



City of Westminster

Cabinet Member Report

Decision Maker:	Cabinet Member for Sustainability and Parking
Date:	30 September 2016
Classification:	For general release
Title:	Victoria Street/Artillery Row Junction Improvements
Wards Affected:	St James's and Vincent Square
City for All Summary:	This decision contributes to the City for All initiative by providing improved facilities for pedestrians and cyclists in the City of Westminster.
Key Decision:	Yes
Financial Summary:	The estimated cost for the design and implementation of the highway improvement proposals identified in this report is £400,000 including risk and contingencies, which will be funded from Transport for London's (TfL) Local Implementation Plan (LIP) allocation for 2016/17.
Report of:	Executive Director City Management and Communities

1. Executive Summary

- 1.1 This report presents proposals to introduce a new diagonal crossing at the junction of Victoria Street and Artillery Row alongside other road safety improvements for cyclists and pedestrians and seeks approval to:
- Complete detailed design and implement the highway improvements identified in this report;
 - Commit capital expenditure necessary to implement the works which are fully funded from the TfL LIP allocation for 2016/17; and
 - Give authority to the Executive Director for City Management and Communities to approve minor modifications to the scheme in consultation with the Cabinet Member for Sustainability and Parking.

2. Recommendations

- 2.1 That the Cabinet Member for Sustainability and Parking reaffirms the City Council's support for the Victoria Street junction with Artillery Row highway improvements as part of TfL's Local Safety Scheme allocation for 2016/17, and agrees to it being implemented
- 2.2 That approval is granted to complete the design and implementation of the proposed highway improvements shown on the General Arrangement drawing, Plan A, included in **Appendix B**.
- 2.3 That the Cabinet Member for Sustainability and Parking gives delegated authority to the Executive Director for City Management and Communities to agree minor modifications to the approved scheme, in consultation with the Cabinet Member for Sustainability and Parking Services.
- 2.4 That approval is given for capital expenditure of up to £400,000, (inclusive of risk and contingencies) necessary for the design and implementation of the works. All costs will be funded from TfL's LIP allocation 2016/17.

3. Traffic Management Implications

- 3.1 The Victoria Street junction with Artillery Row forms part of the Strategic Road Network, (SRN) which requires review and approval from various teams within TfL before a scheme can proceed. To assist, a Traffic Signals Supplementary Report (TSSR) is undertaken which describes in detail the traffic signal modelling and road network impact the proposal would have.

- 3.2 TfL Buses have noted a minor increase in waiting time, but recognise the benefits and raise no objection to the scheme. TfL Buses have asked to review and comment on all Temporary Traffic Management plans in advance of implementation.
- 3.3 TfL Network Assurance also raised no objection to the scheme, but highlights the potential impact on the broader road network during the implementation phase. All works will be coordinated and programmed to ensure minimal disruption to the network and maintaining safety for pedestrian and other vulnerable road users.

4. Reasons for Decision

- 4.1 The proposed scheme will contribute to the Council's City for All objectives. It is intended that this scheme will:
- Improve the public realm and pedestrian facilities.
 - Make the junction safer for pedestrians, cyclists and other vulnerable road users.
 - Provide improved lighting in line with national standards.

5. Background, including Policy Context

- 5.1 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'.
- 5.2 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.
- 5.3 The proposal to carry out safety improvements at the junction of Victoria Street/Artillery Row originated from a review of recorded injury collision statistics for the three year period of 2010 - 2013. The review which involved the Metropolitan Police Service, London Cycling Campaign and Living Streets focussed on locations where improvements could be made to protect vulnerable road users. The Victoria Street/Artillery Row junction was one of eight locations selected for design and implementation of road safety remedial measures.

6. Scheme Design Proposals

6.1 The aim of the proposals is to improve safety for pedestrians, cyclists and other vulnerable road users using the junction.

6.2 The highway improvements are shown on the General Arrangement drawing, 'Plan A' within **Appendix B** and include:

- New diagonal crossings through the junction.
- Modifications to the alignment of the existing straight across crossings.
- Upgrade of existing traffic signals at the junction to accommodate the new diagonal crossings and the modified straight across crossings.
- New Advanced Stop Lines (ASL's) cycle reservoirs on all approach arms of the junction.
- New carriageway surfacing and skid resistant treatments on three of the approaches.
- Improved public lighting.

