



City of Westminster

Cabinet Member Report

Meeting or Decision Maker:	Cabinet Member for Environment and Highways
Date:	6th November 2020
Classification:	For General Release
Title:	Arundel Court Public Realm Improvements - Design and Implementation
Wards Affected:	St James
City for All	This decision contributes to the City for All initiative by improving the public realm, delivering safer pedestrian and cycling facilities 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 £3,152,791 and includes risk and contingency of £373,881. The scheme will be fully funded from section 106 contributions already received from Arundel Great Court development (Ref. 11/05626/FULL).
Report of:	Director, City Highways

1. Executive Summary

- 1.1 This report seeks approval to undertake detailed design and implementation of Arundel Court Public Realm Improvements including footway widening, raised granite tables, resurfacing and street greening on Temple Place, Surrey Street and Arundel Street.

- 1.2 The scheme is due to be implemented by the end of the calendar year 2021, with the majority of works planned to be completed before the Lord Mayor Show in November 2021.
- 1.3 Public realm improvements formed part of S106 Planning obligations associated with Ref. 11/05626/FULL and are fully funded by the developer.

2. Recommendations

- 2.2 That approval is granted by the Cabinet Member for Environment and Highways to undertake Detailed Design and Implementation of the proposed Arundel Court Public Realm Improvements Project.
- 2.3 That the Cabinet Member for Environment and Highways approve capital expenditure to the sum of £3,152,791 (included a Risk & Contingency of £373,881) to complete the scheme.

3. Reasons for Decision

- 3.1 The proposed scheme will contribute to the adopted November 2013 and subsequent updated November 2016 City of Westminster City Plan objectives. It is intended that this scheme will:
 - Improve the public realm and pedestrian facilities.
 - Provide legible and safer routes for cycle traffic.
 - Improve health by encouraging more everyday journeys to be made by active transportation. Improvements to pedestrian facilities are also proposed as part of the scheme.
 - Encourage more people to cycle 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 in part by encouraging modal shift from private motor vehicles to walking, cycling and public transport.
- 3.2 Public realm improvements formed part of S106 Planning obligations associated with Ref. 11/05626/FULL.

4. Background, including Policy Context

- 4.1 One of the Strategic Objectives of the adopted November 2013, and subsequent updated November 2016, City of Westminster City Plan is ‘To accommodate the safe and efficient movement of growing numbers of people entering and moving around Westminster by facilitating major improvements to the public transport system, improving the public realm and pedestrian environment, managing vehicular traffic, and making walking and cycling safer and more enjoyable’.
- 4.2 The updated November 2016 City of Westminster City Plan also 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.
- 4.3 One of the objectives in the Sustainable Modes of Travel Strategy 2017 is to improve the City’s infrastructure for walking and cycling to further encourage and promote cycling and walking.
- 4.4 The approved Westminster Walking Strategy 2017-2027 highlights the need to make improvements to encourage walking and cycling.

Scheme Proposals

- 5.1 The proposals set out for the Arundel Court Public Realm Project scheme have been developed in parallel with the Strand Aldwych project and will further improve and upgrade the existing layout of Arundel, Surrey and Temple Place.
- 5.2 The scheme objectives were developed in liaison with key stakeholders including Westminster City Council Place Shaping team, Great Arundel Court Developer and the North Bank Bid.
- 5.3 Stage 2 initial design including a Road Safety Audit and Key Stage Review was completed in Feb 2020 prior to scheme been placed on hold due to Covid 19.
- 5.4 Street specific improvements.
 - 5.4.1 Arundel Street.
 - Relocation taxi and motorcycle bays in order to facilitate changes associate with Strand Aldwych project.
 - Renewal of footway material with Yorkstone, widening of eastern footway south of Water Street and construction of new buildouts on both footways to conceal parking bays and provide locations for tree planting.
 - Construction of granite sett raised table adjacent to developers loading bay and vehicle cross over sin Yorkstone setts.
 - Low level planter to be installed on Arundel Street, style and species to be aligned with wider Strand proposals.
 - 5.4.2 Temple Place
 - Renewal of footway material with Yorkstone and kerbs with Granite.
 - The existing signalised crossing in Temple Place will be relocated 8m further from the junction in agreement with Transport for London.
 - Introduction of a zebra crossing on Temple Place, near Temple Station will provide an additional controlled crossing point for pedestrians accessing the Great Arundel development and the Strand.
 - Relocation of coach parking bays further east on Temple Place will allow for the taxi stand to be located in the middle of Temple Place, this will also facilitate widening of footways.
 - Introduction of two buildouts in front of Great Arundel Court, to allow for trees to be planting and provision of a centre lay-by outside development.

