



City of Westminster

Cabinet Member Report

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| Meeting or Decision Maker: | Cabinet Member for Sustainability and Parking |
| Date: | 4 August 2016 |
| Classification: | For General Release |
| Title: | Central London Cycle Grid: Quietway from Bloomsbury to South Bank - Design and Implementation |
| Wards Affected: | St James's Ward |
| City for All | This decision contributes to the City for All initiative by providing safer, legible routes for people to cycle and improving the public realm for pedestrians in the City of Westminster. |
| Key Decision: | This report is a key decision |
| Financial Summary: | The estimated cost of the proposals identified in this report is £1,412,044 and includes £348,171 risk and contingency, which will be fully funded by Transport for London (TfL). The City Council has previously incurred approved expenditure of £182,885 fully funded by TfL in the previous two financial years. A further £1,229,159 is being funded by Transport for London in the 2016-17 financial year. |
| Report of: | Executive Director for City Management and Communities |

1. Executive Summary

- 1.1 Following the launch of the Mayor of London's Cycling Vision in 2013, the City Council has been working with Transport for London (TfL) and the former Cycling Commissioner for London on the development and implementation of the Central London Cycle Grid (Quietways) and Cycle Superhighways 11, 5 and 3 (E-W). This report focuses on Quietway from Bloomsbury to Southbank and the detailed designs developed following public consultation undertaken by Westminster City Council, which took place between 11th September 2015 and 16th October 2015.
- 1.2 This report seeks approval to undertake design and implementation of the proposed Quietway cycle route from Bloomsbury to South Bank, which forms part of the Central London Cycle Grid in Westminster, and is due to be implemented by December 2016.
- 1.3 The Central London Cycle Grid is part of the Mayor of London's Cycle Vision for London and will be fully funded by Transport for London.

2. Recommendations

- 2.1 That the Cabinet Member for Sustainability and Parking reaffirms the City Council's support for the Quietway Bloomsbury to Southbank scheme, as part of the Central London Cycle Grid, and agrees to it being implemented.
- 2.2 That approval is granted to undertake design and implementation of the proposed Quietway from Bloomsbury to South Bank, as part of the Central London Cycle Grid, following the completion of public consultation which was undertaken between 11th September 2015 and 16th October 2015.
- 2.3 That the Cabinet Member for Sustainability and Parking gives delegated authority to the Executive Director for City Management and Communities to agree final scheme proposals and to enter into any necessary legal agreements with Transport for London, in consultation with the Cabinet Member for Sustainability and Parking.
- 2.4 That the Cabinet Member for Sustainability and Parking gives delegated authority to the Executive Director for City Management and Communities to make any requisite traffic regulation orders associated with the scheme.
- 2.5 That approval be granted for capital expenditure of £1,412,044 for initial design, detailed design, and implementation of proposals.
- 2.6 That approval be granted so that the results of the public consultation can be published on Westminster City Council's website.

3. Reasons for Decision

- 3.1 The proposed scheme will contribute to the Council's City for All objectives. It is intended that this scheme will:
- Provide legible and safer routes for cycle traffic.
 - Improve the public realm and pedestrian facilities.
 - Improve health. This will be achieved in part by encouraging more everyday journeys to be made by active transportation. Improvements to pedestrian facilities have also been proposed as part of the scheme.
 - Encourage more people to cycle. This will be achieved by implementing a scheme suitable for all people who want to cycle in the area, particularly those wishing to avoid some of the busier, highly trafficked main roads.
 - Reduce CO₂ emissions. This will be achieved in part by encouraging modal shift from private motor vehicles to bicycle.
 - Reduce overcrowding on public transport. This will be achieved in part by encouraging more journeys to be made by bicycle.

4. Background, including Policy Context

- 4.1 One of the commitments under 'City for All' is 'to invest, with our partners, in new public realm schemes, including walking and cycling improvements, and improvement of road safety.
- 4.2 The adopted November 2013 City of Westminster City Plan includes Policy S41 "Pedestrian Movement and Sustainable Transport", which confirms that 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; and reducing reliance on private motor vehicles and single person motor vehicle trips.
- 4.2 One of the high level objectives within the City Council's Cycling Strategy (adopted in November 2014) is to create safer and more legible cycle routes, through working in partnership with TfL and neighbouring authorities to deliver the Central London Cycle Grid.
- 4.3 The proposed Central London Cycle Grid has been developed by the City Council in discussion with neighbouring managing authorities, The Royal Parks Agency, the Canal and River Trust, the Mayor of London's former Cycling Commissioner, and Transport for London, taking into account comments received from public consultation.

