why is it being proposed?

- 3.12 Under London Plan policy 6.4 the Mayor of London sets out his commitment to enhancing London's transport connectivity, including by working with strategic partners to improve public transport in London to support regeneration priority areas by (amongst other things) providing new river crossings.
- 3.13 In 2013 TfL, to meet the Mayor of London's manifesto pledge to assess the feasibility of a new bridge in this location, carried out initial feasibility studies into this matter. Their resulting business case estimated that with a new pedestrian / cycle bridge linking Nine Elms to Pimlico that journey time savings of circa 7 minutes for pedestrians and less than 1 minute for cyclists could be achieved compared to using routes across existing bridges – namely Vauxhall and Chelsea bridges. As such Westminster officers were at that time, and remain, unconvinced of the need for a new bridge in this location.

Alternative Connections

- 3.14 The promoters consider there is a transport need for a new bridge in this location and have indicated, through promotional materials produced during the planning stages of the Nine Elms schemes, that a new bridge would be built here, however alternative public transport improvements are already planned and underway in the Vauxhall Nine Elms area, with the new Cycle Superhighway 5 having recently opened on Vauxhall Bridge (immediately to the east of the proposed new bridge location) providing improved facilities for cyclists travelling between Vauxhall/Nine Elms and Westminster (see Appendix D).
- 3.15 Additional interventions are proposed by TfL in Vauxhall to revert the current gyratory system around the bus station into 2-way working, which would reportedly lead to a journey time reduction in buses from Vauxhall to Victoria of 2-3 minutes, where the current bus journey time is circa 17 minutes.
- 3.16 Similarly currently under construction improvements to the underground system will better connect Nine Elms and Battersea into Westminster with works to the Northern Line Extension (NLE) reported as being well underway (also shown in Appendix D). Together these projects will enhance the area's connectivity and potentially lessen the need for the proposed new river crossing. The NLE for example is intended to cut journey times to the West End and the City to just under 15 minutes. Additional crossings are proposed elsewhere in London, however the Nine Elms location was the first to propose a pedestrian and cycle only option.

- 3.17 TfL's recently published (November 2015): 'Connecting the Capital' publication outlines 13 locations where Thames crossings are being considered, are permitted, or are currently under construction. These include road crossings, underground rail extensions, ferry services and also the proposed Nine Elms to Pimlico pedestrian/cycle Bridge.

The Nine Elms Bridge is referred to in the report as being a key component of plans for the regeneration of Nine Elms on South Bank. The document states that the proposed bridge would: *"improve access to and from the 16,000 new homes and 25,000 jobs being created in this growth area and open up jobs, homes, leisure opportunities and transport links for people on both sides of the river."*, and highlights the TfL Feasibility Study findings that indicate that by 2031, daily demand for the proposed bridge: *"could be up to 9,000 pedestrians and 9,000 cyclists per day – making it London's 8th highest used pedestrian crossing and the 6th highest used cyclist crossing."*

- 3.18 Amongst the concerns that residents have raised is the likely impact that the proposed bridge would have on the public open space of Pimlico Gardens. Alternative locations for the proposed pedestrian/cycle bridge, should its need be proven, have been suggested including adjacent to the unlisted Grosvenor Rail Bridge, to the west of its currently proposed location. This is felt to provide a more direct route for cyclists from Nine Elms and Battersea straight into Victoria and would potentially have less of a detrimental impact on the local neighbourhoods in Pimlico and on public open spaces. However further work is required to identify need and impact of any specific proposal.
- 3.19 Officers feel that this option should be considered to enable a proposed bridge, if it must land in Pimlico, perhaps to cater for the needs of pedestrians only and be more slender as a result and have less of a visual and environmental impact. Although options for a new crossing adjacent to Grosvenor Bridge were considered by TfL through their initial feasibility study testing, these options have not been taken forward by the Nine Elms Partnership or Wandsworth Council to date.

Local Opposition

- 3.20 In addition to strong local resident objections, there is cross party and cross ward support for the project to be scrutinised before, if it must be, it is taken any further.
- 3.21 All of the Churchill and Tachbrook ward councillors have raised significant concerns about the proposals as they stand and the Leaders of Pimlico FREDA (the Federation of Pimlico Residents Associations) and the Dolphin Square Residents Associations have both signed a petition seeking the Leader of Westminster Council's support in opposing the proposals. This was submitted to Full Council by Tachbrook Ward Councillor Angela Harvey on 11th November and as is the subject of a separate Cabinet Member Report, a report on which is due in the New Year.
- 3.22 A copy of the petition was sent to the Leader of Wandsworth Council and is attached as Appendix E to this report. This petition has been signed by Edward Reeve, Chairman of the Pimlico Federation of Residents Associations and Nick Walker, of the Dolphin Square Tenants Association who together represent 17 local residents associations, covering Tachbrook, Warwick and Churchill wards, and

follows a similar petition signed by more than 1,500 people that was presented to the Mayor.

- 3.23 In response to the petition, the Leader of Westminster City Council announced at Full Council in November that there would be a public inquiry into the proposed bridge in 2016 and that this will be chaired by Cllr Adams, through his role as Chairman of the Environment and Customer Services Policy and Scrutiny Committee. This is the subject of this report.
- 3.24 This Committee can launch an inquiry and seek views from all sides of the project as a fact-finding exercise, to inform any subsequent project work should the scheme be taken forward.
- 3.25 The Leader of Westminster City Council has written to the Leader of Wandsworth Council expressing her disappointment over the current proposals.

