



City of Westminster

Cabinet Member Report

Decision Makers:	Cabinet Member for Built Environment Cabinet Member for Sustainability and Parking
Date:	21 March 2016
Classification:	For general release
Title:	190 Strand, London, W2
Wards Affected:	St James's
Better City, Better Lives Summary:	This scheme contributes to Better City, Better Lives "A safer, healthier city" by improving accessibility and lighting in Strand, Arundel Street, Tweezers Alley, Water Street and Milford Lane.
Financial Summary:	The estimated cost for the implementation of the proposals identified in this report is £1,950,000 which will be fully funded and undertaken by the developer, St Edward Homes Limited in accordance with a section 106/section 278 agreement. The estimated cost to monitor the works to ensure compliance with City Council's standards is £50,000, which will be fully funded by the developer, St Edwards Homes Limited. The developer has agreed to enter into a maintenance agreement to cover the City Councils costs to maintain the planter in Tweezers Alley
Report of:	Executive Director of City Management and Communities

1. Executive Summary

1.1 This report presents proposals to improve the public highway in and around the new 190 Strand development, including Arundel Street, Strand, Milford Lane, Maltravers Street, Water Street and the new Tweezers Alley, London W2, and seeks approval to:

- the detailed design and implementation of the public realm improvements;
- modify and make Traffic Regulation Orders necessary to accommodate the scheme;
- capital expenditure required to monitor the implementation of the works;
- the developer to appoint their own contractor to undertake the works; and
- granting delegated authority to the Executive Director for City Management and Communities to approve minor modifications to the scheme in consultation with the Cabinet Member for Built Environment and the Cabinet Member for Sustainability and Parking.

2. Recommendations

2.1 That approval be given for the design and implementation of the proposed public realm improvements in Arundel Street, Strand, Milford Lane, Tweezers Alley and Water Street shown on Plan A in Appendix B.

2.2 That approval be given to modify and make Traffic regulation Orders under sections 6, 45 and 63 of the Road Traffic Regulations Act 1984 necessary to accommodate the new public realm improvements and for the Statement of Reasons as set out in Appendix C.

2.3 That approval be given for the developer to appoint their own contractor to implement the public realm improvements.

2.4 That approval be given to capital expenditure of £50,000 necessary to monitor site works to ensure compliance with the City Council's adopted standards. All costs will be fully funded by the developer in advance of the works being carried out.

2.5 That delegated authority be granted to the Executive Director for City Management and Communities to approve minor modifications to the approved scheme, in consultation with the Cabinet Member for Built Environment and Cabinet Member for Sustainability and Parking.

3. Reasons for Decision

- 3.1 The proposed public realm improvements identified in this report will improve the streetscape and safety for highway users by creating new wider footways paved in a high quality natural materials, resurfacing the new carriageways, providing new improved public lighting and improved public drainage and improved cycle facilities all to standards of Westminster City Council.
- 3.2 The estimated cost to monitor implementation of the works is £50,000 which includes Westminster client costs and will be fully funded by the developer under the terms of a section 106 agreement.

4. Background, including Policy Context

- 4.1 Conditional planning permission for the redevelopment of 190 Strand was granted by Westminster City Council on 4 November 2010 and is subject to a section 106/section 278 agreement to secure public realm improvements surrounding the development.
- 4.2 The public realm improvements referred to in this report are shown on Plan A in Appendix B.
- 4.3 Under the terms of the section 106/section 278 agreement, the developer has opted to design and implement the public realm improvements through their own appointed consultant and contractor.
- 4.4 As the developer has decided to undertake the works themselves, and in accordance with the section 106/section 278 agreement, the developer will enter into a Bond with the City Council for £2,925,000 to protect the interests of the City Council should the developer default on their obligations. This Bond will be in place before any highway works are undertaken on site.
- 4.5 The agreed layout for the new 190 Strand development requires the provision of new parking, waiting and loading restrictions in Arundel Street, Water Street, Milford Lane and Tweezers Alley. Changes required to Traffic Regulation Orders are shown on Plan C in Appendix B and described in Appendix C together with the statement of reasons.

