



City of Westminster Cabinet Member Report

Meeting or Decision Makers:	Councillor Richard Beddoe, Cabinet Member for Place Shaping and Planning Councillor Tim Mitchell, Cabinet Member for Environment and City Management
Date:	23 November 2018
Classification:	For General Release
Title:	Queensway Public Realm – Next Steps
Wards Affected:	Lancaster Gate and Bayswater
Reason for the Report	This report seeks the approval of the Cabinet Member for Place Shaping and Planning and the Cabinet Member Environment and City Management for the funding to progress the scheme to the next stage and to proceed with TMO procedure.
City for All Summary	The subject of this report and its recommendations respond to the City Council's commitments to: creating places and opportunities for everybody in the city to be physically active and play a role in their community; to creating great local places where people enjoy living, working and visiting; and taking pride in our role as custodian of this great city, protecting our heritage by managing places and spaces that can be enjoyed now and in the future.
Key Decision:	Yes
Financial Summary:	The report seeks the approval from the Cabinet Member for Place Shaping and Planning and the Cabinet Member for Environment and City Management for capital expenditure in the sum of £1,860,927 to proceed with the next design stages and for the implementation of works on the western side between no 73 (currently Sainsbury's) and Porchester Gardens.
Summary of the recommendations	That formal approval is given:

contained within this report

- To develop the concept design (see appendix 1) and proposed street layout for Queensway and its connector streets;
- For the capital expenditure of £1,860,927 to proceed to Stage 3 design and to implement footway changes on the west side of Queensway from no 73 (currently Sainsbury's) to Porchester Gardens ahead of the TMO
- To proceed with the Traffic Management Order (TMO) consultation for the proposed changes to kerbside management and parking

Report of:

Deirdra Armsby, Director of Place Shaping, Growth Planning and Housing

Report Author:

Rebecca Cloke, Place Shaping Coordinator, Growth, Planning and Housing

1. Executive Summary

- 1.1 This report presents proposals for improving the public realm on Queensway and its surrounding / connector streets the Bayswater area, London W2. The planned improvements are a development of a concept design which follows the concept proposals previously developed by Burns and Mize in 2015/16. The concept design proposed the removal of parking provisions from the street, the widening of footways and the narrowing of the carriageway. These broad principles are being progressed through feasibility and detailed design with the recognition that a reduction of parking will create a better pedestrian environment (subject to consultation)
- 1.2 This report seeks approval:
- To develop the concept design (see appendix 1) and proposed street layout for Queensway and its connector streets;
 - For the capital expenditure of £1,860,927 to be released to proceed to Stage 3 design and to implement footway changes on the west side of Queensway from No73 (currently Sainsbury's) to Porchester Gardens ahead of the TMO
 - To proceed with the Traffic Management Order (TMO) consultation for the proposed changes to kerbside management and parking
- 1.3 Proposals to improve Queensway's public realm are being developed by WSP through Westminster's term Highways contract.
- 1.4 It is anticipated that works will begin on site in early 2019. The works are planned in phases which are led by timescales for freehold developments along the street. The first phase of work will therefore be in the central section on the footway between No 73 (currently Sainsbury's) and Porchester Gardens, which will not be subject to a TMO.
- 1.5 A TMO will be required to continue with the majority of the work along the street and it is anticipated that TMO consultation will begin in early 2019 subject to Cabinet Member approval.

2. Recommendations:

- 2.1 That the Cabinet Member for Place Shaping and Planning and the Cabinet Member for Environment and City Management approve the development of the concept design identified in this report, Appendix 1.
- 2.2 That the Cabinet Member for Place Shaping and Planning and the Cabinet Member for Environment and City Management approve capital expenditure in the sum of £1,860,927 to develop the design to Stage 3 and implement public realm works on the west side of Queensway between no 73 (currently Sainsbury's) to Porchester Gardens ahead of the TMO.

- 2.3 That the Cabinet Member for Environment and City Management approves the commencement of the Traffic Management Order (TMO) consultations for the proposed changes to the kerbside management and parking.

3. Reasons for Recommendations

- 3.1 In the wake of strong competition from and close proximity to the West End and Westfield, Queensway as a retail centre has somewhat suffered and cannot compete with these major retail hubs. The City Council agreed that action was needed to ensure Queensway's future as one of Westminster's major retail centres and to work closely with the key stakeholders on the initial development of a concept design for the street. The City Council ran a public consultation in 2014 to understand what level of support there was to look to radically improve the public realm to support the investment being made by the landowners. Local stakeholders were generally supportive of the concept design and the reduction of the car parking.
- 3.2 To date £4.851million is being secured through the Council's Capital Programme, CIL and landowner contributions to support the implementation programme for the final approved public realm scheme for Queensway. There is a further potential £8.6million through S106 agreements linked to commencement of developments.
- 3.3 If Queensway is to remain a major retail centre, investment in the public realm is required to complement the investment being made by local landowners. Together this should help to attract interest from new retailers and restaurateurs and ensure that the offer appeals to the local residential community, as well as those that work or visit and stay in the area.

