



City of Westminster

Cabinet Member Report

**Meeting or Decision
Maker:**

**Cabinet Member for the Built Environment
Cabinet Member for Sustainability and Parking**

Date:

6 February 2015

Classification:

For general release

Title:

Cambridge Circus Public Realm Improvements.

Wards Affected:

West End and St James's

**Better City, Better Lives
Summary:**

This scheme contributes to a Better City, Better Lives "A safer, healthier city" by improving the safety of Cambridge Circus for all highway users

Key Decision:

This report is not a Key Decision.

Financial Summary:

The estimated cost for the implementation of the proposals identified in this report is £1,727,000. Funding sources include S106, LB Camden, TfL and the City Council's LIP

Report of:

City Commissioner of Transportation

1. Executive Summary

This report presents proposals for public realm improvements to the Cambridge Circus, and seeks approval to:

Design and implementation of public realm improvements shown on Drawing 1 in Appendix B to include:

- Undertaking a public consultation on the design proposals and reporting back to Cabinet Members;
- The capital expenditure of up to £1,727,000 necessary to implement the scheme;
- To pedestrianise part of Moor Street between Cambridge Circus and its junction with Romilly Street;
- That authority be given to the City Commissioner of Transportation to (a) consult on, modify and make such traffic regulation orders under sections 6 and 45 of the Road Traffic Regulations Act 1984, as are necessary to accommodate the proposals and to enter into any legal agreements needed for the implementation of the scheme, including wall mounted signage and wayleave agreements and (b) subject to the consultation response, to proceed with the pedestrianisation of part of Moor Street; and
- That delegated authority be given to the City Commissioner of Transportation to approve minor modifications to the scheme in consultation with the Cabinet Member for City Management, Transport and Environment and the Cabinet Member for Community Protection, Premises and Parking.

2. Recommendations

- 2.1 That approval be given to undertake public consultation on the design proposals and report back to Cabinet Members.
- 2.2 That approval (subject to considering the results of public consultation) to be given for the design and implementation of the proposed public realm improvements indicated on Drawing 1 in Appendix B.
- 2.3 That approval to be given to capital expenditure of up to £1,727,000 necessary to implement the scheme.
- 2.4 That delegated authority to be given to the City Commissioner of Transportation to approve minor modifications to the approved scheme, in consultation with the Cabinet Member for the Built Environment and the 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 all highway users, including increasing pedestrian amenity, wider pedestrian crossings, introducing a diagonal crossing, introducing an advanced stop line for cyclists, repaving the footways in high quality materials and providing improved public lighting and drainage.
- 3.2 The estimated cost of the public realm improvements is £1,727,000, which includes client costs, and a percentage for risks and contingencies.
- 3.3 The Cabinet Member for the Built Environment and the Cabinet Member for Sustainability and Parking are therefore recommended to approve the public realm improvements outlined in this report and capital expenditure necessary to implement the scheme.

4. Background, including Policy Context

- 4.1 Cambridge Circus provides an important place function within the street network of Westminster, as well as forming an important crossing point for general traffic, buses, cyclists and pedestrians. The junction does not cater adequately for the high number of pedestrians using this junction, and there are currently pedestrian congestion and safety problems.
- 4.2 The junction is an essential part of the strategic road network within the West End catchment for Westminster and LB of Camden (Camden) and it will play a crucial part in the operation of the Tottenham Court Road 2-way scheme also known as West End Project (WEP). The WEP scheme proposals are being developed by Camden to facilitate the removal of the one-way system on Tottenham Court Road (TCR) and Gower Street in favour of two-way operation, with only buses, taxis, cyclists and permitted vehicles allowed onto TCR during peak hours. The introduction of a northbound right-turn from Charing Cross Road northbound into Shaftesbury Avenue eastbound at Cambridge Circus would be a critical element of the WEP proposals.
- 4.3 Crossrail has proposals for Tottenham Court Road Station, (TCR West and East). The station entrance for TCR West will open on to the northern part of Greek Street in Soho.
- 4.4 Transport for London (TfL) also has proposals for a cycle route through the Circus, as part of cycle grid Quietway 19. The City Council commissioned its service provider, FM Conway (FMC) to produce a feasibility study for Quietway 19. The study is needed to future proof the junction for the new route. Two