Nine Elms Strategy Board

- 3.26 There has been a lot of press and public interest in the project, with the Design Competition's web page alone attracting at least 2 million hits.
- 3.27 Working groups have been set up by the Partnership to discuss the bridge and other south of the river projects.
- 3.28 Co-chaired by the Leaders of Wandsworth and Lambeth Council – both of which are members of the Partnership and have so far been supportive of the proposed new bridge, the Nine Elms Strategy Board includes representatives from the area's main developers, landowners, Transport for London and the Greater London Authority. (Westminster City Council is not a member of the Board, but is invited to attend their meeting as an observer).
- 3.29 A WCC officer attended the latest meeting of the Nine Elms Strategy Board on 11th December 2015, chaired by the Leader of Lambeth Council.
- 3.30 The Partnership's Nine Elms Programme Coordinator provided a brief update on the bridge project to the Board, explaining how the design competition has now finished and that the winning design team was selected by the Jury Panel and ratified by Wandsworth Council in November 2015.
- 3.31 The Minutes from that meeting confirm that: *Wandsworth Council now have a preferred bidder design team for the Nine Elms Pimlico Bridge and the Jury Panel, Technical Panel and Residents Review Panel were all thanked for their valuable contributions. A timetable for the construction of the bridge would be drawn up in collaboration with the preferred bidder following formal confirmation of the appointment. It was noted that there were still concerns from some Pimlico residents about the impact of the bridge and these issues would need to be worked through should it be taken through planning.*
- 3.32 Whilst it was too early to say whether or not a planning application would be made, or when, to Westminster, it was explained that the Partnership will be working with the design team to "take forward" the bridge and that they will probably have a

timetable setting out what this means in the New Year. They recognise that there are still concerns to be addressed including with Pimlico residents.

Focus of this Committee

- 3.33 This matter is the focus of the 18th January EP&S committee meeting with key witnesses, including representatives from the London Borough of Wandsworth, the Nine Elms Partnership and Transport for London (who drafted the initial bridge feasibility studies in 2013) invited to present their cases for the proposed bridge, alongside representatives from Westminster's residential community who will be provided the opportunity to put forward their concerns about the proposal to ensure that any future processes take them into account.

Planning Application?

- 3.34 Any proposed river crossing would need to go through the planning system before it could be built, and should an application for this bridge be submitted to us and Wandsworth Council as Local Planning Authorities then this would need to be accompanied by an Environmental Statement which would have to pick up where the TfL Feasibility Studies left off, to show that choices in site selection and bridge design for example have been made for the right reasons. This could involve several weeks of procurement, design testing and add 6 months to an application process.
- 3.35 The associated planning application would be determined by the relevant authorities under due process and whilst the Scrutiny Committee may indicate a view on whether such a bridge is desirable in principle, they should not reach a definite view on the details of the scheme, of which currently there are few.
- 3.36 The Committee cannot assume that this project will be taken forward or that an application will be made, they are however seeking to understand the issues and concerns surrounding the project and to compile a register of these for the Promoters' consideration, should the scheme be taken forward to application stage.
- 3.37 Alternatives to a planning application could include Mayoral call-in where the Mayor of London decides upon the application rather than the relevant boroughs, the use of a Transport and Works Act Order (TWAO), Bill or Development Consent Order. Each has its own issues and impacts upon a project's programme and cost.

Purpose of the Committee's Inquiry

- 3.38 The purpose of the inquiry is to gather as much information as we can to inform Wandsworth's decisions and as a prelude to fuller discussions at a later date. This will be achieved through the creation of a register of concerns and interests, to make sure that should the proposals be taken forward to planning applications stage, that these concerns and interests are taken into account.
- 3.39 The discussions will be based on the information that we have available at the moment, but will not prejudice any formal decision to be taken by the Council should an application be submitted by the promoters of the scheme at a later date. This will be dealt with by due process.

- 3.40 **Recommendation:**

- That further EP&S Committee discussions take place in 2016, with the meetings combined constituting the public inquiry.

Residents' Meeting

- 3.41 Local resident group, the Pimlico Grid Residents Association (an umbrella organisation under Pimlico FREDAs) organised a public meeting on Wednesday 9th December 2015 which was reportedly attended by 200 residents, including Local Ward Councillors Angela Harvey, Aiken and Cuthbertson to discuss the bridge proposal. Some Wandsworth residents attended and are evidently planning to join forces with Westminster's residents in opposing the scheme.
- 3.42 The Association have launched a campaign to stop the bridge being built and as of 6th January had 802 signatories to their online petition¹. They have made MP Mark Field aware of their concerns. A leaflet survey has also been carried out by residents indicating widespread opposition to the proposals.

Wandsworth / Borough Liaisons

- 3.43 Both Wandsworth Council and the Nine Elms Partnership recognise that there are still significant concerns to be addressed, and whilst Westminster's officers have co-operated with the promoters of this scheme, since the competition closed in the Autumn 2015, no meetings have yet been sought by Wandsworth Council or other Board Members with Westminster in relation to this project.
- 3.44 As far as we are aware, the bridge remains uncommitted and unfunded and no specific proposals have yet been developed. Physical development in the river would be limited by the concerns of the Environment Agency and Port of London Authority as well as the development of both the Northern Line extension and the building of the Thames Tideway Tunnel which are both underway now, with development works likely to be in place until 2021.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications for the council arising directly from this report.
- 4.2 It is understood that £26m has been secured from developments in Nine Elms for the bridge project to date, however it is estimated by the promoters that at least £40m would be needed to develop the project and Westminster's officers are unconvinced that there is funding available to achieve this. (By comparison, the current budget of the Garden Bridge at Temple is estimated to be circa £175m). In any case, officers have made it clear that the cost of building and maintaining any future bridge here should not fall to Westminster City Council to fund in any respect.

5. LEGAL IMPLICATIONS

- 5.1 It is stated in the Council's Policy and Scrutiny (P&S) Procedure rules that P&S Committees should not normally scrutinise individual decisions made by non-executive committees, particularly decisions in respect of development control,

¹ <https://www.change.org/p/boris-johnson-stop-the-planning-and-construction-of-the-proposed-nine-elms-to-pimlico-bridge-and-the-unnecessary-expenditure-of-43-million-pounds-on-this-project-this-money-can-be-put-to-better-use>

licensing etc. This also reflects relevant Government guidance. The rules use the word 'normally'.

- 5.2 In the absence of a planning application in this case and given the scale of the proposed scheme, it is thought that this project is so significant as to amount to a special case, therefore, and given that the responsibility for determining the application (should one be submitted) would be that of the City Council's Planning Committee in due course, then the Policy and Scrutiny Committee should avoid reaching a definite view on the details of the scheme, but may indicate a position on whether such a bridge is desirable in principle and on the wider ramifications of the scheme based on the limited information it has available.

Appendix A: Information leaflet supplied by the Partnership in 2013.

Appendix B: Wider Context Plan showing the Vauxhall Nine Elms Opportunity Area Boundary.