4. Background including Policy Context

- 4.1 In 2014 the City Council committed to work with the local community and its partners to develop a concept design for Queensway and its connecting streets. A public consultation was held which established general support for the scheme.
- 4.2 Delivery of Queensway improvements is one of the Leader of the Council's special projects in City for All. Queensway and environs is also one of the City Council's Place Shaping Priority Areas.
- 4.3 The subject of this report and its recommendations respond to the City Council's commitments to: creating places and opportunities for everybody in the city to be physically active and play a role in their community; to creating great local places where people enjoy living, working and visiting; and taking pride in our role as custodian of this great city, protecting our heritage by managing places and spaces that can be enjoyed now and in the future.

5. Public Realm Proposals

- 5.1 In 2014 Burns and Nice developed concept proposals, in partnership with the principal landowners and other key local stakeholders, to consider removal of parking, reduce the carriageway to 4.8m and widen the footways along Queensway. The initial concept design was upon in 2014 and was well received by the local community. The public

consultation held that year showed that local stakeholders were generally supportive of the concept design which included a reduction of on-street car parking. Lancaster Gate Ward Members were also in agreement to this principle.

- 5.2 Discussions have since taken place with the Lead Cabinet Member and the Lancaster Gate Ward Councillors on the options to reduce the on-street parking along the street. It was agreed that the City Council would conduct a Traffic Management Order consultation to ascertain whether there was local support for the reduction of the on-street car parking. If there is support, the City Council will implement the new street layout and kerbside management arrangements to coincide with the completion of the various developments along the street.
- 5.3 WSP, through the City Council's term highway contract, are currently developing these proposals and are undertaking enabling studies so that local constraints can be taken into account and inform the design.
- 5.4 The proposals being taken forward to detail design, are to reduce the carriageway width to 4.8m, widen the footways, and provide a series of loading/parking bays at footway level (accessible from the carriageway via a chamfered kerb). The footways are to be surfaced in York stone with granite kerbs and the carriageway will be asphalt. The proposed loading/parking bays are to be a mixed palette of granite setts. At Queensway's junction with Porchester Gardens the existing raised table will be reconstructed with granite setts.
- 5.5 The proposals being taken forward also include the removal of carriageway level parking provisions from the street. Options for limited parking and disabled bays will be taken into account in the parking review currently being undertaken and will form part of the TMO consultation. The purpose of the proposals are to enhance the shopping experience for everyone.
- 5.6 The principal design rationale and ambition of the key stakeholders is to create more footway space along both sides of the street. The reduction of the on street car parking will help to achieve this, including some time limited loading activity for the businesses along the street. A parking review is being undertaken to determine whether parking bays lost on Queensway as a result of the proposals can be relocated in the near vicinity.
- 5.7 The concept promotes Yorkstone paving along the footway with a granite edged asphaltic carriageway and loading/parking bays. Street lighting columns will be upgraded to ensure consistent standards along the street. New tree planting is also proposed and will be governed by a tree strategy that is currently being developed.
- 5.8 Should the Traffic Management Order proposals be approved by the Cabinet Member for Environment and City Management this will allow the concept design to be fixed and allow the initial design to proceed.
- 5.9 The materials selected comply with the Westminster Way Public Realm Guidance. Construction will be robust and any future maintenance required should be limited with costs being recharged to other third parties i.e. utilities for poor reinstatement following works to their assets.

6 Consultation

- 6.1 The key stakeholders namely the resident associations, the local amenity societies and the principal freeholders worked closely with the City council on the development of the concept design that was consulted upon in 2014. There was strong support to see the concept further developed based on the local aspirations and vision for Queensway.
- 6.2 There will be a further Traffic Management Order consultation in early 2019 on the proposed changes to the kerbside management and the phased reduction of the on street car parking to coincide with the completion of the various major developments along the street and within the area. Following this consultation, should the Cabinet Member for Environment and City Management approve the changes, this will establish the final street layout to allow the initial design stage for the project to proceed.
- 6.3 The Lancaster Gate and Bayswater Ward Councillors are supportive of the recommendations in this report for Queensway and its connector streets.

7 Financial Implications

- 7.1 The approximate total cost of the works covered by this report is £1,860,927 including an allowance for risks and contingencies of £486,389. Budget for this expenditure is included within the City Council's current approved 5-year capital programme.
- 7.2 This report seeks approval from the Cabinet Member for Place Shaping and Planning and the Cabinet Member for Environment and City Management for this expenditure of £1,860,927 to proceed to Stage 3 design, to undertake TMO consultation and implement works between no 73 (currently Sainsbury's) and Porchester Gardens ahead of the rest of the public realm works (which will be subject to further Cabinet Member approval).