- Introduction of buildouts and raised tables at both Arundel and Surrey Street junctions. This is envisaged to provide a better pedestrian desire line onto the roof terrace above Temple Station and also a location for tree planting.
- The raised table at the Surrey Street Junction will also narrow the entrance to Temple Place and therefore reduce traffic speeds on the approach. The buildouts will also protect the existing Cabman Shelter with a new kerb line and contain it fully within the footway. The shelter will remain in its existing location and will not be moved. The Cabman Shelter Trust and TfL Private Hire were engaged as part of Stage 1 of the project.

5.4.3 Surrey Street

- Renewal of footway material with Yorkstone and granite kerbs.
- Construction of granite sett raised table adjacent to developers loading bay and vehicle cross over in Yorkstone sett.
- Reversal of Surrey Street from southbound to northbound in line with Strand Aldwych proposals and changes to loading bay provisions on east of Surrey Street to facilitate Contra Flow cycle
- Buildout at junction with Strand

5.5 General

- Street lighting upgrades on all roads with exception of north eastern section of Arundel Street as recently completed under 190 Strand developer works.
- After further analysis of the CCTV gully surveys, the design drawings include remedial works to be completed in the drainage system. A total of four new sewer connections are required to install the raised tables at Arundel Street, Surrey St and Strand respectively. The design team will look at combining both connections in Surrey Street into one single outlet as part of detailed design, in conversations with Thames Water.
- Parking review: The design team reviewed the parking losses with WCC Parking officer to balance the bay type with the demand. The shared coach bay / pay by phone was extended to 34m to allow parking for two coaches. The disable bays were relocated in accordance with road safety audit recommendations and double yellow restrictions were incorporated

in the centre part of Temple Place, outside the Gt Arundel Court entrance in accordance to S106 agreement.

5.6 Traffic Management Order (TMO) consultation was completed between 19th June and 22nd August 2020. The signed objections report can be found in Appendix C. A summary of changes to restrictions is included below:

- Amend the layout of existing parking provisions surrounding the development site. See Appendix C.
- Reverse the existing one-way working in Surrey Street so that traffic flows towards Strand;
- Introduce a ban on motor vehicles in Surrey Street, except for access purposes;
- Introduce an advisory contra-flow cycling lane on the north-east side of Surrey Street; and
- Introduce double yellow line “at any time” waiting and loading restrictions:
 - Along the entire north-east side of Surrey Street – the south-west side of this road would be entirely dedicated to a mixture of “Blue Badge” disabled persons’, pay-by-phone and residents’ parking bays; and
 - In all locations in Arundel Street and Temple Place between the proposed parking places, with the exception of an on-street servicing lay-by in Temple Place, on the south-east side of the Arundel Great Court development.

6. Programme

- 6.1 Detailed design will be completed by January 2021, with construction works associated with footways and kerb lines expected to be complete by December 2021. There is an opportunity to undertake resurfacing in phases in association with road closures, this will be discussed with WCC and stakeholders.
- 6.2 The scheme has already sought approval for interim material orders for Phase 1 and 2, to allow commencement of works in January 2021. A summary of works phasing is included in points 6.3 to 6.5.
- 6.3 Summary of works phasing for footway and kerb line construction (Jan to August 2021)

Phase 1-3 – Arundel Street (South East Footway) and Temple Place (South)

Phase 3-5 – Surrey Street (Western footway)

- 6.4 Summary of works phasing for footway and kerb line construction, programme to be agreed with Great Arundel Court developer (~August to December 2021)

Phase 6-7 – Surrey Street (Western footway)

Phase 8 – Temple Place (North)

Phase 9-10 – Arundel Street (West)

- 6.5 Summary of works phasing for construction of raised tables requiring road closures (July to November 2021)