5. Scheme Design Proposals

- 5.1 The aim of the proposals is to improve the public realm for all highway users and to accommodate the new development at 190 Strand.
- 5.2 The proposals for the public realm works are shown on Plan A in Appendix B and include:

- Reconstructing and repaving part of the carriageway and footway of Milford Lane with granite setts to protect the highway against vehicular over run.
- New carriageway reconstruction of part of Milford Lane, Tweezers Alley and Water Street surfaced with hot rolled asphalt;
- Repaving footways surrounding the development with natural yorkstone, excluding part of Milford Lane which is paved with Granite setts;
- New granite kerbs throughout;
- Improved public highway LED lighting throughout, including Arundel Street, Tweezers Alley, Milford Lane and Water Street;
- Improved drainage throughout;
- Provision of 9 no. new trees on Strand, Arundel Street and Tweezers Alley;
- Provision of a new granite clad planter in Tweezers Alley;
- Provision of 15 no. new cycle stands on Arundel Street;
- Provision of a new TfL cycle docking station on the Arundel Street footway to the south of Tweezers Alley; and
- Removal of all unnecessary street clutter.

5.3 The proposed modifications to Traffic Regulation Orders, which are shown on Plan C in Appendix B, include:

- introducing new parking, waiting and loading restrictions to suit the new carriageway layout in and around the new development, and rationalising existing restrictions; and
- introducing one-way northbound working in Milford Lane and in Tweezers Alley between the new development's service entrance and Milford Lane.

A stage 2 Road Safety Audit has been carried out on the design, and the issues raised have been considered and designs subsequently revised to improve the layout and address issues raised.

6. Parking, Waiting and Loading

6.1 The existing and proposed parking arrangements on Arundel Street, Strand, Maltravers Street, Milford Lane, Tweezers Alley and Water Street are shown on Plans B and C respectively in Appendix B, and are set out in Appendix C, together with the Statement of Reasons. The key changes are:

- Revocation of the waiting and loading restrictions from the temporary access road between Arundel Street and Water Street;
- Providing a 16.5 metre long residents' parking place, 3 no. pay-by-phone parking bays and a loading bay in Tweezers Alley;

- Providing two servicing areas on the east side of Milford Lane;
- Amending the waiting and loading restrictions in Arundel Street, Tweezers Alley, Milford Lane and Water Street with a view to improve traffic movement and safety for road users, including pedestrians; and
- Extending the existing 10m taxi bay on the central reservation on Arundel Street by 2m to 12m.

7. Programme

- 7.1 Subject to approval of this report works are expected to commence on site in June 2016 with an anticipated duration of 8 months to complete the works.

8. Outstanding Issues

- 8.1 Subject to Cabinet Member approval, Traffic Order consultation for the proposed changes identified in this report will be progressed. The City Transport Advisor will use his delegated powers to consider any objections received in consultation with the Cabinet Member for Built Environment and the Cabinet Member for Sustainability and Parking.
- 8.2 In accordance with the section 106/section 278 agreement, the developer will enter into a Bond with the City Council for £2,925,000 to protect the interests of the City Council prior to highway works commencing.
- 8.3 The Executive Director of City Management and Communities will request Tri-Borough Legal Services to progress drafting and entering into of wayleave agreements for the proposed wall hung lighting.
- 8.4 The Executive Director of City Management and Communities will request Tri-Borough Legal Services to progress drafting and enter into maintenance agreement with the developer for the maintenance of the planter located in Tweezers Alley.

9. Financial Implications

- 9.1 The costs of implementing the public realm improvements identified in this report, which will be carried out by the developer using their own contractor, is £1,950,000 and will be fully funded by the developer in accordance with the section 106 Agreement.

- 9.2 The estimated costs for monitoring the implementation of the works is £50,000, which includes Westminster client costs and will be fully funded by the developer in advance of the highway works.
- 9.3 A Bond agreement between Westminster City Council and the developer to the value of £2,925,000, which is one and a half times the estimated works value, will be entered into to ensure the developer fulfils their obligations and to ensure sufficient funds are available to the Council to complete the works.
- 9.4 A maintenance agreement will be entered into with the developer to cover the council's costs of maintaining the planter in Tweezers Alley.