Appendix C: Landing site used for the purposes of the bridge design competition.

Appendix D: Winning team's competition entry design.

Appendix E: Local Context Map Northern Line Extension, Cycle Superhighway 5, Proposed Nine Elms to Pimlico Bridge (Indicative Location only), Grosvenor Rail Bridge. / Wider Context.

Appendix F: Residents' Petition.

Appendix G: Planning Policy Framework – Westminster's City Plan.

If you have any queries about this Report or wish to inspect any of the Background Papers please contact: Hilary Skinner, Principal Planning Officer, Growth Planning and Housing hskinner@westminster.gov.uk 020 7641 2531

BACKGROUND PAPERS

- WCC Environment Policy and Scrutiny Committee Paper 30th June 2014: Proposed Bridges over the River Thames:
<http://westminster.moderngov.co.uk/Data/Environment%20Policy%20&%20Scrutiny%20Committee/20140630/Agenda/Item%206%20-%20Proposed%20Bridges%20over%20the%20River%20Thames.pdf> and Appendices:
<http://westminster.moderngov.co.uk/Data/Environment%20Policy%20&%20Scrutiny%20Committee/20140630/Agenda/Item%206%20-%20Bridges%20Report%20Appendices%20A-F.pdf>
- TfL Feasibility Study Summary:
http://www.nepbridgecompetition.co.uk/uploads/3/5/3/9/3539119/final_nine_elms_bridge_feasibility_summary.pdf
- Nine Elms Bridge Design Competition website: <http://www.nepbridgecompetition.co.uk/>
- Transport for London's 'Connecting the Capital' Plan for New River Crossings for London: <http://content.tfl.gov.uk/connectingthecapital-newrivercrossingsforlondon-dec2015.pdf>

- Vauxhall Nine Elms Battersea Opportunity Area Planning Framework:
[http://www.wandsworth.gov.uk/downloads/file/6105/vneb_opportunity_area_framework
- march 2012](http://www.wandsworth.gov.uk/downloads/file/6105/vneb_opportunity_area_framework_-_march_2012)

Appendix A: Information leaflet supplied by the Partnership in 2013 (4 Pages)



An update on improved connections between Nine Elms and Pimlico

MAYOR
OF LONDON



Transport for London





Changing the Capital's landscape

Nine Elms on the South Bank will be a strikingly modern addition to the cityscape



© IABSE



Nine Elms on the South Bank is being transformed into central London's newest business, residential and leisure district. Under-used industrial land is making way for 16,000 new homes, parks, an embassy, schools, and enough commercial space to support 25,000 new jobs.

It is the biggest regeneration programme in the UK.



MAYOR OF LONDON



Transport for London





The bridge would:

- Transform cross-river connectivity in this part of central London
- Improve access to and from the 16,000 new homes and 25,000 jobs being created at Nine Elms on the South Bank
- Link existing communities in Pimlico and the surrounding area to Nine Elms on the South Bank, including the new riverside walk and linear park, new shopping and leisure opportunities, Vauxhall, the new United States Embassy and a new town centre at Battersea Power Station
- Encourage walking and cycling
- Achieve an outstanding level of design quality and underpin the regeneration of Nine Elms on the South Bank

An infrastructure investment package is supporting growth in the area and will provide a network of fast, high-capacity and sustainable transport links. A new pedestrian and cycle bridge across the river to Pimlico is a core element of this strategy. This project is now being led by Transport for London with support from Wandsworth and Lambeth Councils, and the Nine Elms Vauxhall Partnership.

The bridge design must meet the high standards of the Pimlico Conservation Area on the north bank, and the developing public realm and landscape schemes on the south bank. As well as creating a vital new pedestrian and cycle link between these two areas, the bridge should be an exceptional addition to Thames architecture that communities on both sides of the river can be proud of.



**MAYOR
OF LONDON**



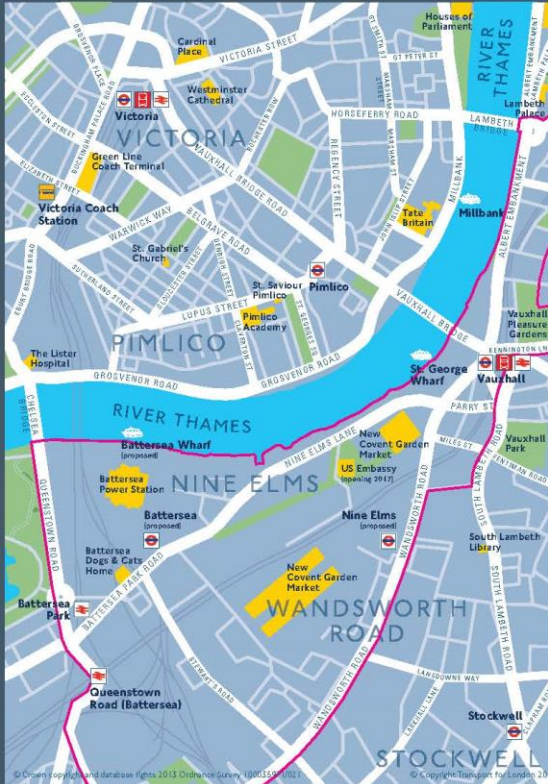
Nine Elms
On the South Bank

Transport for London



Wider transport package

The potential bridge crossing is accompanied by many other transport and urban realm improvements that form a comprehensive transport strategy for Nine Elms on the South Bank. They include an extension of the Northern line to Battersea with two new Tube stations, enhanced bus services, improvements to National Rail stations, new passenger piers at Vauxhall and Battersea Power Station, pedestrian and cycle walkways, and new Barclays Cycle Hire docking stations.



© Crown copyright and database rights 2013 Ordnance Survey 100015591/001

© Copyright Transport for London 2013

— Development area

© Transport for London

Windsor House
42 – 50 Victoria Street
London SW1H 0TL

June 2013

tfl.gov.uk

MAYOR
OF LONDON



Nine Elms
On the South Bank

Transport for London



Next steps

The optimum location for a new bridge is currently being investigated. Next steps could include:

- Further assessment of locations
- Public consultation to decide on a preferred location
- Launch of a design competition

A high standard of design is essential to ensure the bridge makes a positive addition to the cityscape if taken forward. It is proposed that a competition will be used to identify the optimum design for the structure and a number of international companies will be invited to enter.