Table 1 - Arundel Street

Table 2 - Temple Place – Arundel junction

Table 3 - Temple-Surrey St junction

Table 4 - Surrey Street

7. **Outstanding Issues**

- 7.1 Interface with ongoing construction work at Great Arundel Court remains a significant risk. The proposed works programme for FM Conway will change based on the progress of the Great Arundel Court Development. This may result in demobilisation from site. At the time of writing the developer has provided a list of queries on the works programme but were broadly happy that works Phases 1 to 5 January to ~July 2021 could proceed without impact to the Great Arundel Court construction programme.
- 7.2 Interface with key WCC Events such as Lord Mayors Show is also a consideration. The roads within the project extents are used extensively for events such as the Asics 10k, London Land mark half marathon and Lord Mayors Show in November 2021. The current works programme has planned road closures around the events list provided in July 2020. At the time of writing a briefing meeting had been held with WCC Events team and it was agreed that the works phases without closures would not have a material impact on events. The road closures will be coordinated
- 7.3 The scheme will need Temporary Traffic Management Orders (TTRO) to agree required road closures. A consultation will be conducted to include . key stakeholders; Great Arundel Court, Transport for London Buses and Private Hire and Westminster events team.,

- 7.4 There is a large rest rank at Temple Place that will need to be suspended/relocated during works. This rest rank provides revenue to the Cabman Shelter on Temple Place. At the time of writing an agreement on relocation had not been confirmed with TfL Private Hire, although it is expected this can be kept with the scheme extents.
- 7.5 The Strand Aldwych scheme also plans to start physical works in January 2021. There will be regular coordination required with the Strand Aldwych project with WCC and also FMC WSP, at present there are no concerns that these schemes cannot be delivered at the same time.

8. Financial Implications

- 8.1 The total estimated project cost is £3,152,791 inclusive of design fees, construction costs, client costs, and risk and contingency allowances (£373,881). **The scheme will be fully funded from section 106 contributions already received (Ref 11/05626/FULL).**
- 8.2 This scheme is currently in the existing Capital Strategy agreed at full Council in March 2020. It has also been resubmitted as part of the capital budget process for 21/22 onwards, split £1.65m in 21/22 and £1.5m in 22/23.

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 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.
- 9.4 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.
- 9.5 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 to 9.4 above.

10. Consultation

- 10.1 Stakeholder consultation with key parties such as Transport for London, North Bank Bid and Great Arundel Court developer has been undertaken throughout the development of the Feasibility and Initial design culminating in the design circulated for Ward Cllr comment, 8 June 2020, and internal Key Stage Review.
- 10.2 Local businesses and residents were engaged to provide comments on the scheme at the same time the Traffic Management Order consultation was undertaken between 19th June and 22nd August 2020. Neither consultations raised any key objections to the scheme with all issues captured within the TMO consultation report, copy attached Appendix C.

11.0 Equalities Implications

- 11.1 Under the Equalities Act 2010 the council has a “public sector equality duty”. This means that in taking decisions and carrying out its functions it must have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the 2010 Act;
- to advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it; and to
 - foster good relations between persons who share a relevant protected characteristic and those who do not share it.
- 11.2 The City Council is also required to have due regard to the need to take steps to take account of disabled persons’ disabilities even where that involves more favourable treatment; to promote more positive attitudes toward disabled persons; and to encourage participation by disabled persons in public life. The 2010 Act states that “having due regard” to the need to promote equality of opportunity involves in particular having regard to:
- the need to remove or minimise disadvantages suffered by persons sharing a protected characteristic;
 - take steps to meet the needs of persons sharing a protected characteristic that are connected with it;
 - take steps to meet the needs of persons who share a protected characteristic that are different from those who do not; and
 - encourage persons with a protected characteristic to participate in public life or any other activity in which participation by such persons is disproportionately low.
- 11.3 The courts have held that “due regard” in this context requires an analysis of the issue under consideration with the specific requirements set out above in mind. It does not require that considerations raised in the analysis should be decisive; it

is for the decision-maker to decide what weight should be given to the equalities implications of the decision.

If you have any queries about this Report or wish to inspect any of the Background Papers please contact: Hayden Tuck on 0789 0380 156 or email: htuck@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

Westminsters Sustainable Modes of Travel Strategy 2017

https://www.westminster.gov.uk/sites/www.westminster.gov.uk/files/sustainable_modes_of_travel_strategy_2017.pdf

Westminster's Walking Strategy 2017-2027

<https://www.westminster.gov.uk/walking>

For completion by the **Cabinet Member for Environment and Highways**

Declaration of Interest

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

Signed: _____ Date: _____

NAME: **Councillor Andrew Smith**

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 **Arundel Court Public Ream Improvements - Design and Implementation** and reject any alternative options which are referred to but not recommended.

Signed

Cabinet Member for Environment and Highways

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, 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 Great Arundel Court section 106 contributions.

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 by the Service Providers Project Manager and a documented on the Project 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.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 positively 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.

Appendix B: General Arrangement Drawing

Appendix C: Consultation Report