7. Parking, Waiting and Loading

7.1 There are no amendments to Parking/Waiting and Loading Restrictions at the junction.

8. Programme

8.1 Subject to approvals, the works are currently programmed to commence in October 2016 with:

- Phase 1 – Ducting works to begin in October including the installation of NAL sockets and kerb works.
- Phase 2 – Installation of signal equipment early November with resurfacing works immediately following on.
- Phase 3 – installation of skid resistant surfacing in January 2017.

9. Outstanding Issues

- 9.1 There is a risk that the scheme may be affected by underground services. Efforts to identify location and depths of existing services have been undertaken using 'Ground Penetrating Radar'. Trial holes will also be dug to confirm exact locations.

10. Financial Implications

- 10.1 The public realm works will be implemented by the City Council's term contractor, FM Conway Ltd.
- 10.2 The estimated total cost of the highway improvements is £400,000 including an allowance for risk and contingencies of £65,000 and is fully funded from TfL's LIP allocation for year 2016/17.

11. Legal Implications

- 11.1 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.
- 11.2 The Highways Act 1980 authorises the Local Highway Authority to carry out works to repair, maintain or replace highways, includes the footway or pavement.
- 11.3 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.
- 11.4 The Director of Law has considered this report and is satisfied that the proposed works fall within the Council's statutory powers as detailed in 11.1 to 11.3 above.

12. Consultation

- 12.1 Consultation involving Ward Councillors, the local amenity society and Section 6 consultees was undertaken during August 2016, comments received are summarised in **Appendix C**.

If you have any queries about this report or wish to inspect any of the background papers please contact: Hayden Tuck on 020 7641 2421, email htuck@westminster.gov.uk.

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 **Victoria Street / Artillery Row Junction Improvements.**

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:

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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, 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 LIP allocation for 2016/17.

2. Business Plan Implications

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

3. Risk Management Implications

- 3.1 Project risks are managed through the projects 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 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.

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 Businesses, Ward Councillors, Residents' Associations, Amenity Societies, and other key stakeholders will be consulted prior to works commencing and as much notice as possible of disruption will be given.

Appendix B

Plan A – General Arrangement Drawing No. 70007437-02-GA-01 RevB

Appendix C

Section 6 Consultation Response Summary

Members' Responses

Councillor	Comments	Officer Response
Councillor Louise Hyams, St James's Ward Member	"Thank you for your email regarding pedestrian improvements at this junction. Whilst I am totally in favour of an 'Oxford Street' style crossing, I am not in favour of a pedestrian phase to these lights that would seriously impede the already slow traffic heading towards Parliament Square. The traffic flows are already extremely slow and frustrating due to the new cycle super highway in the Parliament Square area and also the narrowing of the road into one lane after the junction with Victoria Street and Storeys Gate. I would like reassurance on this possible consequence of the proposals, please"	"Dear Councillor Hyams, Thank you for your email regarding the proposed scheme. I am able to advise that the scheme has been modelled, and the comment from the Transport for London modelling report relating specifically to impact on the network is as follows; The 'degree of saturation' is a junction's ability to recover should an incident occur. So whilst there would be an increase in time for pedestrian to cross the road, this time would not have a detrimental effect on the junction or the surrounding networks capacity/integrity. "The scheme will have some impact on the junction, but will still operate within capacity with all links operating below 90% degree of Saturation. However the introduction of a diagonal crossing facility will provide great benefits to the pedestrians in a heavily used area to better balance the needs of different modes." The 'degree of saturation' is a junction's ability to recover should an incident occur. So whilst there would be an increase in time for pedestrian to cross the road, this time would not have a detrimental effect on the junction or the surrounding networks capacity/integrity"
Councillor Tim Mitchell, St James's Ward Member	No Response	
Councillor Cameron Thomson, St James's Ward Member	No Response	
Councillor Danny Chalkey, Vincent Square Ward Member	No Response	
Councillor David Harvey, Vincent Square Ward Member	"Do you have a proposed timetable please"	Thank you for your email. I can advise that the current time table for installation is October 2016 - December 2016, subject to all necessary approvals. Officers appreciate the sensitivity of this location and efforts are being made to ensure disruption is kept to a minimum. We will advise in more detail as the programme develops.
Councillor Steve Summers, Vincent Square Ward Member	No Response	
Councillor Melvyn Caplan, Cabinet Member for City Management and Customer Services	Verbally confirmed to officers at his weekly meeting that he was content with proposals.	
Councillor Heather Acton, Cabinet Member for Sustainability and Parking	No Response	
Councillor Jacqui Wilkinson, Deputy Cabinet Member for City Management and Customer Services	No Response	
Councillor Robert Rigby, Deputy Cabinet Member for Sustainability and Parking	No Response	