options were investigated which varied in their approach to pedestrian and cycling permeability. Option 1 retains TfL's proposed cycle route via Moor Street, through the pedestrian crossings and into West Street, and Option 2 re-directs the cycle route via Old Compton Street and Lichfield Street, removing pedestrian and cycle conflict and improving the pedestrian experience overall at Cambridge Circus. The options reflect both the draft Cycling Strategy proposals for Quietway 19 and also recommendations from the Soho Public Realm Study. Option 2 presents fewer operational issues and enables the provision of additional footway space at the junction.

- 4.5 In July 2013 WCC commissioned SKM Global, Colin Buchanan, now called Jacobs, to undertake a feasibility study. The study identified operational and junction layout issues, and determined how best the issues could be addressed to improve the pedestrian amenity without compromising junction capacity, and which would provide an opportunity to address wider public realm issues. Three options were explored and traffic analysis of scheme proposals was carried out, with and without taking account of the WEP proposals.

Following Ward Member consultation, Option 2, shown on Drawing 1 in Appendix B has been progressed. The City Council commissioned its service provider, FMC to carry out initial design work on a full scheme for Cambridge Circus. The traffic modelling, site investigations and initial design costs of £107,000 was funded from the City Council's LIP Corridor and Neighbourhood programme for 2014/15.

- 4.6 Camden's Cabinet approved the West End Project on 21 January 2015. Camden have identified that the early completion of works is necessary to allow the rest of their project to be delivered by 2018. Camden officers have indicated that they would like to begin construction of initial works at the adjacent Princes Circus (in Camden) in 2015, and they have suggested that it would be beneficial if works at Cambridge Circus could be delivered at the same time. In order for this programme to be achieved, the City Council intend to undertake a public consultation on the options for Cambridge Circus in February 2015.

5. Scheme Design Proposals

- 5.1 The aim of the proposals is to improve the public realm, safety and environment for all highway users and to allow traffic to make the currently banned right turn from Charing Cross Road (Northbound) to Shaftesbury Avenue (Eastbound).
- 5.2 The proposals are shown on the General Arrangement Drawing 1, in Appendix B and proposed Traffic Management Drawing 2 in Appendix B and include:

- Widening of the existing crossings;
- Widening of the existing footways around the junction;
- Introduction of a diagonal crossing;
- Introduction of a contra-flow cycle lane in Old Compton Street between its junctions with Greek Street and Charing Cross Road and in Litchfield Street, between its junctions with Charing Cross Road and West Street;
- Removal of all islands and central barriers on the carriageway;
- Introduction of advanced stop lines for cyclists;
- Introduction of a right-turn from Charing Cross Road northbound into Shaftesbury Avenue eastbound;
- Resurfacing the carriageway, including skid resistant surfacing, at the Circus and on all approaches;
- Closing the existing cycle route in Moor Street, between its junctions with Old Compton Street and Charing Cross Road and pedestrianising part of Moor Street between its junctions of Cambridge Circus and Romilly Street;
- Repaving of all footways in the Circus and Shaftesbury Avenue with York stone and all other approaches in Artificial Stone Paving;
- Creating raised entry treatments using asphalt in West Street, at its junction with Shaftesbury Avenue and in Old Compton Street at its junction with Charing Cross Road;
- Upgrading the existing highway lighting;
- Improving surface water drainage;
- Relocating the existing bus stop in Charing Cross Road immediately north of the junction, to a point further north;
- Relocating two existing CCTV traffic cameras; and
- Relocating the existing cycle racks and de-cluttering of junction by removing all unnecessary signage and street furniture.