10. Legal Implications

- 10.1 Section 106 of the Town and Country Planning Act 1990 enables a Local Authority to enter into an agreement with a person with an interest in land to regulate the use of the land, including amelioration of development impacts. Financial contributions can be received under the provisions of a section 106 agreement for the purposes of public realm improvements.
- 10.2 Section 278 of the Highways Act 1980 enables a local authority, acting in its capacity as local highway authority, to enter into agreements with developers (in order to facilitate development) for the developer to either pay for, or make alterations or improvements to, the highway at the developer's expense.
- 10.3 The pre-conditions for an agreement under s278 are first, that the local highway authority should be satisfied that it will be of benefit to the public to enter into the agreement for the execution of the works by the authority and, second that the works must be such that the local highway authority are authorised to execute, i.e. they must fall within the highway authority's powers of road building, improvement or maintenance.
- 10.4 The highway elements of the proposed public realm scheme fall within the ambit of section 278 of the Highways Act 1980.
- 10.5 To enable lighting to be hung on buildings the City Council will enter into wayleave agreement with the developer and property lease holders.
- 10.6 Once the Works have been completed the Council will be responsible for the maintenance of the new planter in Tweezers Alley. The developer has agreed to enter into a maintenance agreement with the City Council to meet all costs of maintaining the planter.

11. Consultation

11.1 A consultation exercise with Ward Members, the Local Amenity Society, emergency services, frontages and key stakeholders was carried out in February 2015 on the proposals identified in this report. A summary of the consultation exercise and responses are contained in Appendix D.

**If you have any queries about this Report or wish to inspect any of the
Background Papers please contact:**

**Peter Bennett on 020 7641 2920, fax 020 7641 2658, email
pbennet@westminster.gov.uk.**

Background Papers

Section 106/section 278 agreement dated 15 March 2012
Planning Application No. 10/01280/FULL dated 3 February 2010
Conservation Area Consent No. 10/01281/CAC dated 3 February 2010

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 MBE DL, Cabinet Member for Built Environment**

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 **190 Strand Public Realm Improvements** and reject any alternative options which are referred to but not recommended.

Signed

Councillor Robert Davis MBE DL, 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 Director of Law, Strategic Director Finance and Performance 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, Cabinet Member for Sustainability and Parking**

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

190 Strand Public Realm Improvements and reject any alternative options which are referred to but not recommended.

Signed

Councillor Heather Acton, 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 Director of Law, Strategic Director Finance and Performance 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.

Other Implications

1. Resources Implications

All costs associated with the proposals identified in the report will be recovered from the developer as a scheme cost.

2. Business Plan Implications

No implications.

3. Risk Management Implications

No implications.

4. Traffic Implications

It is anticipated that some disruption will occur during works. This disruption will be managed and co-ordinated to keep disruption to a minimum. No long term impacts as a result of the scheme are expected.

5. Health and Wellbeing Impact Assessment including Health and Safety Implications

The scheme will have a beneficial impact on health and well-being over the current layout by improving accessibility. Disruption during works will be carefully managed to minimise negative impacts such as dust and noise.

6. Crime and Disorder Implications

The measures in this report are not expected to have any implications under the Crime and Disorder Act 1998.

7. Impact on the Environment

Existing materials that are taken up will be recycled wherever possible.

8. Equalities Implications

No implications.

9. Staffing Implications

No implications.

10. Human Rights Implications

No implications.

11. Energy Measure Implications

No implications.

12. Communications Implication

Residents and business will be notified of the works through a letter drop in advance of the works. Contact details will displayed on site notice boards.

Appendix B

Plan A - Consultation Plan

Drawing No. 70003895-01-CD-01 Rev D

Plan B – Existing Site layout

Drawing No. 70003895-01-CD-02 Rev A

Plan C - Proposed Parking Layout

Drawing No. 70003895-01-CD-03 Rev B

Appendix C

Traffic Management Orders

The proposed parking and traffic management measures are shown on Plan C in **Appendix B** and are summarised as follows:

SCHEDULE OF PARKING CHANGES			
TYPE	EXISTING	PROPOSED	DIFFERENCE
Residents' Parking	0m	16.5m (3 spaces)	+ 16.5m (+ 3 spaces)
Pay by Phone Bays	0 no	3 no	+ 3 no
Loading Bay	0m	13m	+13m
Taxi Bay	10m	12m	+2m
Motorcycle Bay	48.5m	62m	+ 13.5m
Cycle Stands	0 no	15 no	+ 15 no

