



# City of Westminster Cabinet Member Report

<b>Decision Maker:</b>	Cabinet Member for Built Environment; and Cabinet Member for Sustainability & Parking
<b>Date:</b>	25 February 2015
<b>Classification:</b>	For general release.
<b>Title:</b>	Wellington Street and Surrounding Streets Public Realm Improvements (Phase 1b)
<b>Wards Affected:</b>	St James's
<b>Key Decision:</b>	No
<b>Financial Summary:</b>	The estimated cost for the implementation of the proposals is £282,000 to be funded entirely from section 278 agreement funding.
<b>Report of:</b>	Executive Director - Growth, Planning and Housing; City Commissioner of Transportation
<b>Report Author:</b>	Lydia Clarkson, Programme Manager – Covent Garden & Soho

## 1. Executive Summary

- 1.1 This report presents proposals for improving part of Wellington Street and the surrounding streets to improve the pedestrian environment in this location which is a key walking route between Covent Garden and the South Bank. It seeks approval to undertake detailed design and implementation of the proposals, which are to be funded entirely through a section 278 agreement with Shaftesbury Plc.
- 1.2 The scheme is phase 1(b) of wider area proposals for this part of Covent Garden, with 1(a) delivered in April 2014.
- 1.3 Delegated approval was signed by the Strategic Director Built Environment in February 2014 to spend £150,000 on implementation of phase 1(a) and to enter into the section 278 agreement to fund phase 1(b) which is the subject of this report.

## **2. Recommendations**

- i. That approval be given for the design and implementation of the proposed public realm improvements as described in paragraph 4.7 and shown on the drawing 11677201-02-GA-02 REV C included in Appendix A.
- ii. That approval be given for the capital expenditure of £282,000 necessary to carry out detailed design and implement the scheme. All costs will be met by Shaftesbury Plc through a section 278 agreement.
- iii. That approval be given for the advertising and making of traffic regulation orders under sections 6 and 45 of the Road Traffic Regulation Act 1984 necessary to accommodate the public realm improvements as set out in paragraph 4.7 and Appendix A, in accordance with the details and Statement of Reasons attached as Appendix B.
- iv. That delegated authority be given to the City Commissioner of Transportation to consider any representations on traffic regulation orders and decide whether to make the orders with or without modifications and to approve minor modifications to the approved scheme and final detailed design, in consultation with the Cabinet Member for Built Environment and the Cabinet Member for Sustainability and Parking.

## **3. Reasons for Decision**

- 3.1 The existing physical environment in Wellington Street and surrounding streets is facing increasing demands in terms of pedestrian access. The area forms part of the walking corridor from Covent Garden to the South Bank and is therefore one of the priority schemes for the City Council and TfL. These improvements, particularly the widening of the footways and the decluttering of the area (especially the eastern section of Russell Street) will result in improved pedestrian safety and accessibility.
- 3.2 Since the adoption of the Covent Garden Action Plan in 2004, the City Council has been committed to working with local stakeholders and landowners to improve Covent Garden. In the last 10 years there has been significant investment in the area, largely made possible by working with our partners. The proposed improvements continue the good work representing another £282,000 of investment in the City's streets without impacting on City Council budgets.
- 3.3 This represents the second phase of works in this location and continues improvements already made to the junction of Russell Street and Bow Street/Wellington Street immediately adjacent to this scheme.

## **4. Background, including Policy Context**

### Covent Garden Action Plan

- 4.1 The Covent Garden Action Plan (CGAP) was adopted in 2004. The action plan was focussed on key improvements in city management and the built environment around the Covent Garden area. Wellington Street and the surrounding streets are

within Area 4 and together with phase 1(a) of the work, represent the first improvement scheme to be brought forward in this part of Covent Garden. The proposed improvements will specifically deliver against the following action:

T26 – Develop further pedestrian and traffic schemes to improve safety.

### Better City Better Lives

4.2 Better City Better Lives commits to delivering public realm improvements to create ‘An Enterprising City’ making Westminster “a distinctive and sustainable destination of choice for international investment”. The Wellington Street and Surrounding Streets public realm improvements will deliver against this commitment and improve this part of the West End at the heart of Theatreland.

### Wellington Street and Surrounding Streets – phasing background

4.3 Shaftesbury Plc and Covent Garden London (CGL) are the majority landowners in the Covent Garden area and are keen to see improvements to the public realm which would incorporate the following three phases:

- Phase 1(a) - Russell Street / Bow Street junction – scheme completed in April 2014
- Phase 1(b) - Wellington Street (Russell Street to Tavistock Street only), Russell Street (eastern section), Catherine Street and Tavistock Street (eastern section) – known as Shaftesbury’s Opera Quarter and,
- Phase 2 - Russell Street (western section) – comprising Capco Covent Garden’s estate.

4.4 The public realm scheme aims to enhance pedestrian amenity in the area, which is especially important to the local theatres, and this is a principal walking route between Covent Garden and the South Bank.

