

WESTMINSTER CITY COUNCIL

STATEMENT OF DECISION

COMMITTEE OF THE CABINET MEETING – 21 NOVEMBER 2007

Notice is hereby given that the Committee of the Cabinet meeting on 21 November 2007 took the following executive decisions following consideration of a report on the following matter:

PADDINGTON BRIDGE (LONG TERM VEHICULAR ACCESS) PROJECT – RESOLUTION OF DEPARTURES ROAD

Decisions:

1. That the report be exempt from publication by virtue of paragraphs 3 and 5 of Part 1 of Schedule 12A of the Local Government Act 1972 in that it relates to the financial or business affairs of any particular person (including the authority) and information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
2. That the LTVA +3 Option 2 taxi U-turn, which has been blighted by the Mayor's Western Extension of the Congestion Charging Zone, be abandoned.
3. That the Director of Transportation be authorised to issue the LTVA Station Access Notice under the LTVA Collaboration Agreement based upon a negotiated settlement as set out under paragraph 2.1 of the report.
4. That any further traffic schemes, such as the Sussex Gardens and Westbourne Terrace priority scheme described under paragraph 1.7 of the report, be removed from the scope of the LTVA project to be considered through the Paddington Area Traffic and Environmental Management Study (PATEMS) review that was approved by Members on 26 October 2006.

Reasons for Decisions:

The LTVA Project was approved in June 2003 on the basis that the City Council would bear a £22.75m share of a £62.5m cost plan. The Council is obliged to consider solutions proposed by the promoters of the scheme to discharge their obligations to the satisfaction of the City Council. It is intended that the Departures Road shall be delivered contiguously with the re-opening of the new bridge. External events have blighted both the default LTVA+2 taxi tunnel and the replacement taxi u-turn schemes. The proposed strategy will avoid further delay to concluding the LTVA project and deliver the best traffic solution that can be achieved at this point in time. The City Council remains able to fine tune local traffic arrangements and to co-ordinate these with the separate Paddington Area Traffic and Environmental Management Study (PATEMS) reviews to achieve a holistic approach. A reasonable contingency fund will be secured by the City Council to fund any necessary additional local traffic works.

The decisions come into force on publication of this notice.

C T Wilson

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Westminster City Hall

64 Victoria Street

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Publication Date: 23 November 2007

Decision Ref No: CoCMtg 21.11.07 (Paddington Bridge Project)

WESTMINSTER CITY COUNCIL

STATEMENT OF DECISION

COMMITTEE OF THE CABINET MEETING – 21 NOVEMBER 2007

Notice is hereby given that the Committee of the Cabinet meeting on 21 November 2007 took the following executive decisions following consideration of a report on the following matter:

PADDINGTON BRIDGE (LONG TERM VEHICULAR ACCESS) PROJECT - BISHOPS BRIDGE ROAD / HARROW ROAD JUNCTION AND FINANCIAL CLOSURE ISSUES

Decisions:

1. That the report be exempt from publication by virtue of paragraphs 3 and 5 of Part 1 of Schedule 12A of the Local Government Act 1972 in that it relates to the financial or business affairs of any particular person (including the authority) and information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
2. That the proposed negotiated settlement with third parties as set out in paragraphs 5.5-5.11 of the report, be noted and endorsed.
3. That the Director of Transportation in consultation with the Director of Legal and Administrative Services and the Chairman of the Cabinet Committee be authorised to negotiate with third parties to conclude accounts consistent with the strategy set out in the report without resorting to mediation or arbitration.
4. That none of the three options for addressing improvements to and the signalisation of the existing gyratory at the junction of Bishop's Bridge Road with Harrow Road be endorsed and that further options for the gyratory be explored and reported back once the results of the Mayor of London's review of the impact of the Western Extension of the Congestion Charge Zone around Paddington Station and the forthcoming Paddington Area Traffic and Environmental Management Study (PATEMS) have been published.

Reasons for Decisions:

There is a Parliamentary Undertaking requiring the delivery of the LTVA project or one that is equally effective at delivering traffic benefits around Paddington Station. Option A: Do nothing, is not recommended, as it will lead to severe traffic disruption. Option B: Signalise and widen the gyratory as envisaged under LTVA provides no added value. While Option C: convert the gyratory into a T-junction provides better potential for long term benefit than Option B it is considered to be less than compelling. Therefore, further options for the gyratory should be explored and reported back to Committee once the results of the Mayor of London's review of the

impact of the Western Extension of the Congestion Charge Zone around Paddington Station and the forthcoming Paddington Area Traffic and Environmental Management Study have been published.

The decision comes into force on publication of this notice.

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