Funding and delivery

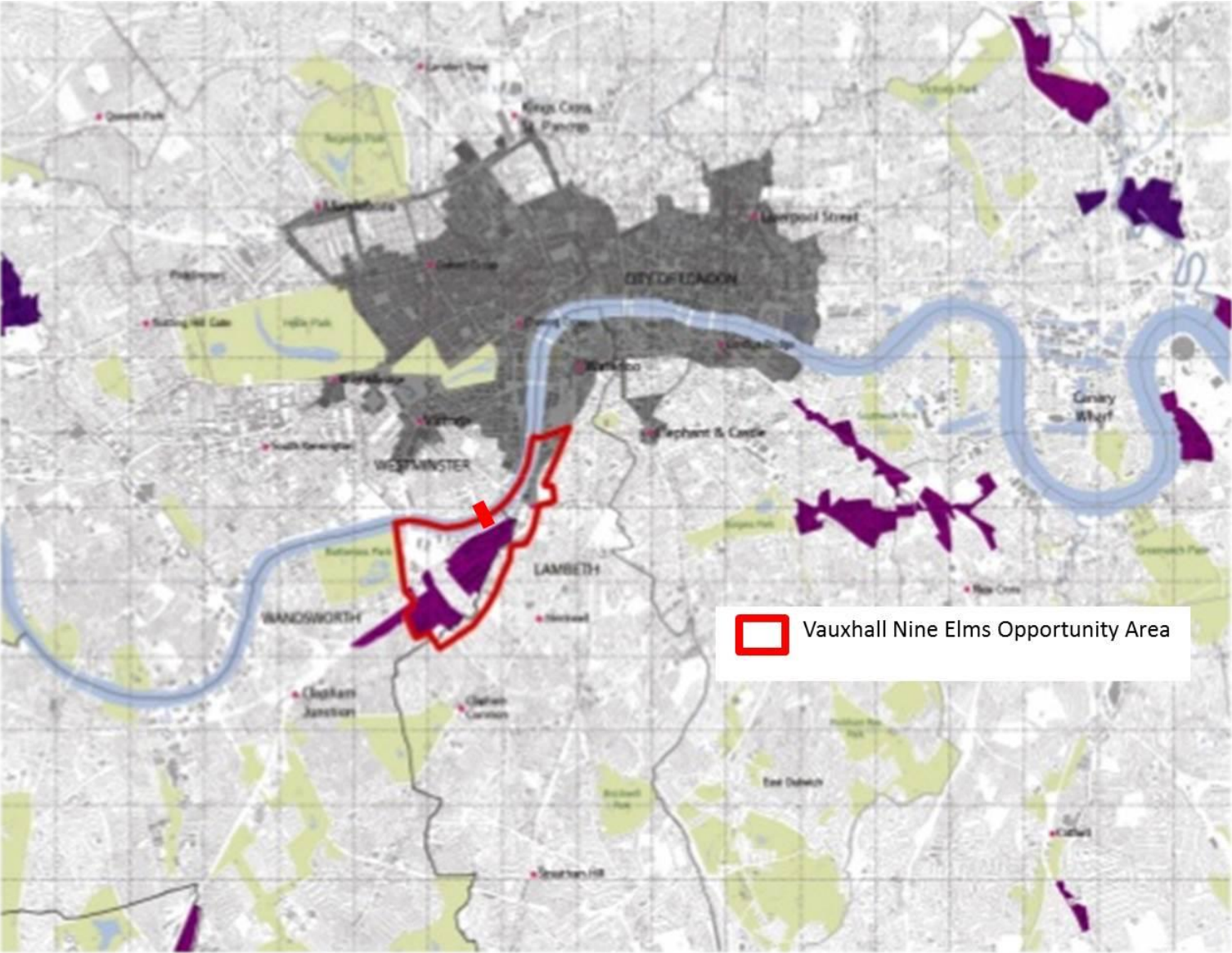
A range of third-party funding options are being considered to enable the project to proceed. Timescales for delivery are currently being investigated.

Further information

For more information about the transformation of Nine Elms on the South Bank, go to www.nineelmslondon.com.

For information about the bridge, and to discuss funding opportunities, email TfL at nineelmsbridge@tfl.gov.uk

Appendix B: Wider Context showing the Vauxhall Nine Elms Opportunity Area Boundary



Appendix C: Indicative Bridge Landing Site Locations – used for the purposes of the Nine Elms Bridge Design Competition.

