



City of Westminster

Cabinet Report

Decision Maker:	Cllr Davis, MBE, DL, Deputy Leader and Cabinet Member for Built Environment; Cllr Caplan, Cabinet Member for City Management and Customer Services; Cllr Heather Acton, Cabinet Member for Sustainability and Parking.
Date:	4 November 2016
Classification:	For General Release
Title:	Brook St/ Davies St Proposed Two-Way Project
Wards Affected:	West End
City for All Summary:	The Brook Street/ Davies Street Two-Way Scheme will improve accessibility in Mayfair by allowing new movements for all road users. It will improve provisions and accessibility for pedestrians by widening crossings, and improving street lighting. The scheme will support neighbouring public realm projects particularly during construction. This all contributes to the City for All vision.
Key Decision:	Yes
Financial Summary:	The estimated total cost for the project is £1.22m which will be fully funded by contributions from Transport for London.
Report of:	Executive Directors Growth Planning and Housing, City Management and Communities.
Report Author:	Mark Allan

1. Executive Summary

- 1.1. This report presents a proposal to introduce two way traffic operations on Brook Street and Davies Street in Mayfair.

- 1.2. The Council undertook design work on the Jubilee Quietway Cycle route in 2015 following the adoption of the Cycle Strategy and discussions with Transport for London (TfL) over routes and possible funding. This work included the feasibility of introducing two way traffic operations on Brook St and Davies Street as part of the Grid Cycle provision on these roads using TfL LIP funding.
- 1.3. A case has now been made to TfL, with the support of Grosvenor Estate, to develop the two way proposals on Brook St (between Bond St and Grosvenor Sq) and Davies St (between Brook St and Berkeley Sq), independently of any Cycle Grid delivery, because of the evident benefits of improved accessibility in Mayfair of this proposal and additionally because the two way proposals would support a number of nearby projects, particularly during construction.
- 1.4. As a result of discussions, TfL has agreed to fully fund the development and implementation costs of the Brook St and Davies St Two Way Project at an estimated cost of **£1.22m**.
- 1.5. FM Conway Ltd has now been commissioned by Westminster City Council (WCC) to undertake a design review of the earlier work to identify a design that concentrates on the measures needed to introduce two way traffic operations on Brook Street and on Davies Street and including cycle measures appropriate for this sort of scheme.
- 1.6. Initial Design proposals have now been developed by FM Conway Ltd for the Brook Street and Davies Street Two Way Project as shown on Drawing Nos. 70018389-02-GA sheets 1 to 3 and 10 (included in **Appendix B**).
- 1.7. The Initial Design for the Brook Street and Davies Street Two-Way Project also contains revised parking and loading arrangements that make minimal changes to the existing provision, although locational changes are proposed as a result of the proposed two way traffic movements particularly at traffic signal junctions. The traffic impacts have been considered alongside all other adjacent schemes in the surrounding area.
- 1.8. The Initial Design is fully in line with Westminster City Council's Highway Standards, the requirements of Westminster Way and supports the City for All vision.
- 1.9. The proposed parking, waiting and loading arrangements are shown on Drawing Nos. 70018389-02-TMO sheets 1 to 4 (included in **Appendix E**).
- 1.10. A Technical Note on parking changes (in **Appendix C**) compares current provision for waiting and loading in the Scheme area with proposed parking and loading arrangements needed to deliver two way traffic operations and details the consequences and mitigations.
- 1.11. The Technical Note shows that:

- the demand for parking, waiting and loading are accommodated within the proposed new arrangements for all periods of the day.
- pay-by-phone parking is also accommodated within the scheme for 90% of the day

(the absolute peak demand, which the scheme does not fully accommodate, can be accommodated in under-occupied parking and loading areas on nearby adjacent streets).

1.12. The programme for the delivery of the Scheme is shown in **Appendix D**.

1.13. The estimated cost of the Scheme is **£1.22m** which includes all design, project management, client and works costs including risk and contingency. TfL has agreed to fully fund this project and has allocated £1.22m pound for it. This cost estimate has been determined using the contract rates established under the Highways & Transportation Services Contracts effective from 1st April 2014.