5. Scheme Proposals

- 5.1 The City Council supports the Mayor of London's Vision for Cycling in London, which was published by the Greater London Authority in March 2013. The City Council, in partnership with Transport for London and other local authorities, is supporting the delivery of the proposed Central London Cycle Grid, which comprises a number of Quietway cycle routes.
- 5.2 A proposed Quietway cycle route from Bloomsbury to South Bank seeks to improve the provision for cycling along quieter streets, particularly for people wishing to avoid some of the busier main roads in the area. The section within the City of Westminster is approximately 800 metres in length. The streets affected by these proposals are Endell Street, Long Acre, Bow Street, Wellington Street, Lancaster Place and Waterloo Bridge. The proposed cycle route will continue into the London Borough of Camden to the north and the London Borough of Lambeth to the south.
- 5.3 Proposals include improvements for cycling and pedestrians at key locations along the proposed alignment of this route. In Wellington Street, between Russell Street and Exeter Street, proposals include resurfacing the carriageway, and provision of a new raised table at the junction of Wellington Street and Tavistock Street, to help slow vehicle speeds and help pedestrians to cross the road more easily. Pedestrians will also benefit from widened footways. In Wellington Street, between Exeter Street and Strand, proposals include creating a new public space with a two-way cycle track on the eastern side. Access for general vehicle traffic to this area will be restricted, but servicing access will be retained.
- 5.4 Proposals include improvements for cycling across Waterloo Bridge. In agreement with the Cabinet Member for Sustainability and Parking, under delegated authority on 14th February 2016, the existing southbound cycle lane on Waterloo Bridge was made a mandatory cycle lane and widened to 2.0 metres. To further improve the provision for cycle traffic, particularly more vulnerable cyclists, it is proposed to extend the hours of operation of the southbound bus lane over Waterloo Bridge from 7am-7pm to 24 hour operation. This will permit only cyclists, taxis, powered two-wheelers and buses to use this bus lane at all times.
- 5.5 A feasibility and initial design has been completed by FM Conway Ltd as part of the Council's term contract for Highways and Public Realm. The initial design is shown on drawings 70005333-C-01 through to C-04 (Rev A), included in Appendix B.

6. Programme

- 6.1 Works on Waterloo Bridge northbound lane were completed between 14th February 2016 and 19th February 2016.
- 6.2 It is planned to complete the detailed design and implementation of the remainder of the Bloomsbury to South Bank Quietway by 16 December 2016. Initial design was completed in March 2016 with an aim of seeking Cabinet Member Approval to move to detailed design and construction as below:
- Consultation – Autumn 2015
 - Initial design – January 2016 to March 2016
 - Detailed Design (including Traffic Order consultation) – March 2016 to August 2016
 - Implementation – August 2016 to December 2016

7. Outstanding Issues

- 7.1 Subject to Cabinet Member approval, the Traffic Order consultation for the proposals identified in this report will be progressed. The Executive Director for City Management and Communities will use his delegated powers to consider any objections received in consultation with the Cabinet Member for Sustainability and Parking.
- 7.2 The Executive Director of City Management and Communities will request Tri-Borough Legal Services to progress drafting and entering into of any necessary wayleave agreements for any proposed wall hung lighting.
- 7.3 The proposed redevelopment of the Royal Opera House in Bow Street may affect the programme to deliver this scheme. Westminster City Council is liaising with the developers working on behalf of the Royal Opera House to coordinate programmes of work and minimise disruption to the local community.

8. Financial Implications

- 8.1 Transport for London will be fully funding this scheme, as part of the Mayor of London's Cycle Vision for London. The total estimated project cost is £1,412,044 inclusive of design fees, construction costs, client costs, and risk and contingency allowances. The City Council has previously incurred approved expenditure of £182,885 fully funded by TfL in the previous two financial years. A further £1,229,159 is being funded by Transport for London in the 2016-17 financial year.

9. Legal Implications

- 9.1 The proposed works set out in this report are being carried out by the Council in its capacity as the Local Highway Authority for Westminster.
- 9.2 The Highways Act 1980 authorises the Local Highway Authority to carry out works to repair, maintain or replace highways, which under highways law includes the footway or pavement.
- 9.3 Section 65 of the Highways Act 1980 authorises the Local Highway Authority to construct, in or by the side of a highway maintainable at public expense, a cycle track as part of the highway; and they may light any cycle track constructed by them under this section.
- 9.4 The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within the Borough, in the interest of safety, including the making of Traffic Regulation Orders.
- 9.5 The Council confirms that, in formulating the proposals set out in this report, it has had regard to its public sector equality duty contained in Section 149 of the Equality Act 2010.
- 9.6 The Director of Law has considered this report and is satisfied that the proposed works and orders fall within the Council's statutory powers as detailed in 9.1 and 9.2 above.