Arundel Street

- Introduction of “at any time” waiting and loading restrictions on the east side for approximately 40 metres south of Strand.
- Introduction of Monday to Saturday 8.30am to 6.30pm waiting restrictions and Monday to Friday 8.30am to 6.30pm and Saturday 8.30am to 1.30pm loading restrictions on the east side from 40 metres south of Strand to approximately 22 metres south of Tweezers Alley.
- Southward extension of existing motorcycle bay by 13.5 metres.
- Existing taxi rank will be shifted southward by 2 metres and extended from 10 metres to 12 metres).
- Introduction of 15 cycle stands on the eastern footway outside the new development at No. 190 Strand.

Milford Lane (between Tweezers Alley and Strand)

- Introduction of one-way northbound working.
- Introduction of “at any time” waiting and loading restrictions on both sides, except outside The Temple Bar Public House, No. 1 Milford Lane and adjacent to The Cheshire Cheese Public House at No. 5 Little Essex Street where there will be 12m gaps in the loading restrictions to provide servicing areas.

Strand

- Introduction of Monday to Saturday 8.30am to 6.30pm waiting restrictions and Monday to Friday 8.30am to 6:30pm and Saturday 8.30am to 1.30pm loading restrictions on the south side outside the new development at No. 190 Strand.

Tweezers Alley (new carriageway)

- Introduction of a residents' parking place (16.5 metres), 3 pay-by-phone bays and a loading bay (13 metres). The loading bay will have a maximum stay of 1 hour (no return within 1 hour) and will operate 24 hours a day.
- Introduction of one-way eastbound working between the service entrance to the new development at 190 Strand and Milford Lane.
- Introduction of "at any time" waiting and loading restrictions at the junctions of Tweezers Alley with Arundel Street, Milford Lane and Water Street, including the south side of Tweezers Alley between Water Street and Arundel Street.
- Introduction of Monday to Saturday 8.30am to 6.30pm waiting restrictions and Monday to Friday 8.30am to 6:30pm and Saturday 8.30am to 1.30pm loading restrictions on the north side between Arundel Street and the junction with the service entrance to the new development at No. 190 Strand.

Water Street

- Introduction of "at any time" waiting restrictions and Monday to Friday 8.30am to 6:30pm and Saturday 8.30am to 1.30pm loading restrictions on both sides of the road.

Temporary access road between Water Street and Arundel Street

- Removal of waiting and loading restrictions as this temporary road will be removed.

Statement of Reasons

It is necessary to introduce "at any time" waiting and loading restrictions in order to prevent obstruction at all times at or near junctions, in narrow roads or outside the main entrance to the development. Monday to Saturday 8.30am to 6.30pm waiting restrictions and Monday to Friday 8.30am to 6:30pm and Saturday 8.10am to 1.30pm loading restrictions will be introduced where it is appropriate to permit waiting or loading outside of those times without causing obstruction.

The planned eastward extension of the development into Milford Lane will necessitate the introduction of one-way northbound working in Milford Lane between Tweezers Alley and Strand as the resulting reduced width of the carriageway will not be sufficient for two-way flow.

New parking places will be introduced in Arundel Street and Tweezers Alley to provide facilities for residents and visitors, partly off-setting the loss of provisions from Maltravers Street and Milford Lane incurred through the earlier phase of the redevelopment's public realm changes.

Tweezers Alley will become a new road operating in both directions between Arundel Street and the service entrance to the new development and one-way eastbound working between that service entrance and Milford Lane. One-way working will be necessary in this eastern length as a result of the narrow width of this section of the road. A new loading bay will also be provided in Tweezers Alley to enable servicing for properties in that road.