6. Traffic and parking implications

- 6.1 The proposals are shown on Drawing 2 in Appendix B.
- 6.2 Three Pay by Phone bays are proposed to be relocated from Litchfield Street to West Street.
- 6.3 Two residents' bays on Litchfield Street are proposed to be relocated to the opposite side of the carriageway.
- 6.4 A section of contraflow cycle lane is proposed in Old Compton Street between its junctions with Greek Street and Charing Cross Road;

- 6.5 A section of contraflow cycle lane is proposed in Litchfield Street between its junctions with Charing Cross Road and West Street;
- 6.6 It is proposed to close the cycle route in Moor Street between its junctions with Old Compton Street and Charing Cross Road.
- 6.7 It is proposed to ban the right turning movement from Shaftesbury Avenue eastbound into West Street; and
- 6.8 10 cycle racks are proposed to be relocated from Charing Cross Road to Greek Street and Moor Street;

7. Works Coordination

- 7.1 Charing Cross Road is currently closed at the junction with Oxford Street as part of the Tottenham Court Road Station Crossrail works. The implementation of the proposals at Cambridge Circus will need to be coordinated with close liaison between The City Council, TfL forward planning and Crossrail in order to minimise disruption for traffic.

8. Programme

- 8.1 Subject to approval, consultation is programmed to commence in February for 1 month and implementation is programmed to commence in June 2015 with an expected duration of 6 months.

9. Outstanding Issues

- 9.1 Parking modifications identified in this report will be progressed using the delegated authority powers of the City Commissioner of Transportation in consultation with the Cabinet Member for Sustainability and Parking. The City Commissioner of Transportation will use his delegated powers to consider any objections received in consultation with the Cabinet Member for Sustainability and Parking.
- 9.2 TfL is currently developing a strategic traffic model for the West End Project which may have an impact on the proposed design for Cambridge Circus. There is a risk that TfL Forward Planning may request modifications to the proposed layout, subject to the results of the strategic model for the West End Project.
- 9.3 The traffic island located immediately south of the junction currently has a CCTV traffic camera mounted on a column. This will need to be relocated in order to facilitate the removal of the traffic island as part of the implementation of the

scheme. Confirmation from TfL about the relocation of the island has not yet been received.

10. Financial Implications

10.1 The estimated cost of the proposed public realm improvements identified in this report is £1,727,000 which includes client costs, risk and contingencies, envisaged to be funded by a mixture of TfL, City Council LIP funding, funding from the London Borough of Camden and S106. Once funding arrangements are confirmed with partners, officers will provide an updated scheme budget before any works commence.

11. Legal Implications

11.1 There are no staffing implications arising from this report.

12. Consultation

Subject to approval of this report it is proposed to undertake a public consultation on the design proposals in February 2015, the results of which will be reported back to Cabinet Members.

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

Chris Warden on 020 7641 2778, email cwarden@westminster.gov.uk.

Background Papers

None

For completion by the **Cabinet Member for the 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**

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

Signed

Councillor Robert Davis, Cabinet Member for the 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 Head of Legal and Democratic Services,
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**

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
Cambridge Circus 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
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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 well-being over the current layout by improving accessibility and safety.

Disruption during works will be carefully managed to minimise negative impacts such as dust and noise.

5. Crime and Disorder Implications

Improvements to the public realm and public lighting should improve the environment and reduce anti-social behaviour.

6. Impact on the Environment

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

7. Equalities Implications

The scheme will not negatively impact those with mobility difficulties.

8. Staffing Implications

No implications.

9. Human Rights Implications

No implications.

10. Energy Measure Implications

No implications.

11. Communications Implications

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.

Appendix B

Drawing 1 - Proposed General Arrangement – 70005284-01-CD-02-2

Drawing 2 – Proposed Traffic Management Arrangements- 70005284-01-TRO-01