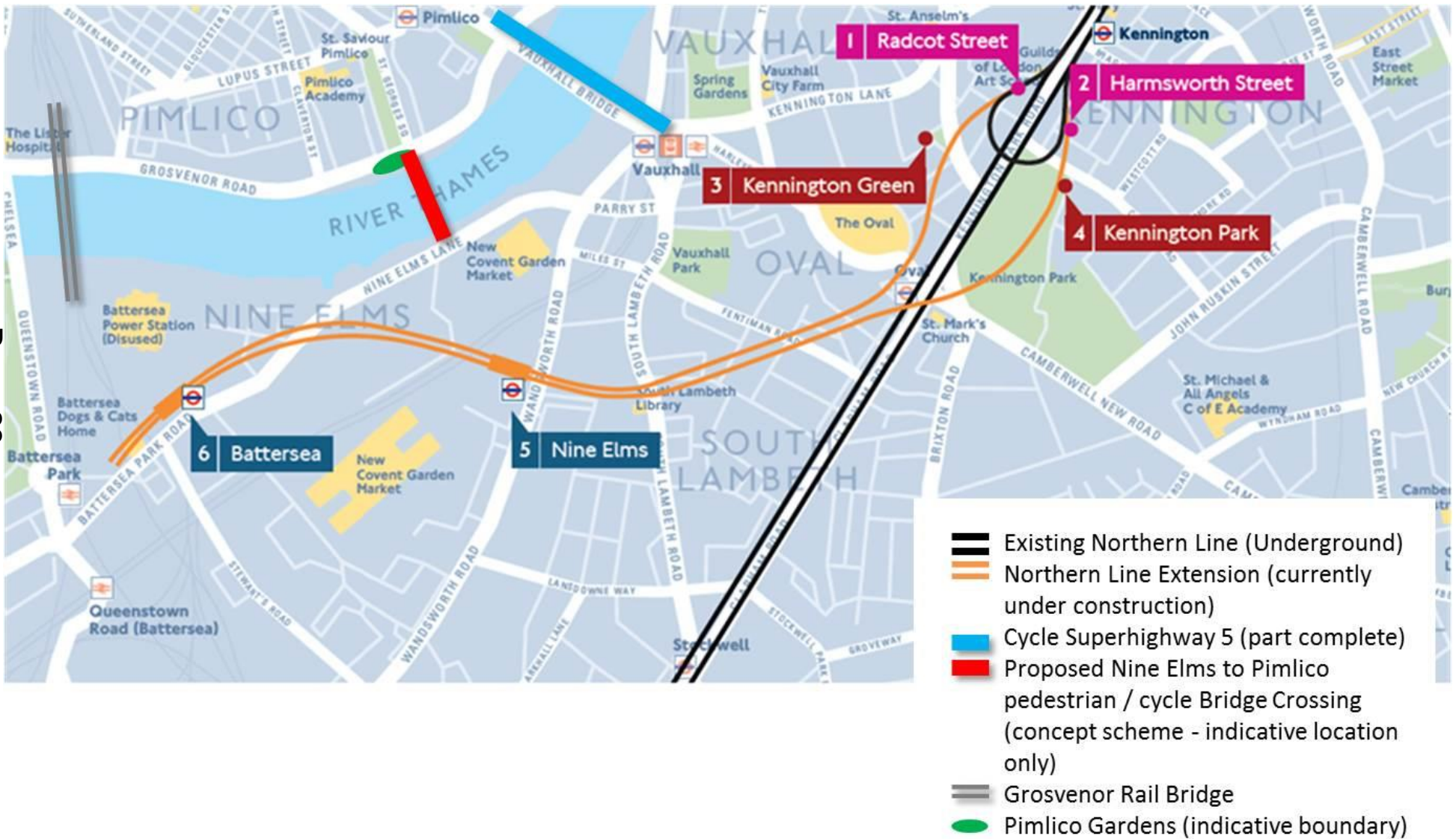








500m

Appendix D: Nine Elms Bridge Design Competition – Winning Team’s Competition Entry Design.



Appendix E: Northern Line Extension, Cycle Superhighway 5, Proposed Nine Elms to Pimlico Bridge (Indicative Location only), Grosvenor Rail Bridge.



-  Existing Northern Line (Underground)
-  Northern Line Extension (currently under construction)
-  Cycle Superhighway 5 (part complete)
-  Proposed Nine Elms to Pimlico pedestrian / cycle Bridge Crossing (concept scheme - indicative location only)
-  Grosvenor Rail Bridge
-  Pimlico Gardens (indicative boundary)

Appendix F: Residents' Petition Handed to Full Council.

To the Lord Mayor and Councillors of **WESTMINSTER CITY COUNCIL**

We the undersigned community leaders in Pimlico applaud Westminster City Council's determined opposition to the unwanted and unnecessary Nine Elms to Pimlico bridge which is projected to bring some 18,000 cyclists and pedestrians every day into the residential neighbourhood of Pimlico simply to transit to other places.

Local Councillors have worked with the community for many decades to retain and build Pimlico as a residential village and to create the community spirit we have here today. Where ever such a bridge lands in Pimlico it will damage our quality of life and remove public access to the riverside and, depending upon the location chosen, will destroy magnificent heritage trees, threaten the Westminster Boating Base charity, eliminate tennis courts and sports and games lawns and will turn our quiet residential streets, squares and byways into commuter highways.

Our community associations have already sent petitions signed by over 1500 residents to The Mayor of London strongly objecting to this wasteful and damaging project.

We ask the Leader of the Council to continue to fight the imposition of this unnecessary and expensive bridge which will bring no benefit to Pimlico and will do much damage to the people of Pimlico.

Edward Reeve.



Chairman of Pimlico Federation of Residents Associations.

Nick Walker.



Dolphin Square Tenants.

Appendix G: WCC Planning Policy Framework.

Westminster's Local Development Framework is a 'portfolio' of documents which together provide a comprehensive local policy framework for the city. This portfolio includes Planning Briefs and Conservation Area Audits, however the main local planning policy document is the Westminster City Plan.

Westminster's adopted City Plan: Strategic Policies November 2013 sets the planning policy framework for development within Westminster for the next 20 years. It is the key policy document for determining planning applications in the city. All of the plan's policies are interrelated and should not be viewed in isolation.

Development proposals will be assessed on how well they meet all relevant policies within the development plan, including both strategic and detailed policies, the London Plan and the National Planning Policy Framework.

The following, non-exhaustive list includes City Plan policies that would be taken into account in determining a planning application for a new bridge to Pimlico, should a formal planning application for one be made to Westminster City Council.

The currently proposed bridge landing site in Pimlico Gardens falls within the Pimlico section of Westminster's Central Activities Zone, where the following policies apply:

POLICY S10 PIMLICO

This area will be primarily for residential use with supporting retail, social and community and local arts and cultural provision...

Reasoned Justification: *The policy recognises the predominantly residential nature of this area, and 'village' character with associated local uses and the sense of small-scale shops and services.*

As recognised in the 2006 Pimlico Conservation Area Audit, Pimlico still largely retains its original character as a peaceful residential area with its associated services. The Conservation Area remains overwhelmingly residential and single family dwellings are the predominant housing type.

POLICY S25 HERITAGE

Recognising Westminster's wider historic environment, its extensive heritage assets will be conserved, including its listed buildings, conservation areas, Westminster's World Heritage Site, its historic parks including five Royal Parks, squares, gardens and other open spaces, their settings, and its archaeological heritage...

Reasoned Justification: *The intrinsic value of Westminster's high quality and significant historic environment is one of its greatest assets. To compete effectively with other major, world-class cities the built environment must be respected and refurbished sensitively in a manner appropriate to its significance. Any change should not detract from the existing qualities of the environment, which makes the city such an attractive and valued location for residents, businesses and visitors.*

Pimlico Gardens and St George's Square are the only public open spaces in the Pimlico Conservation Area. Both are protected and maintained by Westminster City Council. The latter is a London Square.