1.14. **This report seeks approval:**

- a. For the initial design for the Brook Street and Davies Street Two Way Project.
- b. To complete all stages of the design of the proposed Brook Street/ Davies Street Two-Way Project at a cost of **£133,000**.
- c. To commit the expenditure of £133,000 necessary for design, which is funded by TfL as part of its allocation towards this scheme. Spending approval for works will be addressed in a separate report to Cabinet Members later this year and will be subject to Cabinet Members decision following the results of the consultation on the Traffic Management Orders.
- d. To consult on and advertise the Traffic Management Orders in line with the provisions of section 6, 9 and 45 of the Road Traffic regulation Act 1984 that are necessary to introduce the Project. A report will be made to Members later this year on the results of the consultation.

2. Recommendations

- 2.1. That approval is given to the Brook Street/ Davies Street initial design proposal shown on the General Arrangement Drawing No's. 70018389-02-GA sheets 1 to 3 and 10 (shown at **Appendix B**) and the proposed changes to the kerbside controls shown on Drawing No's. 70018389-02-TMO sheets 1 to 4 (shown in **Appendix E**).
- 2.2. That approval is given to advertise the Traffic Management Orders That will be necessary to introduce the scheme.

- 2.3. That approval is given to carry out a programme of stakeholder consultation on the design of the Scheme and the operational principles during the formal statutory consultation required for the Traffic Management Orders.
- 2.4. That spending approval of **£133,000** is given to fund the Stage 2 and 3 costs to allow design to continue to programme and to allow the above consultation to commence.

2. Reasons for Decisions

- 3.1. The proposals identified in this report will introduce two way traffic movements on Brook Street (between Bond Street and Grosvenor Square) and Davies Street (from Brook Street to Berkeley Square).
- 3.2. These changes will improve accessibility within the Mayfair and West End areas by shortening journeys and will improve traffic movement and deliveries.

3. Background, including Policy Context

- 4.1. The current one-way operation of Brook St and Davies St forms part of a network of one-way streets within the West End area. There are several schemes in the surrounding area which may be implemented in the coming months. Converting Brook Street and Davies Street into a two-way system will improve accessibility, allow easier traffic movement and provide some shorter journey times.
- 4.2. The eastern boundary of the scheme is at the Brook Street / South Molton Lane junction and the tie-in with the Bond Street project and the Hanover Square project. In the west, the scheme boundary is where Brook Street meets Grosvenor Square, where the scheme can tie into any proposals that are developed for Grosvenor Square.
- 4.3. The southern boundary of the scheme joins the northern part of Berkeley Square, where discussions continue with the Grosvenor Estate about future schemes around the Square.
- 4.4. The scheme is being promoted by The Council and has £1.22m of funding from TfL.
- 4.5. The design is compliant with WCC highway standards and Westminster Way and supports the Council's City for All vision.
- 4.6. Project delivery is timed so that it will be complete and is able to support other improvement schemes Taking place nearby which are needed to meet the growth in pedestrian demand associated with the opening of the Elizabeth Line in late 2018 and particularly whilst these schemes are under construction.

5. Scheme Design Proposals

5.1. The aim of the scheme is to make Brook Street and Davies Street a two-way system, through minor changes to kerb lines and road markings at the junctions and crossings. The scheme will also upgrade the streetscape to provide a safe and secure environment for pedestrians. This includes:

- Wider crossings and improved pedestrian comfort, improved accessibility and safety through installation of upgraded traffic signal controls and countdown,
- improving street lighting, and
- improvement of the public realm through the use of quality design and a refresh of materials.

5.2. The approach to design and the use of materials are in line with Council policy and guidance.

5.3. The Initial Design proposals are shown on the General Arrangement drawings (70018389-02-GA, sheets 1-3&10) in **Appendix B** and show:

- Widened pedestrian crossings at all locations;
- 800mm wide (double rows) of tactile paving for disabled users;
- Upgrading of the public lighting, by changing the style of existing lighting infrastructure to fit the aesthetic of the area and adding new lamp columns;
- Repaving the footways adjacent to proposed kerbs with artificial stone paving (to match existing provision);
- Proposed new road markings introducing centre lines, revised junction markings and advanced stop lines for cyclists;
- Resurfacing the carriageway in black asphalt along for the entire scheme to provide a clean surface for the proposed new road markings;
- Laying of anti-skid surfacing on the approach to all junctions;
- Installation of carriageway level special paving at the Brook Street / Duke Street junction to delineate the main carriageway area from the existing post box area;
- Installation of new or reused granite kerbs where kerb changes are proposed;

- Relocation of gullies to maintain current surface water drainage provision;
- A relocation of 4 Santander Hire Bike stands within the island at the north-eastern corner of Grosvenor Sq;
- New traffic signal arrangements and more modern equipment at the Brook Street / Davies Street and Davies Street / Grosvenor Street junctions to accommodate the revised traffic movements and better pedestrian provisions;
- Introduction of a new traffic island and build-out of existing kerb lines at the Grosvenor Square junction to direct and separate new opposing traffic flows;
- Alteration to parking, loading and waiting restrictions within the scheme to facilitate the proposed two way traffic operations;
- The introduction of a new right turn from Bond Street into Brook Street.