Appendix D

Section 6 Consultation Response Summary

St James's Ward Members

Councillor	Comments	Executive Director's Response
Louise Hyams	No comment	N/A
Tim Mitchell	No comment	N/A
Cameron Thomas	No comment	N/A

Section 6 Stakeholders' responses

Organisation	Comments	Executive Director's Response
London Cycling Campaign Colin Wing	Thanks for the plan. Pleased to see that some cycle parking stands and a cycle hire station are included.	Noted
Metropolitan Police Service Brian McDonnell	In principal I have no objections. I would like to see the residual carriageway widths added to the drawing as they appear to be omitted (particularly in Tweezers Alley between the Loading Bay and the Resident's Parking Bays). You are showing proposed road signs in Tweezers Alley to the east of the junction with Water Street. What are these road signs? Will there be a width restriction through Tweezers Alley?	Thank you for your response to the Section 6 consultation. Residual carriageway widths added to the drawing. The width between the loading bay and parking bays on Tweezers Alley is 3,0m. This is considered sufficient as it not envisaged that this road will have high volumes of traffic or be used by large vehicles. The original road used to be two-way carriageway and has been converted to a one-way road to the east of the junction with Water Street The proposed road signs on Tweezers Alley highlight that the road to the east of the junction with Water Street is one-way. These are the standard TSRD signs which we have provided to make drivers aware of the restriction. No width restriction is to be provided on Tweezers Alley as this is not required due to the low volumes of traffic.
Transport for London – Cycle Hire David Addlington	Would it be possible to send a CAD file over of the proposals ?	A CAD drawing of the scheme was sent to David Addlington as requested. However no further response has been received by the TfL Cycle Hire team.

<p>Transport for London - Taxis Nicola Harris</p>	<p>It may be worth some consideration of whether the existing taxi rank in Arundel Street would be in the best position to serve the new development as well as the one that will take place on the opposite side of the street.</p>	<p>Thank you for your response to the Section 6 consultation.</p> <p>We have extended the taxi bay by 2m to 12m which will allow for 2 taxis to be able to park in this bay and still be able to exit the bay without affecting the motorcycles. This will also not impact on vehicles that turn right from the new Tweezers Alley onto Arundel Street. See the revised plan.</p> <p>The scheme on the opposite side of the road to our development is still to be consulted on. Currently there are discussions on the proposed layout for Arundel Street so that it will tie-in with other schemes within the area including the new Garden Bridge. There may still be changes to the parking layout on this carriageway which is under review therefore currently this is the proposed layout.</p> <p>The proposal for the lay-by in front of the development will allow for taxis to pick up and drop off people for the development and it was felt that it would not be ideal to break-up the motorcycle bay and have them on both sides of the taxi bay.</p>
<p>Transport for London – London Buses - Samantha De Lotz</p>	<p>On behalf of London Buses I can confirm that I have no objections to the scheme in principle.</p> <p>I am interested in how the construction works will impact the Strand and Arundel Street as this is a bus route and bus diversion route. Please can you send David and I know when the programme and TM plans will be available?</p>	<p>Thank you for your comments on the section 6 consultation on this scheme.</p> <p>The design check process is currently being completed. The contractor who will be undertaken these works has not been appointed therefore no detailed TM is currently available. The initial programme is to commence these works on Arundel Street in early 2016. We will liaise with all stakeholders on the proposals once a contractor has been appointed and a more detailed programme has been provided.</p>
<p>Transport for London – Buses Darren Canty</p>	<p>The email below has reminded me to chase up any updates from our site meeting on the 8th Dec last year about improvements at stop 20462 (P) between Essex Street and Milford Lane.</p> <p>We discussed pavement works/kerb realignment and installation of new bus stop clearway.</p> <p>I have an order in to upgrade the shelter.</p> <p>Where are we at the moment with this??</p>	<p>Chris Barrett who is the WSP project manager dealing with this scheme has subsequently been in contact with Darren Canty with an update on his scheme.</p>

<p>The Northbank BID Alison Gregory</p>	<p>Thank you for the proposed works at 190 Strand.</p> <p>May I ask the timescale for the works.</p> <p>Will it be after the building works at 190 are more complete?</p>	<p>The initial programme for external works is to start in Dec 2015 and due for completion at the end of 2016. This could change.</p> <p>Yes, most of the works would be done after the outside of the building is complete but this could be phased.</p>
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Section 6 Stakeholders' who did not respond

Organisation	Organisation	Organisation
The Residents' Society of Mayfair and St James's	Living Streets	The Road Haulage Assoc. Ltd.
Confederation of Passenger Transport UK	The British Motorcyclists' Federation	Transport for London Surface Transport Communications
Freight Transport Assoc. Ltd.	The Licensed Taxi Drivers' Association	Waterloo Ambulance Station
Hammersmith Fire Station Tim Kyte	The London Fire Brigade	Westminster Property Owners Association