Conservation Areas are areas of special architectural and historic interest, the character and appearance of which it is desirable to preserve and enhance. They are areas which are immediately recognisable for their distinctive townscape.

The proposed bridge landing site in Pimlico Gardens is located within the Pimlico Conservation Area, immediately adjacent to the Dolphin Square Conservation Area, both of which extend to the Westminster City boundary, mid-way across the Thames.

The Pimlico Conservation Area Audit was published in 2006 and highlights how the historic street pattern and the relationship of built form to open space network helps define the overall framework of the area.

There are a number of listed buildings in the vicinity of the proposed landing site. On 4th January 2016 the marble statue of William Huskisson in Pimlico Gardens, dated 1836 and located in the gardens since 1915, became Grade II Listed. The Church of St. Saviour at the northern end of St. George's Square and the stucco terraced residential properties either side of the Square are also Grade II Listed. There are further listed buildings in the Churchill Gardens Estate and further north in Pimlico, and the Gardens and River Walk contain further public art, statues and monuments.

Almost all trees within Conservation Areas are protected. The Dolphin Square Conservation Area Audit (2008) highlights that there are a number of large trees along Grosvenor Road, which make a significant contribution to the area's character and help soften the appearance and reduce the impact of the road and traffic.

POLICY S26 VIEWS

The strategic views will be protected from inappropriate development, including any breaches of the viewing corridors. Similarly, local views, including those of metropolitan significance, will be protected from intrusive or insensitive development.

Reasoned Justification: *Views of buildings and landscapes are an essential part of Westminster's unique heritage. They can be seriously damaged by insensitive development in the foreground or background.*

Whilst views to and from Pimlico Gardens are not designated as being of strategic importance alongside views to St. Pauls or the Palace of Westminster, they are recognised as being of local importance. The Pimlico Conservation Area Audit recognises that the area: *enjoys a small stretch of riverside adjacent to St George's Square, giving views up and downstream from Pimlico Gardens.* The Thames Path (public walking route along the river) which passes through Pimlico Gardens adjacent to the River Wall, provides this view. It is in this location that the bridge is currently proposed to be built.

POLICY S29 HEALTH, SAFETY AND WELL-BEING

The council will resist proposals that result in an unacceptable material loss of residential amenity and developments should aim to improve the residential environment.

The development of major infrastructure projects will need to mitigate, avoid or remedy environmental and local impacts, both in construction and operation.

Reasoned Justification: *Poor quality residential amenity can make homes less attractive to permanent residents and threaten the sustainability of residential neighbourhoods. High standards of residential amenity will benefit Westminster's residents in terms of quality of life, health and well-being.*

Pimlico is a primarily residential neighbourhood. The currently proposed bridge landing site falls within Westminster's Tachbrook Ward, however alternative landing sites have also previously been considered by the scheme's promoters in adjacent Churchill Ward. Both wards have significant resident populations: Tachbrook Ward has an estimated 8,821 residents, whilst Churchill Ward has an estimated 12,516 resident population², and Westminster's overall population increases during the daytime with the influx of workers and visitors adding to pressure on the transport systems and the public realm.

POLICY S30 FLOOD RISK

All development proposals should take flood risk into account and new development should reduce the risk of flooding.

Reasoned Justification: *The policy ensures that all sources of flooding are taken into account and that potential flood risk in Westminster is reduced through mitigation measures. Proposals should provide Flood Risk Assessments as required by the National Planning Policy Framework.*

The proposed landing site falls within Flood Zone 3 and Westminster's Rapid Inundation Flood Zone (1-60 minutes), recognising that this is an area with an already high probability of flooding.

POLICY S35 OPEN SPACE

The council will protect and enhance Westminster's open space network, and work to develop further connections between open spaces. The council will seek to address existing public open space deficiencies, including active play space deficiency, and current and future open space needs by: Protecting all open spaces, and their quality, heritage and ecological value, tranquillity and amenity...

Reasoned Justification: *The overall and localised shortage of open space and the difficulty of finding appropriate new sites make it essential to resist the loss of even the smallest open spaces.*

Open spaces are an integral part of Westminster's architectural heritage and essential to the unique character of the city's neighbourhoods.

² Westminster Ward Profiles in 2015: <https://www.westminster.gov.uk/ward-profiles>

The open spaces of Pimlico Gardens and St. George's Square are protected under this policy. Parks byelaws control the use of bicycles in any part of the Gardens.

POLICY S36 SITES OF IMPORTANCE FOR NATURE CONSERVATION

Sites of Importance for Nature Conservation (SINCs) will be protected and enhanced. Proposals, both temporary and permanent, will need to demonstrate that they do not have a detrimental impact on the habitats or populations supported in these sites.

SINCs will be protected and managed for their ecological value as the priority.

The River Thames is designated as a Site of Metropolitan Importance for Nature Conservation (SMINC 3), whilst St. George's Square on the north side of Grosvenor Road and immediately to the north of the proposed landing site in Pimlico Gardens is protected as a Site of Local Importance for Nature Conservation.

Reasoned Justification: *Protection of SINCs serves to protect the significant areas of recognised habitat and species within Westminster.*

These sites are recognised for their particular value for nature conservation.

POLICY S37 WESTMINSTER'S BLUE RIBBON NETWORK

The Blue Ribbon Network will be protected and improved by:

- *Enhancing biodiversity and waterside habitats;*
- *Protecting and enhancing the character, appearance, heritage and landscape value of the Blue Ribbon Network and its setting; and*
- *Enhancing the linear qualities of the Blue Ribbon Network, particularly in relation to heritage, landscape and views, biodiversity, and modes of sustainable transport;*
and, where it is consistent with these priorities;
- *Improving access for pedestrians and cyclists, use for leisure, sport and education especially for local communities; and*
- *Water-based transport.*

In recognition of the strategic importance of the River Thames, a Thames Policy Area has been designated.

The Thames Policy Area includes Pimlico Gardens, St. George's Square, Dolphin Square, most of Grosvenor Road and the Westminster sections of the River Thames.

Development alongside the Blue Ribbon Network must address the waterside, with a focus on enhancing the waterside location and improving access to and enjoyment of the waterfront. Developments within the Thames Policy Area will need to demonstrate that they have particular reference to their riverside location and local architectural references, including long views of the riverside.