6. Parking, Waiting and Loading

6.1. Parking, waiting and loading within the area has been reviewed. The Technical Note in **Appendix C** compares current provision for waiting and loading in the scheme area with proposed arrangements. The Note demonstrates that the impact of the scheme is well balanced in approach with no net change to provision overall within the streets and their immediate nearby areas.

6.2. A table of parking proposals showing the net changes across parking types on Brook Street and Davies Street is shown below:

Type of Activity	Existing Capacity	Proposed Scheme Capacity and Change to Existing	
Pay by phone	51	49	-2
Residents	34	29	-5
Loading	62	56	-6
Taxis	5	5	0
Diplomatic	8	6	-2*

**Note: The reduction comes about because of reduced need for diplomatic parking in Brook Street as Italian Embassy personnel needs have moved to Grosvenor Square.*

6.3. This review, as reported in the Technical Note at **Appendix C**, demonstrates that when the surveyed occupancy of parking bays is taken into account:

- All types of demand for parking, waiting and loading, except for pay-by-phone parking, are accommodated within the new arrangements being proposed for all periods of the day
- For almost all periods of the day, pay-by-phone parking is also accommodated within the scheme. The scheme accommodates the 90th percentile amount of pay-by-phone parking, for all periods of the day. The absolute peak demand, which the scheme does not accommodate, only occurs for very short periods in the day and can be accommodated in under-occupied parking and loading areas on adjacent streets.
- The number of taxi rank bays remains the same, although this does not address the current issue of taxis over-ranking on sections of single yellow line outside Claridges hotel. The proposals do not, however, preclude this from continuing to occur at times of high demand.
- The number of diplomatic parking bays on the west side of Davis Street have been reduced in number from 8 spaces to 6 on the advice of the Council's Parking Team and as a consequence reduced diplomatic parking demand. It is proposed that these two bays are replaced by two additional pay by phone parking bays.

6.4 Discussions have taken place with Claridges as a key stakeholder. Adjustments have been made to the current arrangements at their main entrance on Brook Street to better suit their requirements. These have been incorporated into these initial design proposals now put to Members.

6.5 The proposals have been discussed at the Council's Parking Review group and their support has been obtained.

7. Programme

7.1. The significant amount of earlier design work, that was undertaken for the Jubilee Quietway cycle route, has allowed the proposals contained in the Brook street and Davies Street Two Way Project to be carried out quickly and as a stages 1 / 2 design (combining the feasibility and initial design stages).

7.2. This has allowed for an accelerated target programme to meet a tight delivery programme and a proposed commencement of works early in 2017 with completion in early summer 2017.

7.3. The intention is to have two way operations working on Brook Street and Davies Street ready for the commencement of Bond Street main works in May/June 2017 (the very early Bond street works which are planned in

January are predominantly at the pedestrian area between Clifford and Grafton streets where the benefits of two way traffic operation on Brook St and Davies St are less beneficial).

- 7.4. The target programme for the Brook Street/ Davies Street design and implementation is summarised in **Appendix D**.

8. Outstanding Issues

- 8.1. Grosvenor Estate is developing proposals for improvement of the Northern side of the Square and these have been discussed with the Council. Grosvenor Estate is supportive of the Brook Street and Davies Street Two Way proposals and are progressing their own proposal so that they can be coordinated with the two way proposals.

- 8.2. The two way proposals on Davies Street extend to the north eastern corner of Berkeley Square and assume that any scheme at this location will allow and provide two way operations into the Square. However, a temporary works scheme is being designed to allow two-way access from Berkeley Square in advance of the Grosvenor scheme or as an early delivery of it.

9. Financial Implications

- 9.1. The project has funding of £1.22m secured through the TfL Central Cycle Grid programme. The expenditure and funding is expected to be incurred within FY 2016/17.