4.5 A major consideration of the improvements is to improve the pedestrian environment with no impact on cycling (as Bow Street/Wellington Street is on a cycle route), decluttering of the public realm especially in Russell Street east and to provide an improved pedestrian environment for people using the three theatres and other amenities in the vicinity. It should be noted that Drury Lane Theatre has one of the largest capacities of any theatre in the West End.

4.6 Phase 1(a) was funded by Transport for London through the Local Implementation fund and Shaftesbury Plc have committed to fund Phase 1(b) (the subject of this report) through a section 278 agreement. Phase 2 is currently outstanding and discussions are ongoing with Capco Covent Garden, a subsidiary of Capital & Counties, about funding the final phase.

### Public Realm Improvement proposals

4.7 This scheme delivers on Phase 1b of the area improvements as described in paragraph 4.3 above. The aim of the scheme is to improve the pedestrian environment on this part of Wellington Street and on the eastern section of Russell

Street, in particular on the pedestrian route between the Drury Lane Theatre and the western section of Russell Street. At particular times of the day the pavements are under intense pressure from the theatre goers who are both going to the theatres themselves, but also utilising the local amenities in this part of Covent Garden. The scheme will implement the following improvements (also shown in the plan attached at Appendix A):

- Widening and repaving of the footway on the eastern side of Wellington Street between its junctions with Russell Street and Tavistock Street;
- Repaving of the southern footway of Russell Street outside property nos 1-3 ;
- Providing a new Shared Use Loading Pad outside the frontage of property nos 38-40, on the eastern side of Wellington Street;
- Decluttering of the footway outside property nos 1-3 Russell Street, through removal of a BT Payphone and relocation of cycle parking to Catherine Street.
- Relocating existing parking bays on this section of Wellington Street to nearby streets;
- Improving street lighting to current standards along the extent of Wellington Street between its junctions with Russell Street and Tavistock Street;
- Reprofiting and resurfacing the existing carriageway on Wellington Street between its junctions with Russell Street and Tavistock Street;
- New skid resistant surface treatments on the Bow Street and Wellington Street approaches to the zebra crossing at the junction of Wellington Street, Bow Street and Russell Street;

4.8 Wellington Street is on a key cycling route and the proposals have no impact on the street environment for cyclists. The relocation of cycle parking into Catherine Street means that an additional seven public bicycle parking spaces can be provided.

4.9 The City Council's former service provider West One Infrastructure Services was commissioned to prepare designs for the public realm improvements. Subject to the approval of this report the City Council's new service provider FM Conway Limited, will be commissioned to carry out detailed design and to implement the agreed public realm improvements.

#### Proposed changes to Parking and Loading

4.10 In order to accommodate the footway widening on Wellington Street between its junctions with Russell Street and Tavistock Street, three Pay-by-Phone parking bays and two residents' parking spaces are to be relocated from Wellington Street into neighbouring streets. A new shared surface footway/loading pad will be created to facilitate local servicing at certain times of the day. Along the rest of this part of Wellington Street it is proposed to install 'At Any Time' waiting and loading

restrictions along the eastern side, where parked cars could impede the flow of traffic.

- 4.11 Existing Pay-by-Phone bays in Catherine Street are to be extended by two spaces and two existing residents' parking bays are to be relocated out of the street. The existing residents' parking bays are to be converted into a new on-carriageway cycle parking bay with 17 no. cycle stands, 10 of which are relocated from the footway in Russell Street.
- 4.12 It is proposed to relocate the four residents' bay spaces from Wellington Street (2 bays) and Catherine Street (2 bays) into Drury Lane and Kemble Street respectively. The three pay by phone bays in Wellington Street are to be relocated to Catherine Street (2 bays) and Burleigh Street (1 bay).
- 4.13 All the above proposals are outlined on drawings 11677201-02-TMO-01, 11677201-02-TMO-02, 11677201-02-TMO-03 and 11677201-02-TMO-04 included in Appendix A.
- 4.14 Details of the proposed traffic measures together with a statement of reasons are attached as Appendix B.

#### Programme of work

- 4.15 Subject to approval, implementation will start by the end of March 2015 and work will take approximately four months to complete.

### **5 Financial Implications**

- 5.1 The cost of detailed design and implementation of this scheme is £282,000 including all risks and contingencies. Initial design was undertaken in 2014 and was funded from Transport for London Local Implementation Plan funding.
- 5.2 The total budget for the scheme will be met by Shaftesbury Plc through a section 278 agreement signed in December 2014.
- 5.3 This scheme appears in the Council's approved capital programme for 2014/15 and is being delivered with no funding from City Council budgets.

### **6 Legal Implications**

- 6.1 The Council carries out improvements to the public realm using its powers under the Highways Act 1980.
- 6.2 Funding of the scheme is being provided under section 278 of the Highways Act 1980. The agreement was completed in December 2014.

## **7 Consultation**

- 7.1 Section 6 consultation on the public realm improvements was carried out in October 2014. The consultation involved all statutory consultees, Ward Members and local amenity societies. A summary of the responses is attached as Appendix C.
- 7.2 In addition the consultation letter was sent to all Shaftesbury Plc's tenants affected and the Covent Garden Area 1 Steering Group. No objections to the scheme were received.