Reasoned Justification: *The Blue Ribbon Network is a finite resource with many interdependent and competing functions. It is necessary to prioritise these functions in order to protect its most valuable aspects.*

POLICY S38 BIODIVERSITY AND GREEN INFRASTRUCTURE

Biodiversity and green infrastructure will be protected and enhanced throughout Westminster.

Green infrastructure comprises the parks and gardens (including residential gardens), linear open spaces, trees and living roofs and walls that individually and collectively provide habitat for a diverse range of species, and contribute to townscape and well-being.

This policy offers further protection to Westminster's open spaces, to its parks and gardens, including Pimlico Gardens and St. George's Square and their greenery and trees.

Reasoned Justification: *This approach responds to the need to protect all aspects of the natural environment and to provide for animal and plant species and their interconnected ecosystems.*

The current proposed bridge landing sites falls within an area of wildlife deficiency.

POLICY S41 PEDESTRIAN MOVEMENT AND SUSTAINABLE TRANSPORT

All developments will prioritise pedestrian movement and the creation of a convenient, attractive and safe pedestrian environment, with particular emphasis in areas with high pedestrian volumes or peaks.

Sustainable transport options will be supported and provided for, including the following priorities:

- *Providing for cycling facilities as part of all new development, including facilities for residents, workers and visitors as appropriate;*
- *Reducing reliance on private motor vehicles and single person motor vehicle trips;*
- *Prioritising parking provision for disabled, car sharing and alternative fuel vehicles;*
- *Encouraging use of alternative sustainable fuels and technology;*
- *Developing water-based river transport where land provision and biodiversity considerations allow.*

Reasoned Justification: *In Westminster, walking is the most efficient means of movement for short journeys, including those from other transport modes to final destinations. Walking should therefore be prioritised above all others... Support for walking and other sustainable transport modes encourages behavioural change. This will allow Westminster to accommodate the projected growth over the plan period, reduce existing demands on the highway network and make the best use of the limited space available for movement and transport...*

Within all parts of Westminster, creating a safe and attractive environment for pedestrians plays a crucial role in addressing climate change, improving health (including tackling obesity), and creating cohesive communities.

POLICY S43 MAJOR TRANSPORT INFRASTRUCTURE

The council will support and promote improvements to transport infrastructure, including the public realm and servicing improvements necessary to mitigate the impacts of increased passenger numbers and integrate the infrastructure into the city and broader impacts of those central London networks that impact on Westminster, including [but not limited to, and of particular relevance to this project] the following major projects over the lifetime of the plan:

- *Improvements to the public realm, focusing on meeting the needs of people with disabilities and more vulnerable people, and enabling people and businesses to make more sustainable choices;*
- *Increasing cycle parking and improving safety for cyclists where this would not compromise pedestrian movement...;*
- *Improving way-finding and legibility around Westminster to facilitate pedestrian movement;*
- *Improving the convenience, connectivity, attractiveness and safety of Westminster's linear walking routes, including the Blue Ribbon Network and connections within and between Westminster's open spaces;*

POLICY S45 FLOOD-RELATED INFRASTRUCTURE

Development will ensure that flood-related infrastructure is protected and access for maintenance is retained. The council will work with its partners at a regional and, where necessary, multi-regional level to ensure flood-related infrastructure remains fit for purpose.

Reasoned Justification: *This approach acknowledges the excellent flood defences in place, whilst acknowledging that there is a need to adapt to the effects of climate change in the long-term, which will continue to be necessary in the future to protect the existing built infrastructure along the riverside.*

- Westminster's Adopted City Plan: Strategic Policies 2013:
http://transact.westminster.gov.uk/docstores/publications_store/Westminster's%20City%20Plan%20Adopted%20November%202013%20FINAL%20VERSION.pdf
- Westminster City Plan Policies Map:
http://transact.westminster.gov.uk/docstores/publications_store/Westminster%20Adopted%20Nov%202013.pdf
- Pimlico Conservation Area Audit April 2006:
http://transact.westminster.gov.uk/docstores/publications_store/Pimlico%20CAA%20SPG.pdf
- Dolphin Square Conservation Area Audit October 2008:
http://transact.westminster.gov.uk/docstores/publications_store/Dolphin%20Square%20CAA%20SPD.pdf
- Statue of William Huskisson in Pimlico Gardens List Entry Summary January 2016:
<https://historicengland.org.uk/listing/the-list/list-entry/1431794>

This page is intentionally left blank

Work Programme & Action Tracker

Environment and Customer Services Policy and Scrutiny Committee

Date **18th January 2015**

Classification **General**

Report author **Mark Ewbank**

Contact **Jonathan Deacon (ext.2783) jdeacon@westminster.gov.uk**

1. Introduction

1.1. The Environment and Customer Services Policy and Scrutiny Committee (hereon the Committee) examines a range of council services and projects that fall within the portfolios of:

- Cabinet Member for the Built Environment
- Cabinet Member for City Management and Customer Services
- Cabinet Member for Sustainability and Parking

1.2. This document presents a Work Programme and Action Tracker for the Committee for the 2015-16 period. Please note that the Work Programme is subject to change as items may need to be re-arranged to take into account the ongoing public inquiry into the proposals put forward for a 'Nine Elms Bridge'.

1.3. The Committee may also undertake special investigations and may appoint Sub-Committees or Task Groups on either a formal or informal basis, with a past example including the Cycling Strategy Task Group.

2. Recommendation

2.1. That the Committee note and comment on the scheduled items in the Work Programme for rounds 5 (7 March 2016) and 6 (18 April 2016) in 2015/16.