- 9.2. The spending approvals being sought from Members in this report are for the costs of completing the design stages 1 / 2 and 3 and undertaking the Traffic Management Order consultation are::

- Stage 1 / 2 Initial Design £86,999
 - Stage 3 Detailed Design and TMO's £45,907
- Total £132,906

- 9.3. The design work for all stages is being undertaken by the Council's Service Provider F M Conway Ltd under the contract signed by the Council on 1st April 2014.

- 9.4. Spending approval for works will be addressed in the report to Members later this year and will be subject to Council's decision following the results of the consultation on the Traffic Management Orders.

10. Legal Implications

- 10.1 The Director of Law has considered the contents of this report and does not have any comments to add.

11. Consultation

- 11.1 The Brook Street and Davies St Two Way proposals are extracted from the approved cycle strategy and Cabinet Members and Ward Members have been briefed on these. The Two Way proposals have also been discussed at the Bond Street Member briefings as they are supportive to this delivery of this project.
- 11.2 There has been early discussion with key stakeholders Claridges and the Grosvenor Estate. Minor changes to the early proposals that have been requested by Claridges (parking related and generally to create a longer drop off area in front of their main entrance) have been included in the proposals that are now before Members. Grosvenor Estate is supportive of the proposals and discussions will continue with them because of their own developing proposals in this area.
- 11.2 It is proposed that the Brook Street Davies Street Two-Way Scheme project is consulted at the same time as that proposed for the Bond Street Project (this is the subject of a separate Report to Members). Whilst the Bond Street Public Realm Improvement Project and the Brook Street and Davies Street Two Way Project are separate projects they are mutually supportive, there will be coordination issues and there are communication synergies that can be utilised.
- 11.3 Consultation and Traffic Management Order advertisement is therefore planned in October / November 2016 with a drop in event and exhibition taking place in advance of the formal advertisement of the on-street notices.
- 11.4 A Report will be made to Members on the result of the consultation and of the Traffic Management Order advertisement later this year at which time, and subject to Members' decisions on the results of consultation, the aim will be to seek approval to commence works and to confirm the necessary spending approvals needed for this.

If you have any queries about this Report please contact:

**Mark Allan on 0207 641 1154,
email mallan@westminster.gov.uk.**

Background Papers: None

For completion by the Deputy Leader and 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, Deputy Leader and 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 **Brook St/ Davies St Proposed Two-Way Project.**

Signed

Councillor Robert Davis MBE, DL, Deputy Leader and 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

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(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)

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Councillor Heather Acton, Cabinet Member for Sustainability and Parking

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For completion by the Cabinet Member for City Management and Customer Services

Declaration of Interest

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Signed: _____ Date: _____

Councillor Melvyn Caplan, Cabinet Member for City Management and Customer Services

NAME: _____

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 **Brook St/ Davies St Proposed Two-Way Project** .

Signed

Councillor Melvyn Caplan, Cabinet Member for City Management and Customer Services

Date

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Brook Street Davies Street Two-Way Project: Other Implications

1 RESOURCES IMPLICATIONS

No implications

2 BUSINESS PLAN IMPLICATIONS

No implications.

3 RISK MANAGEMENT IMPLICATIONS

No implications.

4 HEALTH AND WELLBEING IMPACT ASSESSMENT INCLUDING HEALTH AND SAFETY IMPLICATIONS

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

5 CRIME AND DISORDER IMPLICATIONS

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

6 IMPACT ON THE ENVIRONMENT

Wherever possible existing materials that are taken up will be recycled.

7. EQUALITIES IMPLICATIONS

The scheme will improve the accessibility of the streets for persons with mobility difficulties through the installation of flush kerbs at pedestrian crossings.

8. STAFFING IMPLICATIONS

No implications.

9. HUMAN RIGHTS IMPLICATIONS

No implications.

10. ENERGY MEASURE IMPLICATIONS

No implications.

11. COMMUNICATIONS IMPLICATION

Residents and business will be notified of the works through a letter drop in advance of the works. Contact details will be displayed on site notice boards and scheme details and progress available on the City Council's website.

Appendix B

**Brook Street Davies Street Two-Way Project:
Proposed General Arrangement Drawing No's. 70018389-02-GA sheets 1 to 3.**

Appendix C

**Brook Street Davies Street Two-Way Project:
Technical note summarising parking, waiting and loading**

**Brook Street Davies Street Two-Way Project:
Proposed Design and Implementation Programme**

Appendix D

Appendix E

**Brook Street Davies Street Two-Way Project:
Traffic Management Order Drawings No's. 70018389-02-TMO sheets 1 to 3**