Capital funding

- 7.3 There is currently a Council contribution of £2.363m to be approved at Full Council on 7th November 2018.
- 7.4 £2million is currently being secured for this project with a further £8.6million anticipated through S106 agreements linked to the scheme. The table below summarises the funding.

Secured funding:

Amount	Funding source	Constraints
£2.363million	WCC Capital Programme	

£1million	WCC CIL allocation	
£1million	Bourne Capital contribution	
TOTAL SECURED : £4.363million		

Anticipated funding, not yet secured:

Amount	Funding source	Constraints
£6million	S106 Whiteley's shopping centre development	Released on commencement of the development. To be spent along Queensway in the vicinity of the development
£2.6million	S106 117-125 Bayswater Road	Released on commencement of the development (timescale unknown).
ADDITIONAL ANTICIPATED : £8.6million		

8 Legal Implications

- 8.1 The City Council, as local highway authority, is empowered under the Highways Act 1980 to carry out works for the effective maintenance, management and enhancement of the Council's highway and highway assets to ensure that they remain safe and effective.
- 8.2 The Director of Law is satisfied that the proposed works detailed in this report fall within the Council's power as detailed in 8.1 above.
- 8.3 The proposed Traffic Management Order will be made under section 6 of the Road Traffic Regulation Act 1984.
- 8.4 The City Council has a General Power of Competence under Part 1 of the Localism Act 2011 to improve the well-being of its area the former power being under section 2 of the Local Government Act 2000

9 Staffing Implications

- 9.1 There are no staffing implications arising from the content of this report.

10. Conclusions and Recommendations

- 10.1 The public realm improvements will create substantial benefits for Queensway and its connector streets and complements the current and forthcoming investment being made by the principal landowners for the area. This scheme will also contribute to the City Council's ambition to create better spaces and places in the West End. It is therefore recommended that the Cabinet Member for Place Shaping and Planning

and the Cabinet Member for Environment and City Management approves the following:

That formal approval is given:

- To develop the concept design (see appendix 1) and proposed street layout for Queensway and its connector streets;
- For the capital expenditure to be released to proceed to Stage 3 design and implement footway changes on the west side of Queensway between no 73 (currently Sainsbury's) and Porchester Gardens ahead of the TMO; and,
- To proceed with the Traffic Management Order (TMO) consultation for the proposed changes to kerbside management and parking

Appendices:

- Appendix 1: Concept Designs - drawing numbers:
 - 70037081-01-GA-01 Rev A
 - 70037081-01-GA-02 Rev A
 - 70037081-01-GA-03 Rev A
 - 70037081-01-GA-04 Rev A
 - 70037081-01-GA-05 Rev A

- Appendix 2: Phasing Plan 1 of 2
Phasing Plan 2 of 2

Declaration of Interest

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

Signed:

Date:

Councillor Richard Beddoe

Cabinet Member for Place
Shaping and Planning

NAME:

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)

For the reasons set out above, I agree the recommendation(s) in the report entitled “Queensway Public Realm – Next Steps” and reject any alternative options which are referred to but not recommended.

Signed

Councillor Richard Beddoe, Cabinet Member for Place Shaping and Planning

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 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.

Declaration of Interest

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

Signed:

Date:

Councillor Tim Mitchell,
Cabinet Member for
Environment and City
Planning

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 “Queensway Public Realm – Next Steps” and reject any alternative options which are referred to but not recommended.

Signed

Councillor Tim Mitchell, Cabinet Member for Environment and City Management

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.

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OTHER IMPLICATIONS

1. Resources Implications

The financial implications are set out in section 8 in the main body of this Cabinet Member Report.

2. Business Plan Implications

No implications.

3. Risk Management Implications

A risk register has been created and is regularly updated by WSP|Parsons Brinckerhoff for this project.

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 and will encourage walking and may reduce local emissions through the removal of on-street car parking. 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. The proposals seek to create safe and accessible public spaces.

6. Impact on the Environment

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

7. Equalities Implications

The scheme is being designed to improve the accessibility of the streets for people with visual and mobility difficulties through the installation of flush kerbs at pedestrian crossings. The scheme will adopt best practice relating to accessibility.

8. Staffing Implications

No implications.

9. Human Rights Implications

No implications.

10. Energy Measure Implications

No implications.

11. Communications Implication

Residents and businesses will be notified of the Traffic Management Order Consultation through a letter drop. Any significant design changes to the street layout and function of the street will be communicated to local stakeholders.