10. Consultation

- 10.1 Prior to the public consultation a pre-consultation meeting was held on 8th December 2014 inviting key stakeholders, including Councillors, local amenity societies, adjacent managing authorities and other interest groups, to discuss key issues along the route.
- 10.2 Stakeholder consultation has been undertaken throughout the development of the feasibility design. This culminated in a formal public consultation undertaken between 11th September and 16th October 2015. Public consultation sought the views of residents, visitors, business owners and other interested groups to support the development and delivery of this Quietway route, as part of the Central London Cycle Grid. A copy of the consultation report is included in Appendix C.
- 10.3 Several different approaches were used during public consultation to raise awareness of the Central London Cycle Grid and this Quietway cycling route, in order to try to gain a wide range of views and responses. The following methods were used: Letters were sent to stakeholders within a 100m radius along the route of the Quietway including residents, businesses and schools and emails

were issued to key stakeholders. Design proposals and a questionnaire were hosted online on Westminster City Council's website <https://www.westminster.gov.uk/quietway-route-bloomsbury-south-bank>. Public exhibitions were held in a local venue on Endell Street on 30th September 2015 and 3rd October 2015.

- 10.4 Responses were encouraged through an online questionnaire. 771 respondents completed the online questionnaire. Overall, the respondents supported the proposals. The percentage of respondents stating that they “strongly support” or “tend to support” the proposals was 83% for Endell Street, Long Acre and Bow Street, 84% for Wellington Street between Russell Street and Exeter Street, 91% for Wellington Street between Exeter Street and Strand, and 89% for Lancaster Place and Waterloo Bridge.
- 10.5 Following the completion of the public consultation a number of recommendations have been proposed to be investigated which may result in the design of the Bloomsbury to South Bank Quietway being revised. These recommendations are included as part of the consultation report in Appendix C.
- 10.6 It is recommended that the results and findings from the consultation, as highlighted in the consultation report, are summarised and published on the City Council's website.
- 10.7 A Delegated Authority report was approved on the 1st December 2015 by the City Transport Advisor to advertise the Traffic Orders changes to Waterloo Bridge and Lancaster Place (not including its junction with Strand), which were implemented on 14th February 2016. The Delegated Authority Traffic Order Report is included in Appendix D.

If you have any queries about this Report or wish to inspect any of the Background Papers please contact: Jayne Rusbatch on 0207 641 3241 or email: jrusbatch@westminster.gov.uk

BACKGROUND PAPERS:

Westminster's City Plan: Strategic Policies

http://transact.westminster.gov.uk/docstores/publications_store/Westminster's%20City%20Plan%20Adopted%20November%202013%20FINAL%20VERSION.pdf

Westminster Cycling Strategy

<https://www.westminster.gov.uk/cycling-strategy-0>

The Mayor of London's Cycle Vision for London

<http://content.tfl.gov.uk/gla-mayors-cycle-vision-2013.pdf>

Meeting notes of Quietway Bloomsbury to Southbank Pre-Consultation meeting 8th
December 2014

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

Central London Cycle Grid: Quietway from Bloomsbury to South Bank - Design and Implementation 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, Chief Operating Officer and, if there are resources implications, the Director of Human 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 Members: 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: Other Implications

1. Resource Implications

- 1.1 All costs associated with the design and implementation will be met by TfL via the Mayor for London's Cycle Vision budget.

2. Business Plan Implications

There are no known Business Plan implications arising from this report.

3. Risk Management Implications

- 3.1 Project risks are managed by the Project Board through the Risk Register.

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

- 4.1 Health and Safety issues will be identified and addressed in accordance with the Construction, Design and Management Regulations 2015.
- 4.2 The scheme will have a beneficial impact on health and well-being by improving accessibility and safety. The proposed scheme will improve provision for cyclists and pedestrians, and will help encourage more people to cycle and walk, thereby improving health and tackling obesity.
- 4.3 Disruption during works will be carefully managed to minimise negative impacts such as dust and noise.

5. Crime and Disorder Implications

- 5.1 Improvements to the public lighting should help reduce anti-social incidents.
- 5.2 The measures in this report are not expected to have any implications under the Crime and Disorder Act 1998.

6. Impact on the Environment

- 6.1 Existing materials that are taken up will be recycled wherever possible. Natural materials being used to implement the scheme such as granite should last in excess of 100 years with proper asset maintenance and no damage.

7. Equalities Implications

- 7.1 The scheme will not negatively impact those with mobility difficulties.

8. Staffing Implications

- 8.1 There are no staffing implications arising from this report.

9. Human Rights Implications

9.1 There are no human rights implications arising from this report.

10. Energy Measure Implications

10.1 As part of the Council's drive for energy efficiency in its street lighting provision, the design proposals will include for the implementation of a LED street lighting solution, where amendments to street lighting are required.

11. Communications Implications

11.1 Communication with Ward Councillors, Residents' Associations, Amenity Societies, and other key stakeholders will continue throughout the development and design of the route. Regular meetings will also be held with adjacent authorities (Camden Borough Council and Lambeth Borough Council) to ensure that the cycle route continues across administrative boundaries.

11.2 Residents and businesses will be consulted prior to works commencing and as much notice as possible of disruption will be given. There will be statutory consultation on the associated traffic regulation orders.

Appendix B: Drawing Numbers. 70005333-C-01 to 04 (Rev A)

Appendix C: Consultation Report

Appendix D: Traffic Order Delegated Authority Report