## **8 Business Plan Implications**

- 8.1 This report outlines proposals to improve Wellington Street and the surrounding streets and delivers against the Better City Better Lives commitment in delivering public realm improvements to create '*An Enterprising City*' making Westminster "a distinctive and sustainable destination of choice for international investment".

## **9. Outstanding Matters**

- a) The City Commissioner of Transportation will initiate the traffic order consultation for the modifications to the traffic orders for parking and loading controls arising from this scheme (and explained in paragraph 4.10 – 4.14), using his delegated powers to consider any representations received in consultation with the Cabinet Member for Sustainability and Parking.

## **10. Conclusions**

- 10.1 The proposals to improve the pedestrian environment on this part of Wellington Street and on the eastern section of Russell Street, will ease the intense pressure from the theatre goers and other visitors to this area who are both going to the theatres themselves, but also utilising the local amenities in the part of Covent Garden.
- 10.2 This street is also on the main walking route between Covent Garden and the South Bank and the proposals will make the route more comfortable and inviting.

**If you have any queries about this Report or wish to inspect any of the Background Papers please contact: Lydia Clarkson, Area Programme Manager on 020 7641 8553 or by email: [lclarkson@westminster.gov.uk](mailto:lclarkson@westminster.gov.uk)**

## **BACKGROUND PAPERS**

Covent Garden Action Plan, adopted 2004  
Strategic Director Delegated Authority Report – Russell Street/Bow Street Improvements (Phase 1a) – Signed March 2014

For completion by the **Cabinet Member for Built Environment**

**Declaration of Interest**

I have <no interest to declare / to declare an interest> in respect of this report

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

NAME: **Councillor Robert Davis** \_\_\_\_\_

State nature of interest if any .....

.....

*(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)*

For the reasons set out above, I agree the recommendation(s) in the report entitled

**Wellington Street and Surrounding Streets Public Realm Improvements (Phase 1b)** and reject any alternative options which are referred to but not recommended.

Signed .....

**Cabinet Member for Built Environment**

Date .....

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment: .....

.....  
.....

If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Head of Legal and Democratic Services, the City treasurer and, if there are resources implications, the Strategic Director of Resources (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.

For completion by the **Cabinet Member for Sustainability and Parking**

**Declaration of Interest**

I have <no interest to declare / to declare an interest> in respect of this report

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

NAME: **Councillor Heather Acton** \_\_\_\_\_

State nature of interest if any .....

.....

*(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)*

For the reasons set out above, I agree the recommendation(s) in the report entitled

**Wellington Street and Surrounding Streets Public Realm Improvements (Phase 1b)** and reject any alternative options which are referred to but not recommended.

Signed .....

**Cabinet Member for Sustainability and Parking**

Date .....

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment: .....

.....

.....

If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Head of Legal and Democratic Services, the City Treasurer and, if there are resources implications, the Strategic Director of Resources (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.



## **APPENDIX A**

**Proposed General Arrangement - 11677201-02-GA-02 REV C (attached)**

**Existing & Proposed Traffic Order Drawings – 11677201-02-TMO-01, 11677201-02-TMO-02, 11677201-02-TMO-03 & 11677201-02-TMO-04 (attached)**

## APPENDIX B - Proposed Parking Modifications

LOCATION	TYPE OF BAY	EXISTING BAYS	RELOCATED LOCATION	RELOCATED BAYS
Wellington Street	Pay by Phone	3	Catherine Street	2
			Burleigh Street	1
	Residents' Parking	2	Drury Lane	2
Catherine Street	Residents' Parking	2	Kemble Street	2
<b>TOTAL</b>		<b>7</b>	<b>TOTAL</b>	<b>7</b>

### New Parking & loading facilities

LOCATION	TYPE OF FACILITY	LENGTH
Wellington Street	New waiting and loading restrictions – (At Any Time)	50.7metres
Wellington Street	Loading bay (Mon-Sun, 7am-11am)	11.3metres
Catherine Street	Cycle parking	15.5metres

### Statement of Reasons

The Traffic Management Orders are required to facilitate public realm improvements to Wellington Street and the surrounding streets to improve the pedestrian environment in this location, which is a key walking route between Covent Garden and the South Bank. These improvements, particularly the widening of the footways and the decluttering of the area will result in improved pedestrian safety and accessibility.

On Wellington Street between its junctions with Russell Street and Tavistock Street, the widening of the footway necessitates relocation of some existing parking facilities to Drury Lane and Burleigh Street, and provision of At Any Time restrictions to promote traffic movement and ensure improved pedestrian experience and safety, as well as that of other road users. On the widened footway of Wellington Street a restricted loading bay will be provided to offer safe loading provision for adjacent businesses. 10 cycle parking stands will be relocated from Russell Street to Catherine Street and increased in number to 17 stands providing additional facilities. This will necessitate the relocation of a residents' parking place from Catherine Street to Kemble Street.

No parking will be lost as a result of these changes.

## **Appendix C**

**Section 6 Consultation Results (see attached)**