Section 6 Stakeholder Responses

Stakeholder	Comments	Officer Response
C/O Atkins Telecom	This response is made only in respect to electronic communications apparatus forming part of the Vodafone: Fixed electronic communications network formerly being part of the electronic communications networks of Cable & Wireless UK, Energies Communications Limited, Thus Group Holdings Plc and Your Communications Limited.	Comment noted and the locations of underground apparatus would be identified before construction begins.
BT	Advised that the all BT assets are located before the contractor digs.	Comment noted and the locations of underground apparatus would be identified before construction begins.
Vodafone	Please accept this email as confirmation that Vodafone: Fixed does have apparatus within the vicinity of your proposed works detailed below. Please see attached network information. Also, please consider the Purple dashed lines on the attached map as Affected. These lines represent the same as the Green dashed lines on the attached Data Key, ie Planned & Approved Route.	Comment noted and the locations of underground apparatus would be identified before construction begins
Head of Borough Projects and Programmes, Transport for London	No Response	
Head of Traffic Infrastructure, Transport for London	No Response	
British Medical Association	No Response	
British Telecom National Noticing Centre	No Response	
Cab Shelter Fund	No Response	
Cable and Wireless	No Response	
Westminster Cycling Campaign	No Response	
Confederation of Passenger Transport UK	No Response	
EDF Energy plc	No Response	
Freight Transport Assoc. Ltd.	No Response	
Licensed Private Hire Car Association	No Response	
Living Streets	No Response	

London Ambulance	No Response	
London Cab Drivers Club	No Response	
London Chamber of Commerce	No Response	
London Cycling Campaign	No Response	
London TravelWatch	No Response	
Metropolitan Police Service	No Response	
National Grid	No Response	
RMT London Taxi Drivers' Branch	No Response	
Royal Mail	No Response	
Taxi & Private Hire	No Response	
Thames Water Utilities	No Response	
The British Motorcyclists' Federation	No Response	
The Licensed Taxi Drivers' Association (LTDA)	No Response	
The London Fire Brigade	No Response	
The Road Haulage Assoc. Ltd.	No Response	
Transport for All	No Response	
Unite the Union (Cab Section)	No Response	
Westminster Living Streets Group	No Response	
Westminster Property Association	No Response	
British Telecom PLC (London)	No Response	

Informal Frontage Responses

Business	Comments	Officer Response
62 Buckingham Gate	Rolls Royce raised a query regarding the inclusion of tactile paving for the proposed diagonal crossing facility with specific regard to those most vulnerable road users.	<p>Thank you for your comment regarding the proposed diagonal crossing arrangement at Victoria Road junction with Artillery Row.</p> <p>The tactile paving is used as both a warning, and a directional guide for those with visibility impairment. The fear is that because the crossing is so wide a visually impaired person could head into street furniture or a traffic lane. Typically wider crossings have an island which can assist, and the crossings are perpendicular to the live carriageway.</p> <p>The introduction of diagonal crossings would require an additional treatment or subtle variance of the tactile to warn someone that they would be crossing at an angle. There would also likely need to be a repeated directional marker of some type at stages of the halfway stage. As these types of crossing are comparatively infrequent, there is no definitive guidance to 'what type', or layout that could be used other than to omit tactile at this time.</p>
Prince Albert PH	No Response	
LEON	No Response	
BENUGO	No Response	
Westminster House	No Response	
Snappy Snapps	No Response	
Jasmine	No Response	
Mr Mobile	No Response	
Shoemaster	No Response	
Toni & Guy	No Response	
Postal Services	No Response	
Dales News	No Response	
The Color Company	No Response	
PRET a Manger	No Response	
SONY SW1 Digital	No Response	
KEEN	No Response	
Westminster Palace Gardens	No Response	
WRAP IT UP	No Response	
City Hair	No Response	
Artillery House	No Response	
Colosseo Restaurante	No Response	