This page is intentionally left blank

Work Programme

Environment Committee



ROUND ONE (22 JUNE 2015) at The University Of Westminster		
Agenda Item	Reasons & objective for item	Represented by:
Cabinet Member Q&A	To hold to account and review the activity of the Cabinet Member.	<ul style="list-style-type: none"> • Cabinet Member for City Management • Cabinet Member for Sustainability & Parking
Baker Street Two Way Proposals	To examine the proposals put forward to return Baker Street and Gloucester Place to two-way operation. The Committee will then respond to the consultation.	<ul style="list-style-type: none"> • Graham King

ROUND TWO (8 SEPTEMBER 2015)		
Agenda Item	Reasons & objective for item	Represented by:
Cabinet Member Q&A	To hold to account and review the activity of the Cabinet Member.	<ul style="list-style-type: none"> • Cabinet Member for the Built Environment
Code of Construction Practice	To assess the Code of Construction Practice before public consultation.	<ul style="list-style-type: none"> • Barbara Terres / Jonathan Rowing
Baker Street Two Way Proposals	A verbal update – item previously examined at June meeting.	<ul style="list-style-type: none"> • Graham King

ROUND THREE (9 NOVEMBER 2015)		
Agenda Item	Reasons & objective for item	Represented by:
Cabinet Member Q&A	To hold to account and review the activity of the Cabinet Member.	<ul style="list-style-type: none"> • Cabinet Member for City Management • Cabinet Member for Sustainability & Parking

Work Programme



Environment Committee

Crossrail 2	To examine the plans for Crossrail 2 and the impact and opportunities in Westminster	<ul style="list-style-type: none"> Graham King
Cycling Strategy	To examine the implementation of the Westminster cycling strategy	<ul style="list-style-type: none"> Barry Smith
Baker Street Two Way	An update on the proposals for a two-way system in the Baker Street area	<ul style="list-style-type: none"> Graham King

ROUND FOUR (18 JANUARY 2016)

Agenda Item	Reasons & objective for item	Represented by:
Cabinet Member Q&A	To hold to account and review the activity of the Cabinet Member.	<ul style="list-style-type: none"> Cabinet Member for the Built Environment
Nine Elms Bridge – Launch of a Public Inquiry	To consider concerns and interests in the developments put forward for a Nine Elms Bridge. This item will be the launch of a public inquiry.	<ul style="list-style-type: none"> Graham King TfL Nine Elms Community Groups

ROUND FIVE (7 MARCH 2016)

Agenda Item	Reasons & objective for item	Represented by:
Cabinet Member Q&A	To hold to account and review the activity of the Cabinet Member.	<ul style="list-style-type: none"> Cabinet Member for City Management Cabinet Member for Sustainability & Parking
Broadband coverage – improving connectivity in Westminster	To review the work of the connectivity group and the outcomes following the 2015 review of superfast Broadband in Westminster	<ul style="list-style-type: none"> Greg Ward Cllr Jonathan Glanz

Work Programme



Environment Committee

Open Spaces Strategy (OSS)	To consider the development of an OSS. Westminster's Open Space Strategy (OSS) is being refreshed to bring it up to date and amalgamate it with the Council's statutory Biodiversity Action Plan (BAP).	<ul style="list-style-type: none"> • Colette Willis • Barry Smith
The future of Victoria gyratory	To examine the future of Victoria gyratory	<ul style="list-style-type: none"> • Graham King

ROUND SIX (18 APRIL 2016)

Agenda Item	Reasons & objective for item	Represented by:
Cabinet Member Q&A	To hold to account and review the activity of the Cabinet Member.	<ul style="list-style-type: none"> • Cabinet Member for the Built Environment
Neighbourhood Planning	To assess the activities and operation one year on, following a recommendation to do so from the Committee in April 2015.	<ul style="list-style-type: none"> • Tom Kimber
Air Quality	To consider progress on air quality in Westminster and examine low emissions neighbourhood funding.	<ul style="list-style-type: none"> • Jennie Preen
Waste Disposal Contract	To examine the waste disposal contract re-let, following last year's examination in Committee	<ul style="list-style-type: none"> • Mark Banks • Phil Robson

2015 / 2016 Committee Events & Task Groups

	Reason	Type
Sustainable Travel	To examine the development of a strategy relating to sustainable travel; including, but not limited to, pedestrian experience and parking.	Task Group

This page is intentionally left blank

Action Tracker

Environment Committee



Monday 22nd June (Round One)

Agenda Item	Reasons & objective for item	Follow up:
Item 5 – Cabinet Members	That the Cabinet Member for Sustainability and Parking write again to TfL to request that works are undertaken to improve the junction of Horseferry Road and Millbank	Response emailed to Committee on 7 th July 2015
Item 5 – Cabinet Members	That it be investigated whether Floral Street shall be included as a location for Operation Neon	Officers have raised.
Item 5 – Cabinet Members	That information be sought on whether there is a current Private Members' Bill relating to pedicabs	Reported that there is no PMB currently but there is a wider strategy in place.
Item 5 – Cabinet Members	That it be checked whether the Police have any powers to remove pedicabs from the street	No specific powers in relation to pedicabs. Generic issues such as obstructing the highway and antisocial factors may apply
Item 5 – Cabinet Members	That the Cabinet Member for City Management investigate the circumstances at the building sites in Paddington Street / Chiltern Street, particularly in the light of the accident which took place in the locality and assess whether specific action needs to be taken	Response emailed to Committee on 10 th July 2015
Item 5 – Cabinet Members	That Councillor Crockett contact Councillor Beddoe with details of his question on whether there was a provision within the contract for those undertaking repair of the highway to indemnify the Council	Response emailed to Committee on 30 th July 2015

Action Tracker



Environment Committee

Tuesday 8 September 2015 (Round 2)

Agenda Item	Reasons & objective for item	Follow up:
Item 5 – Code of Construction Practice	Committee Members asked to be kept updated in respect of developments relating to the code of practice.	The current position will potentially be set out in the Cabinet Member for the Built Environment's written update to the Committee.
Item 6 – Baker Street Two Way	Committee Members asked to be kept updated in relation to developments in respect to the proposals relating to the Baker Street Two Way project	The Chairman recommended that the item returned for full discussion at the November meeting and it was considered there.

Monday 9th November 2015 (Round 3)

Agenda Item	Reasons & objective for item	Follow up:
Item 4 – Cabinet Member Update	That the Cabinet Member for Sustainability and Parking provide the statistics for the numbers of people participating in the cycle schemes particularly the bike loan pilot and adult cycle training	The most recent information was included in the Cycling Strategy report within the 'Action Plan review' appendix. Any updated information will be forwarded to the Committee.
Item 7 – Cycling Strategy	That there would be regular monitoring by the Committee of the progress made regarding the actions in the Strategy.	The item will be added to the work programme next year.